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The official publication of the San Diego Region Porsche Club of America
November 2020

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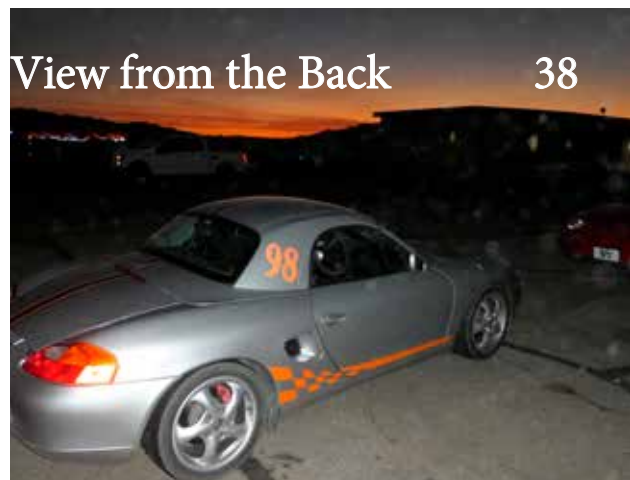


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Features and Pictures



Departments and Articles

- 02 Board of Directors, Witness Staff
- 03 Committees
- 06 President's Column
- 10 Board Meeting Minutes
- 22 One to Three Porsches in 30 Days
- 42 Membership
- 44 Advertising Index, Rates, Policy

On the Cover



Photo by Eric Marc-Aurele

WINDBLOWN WITNESS

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Windblown Witness

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Anastasia Berta
Ryan McClune
- Driver's Ed
Mark Curran
- Time Trials
Mark Rondeau
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Martha McGowan
Susan Brown

Concours

Tom Brown

Driver's Ed

Greg Phillips

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Fred Yip
Rob Walker
- TT/Driver's Ed
Cathy Young
Mark Rondeau

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Equipment

- Autocross
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Matt Sparks
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Lana and Adam Gill

Off-Road Tours

Garrett Guess

Panorama Articles

Sara Gengler

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Rules

Tom Brown

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Tech Inspection

- Autocross
Dan Chambers
- TT/Driver's Ed
Steve Grosekemper
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Julie Ngo

Time Trials

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Driving Tours

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Timing

- Autocross
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- Time Trials
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Volunteer Coordinator

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automuseum

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charity

classifieds

communications

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editor

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eventflyers

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rules

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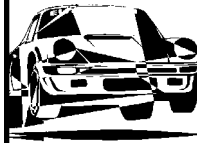
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From the President

Keith Verlaque
SDR President

What's happening in PCA San Diego Region?

COVID-19 restrictions are gradually loosening and PCA-SDR events are slowly being permitted to return. Again, we still need to continue being diligent in complying with stated regulations and common sense, especially as we are nearing the Thanksgiving/Christmas season when annual gatherings abound.

Vote for 2021 SDR Board members

To those of you who VOTED for next year's Board either by mailing in a paper ballot or by voting electronically on line—THANK YOU. We received a total of 237 responses to the election.

Per SDR By-Laws, candidates have been notified accordingly and the first step of their two year term is for 2021 SDR Board members to meet and decide who will be our four officers: President, Vice President, Treasurer, Secretary for 2021 with the remaining three being Board Members at Large.

Congratulations to the four newly elected board members for 2021 who, in alphabetical order, will be:

Ann Archibald, Anastasia Berta, Scott Leslie and Eric Marc-Aurele.

They will join Tom Brown, Mike Miller and Keith Verlaque, from the 2020 board, to make a total of the seven directors required for 2021. Better luck next time to the candidates who did not make it this time, and thanks for throwing your names in the hat.

SDR Virtual FOOD DRIVE

The SDR food drive began on Aug. 1st and continues until Nov. 1st, and we are rapidly nearing our revised goal of \$10,000. The current \$ total (as of Oct 07) is \$9,625.

Each dollar donated provides food for 5 meals, which means that San Diego Region has provided over 48,000 meals to date, and we still have all of October to go! Let's see how high we can get that total to help fellow San Diegans.

If you've already donated, thank you very much, and please consider donating more than once if your budget allows—\$10, \$25, \$50 or more—whatever you can. If members simply donated the amount that they are saving on gasoline every two weeks while working from home, the difference to the total would be HUGE. See pcasdr.org to donate.

Use your debit or credit card and remember these donations are tax deductible! Just make sure to print out your receipt after checkout, you will also get an email receipt from SDFB.

New Members

Although club management's hands are still tied to some extent by current circumstances, we remain eager to demonstrate how SDR can show members ways of getting much more enjoyment out of their Porsche. Consequently, a New Member Welcome event is still in the pipeline at which all members will be welcome to attend and meet and socialize with members who have joined recently. Please watch out for e-mails from the club and check our calendar regularly.

BEWARE of an early 911 in Irish Green...that makes no noise! For those interested in short Porsche related videos, visit the following link to the story of a heavily modified 1968 Porsche 911. Brilliance or Blasphemy? You decide, but if, by chance, you do happen to see this car on the street, it's probably NOT a good idea to race it! To see more, go to <https://www.youtube.com/watch?v=ZQfkojLhY7U&t=1s>

SDR's First Virtual Tech Session

Our first ever Virtual Tech Session was hosted by Völlig Autowerks, who invited you into their shop from the comfort of your own home via a Zoom meeting on Saturday, Oct. 12th.

The event was a HUGE success with a mix of live questions and answers interspersed with some pre-recorded video of several aspects of wheel alignment and suspension set-up, including adding adjustability to your Porsche's handling. Approximately 80 members were in attendance, and all learned about how their car's suspension and alignment worked. Many were wowed by the fantastic acting in the video portion (remember the word "fantastic" means hard to believe, as it originates from fantasy). All in all it was really good fun and educational. Huge thanks are due to Adam and Lana Gill at Völlig Autowerks, plus the team that helped them film and record the whole event. Our web team is in the process of posting the whole event on our website, so if you missed it, be sure to watch for that.

SDSU Stadium availability – Autocrossing

For many years (at least for the 23 years I've been in SDR) our region has been known as a Driving Region. Largely due to our having access to "the Murph" (Jack Murphy Stadium), which was then renamed "the Q" (Qualcomm Stadium) and, subsequently SDCCU (San Diego County Credit Union) Stadium, we proudly boasted it was the largest paved

area West of the Mississippi. As a result, we have been able to put on autocrosses with sometimes as much as one and a half minute laps* and speeds occasionally in excess of legal road speed limits. I recall one National PCA Parade autocross in which drivers from all over the USA competed where the TTOD (top time of day) was below 40 seconds!

We were also able to proudly hold two Performance Driving Schools per year, complete with four large skid pads for Throttle Steering and Pitch and Catch exercises and at least four other full size exercises; Slalom, Accident Avoidance, Early/Mid/Late Apex and the much-loved Dynamic Cornering. Our school was held twice a year for approximately 25 years and will be greatly missed. It was indeed rare to have such a huge open driving venue available—we were the envy of many a PCA Region. I suspect that many an SDR PDS graduate will have a moment's quiet thought remembering having fun at the PDS.

Sadly, we have received a message from the new Stadium Manager from SDSU, who recently acquired the stadium

(and have already started to tear it down to build anew), that there will definitely be no more events of any nature, driving or otherwise, held at the stadium for at least the next two years and most likely ever. Accordingly, we are sending scouts out to every driving venue in So Cal to investigate the possibility of re-invigorating our PDS.

Still hoping to see you soon at an SDR event, and asking that when you do attend, please be sure to introduce yourself.

Keith Verlaque

*My proofreader just informed me that I may have been the only person autocrossing that was getting one and a half minute lap times...

Who are we? WE are SDR !! 

2021 OFFICERS

President:	Tom Brown
Vice-President:	Anastasia Berta
Secretary:	Ann Archibald
Treasurer:	Eric Marc-Aurele

BOARD MEMBERS AT LARGE

Mike Miller
Scott Leslie
Keith Verlaque

BOARD ADVISOR

Keith Verlaque

See pcasdr.org, or our Facebook page @PCASanDiegoRegion for more information on all events. Next *Witness* — February 2021!

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August Board Meeting

DRAFT - Minutes for PCA-SDR 2020 Board of Directors Meeting 08-04-2020

[Meeting conducted via Zoom video conference due to COVID-19]

Attending Board Members: Keith Verlaque, Tom Brown, Gisele Gonzalez, Mike Miller, Mike McGowan, John Straub. Quorum required.

Call to Order: 7:07 PM

NOTE: All events (SDR hosted or otherwise) must be approved/sanctioned by the Board of Directors (BoD).

All income/disbursements for SDR events over \$75 per month must be approved before the event using Budget Forms, plus reconciliation provided to the BoD after the event to show budgeted vs. actual costs. No chair or committee shall finalize event profits/expenses (including free entries) without BoD approval.

PRESIDENT (Keith): PCA-SDR BoD does not want to put any PCA member's health at risk due to the current COVID-19 pandemic. This has resulted in the cancellation of many events. The primary function of this meeting is to review the events calendar to discuss upcoming event cancellations, particularly a proposed revised TT event for September at WSIR.

At the March BoD meeting it was agreed by the BoD to cancel the following regular monthly social events until further notice: Cars and SDR, Autocross, and Last Tuesday Social evening

At the May BoD meeting the CDI's requested that the Spring 2020 PDS be cancelled, and the Driving Tours Chair requested that the May 19th Back Country Driving Tour be cancelled. The BoD voted to approve both cancellations.

At the June BoD meeting it was accepted by the BoD that the La Jolla Concours had been rescheduled, the ballet had been rescheduled, and the Eastlake River Walk Car Show was cancelled.

- The above cancellations remain in effect.

Note: PCA-SDR events cannot be held without a BoD approval by vote. Each event will be assessed based on event specifics and Government/State/City imposed restrictions, if any.

Out of Board Meeting votes since July BoD meeting: None. However, see below regarding Jul. 22 meeting.

An in-between regular monthly BoD meeting was held on July 22 for BoD members to discuss and vote on two issues

- 1) By-Law revision:

A motion was provided by Tom Brown to accept the proposed revisions to the SDR By-Laws as previously discussed with the BoD and to publish them in the August Witness in order that members may vote on them as a part of the upcoming voting ballot for 2021 Board members. Moved, Seconded, Passed. The BoD vote was unanimous.

- 2) Potential replacement of Ulrick Matsunaga who has resigned as a BoD member:

After BoD discussion, it was proposed that the 2020 BoD will not replace former BoD member Ulrick Matsunaga for the remaining four months of his two-year term. This was based on the fact that Ulrick is in the second year of his term and only has a short time remaining to serve. Had he resigned in his first year, it would make more sense to elect his replacement to serve out the rest of this year and his second. After review of the SDR By-Laws this proposal was deemed to be in full compliance. Moved, Seconded, Passed. The BoD vote was unanimous.

- Plan for return to holding SDR events. Informal recommendation: Event Chairs could plan events in detail other than dates, so that events are quick to resume once we are able to again hold them.

- PCA COVID-19 Waiver: Signed waivers are currently required for all PCA events where people will gather. Please do not forget once SDR events resume! A copy of the waiver is on SDR's web site. Please do not forget to include it in your event planning once SDR events get going again!

- Porsche Field of Dreams: (KV): This is to be a totally non-competitive event. At the March BoD meeting the BoD requested a formal proposal. A site vendor e-mail was received with further questions. Per correspondence with the site vendor, the event will likely be held near the end of 2020. A formal proposal for the event is pending.

- A 2020 Sponsorship Message to all PCA-SDR 2020 sponsors is still being drafted; the intent is to notify sponsors that we are considering ways to continue their current sponsorship possibly into 2021 as a gesture

of thanks for being involved in 2020. Proposals will be discussed by the BoD off-line and the message will be approved by the BoD prior to sending. More information will follow for BoD members.

- Please consider ALL SDR events as being sponsored. Advertising has been paid for by the sponsors. Sponsor logos must be used in event ads, on the calendar, and on MotorSportreg.com. We have two sponsor banners. At least one must be displayed at ALL AX and track events.

SECRETARY: (Mike Miller) – July minutes (main BoD meeting and supplemental July 22 BoD meeting) were voted and approved.

TREASURER: (Gisele) – Presented treasurer's report and 2020 budget. Financial position is solid. Bottom line is that we expect 2020 to be a "break-even" year for income vs expenses. Treasurer's report voted and approved by BoD.

NOMINATING COMMITTEE: (Tom Brown) – The committee has completed its function. Six SDR members have agreed to be placed on the voting ballot for the 2021 BoD. There are four open positions. Electronic voting has been established, in addition to paper ballots. One or the other may be used by members, not both.

CHAIR EPORTS

Autocross; (Bill Behun) – SDCCU Stadium Update. Beginning September 1, 2020, the west lot will close permanently. Future events will be at the southeast lot. "Preferred" dates for future AX's have been requested from the stadium. A response remains pending.

DE/TT; (Greg Phillips) – The DE/TT team is trying to resume driving events. The DE/TT committee believes that this is acceptable to applicable county authorities (San Diego and Kern), and is in the process of establishing formal Covid-19 policies and procedures. There will be no in-car instruction (solo drivers only, unless both occupants are from the same household.). The policies and procedures will be forwarded to PCA National for approval and to verify insurance event coverage. DK Driving School will be available to provide a day of track instruction prior to the event. This can help members that require one more track day to be approved for solo driving. The DK driving instruction is not a PCA event, and is voluntary, at a separate cost (registration will not be via PCA and the event is not under PCA control or authority).

Motion by Tom Brown: Move forward with planning TT (subject to insurance and other requirements), and we will advertise the DK Driving School (see above) along with advertisements for this TT event. Voted and approved by BoD. The BoD vote was unanimous.

Charity: (Bev Gould) – A Virtual Food Drive has been coordinated in conjunction with San Diego Food Bank (SDFB). Bev is the focal point for SDR. SDFB will provide a URL, and SDR members are able to donate through a URL. To date, SDR members have donated \$1,625.

Tech Sessions: (Lana Gill for Julie Ngo): A "virtual" tech session at Völlig Autowerks is being planned for September 12.

PDS: (Lana Gill) – The event is still on the club calendar for October, but we do not yet have a location secured. Keith motioned that the event be cancelled until such time as we can secure a suitable location. Voted and approved by BoD. The BoD vote was unanimous.

Membership: (Lana Gill) – August total SDR membership: 2,772; Primary members: 1,760; Affiliate members: 1,012; Renewed 107, non-renewed: 26. New members last month: 12.


ANY OTHER BUSINESS / ANNOUNCEMENTS:

Goodie Store; (Doug/Rhonda) – Website update, new products are available, and it was suggested that SDR revise/update its logo. Tom Brown will set up an electronic poll to see if members would have interest in this.

Installation Dinner: Victoria V. is scouting potential options. No decisions have been made yet.

Adjournment of August 2020 Board Meeting: 8:37 PM

Next BoD meeting: Date – Tuesday September 1st

Location: Proposed to be held via Zoom conference call due to Covid-19. 

September Board Meeting

DRAFT - Minutes for PCA-SDR 2020 Board of Directors Meeting 09-01-2020

[Meeting conducted via Zoom video conference due to COVID-19]

Attending Board Members: Keith Verlaque, Tom Brown, Gisele Gonzalez, Mike Miller, Mike McGowan, John Straub. Quorum required.

Call to Order: 7:21 PM

NOTE: All events (SDR hosted or otherwise) must be approved/sanctioned by the Board of Directors (BoD).

All income/disbursements for SDR events over \$75 per month must be approved before the event using Budget Forms plus reconciliation provided to the BoD after the event to show budgeted vs. actual costs. No chair or committee shall finalize event profits/expenses (including free entries) without BoD approval.

PRESIDENT (Keith): PCA-SDR BoD does not want to put any PCA member's health at risk due to the current COVID-19 pandemic. This has resulted in the cancellation of many events. The primary function of this meeting is to review the events calendar to discuss upcoming event cancellations, particularly a proposed revised TT event for September at WSIR.

At the March BoD meeting it was agreed by the BoD to cancel the following regular monthly social events until further notice: Cars and SDR, Autocross, and Last Tuesday Social evening

At the May BoD meeting the CDI's requested that the Spring 2020 PDS be cancelled, and the Driving Tours Chair Requested that the May 19th Back Country Driving Tour be cancelled. The BoD voted to approve both cancellations.

At the June BoD meeting it was accepted by the BoD that the La Jolla Concours had been rescheduled, the ballet had been rescheduled, and the Eastlake River Walk Car Show was cancelled.

- The above cancellations remain in effect.

Note: PCA-SDR events cannot be held without a BoD approval by vote. Each event will be assessed based on event specifics and Government/State/City imposed restrictions, if any.

Out of Board Meeting votes since August BoD meeting: None.

- Plan for return to holding SDR events. Informal recommendation: Event Chairs could plan events in detail other than dates, so that events are quick to resume once we are able to again hold them.

- PCA COVID-19 Waiver: Signed waivers are currently required for all PCA events where people will gather. Please do not forget once SDR events resume! A copy of the waiver is on SDR's web site. Please do not forget to include it in your event planning once SDR events get going again!

- Porsche Field of Dreams: (KV): This is to be a totally non-competitive event. At the March BoD meeting the BoD requested a formal proposal – a site vendor e-mail was received with further questions. Per correspondence with the site vendor, the event will likely be held near the end of 2020. A formal proposal for the event is pending.

- A 2020 Sponsorship Message to all PCA-SDR 2020 sponsors is still being drafted; the intent is to notify sponsors that we are considering ways to continue their current sponsorship possibly into 2021 as a gesture of thanks for being involved in 2020. Proposals will be discussed by the BoD off-line and the message will be approved by the BoD prior to sending. More information will follow for BoD members.

- Please consider ALL SDR events as being sponsored. Advertising has been paid for by the sponsors. Sponsor logos must be used in event ads, on the calendar, and on MotorSportreg.com. We have two sponsor banners. At least one must be displayed at ALL AX and track events.

SECRETARY: (Mike Miller) – Vote to approve August minutes is being deferred to allow BoD members additional time to review.

TREASURER: (Gisele) – Presented treasurer's report and 2020 budget. Financial position is solid. Bottom line is that we expect 2020 to be a "break-even" year for income vs. expenses. PCA National contribution was received. Treasurer's report voted and approved by BoD.

CHAIR EPORTS

Autocross: (Bill Behun) – SDCCU Stadium update. All is in limbo. Not known at this time if there will be any more AX events held at the stadium.

DE/TT: (Greg Phillips) – September 19 and 20 DE is scheduled for Willow Springs. Insurance has been obtained. Covid policies and procedures have been submitted to PCA National.

Driving Tours: Rick R. submitted a written driving tour proposal that included Covid guidelines. 50 cars maximum. Dates: October 11 and November 1st, 2020. Members can participate in one or the other, not both. Voted and approved by BoD.

Tech Sessions: (Lana Gill for Julie Ngo) – A “virtual” tech session at Völlig Autowerks is being organized for September 12. Topic: Alignment and Suspension.

Membership: (Lana Gill) – September total SDR membership: 2,782; Primary members: 1,764; Affiliate members: 1,018; Renewed 96, non-renewed: 37. New members last month: 12.

Concours: (Tom Brown) – The city is not issuing any permits for events. Spanish Landing Concours is being

cancelled. Voted and approved by BoD.


Web site: (Bev Gould) – 2020 Virtual Food Drive has received \$5,118 in member donations to date. Potential SDR logo revision: proposals have been submitted.

Social: (Victoria V.) – Victoria proposed to cancel Mystery Weekend and Progressive Dinner that were on the calendar, due to Covid. Voted and approved by BoD. She is investigating potential outdoor venues for the Installation Dinner.

ANY OTHER BUSINESS / ANNOUNCEMENTS:

Adjournment of September 2020 Board Meeting: 8:35 PM

Next BoD meeting: Date – Tuesday, October 6th

Location: Proposed to be held via Zoom conference call due to Covid-19. 



Andrew Raines charges into turn 1 at Big Willow. The partially overcast day gives a nice highlight along the length of the car, exposing for the dark car results in the background being washed out as it has a patch of sun on the ground behind him. Pure luck has his helmet right in the gap between the two white panels, allowing us to easily see Andrew. Photo by Eric Marc-Aurele



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My Porsche 912 Experience

Article and photos by Dr. Breffni Castellanos Barrett

In October of 1967, Gilbert S. Hardie M.D. took delivery of a brand new Porsche 912 in Polo Red with black interior, chassis number 12801084. His address was 5648 Toyon Road, a San Diego 92115 neighborhood called Alvarado Estates adjacent to San Diego State University. It is unclear to us how long he owned it or how many times it exchanged hands but on January 18th, 1982, my father, Dr. Breffni Barrett, purchased this 912 and brought it home to his house at 5460 Toyon Road, 8 houses away from the original owner's address. I was 11 years old. Boy did I think that was a cool purchase!

After about 6 months of ownership, a client of my dad arriving for a therapy session mentions that there was a red Porsche on fire parked out front. My dad rushed out to see his new Porsche's engine bay engulfed in flames. After dousing the fire, the car was pushed approximately one block to Jack Player's auto body repair shop in Hillcrest on Thorn Street. It languished there for 3 years, as is the case sometimes with restoration projects. It was repainted with the original color and restored to usage (which wasn't much at the time). It mostly sat under a carport with sun exposure to the front end of the car during afternoon hours. I was actually the primary driver of the vehicle (during my teenage years in the 1980s), albeit covertly, when dad was not looking or out of town. One incident stands out where I shifted from 3rd gear into 2nd (instead of 4th) and a fan belt sheared off from the over-rev.

I almost lost control of the vehicle on several occasions as well, thinking more of the vehicle's capabilities than the engineers in Stuttgart likely intended. The skinny tires and soft suspension proved for quite a lofty, floating experience at speed when the road dipped or curved unexpectedly in

the hands of a young, inexperienced driver. Not to mention the learning curve for a rear engine car. Heck, I hadn't driven ANY other cars at that point! Yet it was in those early days of driving that I got hooked on the rear-mounted engine experience. I loved playing with the drive-by-the-seat-of-your-pants feel of early Porsches and that edge of tail-spin vs. controlled and spirited cornering.

Despite my efforts, the car actually still sat in that lonely carport most of the time. As it sat in despair, neglected and sad, undoubtedly, I bought my first Porsche for myself in 1995. It was a bronze colored 1983 911SC Targa with beige interior. A lovely car that had been meticulously maintained, I drove it like the parking attendants in *Ferris Bueller's Day Off* most of the time. A girl I was dating at the time helped me witness another over-rev, but this time it busted a rocker arm.

Months earlier, I had seen a nice Porsche parked on the street somewhere and noticed two business cards affixed under the windshield wiper offering repair services at reasonable rates. I took a card for future reference. "Hans" was an interesting character with a thick German accent, and showed up with a tool box and lot's of Porsche stories from Germany, where he claimed to have worked in the factory for a stint. He fixed the car in my driveway and charged me the equivalent of a fancy dinner plus money for the parts. That car was fun, but eventually life got in the way and I had to sell it. A few years later, I purchased a 1986 911 Carrera. I bought it from Sparky of Sparky's Porta-potties. He had a few fancy cars like Ferraris and Lamborghinis, and was selling this black 911 with a brown interior. It wasn't the original color but it was in good condition, it was priced to sell, and I wanted a driver not a garage queen. The power



difference was immediately noticeable compared to my old SC, and I proceeded to autocross this car and modified it with light weight fiberglass fenders, corner balancing, bigger torsion bars, K&N air filter, hollowed out muffler, and custom chip. It was a fun car that facilitated a few speeding tickets, and I eventually sold it to my brother.

A few years later, I bought a 1995 993 which I heavily modified with the help of Jae Lee at Mirage International and Mark Sawaya at Performance Porsche. These guys had helped me maintain and upgrade my previous Porsches, and stepped it up on this latest acquisition. With aero modifications and HRE wheels, this car was quite a looker, fast, and immensely fun to drive. Unfortunately, the IRS forced my hand after not planning appropriately during a stellar year selling real estate. Jae Lee was my first choice for a quick sale, lucky guy. Unfortunately, I recently found out that he sold it rather quickly after experiencing an “I need money now” moment himself.

Back to that old 912 that had been getting sunburned in my dad’s driveway. Eventually, my dad told me that if I ever moved into a house with a garage I could take possession and keep it. Knowing this and having access to the keys, we began to upgrade the vehicle. First, corner balancing and stiffer shocks, bigger torsion bars. I replaced the seats with some Monte Carlos from Stefan Kramer at classiccar-seats.com. Mark had an old set of Fuchs laying around and I happily took those off his hands. The old engine in this poor neglected car had been coughing and wheezing for years. Tried new carbs but the improvements didn’t last long. So, in came a 2.4 E motor with Weber carbs as Mark had one laying around. This made the car much more fun, and for a few years I enjoyed the smell of gasoline and improved performance.

As has always been the case for me, I longed for better performance and pestered Mark with my nagging wish list for years. Eventually, during one of many service visits, he let me know that he had a 1987 Carrera 3.2 motor laying around, and for the right price he would cut, weld, and squeeze it into my 912, along with an accompanying 915 transmission. I took him up on this offer, and after a few tweaks it turned this car into a legit street outlaw.

The car was a dream to drive, but the comments I often got were “Do you want to sell it?” OR “Does that thing run?” Some would tell me, including Jae Lee, that the patina was priceless and that I shouldn’t ever, ever touch it. Other’s like Mark (and myself, actually), thought it looked rather hideous. A cross between orange, brown, and a putrid, faded red. When I began my journey to explore re-painting options, I got bids as high as \$28,000 from Phil Thearle’s. I also got a few bids in the \$8000 to \$10,000 range. One day Mark tells me that he “has a guy” that would do it for closer to \$3000. I don’t think it took me more than a day

to find this guy and see what he would say. In the meantime, I had searched the world wide web and procured an “S” front fiberglass bumper, an “R” rear fiberglass bumper, and a duck tail (which ended up looking a little crooked after the repaint). After meeting with Mark’s guy, I was quoted \$3250. Astonished, I quickly arranged for a drop off and eagerly looked forward to weekly visits for the 6 week timeline I was quoted.

This began my nightmare journey into what I now know to be a not so uncommon, frustrating vintage auto repaint saga. Six weeks turned into 6 months. Along the way, Mark’s guy would tell me it would be done in a week. Approximately 20 times I heard this line. His crackhead chain-smoking helpers with missing teeth and hair would tinker around on it relentlessly, offering to polish this or redo that as a side job. One of these clowns tried to refinish my dash, and to this day there’s a rubbed-out spot where the inappropriate solvent dug into the material covering my dash. I remember getting so angry when I’d arrive to see my car with no progress and covered in trash and junk. Literally!

Choosing a new color turned out to be just as frustrating, as anyone might tell you who is trying to make that permanent decision. I would bring in pictures and phone images of cars to Mesa Paint in North County, and they would laugh at me and repeatedly remind me that they can’t color match from an image or photo. They had me going around auto malls looking at cars and taking down the paint codes. In the end, I am very happy with the results. I chose Dolphin Grey, an authentic early Porsche color.

I had the rocker trim strip removed along the side of the car and patched up the holes that were there to secure those items. I had the fender-mounted antenna removed and installed my new lightweight bumpers. We also repaired a number of small dings and scratches. All in all, I paid \$4000. It does not look perfect, as the rear bumper and ducktail have a slight unevenness to the look if you eyeball it closely. The color was not my first choice, but my wife wouldn’t let me have silver so I compromised. I can see all the eyes rolling right now but hey, happy wife, happy life. The paint is not perfect either, but you have to look pretty hard to find any imperfections. It was a windows-out repaint, and overall it’s quite a nice looking “sleeper” now. My only serious complaint is that the floor mats mysteriously disappeared and now my feet rest on metal when I’m in the car. Turns out those old black rubber, original floor mats are worth a lot of money! They sure put on a good show when I asked them to search the paint shop for the mats. Very believable. Grrrrrrr.

For as long as I can remember, the car had “BREFFNI” on the license plates. While my dad probably thought this was a cool thing to do when personalized plates first came




out in the 1970s, I was a little uneasy about driving around town with my name on the license plate. We are both psychologists and the thought of one of our patients recognizing me wasn't a very palatable thought. So I kept the blue plates as mementos and got new black custom plates which say "DADS912" I thought this was fun because I intend to pass along the car to MY son Finnigan (who is 5 right now and thinks the car is "super cool").

As soon as I got it back from the paint junkyard...um... paint shop, I took it to US Wheel Polishing and got the 6&7 X 16" Fuchs refinished and polished for an "RS" look. This took them forever to hand-sand the paint off them and they told me they'd never agree to a job like that again. In fact, I was surprised they took the job, having been turned down by just about every other wheel repair shop I could find. \$600 for beautifully polished rims? Sold!

This car has come a long way from it's origins, and now it's my perfect weekend rubber-burning cruiser. Occasionally, I'll get the "You should have saved all the old parts so that it retains more value" comments. I acknowledge this is true, but I've always just wanted to drive my Porsches hard, not prepare them for a concours events or "preserve" them in my garage so that I can sell for big bucks someday. I prefer insect carcasses on my front bumper and oil on my garage floor than spending hours with a Q-tip while on my hands and knees. And I was really only able to afford doing this resto-mod by doing it over a long period of time and by selling many of those original parts to very appreciative buyers I found on Craigslist and other websites.

I even met a few fun and interesting characters along the way that I still keep in touch with sharing the Porscheophile bug. There will always be a yearning to keep up the resto-mod momentum. I've got all kinds of ideas and my list is always expanding.

I am currently working on installing a high-powered antenna so I can use the radio again. My CD's don't appreciate the stiff suspension and the bumps on the road render my music to constant interruptions. But hey, the straight pipes with dual exhaust tips custom crafted at Hansen's muffler shop in Lemon Grove sound amazing (to me). And this is what it really boils down to. This car has been in my family for 38 years and is as familiar to me as the home I grew up in, where my parents still reside. She's an old friend and I love her. The car makes ME happy. And driving it is a thrill. Just the way I like it.

So, what do I dream about now? For some reason I always want to go faster, go figure. I recently saw an early '70s 911 with a turbo on a 3.2 advertised in Panorama that sounded pretty fun. I called the guy and he shared with me all that it took to make that a reality. I already have too many gray hairs and my bank account isn't quite up for that project at this time. But a 3.6 sounds pretty interesting! I wonder if I should consult with my son Finnigan to see what he thinks. Or maybe I should get a newer 911 Turbo Tiptronic so my wife can drive it. Oh yah, that bank account issue. More than likely, I think I'll just continue to have fun tinkering and drive the piss out of my go kart 912, and enjoy every minute of it until it's time to pass it along to Finn. 



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One to Three Porsches in 30 Days!

Article and photos by Peter Shapiro

I read the recent “Short Takes” and thought I might add to the quarantine car stories. It all started when my wife, Kathy, thought she wanted a new car...even though she professed to still love her 2011 MBZ E350 Coupe, a fine car. So off to the dealer we go (Hoehn) to test a Panamera—nice, but a bit large for her (our) taste. So then, what else was there that sparked her...she thought maybe a Macan (a friend of hers recently bought a red one) could be nice, and so I said, sure, we can have two SUVs (our other was a 2011 BMW X3 in very good shape). But no, she liked her MBZ and the idea of two SUVs didn’t sit too well...so it seemed if we were to get a Macan, the Beemer had to go. Unbeknownst to me, while she was golfing with our neighbor, Kathy invited her to look at it for their just college-graduated daughter. The neighbors loved it, we couldn’t back down, we made a quick deal, and so back to the dealer we go!

After testing out a few Macans and then contemplating what we wanted to do, we saw one online that looked just right, a Sapphire Blue Macan S with black/tan interior. We called

Roger, our salesman & great guy, and lo and behold, he had one on the lot ready for us. The deal was done! So now we have two Porsches, the 2020 Macan S and my 2008 Carrara White Boxster...and her MBZ. All is good, right?

Well, not so fast...Kathy loves the color red, and while perusing the internet saw a 2017 Guards Red Cayman for private sale. Called to make an appointment but the seller was reluctant and wanted to keep it (why advertise then?) So she found another one at an Orange County dealer, a beautiful 2019 Guards Red Cayman with less than 9K miles. A trip to the dealer and whoa! Another deal is done! Now a third Porsche in less than 30 days! The MBZ is gone. And now we are a Porsche garage with all American colors: Red Cayman, White Boxster and Blue Macan. Who says we didn’t know what to do with our vacation refunds...and then some! Now we’re lovin’ our Porsches and needin’ some serious road time! COVID go away! Cheers! 🦅





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Why I bought a Porsche

Article and photos by Lyle Stotelmyre

I've always wanted a Porsche. Who doesn't? But I saw it only in my dreams.

When I retired from my pest control business in Lake Arrowhead and moved to downtown Oceanside where we walk a lot, we downsized to just one car and have found it very suitable for our needs. My wife Michele has a home-based business in trusts and estate management as a Licensed Professional Fiduciary so there is no commuting for us. We sold my work truck and kept the Lexus SUV to transport our 100 lb. Doberman, Kobe-the-Dobie. When he got too old to jump into the back, we traded the Lexus in for a Kia Sedona that had a much lower tail gate that he could jump into. The Sedona had everything on it and was a pleasure to drive.

Last Spring while my wife and I were driving back from Arizona after visiting family, we decided it would be great fun to take our young grandchildren camping. We also wanted to start visiting National Parks again. This was well before Covid-19 came along.

A big expensive motorhome seemed out of the question, because how often do you really use them? Unless you live in your motorhome, it spends most of the time in storage.

As background, a few years ago we rented a 26 ft. motorhome and drove to Yellowstone. We discovered we had a hard time finding parking places for it. Some venues even had a length restriction of 22 feet for entry. Towing a trailer seemed the best solution, since a trailer could be parked at the campsite, and we could drive the tow vehicle and then be able to park in a regular parking space and even just go to a restaurant.

So, while on the drive back to Oceanside through the Arizona desert, Michele checked the towing capacity of our Kia Sedona, which would pull the trailer. It was 3500 lbs. Not a lot. Then she checked the weight of some small trailers on the internet. All were 3500 lbs. or more. Then she shopped other SUVs, all while I was driving. (Aren't cell phones great?) Michele knew I always wanted a Porsche, so on impulse, she checked the towing capacity of the Porsche Cayenne. Low and behold, it turned out to be 7700 lbs. That is huge towing power. It's the same as a 3.3 L Ford 150 pickup. I used to own pickups in my business, but I didn't want to buy another one now, or even buy a second vehicle. An SUV is better for our one-car situation, since I can still fit 10 ft. lengths of lumber or piping from Home Depot or Lowes inside and close the hatch, much to Michele's chagrin of damaging the upholstery.

My eyes lit up. I said, let's buy a Porsche!

We talked to my brother-in-law who has raced Porsches and

owns a 911 and a 2016 Diesel Cayenne. He let me drive his Cayenne and I was hooked. He hasn't let me drive the 911 yet. We shopped for Cayennes at Riverside Porsche, Carlsbad Porsche, and on the internet. Carlsbad Porsche gave us a great deal in July of 2019 on a 2019 almost new, pre-owned Cayenne with less than 5000 miles on it. It had the radar adaptive cruise control and a dealer installed trailer hitch, just what we wanted. Lucky Lyle!

The Porsche Cayenne with its 3.0 Liter V6 engine, 340 horsepower with 332 Lb. of torque, 8-speed transmission with manual shifting option, plus all-wheel drive is the perfect vehicle to tow a small trailer in any road conditions. I also like the warning sticker on the dash that says, "Do not drive over 150 mph!" In addition, there is 22 cubic ft. of cargo space with the rear seats up and 54 cubic ft. with the seats down. The Cayenne is also capable of holding my 10 ft. lengths of lumber and pipe, which as a DIY guy I have put to the test in Home Depot runs while building a room addition.

As for the trailer selection, we intended to get an Airstream Bambi, one of two Bambi models that run 16-19 ft. in length and weigh between 3500-5000 lb.GVWR. The Airstream is beautiful and well made, however after shopping for the 19 ft. Bambi, we were told there is a six-month to a year waiting list. This is due to the Covid pandemic. Nobody is flying anymore for pleasure or vacations. Demand for RV's and travel trailers is booming now. The RV dealer told us they sold more RV's this May than all of 2019. The smaller 16 ft. Bambi was available in Las Vegas, but we measured the bed and it was only 48 inches wide. Not a lot of room for two adults.

Michele loves tent camping and did it a lot when she was younger before we were married, and she also enjoys roughing it, so a small trailer is what we both wanted. I volunteer in the entomology department at the San Diego Natural History Museum in Balboa Park. Last year I sponsored and accompanied several museum expeditions to Southern Baja for weeklong trips. We tent camped in sand dunes with no facilities and ate just one meal a day at restaurants. At my age I am really not anxious to do that again, so I wanted a travel trailer with a fully equipped kitchen and a bathroom with shower.

We ended up choosing a Coachman 19 ft. Apex Nano hybrid combo tent trailer. The Apex has queen-size beds on each end that fold out and are covered with zippered canvass and netting which is much like sleeping in a tent. The trailer has heating and air conditioning, toilet with shower, a double sink, two-burner range, a large 6 cu. ft. refrigerator, and a microwave. It also has a dining nook and a couch, each capable of converting into a bed. Should we drive to Yellowstone, where tents are not allowed because of bears, or another park where



The Bluetooth brake controller

there are bears, we can sleep on the fold out couch without putting the end beds down. With this set up we can easily take multiple grand kids and guests and all sleep comfortably.

We needed to buy a trailer hitch for the Cayenne and a brake controller for the Apex before we could take it off the RV lot. For anyone wanting to tow a camper, I recommend a beautiful, solid, rustproof aluminum hitch kit from Uriah Aluma-Tow (UT623410) that comes with three size balls, various locks, and is adjustable for leveling a towed trailer up to 12,000 lbs. The brake controller I decided on is a Curt Echo #51180 plug-in that is controlled from a cell phone app that doesn't require drilling holes in the dash or running wires to the battery. Heaven forbid, no one is drilling holes in my Porsche.

Our first trip towing the trailer was to the Grand Canyon in August, where one of our daughters and her family from Phoenix joined us. We had no trouble pulling the 3500 lb. Apex, or any feeling of loss of power in the Cayenne while driving up to the rim and camping at 7400 ft. We left the Apex Nano trailer parked in the campground and piled family in the Porsche to drive to viewpoints out of walking distance. We had a wonderful time.

We are now set up with the perfect combination, a Porsche Cayenne for everyday driving, and going camping, too. 🐦



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Pictures and Porsches

Article and photos by Eric Marc-Aurele

Be there.
Be ready.
Take lots of pictures.

None of these bits of advice are rules, but I recommend them as a starting point.

The first step to getting a good shot is to decide where to position yourself. I try to get at least one picture of everyone who is driving when I am at the track. This ends up limiting the number of places I shoot from, as it can easily take a session to relocate to a new part of the track. I separate locations into where will be good for morning, midday, and evening light. Overcast days can increase your flexibility as the light is more diffuse. Since our club doesn't run at dawn and dusk, there aren't the opportunities to have the car silhouetted by a sunrise. In general, I try to position the sun at 180 degrees behind me. Aiming into the sun tends to put harsh highlights on a silhouetted car, making it difficult to get good images. Being on the inside of a corner will make it easier for you to track the cars, and your autofocus will have less work to do. But as the sun moves, you too should move around the track.

Look for good backgrounds. While the focus generally is on the car, a bad background can ruin a shot. If there are nice clouds you can take advantage of it by including more sky. Consider locations where you can get an interesting angle, high or low.

Consider places that will have interesting action for the drivers. The final corners leading onto and off of the Chuckwalla front straight have the drivers often bouncing off the

rumble strips. Esses can be a good spot to catch a spin. A hard-braking zone will show the cars nose down.

Having selected your location based on the background and light, think about how the car will be moving relative to you when you take the picture. For cars coming towards or away from you, the wheels will not be visible, so it will be hard to use wheel blur to convey speed. Additionally, there is little chance for background blur as the car will not be moving quickly across your view. Therefore, I would recommend a fast shutter speed to avoid the chance of motion blur on the car itself. The fast shutter speed will make the cars appear to be frozen, so we need to find a way to add focus on the subject and interest to the image. You can select a wide aperture to bring attention to the car and if there are distracting elements, defocus the background. The contrast from the depth of field can help capture stones and chunks of rubber coming off the tires. To help the viewer experience the car's speed, try to find a location where the car is braking or cornering hard. The tilt of the car will help convey the motion.

For cars moving across your view, I recommend a slow shutter speed. Panning your camera with the car will turn the wheels into a smooth blur and the background into streaks. The shutter speed needed to get a good background blur depends on your distance from the car, the background, and the car's speed. The shutter speed needed for blurring the wheels depends only on the car's speed. I like long streaks in the background, like the cars are making the jump to lightspeed. As a result, I usually shoot my panning shots at 1/60th of a second. At this shutter speed, it can be difficult



The author in his recommended attire: Long sleeves, long pants, big nerdy hat, and a water pack.



Mark Rondeau reliably launches off the curbs at Chuckwalla. If you don't capture it the first time, you'll get another chance one lap later. The orange blur by the rear wheel is the apex cone.

to get a good shot where the car body is not affected by motion blur. Take many shots, use continuous shooting modes to take multiple images in one pass. Again check your background, if it's just sky, there won't be streaks from vegetation, etc. and there is less benefit to excessively slow shutter speeds.

I normally have my camera in Manual Mode to keep the exposure consistent from shot to shot. Sometimes Auto Exposure will overexpose the background if a dark car fills the frame. However, if there are clouds in the sky with continually changing light, then I will switch to Shutter Speed Priority.

If you aren't shooting in RAW, make sure your white balance is set correctly for the ambient light. Experiment. Warming or cooling the image can add an interesting feeling. Put your autofocus on a single point or small group. This has two benefits: 1) It's less likely the autofocus will decide to pick some random rock in the foreground or background, and 2) It gives you a visual target to lock onto the car when you're panning. Make sure your camera is set to continuous autofocus.

You will need a telephoto lens to take pictures of the cars on track from the areas accessible to the public. To take a picture from the bleachers at Big Willow or Chuckwalla you will want a focal length of ~200mm (35mm full frame.) My go-to lens for motorsports is a Sigma 150-600mm and I'm most often at the 600mm end of it. There are longer

lenses available, but if the cars are far enough away to warrant 600mm+, often heat shimmer will render the images unsatisfactory. Use a lens wide enough to give you the opportunity to crop down to the car. If you're too zoomed in, you risk having bad framing or part of the car out of frame.

A big telephoto lens can be difficult to pan with. I have tried a monopod, which will take the load off your arms while allowing you to track a car with ease. However I found that when panning, the monopod would add some roll (a technique issue that could be fixed) and blur the car. I handhold my lenses. I keep both elbows in close to my chest. My left hand sits under the tripod foot, balancing the lens and allowing my right hand to have a gentle hold on the camera body. When there are breaks between cars, I will lower the camera and cradle it in my elbows. I pan with my feet about shoulder width apart, doing most of the rotation with my hips and lower back. I take sight of the cars ahead of the point where I plan to take the picture, and follow them with the camera. I will try to keep a single autofocus point locked on part of the car. I typically use either the nearest headlight/tail light or the driver's head. When panning, there is an axis passing through the car that will have no motion on the image sensor, all the other spots will be blurred to some extent. Gently squeeze the shutter while tracking, and be sure to follow through.

Since the tracks in SoCal are in the desert, be prepared for a long day in the harsh sun. I wear long sleeves, long pants, and a big silly hat with a sunshade cape. Exposed skin is



A rare Southern California rain turns the fields around El Toro green, making for a gorgeous backdrop to this 911 at an Orange County autocross. Good backgrounds make good images.



Ricardo Olimon's beautiful car is seen here, well lit, showing suspension movement, and with the wheels spinning, a great shot except for the ambulance right above the roof! Continuously pay attention to the backgrounds as they will change and can ruin otherwise great shots.



One of my favorite images of a GT4. A low angle afforded by the Streets of Willow's location on a hillside combines with the interesting background, late afternoon light, and a bit of luck to get this image. I think this shot really captures the feel of watching the cars streak past on the hill above.




A Cayman spins off track. Always be ready with the camera, you never know when these photos will come along.

covered in sunscreen. I usually bring a hydration pack to drink from while taking pictures. Expect to go through a gallon of water a day. Snacks are nice. In the winter, especially at Willow where it can get cold, pack a jacket.

Try to stay always ready for the next action. Don't spend much time reviewing the images you've just captured. Along the way, keep your eyes out for some cool things. Older cars without ABS will sometimes lock up a wheel. This can be a brief chirp or a big smoke show depending on the driver. Under acceleration when cornering, cars with softer suspension will sometimes lift one of the front wheels off the ground. Although I haven't captured it yet, carbureted cars running rich will sometimes belch a flame. If you can get a good view of the occupants, a passenger in a car with a fast driver can give some great facial expressions. The drivers will normally have looks of concentration, although just after the finish line during timed runs you will sometimes see signs of celebration. Spins will happen every now and then, although more often than not I'm following one of the other cars in a group and miss the action. This just emphasizes how you want to always be ready to capture an image when you're in position. If you wait till something starts before bringing the camera up it will be over before you can shoot. Brake rotors on the shady side of a car will sometimes reflect the lit ground in front of them, lighting up with a flash. This happens briefly, but it adds some interest to the dark side of the car, and can create an interesting image when the sun is behind the car. Rubber chunks will get thrown off the tires and tossed into the air. When you catch them in the air by the car it adds dynamism to the picture. Tracks with larger curbs will sometimes have the cars hopping the curbs. Chuckwalla run counter clockwise is good for seeing this on the last turn before the front straight. Finally,

sometimes the striping on the curbs will be reflected in the car body, which will add fun pops of color to the image.

After taking the images, several thousand in a day (digital memory is cheap, and you can't have a picture if you don't hit the shutter) I go to my computer for postprocessing. First I sort the cars into folders by car number, this will allow me to retrieve someones images months later if they ask for them. You can also tag images with the number if your editing software supports that. Then, for each driver's folder, I rate the images; discard, crummy, acceptable, good, excellent. This is subjective, and interesting action can shift an image a category or two. I generally will delete all images but the top two ratings for a given car, this ensures that everyone who was on track gets a picture, even if it's not my best. I usually will post only the image I feel is best for each car. I will then adjust the white balance if needed. For darker cars I tend to raise the shadows to stop the car from appearing as a silhouette. This also brings out some detail on darker wheels and tires. Then I upload the images to Google photos. Initially I was doing them at half size so as to not use up storage space, but I now upload full size so people don't have to contact me to get full size images. Post a link on the PCASDR forum to share them. There is normally a thread for videos and pictures started after every big track event.

Last step, enjoy the thanks and compliments from people at the track—everyone loves having pictures and they really appreciate the effort put in by the photographer. If you have any questions or want help adjusting your camera, I'd love to assist. You can find me at the track or at PCA-SDR events throughout the year. I hope you have a good time taking your own pictures. 



A lucky image, Roger Bush while braking on SDCCU's bumpy parking lot locks up a single wheel. The front wheel is frozen, the rear wheel is spinning.



For every “oh no,”
there’s an “oh yeah.”

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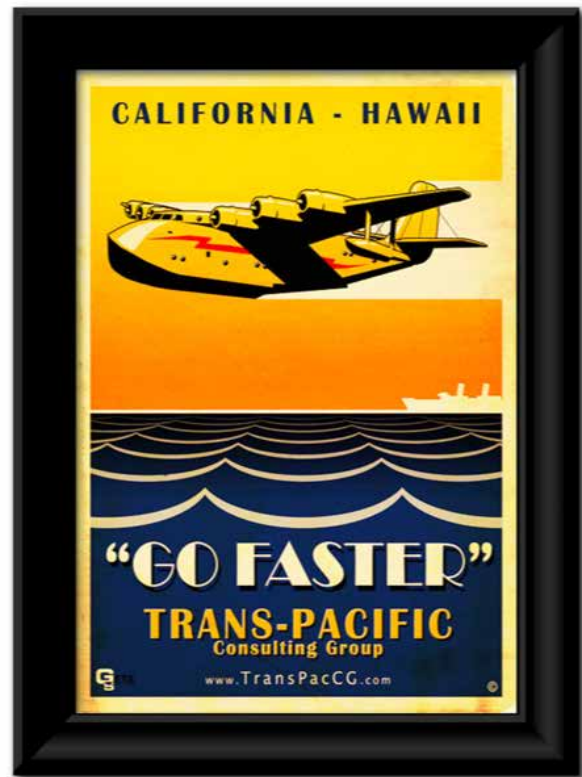
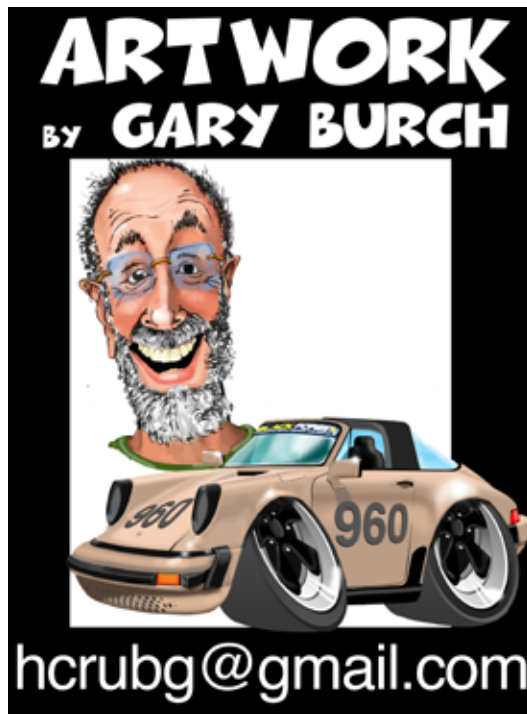


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View from the Back

Article by Steve Eisler



Last year, when we could still enjoy PCA Last Tuesday Socials, we were discussing autocrossing. One of our prominent members related that she had tried autocross twice, came in last, and decided that autocross was not for her. Before I had a chance to tell about the number of times Kathy and I have finished last, the subject of the conversation had changed, but my thoughts on the subject had not.

Any time there is a competition or even just a list of people, someone is going to be first and win the prize, if there is one, and someone will be last. The only exception to this statement is if there are just two people in the competition and then you could say that one came in second and the other was next to last!

As a swimming coach for almost 30 years, I was looking forward to the Olympic Games that were scheduled for this summer. Once every 4 years a minor sport like swimming is thrust into the spotlight and the whole country watches the 8 best swimmers compete for the Gold Medal. As the camera zooms in on the champion and his/her closest competitors offer congratulations we never see the swimmer who came in last. One of the 8 fastest swimmers in the world finished last! But wait, to get to that televised final he/she had to get through several preliminary rounds. In a popular event like the 50-meter freestyle, there could have been 70 or 80 swimmers from around the world who qualified for that event, were selected to represent their country, and one of them had the slowest time and finished last. On a summer weekend there are hundreds of swim meets held around the world for people of all age groups from 6 and under to 90 and over. All of them have a 50-freestyle

event, and all will have someone who finishes last in their age group! But the fact that they were able to enter the meet means that they were on some sort of club or team and had received some instruction and training. Even with a little training, that last place finisher is going to be better than millions of people who know just enough to be able to finish 50 meters, and that brings us back to the autocross.

You have to be a club member to enter the AX (Autocross) event, and you are automatically assigned an experienced, certified instructor. Therefore, after a day of practice runs, you may have been last in the timed runs, but you are a better driver than millions of drivers who know just enough to get to their destination. When I started writing *The View From The Back*, one of my goals was to highlight the newcomers to the sport and give them some recognition as they worked their way up to the Top Ten Times of the day and tried to finish first in their class. Another goal was to encourage all club members to attend a Performance Driving School (PDS), an AX or a Driver's Education (DE) event at one of the dedicated race tracks and begin to learn how to use the fantastic engineering built into their Porsches. You paid for the engineering. Why not learn to use it to drive more safely and to get some extra enjoyment out of your investment?

But all of this was before Covid-19! If you were thinking about doing an AX but were waiting to get new tires, you have missed your chance. San Diego State has taken possession of the stadium and the parking lot. They have decided that there will be no events of any kind held in the stadium parking lot. PCA-SDR, the BMW club and SCCA

are looking for a new venue, but there are no local AX events in the foreseeable future. If you were too busy to dedicate a weekend for the famous PDS and were going to register for the next one, you are out of luck. Even if we find a new venue for AX events, it will not be as large as the huge West lot at the stadium. We may see another PDS sometime, but it will not be on the same scale as those that have been run for the last 20+ years. Or, perhaps you were waiting for a track event so you could really see how fast your car could go. PCA-SDR just got back on the track September 19 and 20. Sixty drivers had two great days at Willow Springs Raceway (near Lancaster), with two sets of timed runs to compete for points. Unfortunately, there were no students! PCA National has said that there cannot be two people in one car unless they are from the same family. Therefore, no instructors to help you with the safety rules and procedures, no opportunity to ride with your instructor to see the proper 'line' around the track and no chance for you to get the training needed to be certified to drive solo. This 'no passengers rule' applies to AX and PDS. When we do find a new venue, we still will not be able to train new drivers until the Covid restrictions are lifted!

As described in the August *Windblown Witness*, some of us have found driving opportunities outside of PCA events. In July, several of us spent two days at Buttonwillow, north of Bakersfield. The event was run by Speed Ventures, who rented the track, hired corner workers and other staff, and

provided lap times. Although they are not as diligent at enforcing all rules as our PCA events, they do give beginners a chance to take their street cars on the track and have some fun. Instruction was allowed, and I had Adam Gill riding with me when I missed the apex going into the Bus Stop turn and spun into the infield. Earlier, Adam had driven my car to demonstrate the proper line and the speed that could be carried through each corner. Although he was not driving as aggressively as he could, he still recorded two laps in the 2:07's. My best lap for the weekend was a 2:18, so you can see why this column is called The View From the Back.

In August, Speed Ventures hosted an event at Auto Club Speedway in Fontana. This is a 2-mile oval track that is used by NASCAR with a 17-turn road course in the infield. Since we use parts of both the road course and the oval, the track is called the Roval. Cars enter the 4-lane wide main straight in front of the grandstand and run flat out past start-finish and into the first left turn of the oval. The straight is really a long constant radius banked turn. The hot Mustangs and GT-3's run at the top of the banking at over 150 mph and flash by the Boxsters and other slower cars who stay out of the way in lanes 1 and 2. Turns 1 and 2 are banked, but require a lift to slow the car at the entry to the turn 1. Turn 2 exits onto the back straight, and after accelerating through about a third of the straight, you brake very hard for a left turn into the infield course. Since this was our first time on the Roval, Bryan Fraser and I

Five fastest cars gridded for their timed runs





Rich Gildersleeve, Bruce Wing and others helping Jad Duncan deliver his car to the repair area.

hired one of our FastSideways coaches to help us learn the course. A week before the event we learned that instructors would not be allowed in the cars. We decided to have our instructor, Andrew Gardner, coach us from the sideline. He talked us through the turns before we started, observed us from the stands as we drove the oval, and helped us analyze the data recorded by our Apex Pro systems. His coaching was a great help, and we were keeping up with the other cars in our group in just one or two sessions. He helped me determine where to lift for the entry to the first turn and encouraged me to not let my speed drop so much around the turn. I was entering the turn at over 120 but dropping into the 90's at the exit. He said I could easily take the turn at 110, and by the end of the second day I had a few laps where my exit speed was at 113.

Even though Andrew was not in our cars, we both learned a lot from him, and it was very valuable having him help us at a new track. We also learned that there is no substitute for an in-car instructor! Inexperienced drivers cannot just jump into their car and drive quickly in spite of what the event sponsors say. PCA-SDR is working on a 'lead and follow' type of instruction for new drivers at the track but, it will never replace the original method. A few weeks after our Roval experience, we learned that NASCAR was going to tear down the stands, the oval, and the infield, and build a new 0.5-mile oval track in its place. Again, those of you that have been waiting to give the high-speed oval a try have missed out. There will be some events hosted by the independent operators, but you will be on your own for instruction unless the Covid restrictions are lifted.

The highlight of the weekend was during the lunch break on Sunday. It was hot all weekend and topped out at 113 degrees on Sunday. Bryan and I rented garages next to each other, and on Sunday we had about 10 PCA drivers sitting in a very large circle in our garage area discussing racing, car setup and changes, track conditions, and life in general. It was such a pleasure to be out in the fresh air, having a conversation with intelligent people other than those in your household, and discussing topics other than politics, pandemics, and other mainstream news topics. As they say in the PCA tagline, "It's not just the cars, it's the people." I hope you will join us in one of the many PCA-SDR events as soon as they are available. You can never know how long these opportunities will be available.

Three weeks later many of the same people that were at Fontana made the trip to Monterey, CA for a PCA Golden Gate Region DE at Laguna Seca Raceway. This track was originally built in 1957, and I attended many Can-AM, Trans-AM, and SCCA events there when I was stationed in the Bay area in the late '60s. Kathy and I had our first date at Laguna Seca in May of 1969, but I had always been a spectator. This would be my first time driving the track and its nasty Corkscrew turn at speed. I had made arrangements to have an instructor from San Francisco help me learn the course until Covid raised its ugly head and no passengers were allowed in the cars. I did buy Ross Bentley's Virtual Track Walk of Laguna Seca and studied this one-hour video before leaving, but I soon found out that I needed to be at the very end of the slowest group as I tried to learn the track.



Debby and Chuck Sharp staying safe at Chuckwalla.

By now I hope that many of you are realizing that there is always more to learn at any driving event, and that the learning can take many forms, some great and some not as effective. The only learning that is not effective is sitting at home and not participating.

Some of the San Diego group at Laguna were: Eric Armstrong, Bryan Fraser, Tom Helvey, Alisha Wray, Anastasia Berta, Fred Yip, Greg Phillips, Tom Beyer and Martin Schact. The heat at the track was, again, brutal, and I had to cut some sessions short as the engine temperature reached the maximum safe values. Although I was one of the last drivers on the track, my times were improving each session. On one of my last sessions I gridded behind a white GT-3. On the out lap I stayed close behind him until we reached the straight, and he left me in the dust. At the exit of the 180-degree turn at the end of the straight I was right behind him again. He would pull away on the straights, but I made up ground in the turns, particularly in the Corkscrew! Through the 3 curves after the Corkscrew I was on his bumper. He even pointed me by as we exited the last turn onto the straight. I pulled out, foot on the floor, and he accelerated away from me! My poor little 250 hp Boxster just didn't get any respect.

The day before the September TT at Willow Springs, Bryan Frazer, Kevin Sechrest, Tom Helvey and I spent a full day of instruction with FastSideways on the skid pad and Horse Thief Mile track at Willow Springs. We worked on initiating a slide on the skid pad, counter steering to

stop the slide, and recovering to complete the turn. We drove the track with cheap 400+ tread wear tires inflated to 50 psi on the rear wheels to help initiate a slide in each turn. Except for a lunch break, we drove almost all day. Late Friday afternoon my instructor, Andrew, and I began another session on the track and then moved over to the skid pad near the Balcony track, where a trail braking exercise was setup. We went around the Balcony track, came down the straight and trail braked into a turn setup on the skip pad, so we had plenty of room to spin out if we were not able to catch the slide properly. Then it was back around the short track for another try. I started my GoPro at the start of the session and when we pulled back into the pit area it had recorded 59 minutes of driving action! We still had about 45 minutes before the track closed, but I was too tired to go back out again. When was the last time you had a 59-minute driving experience with a professional instructor in your car the whole time?

The next day on the Big Willow track, the 'Fastest Track in the West,' all four of us were doing better times even though we were still not sliding as much as we wanted to. We were in the Yellow group, which is the slowest of the three groups. Most of the people in the Yellow group have lower-powered cars or are new to driving and have not gained the skills to go fast enough to keep up with the drivers in the Orange or Red groups. Still we had some very good times come from our group. The 10th fastest time of the day was done by Dave Hockett, a 1:38.32 in the Red Group. Thomas Beyer in the Yellow group did a 1:37.61

followed by Scott Leslie at 1:39.09, and Richard Crooks at 1:39.75. With some of the newer drivers just getting under 2:00, there was a lot of passing in our group. I did not check all of the best practice times, but I saw that Alisha Wray did a 1:40.04 on her last timed run of the day, and Glen Crawford had his best time in practice, recording a 1:40.67. My FastSideways buddies Tom Helvey did a 1:42.31, Kevin Sechrest had a best of 1:42.28, and Bryan Fraser did a 1:40.19 and was promoted to the Orange group. Michael Chang also was promoted to Orange group after turning a 1:34.36 in the Yellow group, and BMW driver, Ryan Moore did a 1:37.46.

In the last issue of the Witness I quoted Harry Chapin's poem Circle, which says that "All my life's a circle." In March, all social activity was shut down. Now we have started limited Driving Tours, Time Trials (without a DE group) and virtual Tech Sessions. Hopefully we will see

Last Tuesday Socials, Mystery Weekends, Progressive Dinners, and maybe even autocrosses again. When the events do reappear, I hope that many of you will take the opportunity to enjoy some of these activities. There are beautiful roads to tour, exciting driving skills to learn, and amazing people to meet. If you do sign up for an event and you see my name on the list, please stop by and say "Hi." I love to meet members embarking on their PCA adventure!

Until then, stay safe, enjoy the things we are able to do, and make plans to get some performance driving instruction (HPDE) as soon as it is available. 🦅

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Advertiser Index

5 Point Auto Detail	28
All German Auto	4
Autos International	21
Bill Behun, Architect	21
Black Forest Porsche/BMW Service	IBC
Blackmill Performance	8
Bumper 2 Bumper	15
Charlie's Foreign Car	9
Clear Pro	21
Comeau Racing Enterprises	27
Cutting Edge Audio	15
Design by Anastasia	41
Endeavor Group, Real Estate	8
Eric Opdahl, Agent State Farm	35
European Motor Sports	5
Gary Burch Artwork	35
John Straub Photography	8
König Motorsport	9
La Jolla Audio	5
Makellos Classics	28
Michael Maronde, Sotheby's International	27
Mirage International	27
Modern Image	4
Ocean Beach Upholstery	9
Pelican Parts	23
Phil Thearles Autowerks	IFC
Porsche of San Diego	BC
SpeedZone Paint & Bodyworks	9
Steve Grosekemper 911SG	27
TransPac Consulting	20 & 35
Vollig Autowerks	29
Wayne Baker Racing	5
Wheel Enhancement	9

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SDR Goodie Store	14
PCA Juniors Program	26

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Full	7¼ x 9¾"	\$250
Half	7¼ x 4¾"	\$165
Quarter	3½ x 4¾"	\$100
Business Card	3½ x 2¼"	\$75
Key Position	Cover	\$400

Sizes are strictly maintained. Bleeds are available only on full or half-page ads.

Submissions

We prefer that materials be submitted in .JPG, or .PDF formats. Please send files to editor@pcasdr.org. We reserve the right to edit or refuse to print any ad.

Deadline for submitting new ads or changing existing ads is the 15th of the month preceding the issue date.

Link Index

PCA-SDR website: www.pcasdr.org

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National website: www.pca.org/

AX & TT Results: results.pcasdr.org/

Online registration: pcasdr.motorsportreg.com/

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National Calendar: www.pca.org/calendar/pcacalendar.aspx

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WINDBLOWN
WITNESS



To:

Susan Brown, Editor

PERIODICALS



MOVING? Send change of address for the *Windblown Witness* to:

PCA National Headquarters P.O. Box 6400, Columbia, MD 21045 or submit change via www.pca.org.

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