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Features and Pictures









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On the Cover

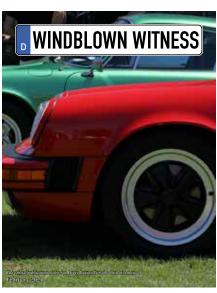


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Committee chair email adeditor techinspectiontt-de panorama dresses (all use de photoeditor techsessions @pcasdr.org): emaster policy timingaway archivist equipment preregaway timingq eventflyers preregq tours automuseum forum-admin rally treasurer ax goodiestore registration tt board historian rules volunteer cdiq insurance safety webmaster cdiaway legal social witnessads charity logistics socialmedia witnessadvertising classifieds membership sponsorliaison witnessadvertiserdelivery communications militaryliaison techadvisor witnessbilling concours offroadtours techinspectionax vearbook cornerworking



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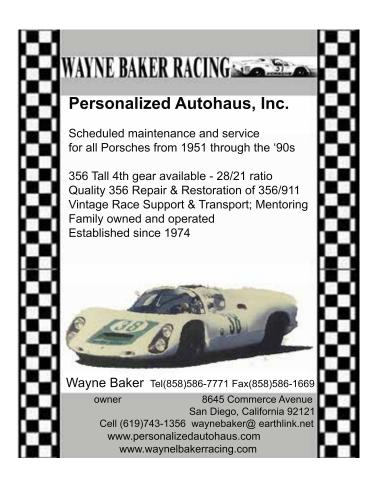


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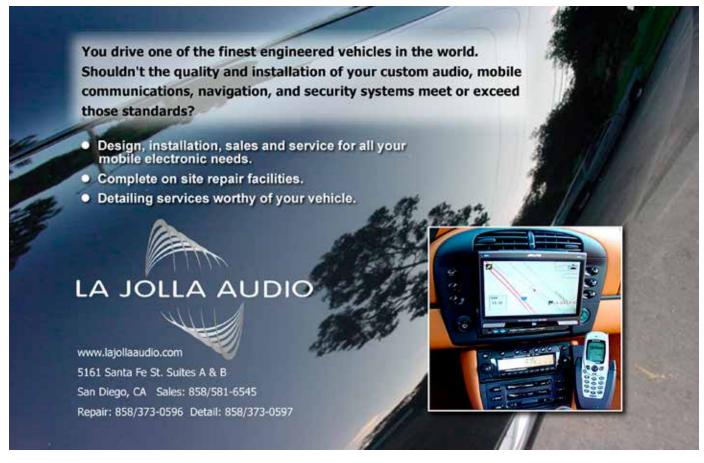
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From the President

Tom Brown SDR President

Happy New Year!

2021 is off to a, well, interesting start, shall we say; but we here at SDR are ready to go. The 2021 management team is mostly in place and is now just waiting for the rest of the world to catch up with us. To see who we are please visit: https://pcasdr.org/about/contacts/. Thank you to all the board members and chairs for volunteering their time to make PCA-SDR a great club.

COVID-19

Unfortunately, as 2021 begins, COVID is still with us. As you are no doubt aware, November-December saw us going from the Red to the Purple stages and even further into a "Purple Plus" or "Super Purple" lockdown state as the number of new cases skyrocketed and hospitals became overwhelmed. This continues, and likely will, throughout January until the surges from holiday travel and get-togethers subside (we hope they do). As a consequence, PCA-SDR events continue to occur on a limited basis and in limited formats. At the January board meeting we reviewed our event policy and reaffirmed the following: First and foremost, we will not be hosting any indoor events, as COVID is most contagious in indoor settings. Secondly, we will not be hosting any 'social gathering' type events, even outdoors, for the foreseeable future (to be reevaluated when we return to orange or yellow alert status). Outdoor events will be limited to "in-car" events such as our driving tours and track events, where socializing and otherwise gathering in groups is not the purpose of the activity. Masks are REQUIRED and social distancing protocols MUST be followed.

Upcoming Events

To see what we will be doing be sure to keep a lookout for our advertising emails or an eye on our calendar. For example, in February we currently have two Zoom socials scheduled. One is a new member meet and greet on February 10 and the second is a virtual "tasting" event with a local brewery or winery on February 17. Both our driving tour and time trial/driver's ed programs will also continue with their next installments as well. All this and more can be found on our calendar page: https://pcasdr.org/events/2021-01/

Our Autocross team recently took a survey of our regular autocross attendees and the results are promising. Despite the loss of the stadium here in San Diego, a significant number of you are willing to drive to out-of-town venues,

which promises to keep our autocross program alive. Unfortunately, the closest of our options is currently closed until further notice due to COVID. But stay tuned, it looks like we will definitely be autocrossing again in 2021.

Charity

In these troubling and challenging times, members of the San Diego Region have really stepped up to assist those that are less fortunate. Our charity drive collected over \$17,000 in the last four months of 2020, all of which was donated to the Food Bank. Always in need, even in normal times, the Food Bank has become more important and in demand than ever with the extraordinary levels of unemployment we are seeing as a result of the pandemic and the resulting economic shutdowns. As this need is ongoing, the region has decided we will continue these efforts throughout 2021, with a goal of raising \$10,000 each quarter. Please see https://pcasdr.org/pca-sdr-virtual-food-drive-donation-goal-thermometer-q1-2021/ to help us reach this quarter's target. Big or small, your donation will be appreciated by countless people in need.

The Windblown Witness

It's time for our wonderful editor to produce another issue of our amazing magazine, the "Windblown Witness." To do so she needs your help. If you have a Porsche experience you'd like to share, please write it up and send it in. You might just see your name in print! It can be anything either car, company or club related that you think is interesting, long or short. If you have pictures, even better, be sure to include them. Tell us your story. Send articles, photos, etc. to: pcasdreditorsabrown@gmail.com (preferably by April 16).

Tractor!

I'll close this month's edition with a little discovery of my own. Keith Verlaque (past president and longtime club member) and I happened to be enjoying an outdoor, socially distanced, picnic lunch late last year in Civita Park in Mission Valley. To our surprise we discovered there was an old Porsche tractor there, setup for kids to crawl on and take pictures with. Talk about serendipity! Did you know Porsche made tractors? (Civita Park, by the way, is very nice.)

Hopefully we will be able to get together soon.



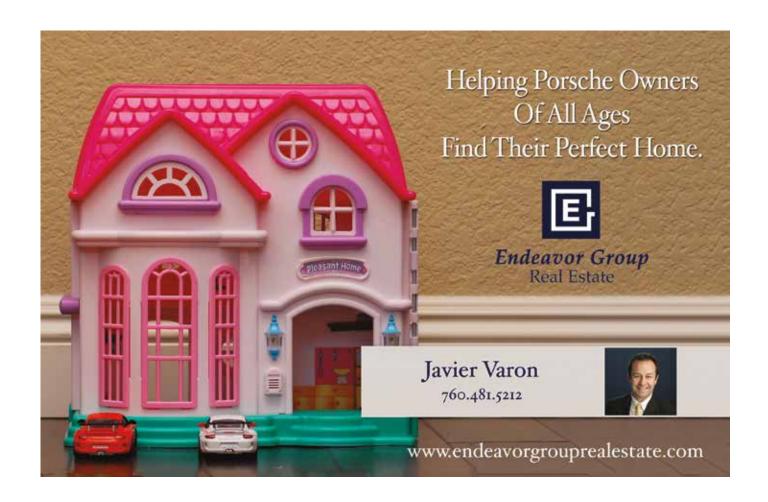




See *pcasdr.org*, or our Facebook page @PCASanDiegoRegion for more infomation on all events.

Next *Witness* — May 2021!

February 2021













October Board Meeting

DRAFT - Minutes for PCA-SDR 2020 Board of Directors Meeting 10-06-2020

[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, and Board Advisor Victora Varon. 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 CO-VID-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 and vote on upcoming events – particularly protocols for upcoming Driving Tours with respect to the Motorsportreg.com "Speedwaiver" system. Additionally, to consider requirements for monthly outdoor events currently cancelled: Cars and SDR, plus an update on SDR's Autocross program and recent changes to the SDR TT/DE program.

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.

Outdoor events will be considered for approval, such as Cars and SDR, AX, and DE.

Due to COVID, indoor events are not currently being considered for approval.

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

Membership vote for SDR 2021 Board of Directors - Voting is complete. Approximately 78 responses by paper (mailin) and approximately 159 electronic votes were received.

- Plan for return to holding SDR events: Recommendation: Event Chairs should try to 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!
- Due to the new Speedwaiver requirement for all SDR gatherings, no decision has been reached yet regarding reinstating Cars and SDR. Although this is an outdoor event, it now requires a waiver.

SECRETARY: (Mike Miller): August minutes were voted and approved by the BoD during this meeting. September minutes have been emailed to BoD members for review and approval.

TREASURER: (Gisele): Presented treasurer's report and 2020 budget. Financial position is solid. Treasurer's report was voted on and approved by BoD.

CHAIR EPORTS

DE/TT: (Mark R. and Greg P.): 19-20 Sep @ Willow Springs —An incident occurred which required a report to be sent to PCA National. PCA National informed SDR that they are requiring signatures on waivers, not just electronic acceptance by participants. Please note all attendees at TT/DE events are required to register and to complete the waiver whether driving or not. An update on the Speedwaiver system was presented by Mark R, including costs (\$5/mo. to \$399/mo., depending on usage level.).

Gisele proposed that we obtain an SDR debit card tied to the DE/TT account, and provide the debit card account to Motorsportreg in order to pay Speedwaiver fees. There will be one bill per month which combines all the Speedwaivers for all events that month. Bev Gould's name was proposed to be on the debit card. Voted and approved by BoD.

Note: Speedwaivers are not accepted for minors. Signed paper waivers will be required for all minors.

PCA National is in the process of setting up protocols for "Lead/follow" DE driver training.

A training event will be held in Pueblo, CO for DE/TT

instructors. The total cost, including travel, etc., is approx.. \$1,100. Mark Curan has volunteered to attend the event. Budget for this was requested. Voted and approved by BoD.

The current DE/TT team is resigning at the end of the year due to time commitments.

Driving Tours: (Rick Richardson) The Oct 11th Driving Tour was voted to go ahead by the BoD in September with revised Driving Tour Protocols including limited participant numbers (50 cars per event). Speedwaiver system is now in place for the Oct. 11 Driving Tour, and information has been sent to the participants.

Autocross: (Bill Behun) - SDSU Stadium status: Stadium demo starts in two weeks. No more SDR events of any type will be held there.

Tech Sessions: (Julie Ngo/Lana Gill): A virtual Tech Session was hosted on Sep 12 by Völlig Autowerks. 70 to 80 members attended this Zoom event. A successful event.

Julie has reached out to Porsche Carlsbad and they are open to the idea of holding a virtual tech session. Topic ideas are needed.

Vice President: (Tom Brown) – VP Check request requiring board approval.

Website: (Bev Gould) 2020 Virtual Food Drive – Status:

\$9,625 has been received to date from SDR members (our goal is \$10K). Bev would like for the food drive to continue.

Membership: (Lana Gill) –

T-4-1	2702
Total	2783
Primary	1762
Affiliate	1021
Renewed	81
Non-Renew	31
Transfer in	2
Transfer Out	3
New Members in last month	17

Social: (Victoria V.): Victoria is exploring potential outdoor venues for events such as installation dinner, club picnics, etc.

ANY OTHER BUSINESS / ANNOUNCEMENTS:

Bev G. has requested that the insurance chair copy the BoD and the treasurer with all event insurance requests that are submitted to PCA National.

Adjournment of October 2020 Board Meeting: 9:08 PM

Next BoD meeting: Date: Tuesday November 3rd

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



Buttonwillow in November

November Board Meeting

Notes for PCA-SDR 2020 Board of Directors Meeting 11-03-20

Meeting Called to order 7:08 PM

Attending: 2020 Nov 3rd Board members: Keith Verlaque (ZOOM HOST), Tom Brown, Gisele Gonzalez, Mike McGowan, John Straub plus Board Advisor Victoria Varon. Not in Attendance: Mike Miller

Quorum required. Call to Order:

NOTE: All events (SDR hosted or otherwise) must be approved/sanctioned by the board.

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

PRESIDENT:

[Repeat] SDR Board of Directors not prepared to put any PCA members health at risk resulting in cancelling many events. Prime function of this evening will be a review of the calendar to discuss and vote on upcoming events — more data on the use of Motorsportreg.com "Speedwaiver" system. Additionally, to consider requirements for monthly OUTDOOR events currently cancelled, e.g. Cars and SDR.

Indoor events likely to remain cancelled due to current restrictions and inability to social distance etc. (e.g. Last Tuesday Social evening, Mystery Weekend and Progressive Dinner)

PLEASE NOTE – PCA-SDR events cannot go ahead without a board approval by vote – each event will be assessed based on event specifics and Government/State/City imposed restrictions

Out of Board Mtg Votes (0) since Oct. Meeting:

The Board did not have any meetings in-between regular monthly board meetings since the Oct. regular monthly meeting.

2021 Board

2021 board members met and selected Officers and

Members at large for 2021

Bylaw changes passed with large margin

2021 Board membership

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

Officers at large:

Mike Miller Scott Leslie

Keith Verlaque

Board Advisor: Victoria Varon

PLEASE NOTE: All 2020 committee positions conclude at midnight Dec. 31 and are not automatically reinstated for 2021.

All 2021 chair and committee positions are at the pleasure of the 2021 President and will be ratified by 2021 board vote.

Should we redesign the SDR Region Logo

(Per vote on SDR 2021 BOARD of Directors) Digital and Mail-in

Digital Ballots

Full member 54.8% NO Family Member 60.6% NO TOTAL 57.7 % NO

Mail In Ballots

Total # of votes = 53 Retain Current SDR Logo = 53 Redesign SDR Logo = 0 TOTAL 100% NO

Changing the logo has been chosen as NO as of now. 2021 BOD can do with this information what they see fit.

Cars and SDR:

Is reviving this event appropriate with Thanksgiving and Christmas gatherings almost upon us? Would it be wise to see how COVID-19 goes and wait 2 more events 'till 2021? Topic was discussed and the board decided that based on the statistics in the US, we would wait until next year to host Cars and SDR.

Speedwaiver

PCA have fully instigated the Speedwaiver system with Motorsportreg.com and all regions have been requested to implement the speedwaiver system going forward. This system covers both regular PCA driving events waiver PLUS communicable diseases waiver (COVID-19). This system requires all event attendees (including associate and non-members) to use the speedwaiver based on software on their personal smartphones. The only exception is for attendees under 18 who require parental consent from both parents, which will still be on a paper minor waiver.

Waivers are required at every PCA event except where the public are part of the event (e.g. a PCA concours held in a public park) Unless there is a personal matter that due to extenuating circumstances, a member makes a request to not sign the speedwaiver, whereby the BOD will discuss and make a decision accordingly. (private minutes only; AND to be communicated to Event Chairs)

SDR Volunteer forms

The new volunteer forms do not have any indication if the person interested in a certain event has any idea what the event is. Currently, an action is sent to the responsible event chair to chase down volunteers without knowing if they have experienced what they are volunteering for with SDR. Perhaps we should consider revising the SDR form to ask if volunteers have attended the SDR event they are volunteering for?

PCA National Awards Submissions: President requested BOD submit any nominees to him asap. BOD decided to consider national nominations for awards for charity, family of the year and enthusiast of the year. John made a motion to present Keith Verlaque's name for National Enthusiast of the Year for all he has been and done in 2020, and Tom seconded, vote was passed unanimously.

SDR Annual Awards: Zone 8 is doing no awards banquet and awards this year. Discussion was had by the BOD as to whether we should do any events or nominations for awards in 2020. BOD decided to move forward with nominations for membership participation awards. Gisele moved, Tom seconded, vote was unanimous.

SECRETARY: (Mike Miller- absent): Skipped

TREASURER: (Gisele): Present Nov Treasurer's Report. ZOOM acct. 2020 budget. Tom moved to approve, Michael M. seconded, vote to approve was unanimous. Club has ordered their own Zoom account vs. utilizing member accounts for meetings going forward. Debit card will be instated in November.

CHAIR REPORTS

DE/TT: (Dr. Greg P): 19-20 Sept. @ Willow Springs – event report and reconciliation required and requested of DE/TT Team. Team confirmed reconciliations should be in by next week. Please note all attendees at TT/DE events are required to register and to complete the waiver on speedwaiver system whether driving or not. Over 80 people signed up for Buttonwillow... a record!

Events are running well. Mark Curran was nominated to lead DE/TT in 2021, will discuss with incoming 2021 President. Mark attended the PCA National event in Colorado: PCA National Lead and Follow - i.e. no instructors in the car. Discussion at that event: is it possible to continue bringing students into the DE programs? A program has been developed allowing Mark to be authorized to come back to any region to instruct instructors in lead and follow. Instructors in SDR will become trained to do Lead-Follow safely. Restrictions: whatever instructors are authorized to do lead-follow cannot instruct other instructors to do Lead-Follow. Other seminars to authorize CDI's will be set up. Goal is to start Lead-Follow in 2021. Instructors will be trained in Lead-Follow via training seminar led by Mark Curran between new BOD approving Mark as DE/ TT chair person and first event in late January.

Driving Tours: (Rick Richardson) Report on the Oct 11th Back Country Road Driving Tour with revised Driving Tour Protocols including limited participant numbers. There were 64 participants and 39 cars in attendance. Speedwaiver system now in place for Back Country Road Driving Tours. PLUS report on Nov 1 Back County Road Driving Tour. 69 participants and 46 cars were in attendance. Asked for tentative board approval for two possible dates for a future tour, December 6 or December 27, 2020. John motioned, Tom seconded and vote was unanimous.

Autocross: (Bill Behun) – Alternate Venue STATUS discussed. EVOC training center in Otay is 18 months out, and we are hopeful to be invited. Autoclub Speedway (\$3k rental per day with porta-potties on top of that; everyone brings food and drinks) but the distance is a challenge. El Toro is another venue possibility, we are in contact with POC member Ron Palmer to do some kind of sharing with us at that facility. It will close, although we don't know how soon. They can only reserve 3 months at a time (\$6k/day is rate unless 3 months ahead prepaid then \$4k/ day). They hire corner workers now at \$20/pp. All would be done under POC insurance and they would run it. We would become POC members for \$1/day. It was mentioned that our club does not allow us to do joint events with other clubs, so we need to be careful about that. Idea to send out a survey via AX registrar to see if members would drive

to Autoclub Speedway or El Toro for AX event to gauge interest. Lake Elsinore Stadium was brought up as another option.

Vice President/AND 2021 President: (Tom Brown): Excited to start! Tom will reach out to Chairs to check in on commitments to continue on. 2021 BOD to get together for preliminary planning for next year.

Website: (Bev Gould): 2020 Virtual Food Drive – We are very close to our goal of \$15,000! Food drive as of today is over \$12,230... we have 13 more days to go. Please go in and donate asap! Over 64,000 meals have been provided to San Diego. Great job by Bev!

PLUS Region "Red Book" Requirement. Keith reported that PCA National suggested a Red Book that contains all accounts, account #'s, personal ID, passwords, etc. Bev is putting this information together now.

Social: (Victoria): Installation Dinner planning – Victoria to continue looking and following state guidelines for gatherings and we will make a decision by next board meeting whether or not to continue with this event or skip it.

PLUS Virtual Porsches and Pours with Eppig Brewing (Vista and North Park Locations) November 19th at 6 PM.

Virtual private tasting includes:

- · 30-60 minute private virtual experience with Head Brewer at Eppig Brewing
- · Guided tasting featuring 4+ Eppig brews
- · Secure online meeting room & login for our guests
- · Ability to customize our tasting experience & package contents
- · Packages begin at \$25/guest, plus shipping costs. Minimum 12 participants.

Shipping note: Eppig Brewing offers overnight shipping in the state of California, for a flat rate of \$20 per participant. (Pick-up from the Vista Brewery is also an option for no additional fee). The final list of shipping addresses must be submitted to Eppig at least a week prior to the event date.

Due to their licensing, they're unable to ship out of state.

Tom motioned, John seconded, and vote was unanimous for approving this event.

Region Membership, (Lana Chin, Oct 2020 - (Last 1ea	Region Membership:	(Lana Gill)	: Oct 2020	(Last Year
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Total	2784	2796
Primary	1761	1774
Affiliate	1023	1022
Renewed	81	98
Non-Renew	31	23
Transfer in	2	6
Transfer Out	3	0
New Members in last month	14	18

ANY OTHER BUSINESS / ANNOUNCEMENTS:

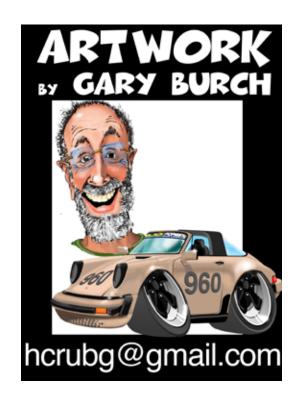
Thank you everyone for your tolerance and patience throughout a really trying year.

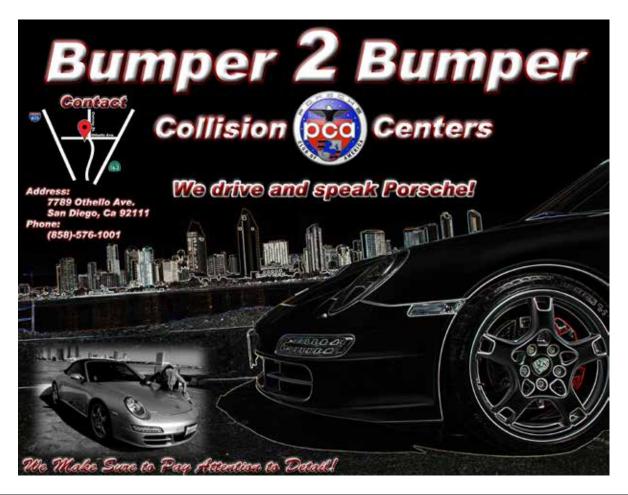
Adjournment of Nov 2020 Board Meeting (Adjourned at 9:00 PM)

Next meeting

Date: TUESDAY Dec. 1st, Location: Zoom Conf. call

PLEASE REMEMBER for the Dec. Board Mtg. the 2020 Board will go first, after completing their business, they will adjourn and the 2021 Board will convene their first meeting.







December Board Meeting

Minutes for PCA-SDR 2020 Board of Directors Meeting 12-01-2020

[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, and Board Advisor Victora Varon. 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 CO-VID-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 and vote on upcoming events – particularly protocols for upcoming Driving Tours with respect to the Motorsportreg.com "Speedwaiver" system. Additionally to consider requirements for monthly outdoor events currently cancelled: Cars and SDR, plus an update on SDR's Autocross program and recent changes to the SDR TT/DE program.

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.

Outdoor events will be considered for approval, such as Cars and SDR, AX, and DE.

Due to COVID, indoor events are not currently being considered for approval.

Out of Board Meeting votes since August BoD meeting: The 2020 Board had one meeting in-between regular monthly Meeting board meetings on Thursday, Nov 19.

The following issues were discussed by board attendees and voted on. All votes were unanimous as is required for any votes outside of monthly board meetings. 1) Two driving Tours in Dec. (Sun. 6th and Sun. 27th):

These two SDR board approved Driving Tour dates are currently already on the 2020 schedule.

Due to the close proximity of these two dates to Thanks-giving and Christmas (when everyone socializes) and the potential for those social events potentially exposing SDR members to CORONA-19 virus, it was proposed/decided unanimously that SDR should retain the December 6th date (which has two weeks incubation period after Thanksgiving), but postpone the December 27th date as it was too close to Christmas day.

The unanimous vote was to postpone the Dec 27th Driving Tour to a future date in 2021 - to be determined by the 2021 board at their first Board meeting on December 1st.

2) SDR 2020 year end awards:

After discussion, the 2020 board unanimously agreed that the 2020 Year End awards will be given as follows:

- Award to the President: Yes (already voted and agreed by 2020 board).
- Chairs, committee and Volunteer awards: Yes (Last year's thank you gift budget was \$2200)
- Board Member awards: No, but KV may or may not give small "recognition" plaques.
- Regional Enthusiast of the Year: No

2020 President to request budget for awards NTE \$2400 for chairs and committees plus NTE \$600 for board plaques. Status: Voted and approved by BoD.

SECRETARY: (Mike Miller): October minutes were voted and approved by the BoD during this meeting. In addition, the November minutes (prepared by Victoria) were also voted and approved during this meeting.

TREASURER: (Gisele): Presented treasurer's report and 2020 budget. Financial position is solid. Treasurer's report was voted on and approved by BoD. Two minor errors will be corrected by GG.

CHAIR REPORTS

DE/TT: (Mark R. and Greg P.): EoY event report and reconciliation required. 2021 event dates will be submitted to the 2021 board for approval.

Driving Tours: (KeithV): Updated on status of upcoming Dec. 6, 2020 Back Country Road Driving Tour with revised Driving Tour Protocols including limited participant

numbers. The Speedwaiver system is now in place for Back Country Road Driving Tours.

Autocross: (Bill Behun) - No more SDR events of any type will be held at the old SDCCU stadium facility.

Website: (Bev Gould) 2020 Virtual Food Drive – Status: \$16,725 has been received to date from SDR members (our goal was \$10K). Bev has also prepared a "Red Book" which contains all pertinent info for SDR, including web site, finances, social media, passwords, etc. This is a National PCA requirement.

Social: (Victoria V.): Victoria has proposed an outdoor Installation Dinner luncheon at Farmer & Seahorse on January 9, 2021. Due to Covid concerns, John S. motioned that any such event be reconsidered at a later date. Voted and approved by BoD.

Membership: (Lana Gill):

Total	2784
Primary	1758
Affiliate	1021
Renewed	82
Non-Renew	29
Transfer in	0
Transfer Out	2
New Members in last month	15

ANY OTHER BUSINESS / ANNOUNCEMENTS:

To reiterate from prior BoD meetings and BoD votes:

- Tom Brown has been elected as 2021 SDR President.
- Anastasia Berta has been elected as 2021 SDR Vice President
- Eric Marc-Aurele has been elected as 2021 SDR Treasurer.
- Ann Archibald has been elected as 2021 SDR Secretary.
- Scott Leslie has been elected to 2021 BoD.
- Bev Gould will serve as controller. Her name will be added as a signature authority for the "Field Account." A debit card will be issued to her for related expenses.

Adjournment of December 2020 Board Meeting: 8:14 PM

Next BoD meeting: Date: Tuesday December 1st, 2020 (this will be the first meeting of the 2021 BoD).

Location: Held via Zoom conference call due to Covid-19.

PCA-SDR 2021 Board of Directors Meeting 12-01-20 – Minutes

The 2021 Board of Directors met for the first official meeting upon the adjournment of the 2020 Board of Directors December 2020 meeting.

Attendees: Tom Brown, Anastasia Berta, Ann Archibald, Eric Marc-Aurele, Mike Miller, Scott Leslie, Keith Verlaque

President, Tom Brown: Our thanks to the 2020 board, who had a different and interesting year, as well as to all the other chairs and volunteers. We welcome our new board members, Anastasia, Scott, Eric, and Ann, and welcome back our continuing board members, Mike and Keith.

The list of chairs was presented for approval for 2021 to the board. Tom was pleased to note that many of the prior chairs were continuing on in the same positions. He noted that the few remaining slots have yet to be finalized.

During the meeting, Bev Gould noted that she would step up to be chairperson for Charity. Thank you, Bev!

VOTE: Motion to accept the list of chair persons. M/S/P

Board meeting timing. Tom noted that the board meetings had traditionally met on Wednesday night, until 2020. Discussion resulted in keeping the board meetings on the first Tuesday night of the month.

Vice President, Anastasia Berta: PDS. Anastasia noted that Dwain Dement is currently doing a PDS at Streets. She suggested both Willow and the Porsche Experience Center as potential venues for our PDS. Willow has lots of trails to do PDS, skid pad, Horse Thief Mile. She will also check with the Porsche Experience Center to determine the possibility of providing our PDS up there. She noted that to minimize costs to the participants, the PDS would start on Saturday morning, causing only one overnight and finish on Sunday.

Treasurer, Eric Marc-Aurele: Eric provided a Powerpoint presentation of the current status of our treasury, and is developing a standard reporting format for his monthly reports. The Powerpoint presentation is provided as an addendum to this report.

Secretary, Ann Archibald: Nothing to report at this initial meeting.

Bill Behun, presented status on AX: We have five options available (not all ready yet).

- (1) Lake Elsinore baseball stadium. Bill left message requesting response; still awaiting the response. SCCA contact said we'd need city special permit, and won't get that until they go back to second stage of reopening (i.e., Red tier). When they get the red tier color, the city will allow non-spectator racing. They expect a 60-day process to get all this restarted. \$4900 a day; 80 cars would require about \$62 for each entrant, not counting overhead, such as awards costs.
- (2) Autoclub Speedway. Rental is \$4200 a day, or \$53 dollars each entrant (again, assuming 80 cars).
- (3) EVOC center. It may be completed by next fall. Bill plans to call early spring of 2021 to see how it's going, and feasibility for its future use.
- (4) El Toro. We cannot procure a rental ourselves (they are likely closing down in about a year and only dealing with POC), but POC can, so Bill is talking with Ron Palmer about what to do there. POC requested various dates as driving dates to be accepted, and we'll find out soon if Irvine accepts their dates, and they invite all, so our members could join them, but it wouldn't be a PCA driving event. Cost would be \$80, plus \$20 for corner workers, and \$1 for the track insurance. So each entrant would pay \$101. If 80 drivers, could add a Saturday, and drive one, or possibly both days. So, the drivers could at least drive, even if not at a PCA event.
- (5) National City, Port of San Diego, where they import the cars. Bill queried the possibility that we could rent a parking lot somehow. Barona casino also has a parking lot they could possibly block off. Pala casino may have some race tracks, but unpaved.

As a contrast, Qualcomm rental fee was \$2200.

Overhead costs were not addressed in detail, such as costs for restroom facilities, water, and the like. Drinks and food would be driver responsibility.

Bill noted that POC is planning a Dec 13th AX at El Toro, and he plans to go to see how it goes. Bill is driving. He

asked if we wanted to announce their events to the PCA AX list, to allow them to participate in driving events we cannot support right now.

Keith asked Bill to get with Rob Walker, to send a survey message to AX drivers to see if they're interested in driving to these potential venues. Bill also wants to do that, work with Rob on a survey on interest in this.

Someone asked about the Auto Club speedway, if that was viable. It was noted that El Toro is the closest thing we could do right away. But it wouldn't be us having an event, it would be us advertising an event for our people.

Scott made a MOTION to advertise the POC event, sending email out to people who have done AX before; Ann seconded. VOTE: Passed unanimously.

Keith noted that any such invitation must emphasize that it's "not a PCA event."

Mark Curran, TT and DE: First item: DE/TT dates. Board needs to approve the DE/TT dates. VOTE: Motion to approve the DE/TT dates. M/S/P

Mark also thanked Tom and board for having faith in him to take over DE/TT and the prior DE/TT team.

Second item: Lead-follow training. Finally got all the info yesterday from the training held in La Junta, CO. He printed it all out, and forwarded the protocols/procedures to the CDIs. Greg, Mark Rondeau, Tom Chambers, Bill Behun Tom Brown, Andrew Raines to read through it and watch the video. He requested approval to start training lead-follow trainers on Friday 22 Jan. 2021 at Chuckwalla. The track was available on Friday for such training if we wanted it. We can rent the track that day for \$5500. This training wouldn't require more than 2 people for corner work at \$300. Ambulance not necessary. Chuckwalla usually requires a 90-day cancellation, but will give us up to a week or two prior to the date to cancel. He proposed using the next 3-4 weeks to get at least 10-20 current instructors to commit to the date to be trained and qualified for lead-follow training to allow DE to commence this year. A significant amount of discussion ensued, so Tom Brown requested Mark get together with the prior DE/TT team to discuss plans of how this could work, either using that Friday if enough instructors committed, or how it could be done during the Saturday-Sunday TT to limit costs for the instructors who were willing to take the training, while allowing both the training and the TT to occur simultaneously.

In addition, it might be a good idea to survey the current pool of CDI, to evaluate the likelihood of sufficient participants. Eric noted that when he sets up the survey, check

for a multiple event commitment, so that when trained, we have them at the subsequent events to support DE participants.

The track already is reserved for us at this point. If it isn't feasible, then a cancellation will be necessary.

Victoria Varon, Social: Drive-in social event status. Victoria contacted the winery with the field drive-in; they are restricted from doing any events right now. She left a message with the Santee drive-in, but had to leave a recorded message, not yet returned. She noted that, at this point, we need to decide our protocol for events, since people will get out of their cars and chat, and so on. If we are planning to nix all people-gathering events, even outdoor, then she need not spend time on events that cannot yet be approved. Tom Brown noted the discussion at our planning meeting (addressed below).

Angela Avitt addressed the question of driver awards or drivers' parties. Any awards this year? Tom responded that, since there was no Zone 8 series, there were no Zone 8 awards. Angela noted that, since we had all those double point events, it wouldn't sit well with no climax at the end. Tom noted that the SDR TT team has all signed off from the board meeting, and it's up to them to do that. Tom said

760-208-0870 | bgould@fathomrealty.com

he would follow up with Greg Phillips.

COVID-19 Restrictions and social events: Tom reviewed what we discussed at our planning meeting in November, and Scott's email this afternoon. The 2021 board met by Zoom to discuss plans. We really want an AX, emphasis on PDS, as signature events. We would continue doing TT, driving tours, restart AX when we can, and find a venue for PDS. A touchless gimmick rally had been proposed by Eric. Tom Gould was looking into how to do a TSD touchless rally. And we would look for more Zoom events such as tech sessions, and tasting events (or other social events). We also talked about not doing anything more involved with potential crowds while in purple tier. When back to red, going back to outdoor events such as cars and coffee may be feasible, but not indoor.

Meeting adjourned.

Treasurer's Addendum

The following pages present the three slides of the Treasurer's Report.

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January Board Meeting

PCA-SDR Board Meeting Agenda

January 5, 2021

Attendees: Tom Brown, Anastasia Berta, Ann Archibald, Eric Marc-Aurele, Mike Miller, Scott Leslie, Keith Verlaque, Victoria Varon

President's Message, Tom Brown

- Welcome! Call to order at 7 PM
- Chair List Approval: Tom noted he was still fleshing out AX team and a few other additions.
- VOTE to approve Chair List: M/S/P
- Name Badges Request (\$550)

Tom noted that last year, the club spent roughly \$11/badge for a total cost just shy of \$400. Since we will not be meeting in person anytime soon, it would be best to mail them, which will increase the price. Based on what Lana pays for mailing member badges, Tom estimated the total cost would be approximately \$550.

VOTE to approve Badges Expenditure of up to \$550: M/S/P

• Tom plans to attend the Zone presidents' meeting later this month, by Zoom. He'll report applicable information next board meeting

Secretary

Approval of Minutes

VOTE to approve Dec 2020 Minutes: M/S/P

Treasurer

• Review and Approval of Treasurer's Report

Eric sent out graph of finances. The report shows money spent for Porsches and Parks, so it shows a drastic reduction in funds. It shows seeing steady decline towards tail end of the year due to anticipated events. He is anticipating a change for the better with some big track driving events. The income from Chuckwalla could range from a couple thousand up to \$13K, which would bring up the trend line, as should the Streets of Willow event.

He noted that Bev, as Controller, is working to determine

the appropriate tax year for various sources of income, based on when events actually occur, or are likely to occur.

Some questions about the report indicated that the type of information currently included may be inappropriate for a monthly report, such as long-term assets balance sheet information. Eric agreed to focus on presenting the trend line from the bank accounts in the future.

VOTE to accept Treasurer's report: M/S/P.

Old Business

TT Trophies plan: Tom asked Greg Phillips if there is a plan for TT 2020 trophies. Greg noted that it is in progress, not yet complete. The plan will include determining how to distribute the trophies, and whether and how a ceremony may be addressed at one of the driving events given the COVID-19 restrictions.

It was noted that we usually spend approximately \$26/trophy, but he is estimating it at \$30/trophy to account for potential cost increases. The costs change every year, due to how many trophies we actually need.

New Business

COVID Policy with stay-at-home order

Tom wanted to reiterate or clarify our policy on events, given the Stay-at-home purple tier restrictions. At the last board meeting, we would not be doing social events, and would focus only on Zoom, track events, and limited restricted outdoor events, such as tours, but not cars and coffee, where socializing was more the focus than driving.

Anastasia noted that rumors were flying as to whether we would be able to get insurance for the Chuckwalla event. Ann noted that we had submitted a request for insurance a couple weeks ago, requesting response by 9 January. She also noted that, since PCA had authorized lead-follow as a method to conduct DE during the pandemic, they appear to be leaning toward allowing more events than restricting them if rules are being followed, but also noted that we will not know for sure until they respond. We submit the request with a statement that we will follow the rules of the state of California.

Mark noted that the sheriff of Riverside is not enforcing stay-at-home restrictions or closing businesses that continue to operate, so Chuckwalla is still open and operating.

The board discussed various points of view, and decided to

continue as policy was determined in December. Stays the same, so no further vote was taken.

Membership books request (\$390)

Last year, the club printed out 25 books. This year, the request would necessitate asking for more to include postage fees. Major chairs like TT or AX will get one. If anyone else wanted one, they were requested to post a chat message to Tom, or an email later to Tom, requesting a copy.

VOTE to spend the requested funds: for Membership books M/S/P

Chair Reports

Autocross, Bill Behun

Survey Results: The survey was sent to all AX participants of late to ascertain how many would be likely to attend an AX at either the Auto Club Speedway in Fontana or Lake Elsinore. The survey received 74 respondents. The question was asked for each of the two locations, and for normal conditions, or for COVID tiers of Yellow or worse. For the Speedway under normal conditions, 45 said they would go. For Lake Elsinore: 60 would go under normal conditions. When the same question was asked with a risk level being in yellow or worse COVID-19 tiers, the numbers dropped. At yellow, only 51 people agreed they would go to Lake Elsinore. At Speedway, the number dropped dramatically. Speedway has to be almost no COVID risk. Bill noted that he and other PCA-SDR members were going up to the Riverside autocross event at end of month, the 31st. Riverside region putting it on, and Greg wanted to see how they're running that. He will also query if we hold an event, how many of the Riverside would also be willing to attend, to ensure we have a financially viable event. Elsinore said the city told them to get special permit, and won't give it to them right now, even though they're in Riverside county, where the Sheriff is not enforcing the COVID-19 restrictions.

• Riverside Region Event Report

Tom cautioned that it has been a very long time since the trailer has been driven more than a mile, so it needs a complete check before using it on a 100-mile trip.

El Toro was mentioned, but we cannot set up an event at El Toro without POC acting as host.

Bill noted he is still monitoring Otay Mesa with EVOC facility under construction. Hopefully that will still come online in November.

Charity, Bev

As of yesterday, members donated \$17,149; donations continued after official end. Given such a level of support, Bev requested to continue to support the food bank with a quarterly drive over the next year, and have quarterly goals.

VOTE to approve a virtual food drive, with quarterly goals of \$10K/quarter. M/S/P

Bev also noted that her husband Tom (Gould), would act as co-chair for the Charity group. Since the chair list had already been approved, she requested approval to have Martha add Tom to the Charity alias

VOTE: M/S/P Have Martha add Tom Gould to the Charity alias

Driving Tours, Keith

Before addressing Driving Tours, Keith requested we look for a volunteer to head up calendar management. He offered to be that chair. Tom noted that Ann had also offered. Discussion to be held between the three at a later time. Keith noted the need to create strong ties with communications, so they can also address SDR calendar issues.

Driving tours: Keith noted that one member of the tour had indicated a positive COVID-19 test the day after the December 6 tour. Keith then sent letter identifying that status to all tour people. He received a vast number of responses to the letter, saying they got checked as a result, and nobody tested positive for COVID. Based on the incident, Keith proposed that we don't do tours in January, since the results of the late December holidays would likely show up in January. He proposed (as a suggestion only at this point), the first tour for 50 cars as currently agreed, and 2nd tour to occur Feb 21. Streets of Willow is the 14th, so the tour on the 21st of February would not interfere with the track date.

VOTE on Tour dates: M/S/P.

Membership, Lana

Lana noted membership was down a little year over year, but nothing unusual from what we saw across 2020. Since we are not having many in-person events, she requested we kick off the new member meetings. She requested a new-member Zoom with trivia night for Feb 10, a Wed. evening. The new member event would include inviting existing members as well. If it's successful, she's open for hosting this on a monthly basis. She'll look into determining what sort of prize to offer, like a gift cert for events or gift certifications for swag from the Goodie store. We have

another board meeting before that, so she will present her plan at the next board meeting. Could even make gift certs for the SWAG store, so it goes back into our own pocket.

VOTE on New Members Trivia Night date: M/S/P

Social, Victoria

Victoria asked approval for a Zoom-based Porsche and Pours on Feb 17, at 6 PM. Back to same brew place if they're available.

VOTE on Porsche and Pours Zoom date/time: M/S/P

She noted that she still has not heard back from the drivein in Santee, although it was still on her radar.

Porsches and Parks Tour: This is still scheduled for April. Victoria noted, in answer to a question, that she has not specified a cancellation date for the event if it comes to that, but noted that she would make a decision sometime around the start to middle of March if things don't dramatically change for the better, or if they change for the worse in planned locales. She plans to call the various locations to see what's happening in those areas and determine if there's anything interfering with at least the potential feasibility. She also noted she may have to revise the schedule and route just a bit, and just do the tour, and not do dinners together.

Time Trial, Mark Curran

Budget Request

Tom noted we need a budget proposal, based on budget sent from previous year, and variety of expenses on truck rental, ambulance, insurance, etc., with 3 events scheduled at CVR, 3 at Willow Springs, and 1 event at Buttonwillow.

Mark estimated spending no more than about \$137K in expenses, given budgets from the previous year and a variety of expenses included (truck rental, ambulance, insurance, etc.), and anticipating some slight increases in costs. Mark agreed to put a budget request out, with a written proposed budget, to submit to board.

In answer to a question about using the Autoclub Speedway, since it's open for another year, Mark noted he is currently focused on the first event of the year, and is not ready to look into adding any events to the 7 already scheduled. In answer to another question about a potential joint event with POC at the speedway, Tom reminded that PCA does not do joint events; either we or POC would host, and invite the other club to attend.

Mark noted that the goal to make money on all 7 events is encouraged by our current signup. 99 registered drivers are signed up right now, so we should turn a profit. People are also already signing up early for the Streets of Willow event in Feb. That tends to sell out as well.

Mark also noted that we have either 11 or 10 students that have signed up for Chuckwalla DE school for Saturday or Sunday, assuming the Friday lead-follow training program occurs as planned on Friday.

Mark anticipates making money on all the events, based on reports looking from past couple of years based on turnouts. We increased the entry fee for this year. The 2-day TT cost before was \$295. They're paying \$350 now. The increased fee is not slowing people down. Other clubs are charging at least the same. We are also charging more for the students, a fee of \$500. Instructors will be compensated for gas and wear and tear out of the \$150 overage.

Mark will work with Eric on the budget.

After thanking the members of the outgoing TT team, Mark moved on to discuss the lead-follow training details. He addressed the costs, including ambulance, cornerworkers, comms devices, and track, and estimated the cost to be around \$9-10K, with a promise not to exceed \$10K. They have 34 people committed to be there to learn lead-follow training. Of the 34, 20 are already approved instructors, and would be authorized to train DE students using lead-follow as soon as they graduated Mark's training event. The other 14 are a mixed lot; some are instructors, but would need further training before authorized as lead-follow instructors. Others are interested in becoming instructors, but are being allowed to do the lead-follow program at this point since the track is available for the training. Other, non-PCA-SDR instructors were interested in attending our event, since if they had 4-5 people who could be instructed, they would not have to rent out a track for their smaller numbers in order to complete the training. Discussion was held about the possibility of allowing that for a fee, but is only at the discussion state right now.

VOTE to approve Lead-Follow training, NTE \$10K in expenses on Friday, 22 Jan: M/S/P

Goodie Store: Rhonda noted there was nothing specific to report; they are still moving along, adding new stuff on a monthly basis.

Meeting Adjourned: Thank you for attending.

Next Meeting February 2, 2021



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You may have had the opportunity to participate in one of the few Tech Sessions held last year by Lana and Adam Gill, owners of Völlig, as a Zoom Meeting in September 2020. If you did, you may have realized there is a bit more involved in getting a Porsche alignment, possibly more than you thought. True enough for me! C'mon we have all had an alignment, you take the car in, they fiddle around underneath the front end, and wala, you are good to go with a lighter wallet. Hopefully it was done right, drives right, and your tires wear right.

Now granted, Adam could not possibly cover every aspect of an alignment in the Zoom meeting, but enough to get my attention. One particular thing he said that piqued my interest was his comment that he considered the type of tire when doing an alignment, and I thought right there, that's the guy I want to align my car. Never heard anyone say that before! One last comment on the Zoom meeting, and that is they put some real effort into the whole presentation that you were certainly not expecting, making it not only informative, but entertaining as well. Great job you two! Well, actually I think Lana stole the show with her acting talents, not to mention she was the meeting coordinator. If they do another Tech Session I highly recommend watching.

At the time of the Zoom meeting, I was working on my

'85 911 M491, installing Turbo Tie Rods and completely replacing front brakes, so this Tech Session was indeed timely. I wanted to see what Völlig had to offer because I certainly had an alignment coming up fast! Just a comment on my car that is sometimes also referred to as a "wide body" or "Turbo Look," which means it has all the wide body components making it look like a Turbo with all the Turbo suspension and braking components as well. Ok, except for the Turbo Tie Rods, duh. I had always assumed, but eventually learned, that Turbo Look cars did not come from the factory with Turbo Tie Rods. I thought it quite odd, but they did not. The advantage of the M491 or Turbo Look cars is that they have a normally aspirated engine, which generally means less power but lower maintenance cost, with the added bonus of all the improved handling/braking capability.

So, I set up an appointment in November for Adam to align my car and took it in. I had asked if I could do a story on my experience and he agreed to let me watch. OK, don't everybody go over there and ask to watch, I had worked with Adam on a few other things prior and he knew I was fairly car savvy and had been around and in a shop environment most of my life.

Adam drove the car onto his Hunter Alignment lift, and safety first, chocked the tire before doing anything. Next





was a steering wheel lock and a level he uses to keep the steering wheel straight that he said many do not use and instead do it by eye. I like the level idea too.

Protecting the Fuchs wheels with blue tape before installing each wheel alignment fixture that interacts with the Hunter providing all the information from each wheel

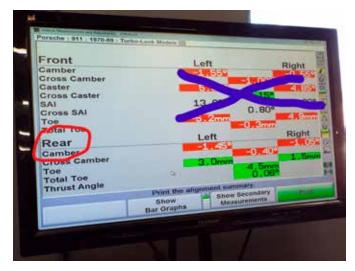


to the computer was next. Speaking of his Hunter, he prefers the older model because he feels it has more accuracy than the newer machines. I get that—newer is not always better. Cool story about one of his visits by the Hunter folks. When they came out, Adam had checked the accuracy of the machine himself before their arrival and the Hunter Rep was surprised and impressed, as no one had ever done that! Yes, needless to say, this again confirms why he was the guy I wanted doing my alignment. One other thing I learned from Adam is that he had started doing

alignments using string in his home garage, way before Völlig was born. Lana described the old method as nerve racking with Adam often saying "don't touch that string!" I think that when you come up through the ranks of experience, having done alignments using the most basic of methods, you are better equipped to understand the intricacies of modern equipment such as his beloved Hunter.

The actual alignment starts off with the rear of the car first. Rear toe on my car read 3.0 mm on the





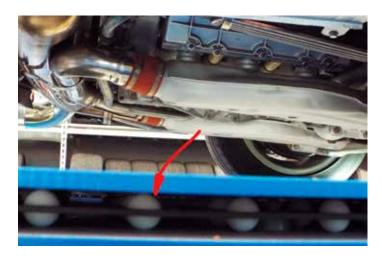
driver side and 1.5 mm on right when it should actually be closer to 2 mm. Disclaimer here, there were a lot of steps and I certainly did not document many of them, mostly because I did not want to bug Adam,

although he was quite gracious and explained many details along the way.

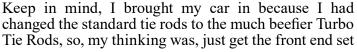
One cool thing to note is that the back end of the car

actually floats on plates riding on large ball bearings, totally unloading any influence of his alignment lift on the car.

Next was disconnecting the rear sway bar and that was a bit of a surprise as a few years ago I had an alignment on a '78 911 SC, where they certainly did not do that! Obviously, disconnecting it removes any influence on the rear wheels.









back up because my tires had been wearing well and the car drove fine before I changed the tie rods out. Well, I got a few more surprises through the process. One is

that when your car is lowered, which mine is (lowered by previous owner), you decrease the amount of adjustment available. Hmmm. We all like the lower look, it just seems to look better with that stance. Right? Of course! Well, keep that in mind when you lower your car. Everything comes with a price. Adam explained how the 2 mm rear toe, which is at the lower end of the spec. helps with understeer. Also, that with the Turbo Look track, wheel, and spacer combo, they come from the factory with a "ton of toe," neither of which I knew.



Paint marks on the re-tightened bolts of the rear spring plates was a thorough touch, something I noticed and appreciated, and part of his standard practice.

Ok, now onto the front, which seemed a bit more straight forward at first, however, when you adjust one aspect it influences another, so it gets complicated quickly, requiring adjustments while watching his screen on the computer. He actually climbs up and gets in the driver seat to set the alignment with driver weight factored in.





I thought having a shock tower brace would complicate the alignment but in actuality Adam was able to utilize it to help make adjustments. Adam proceeded to get in the driver seat several times through the process making adjustments and rechecking. The goal on the front was 1.6 mm toe with him in the car. And this is where again the





lowering comes in to affect, making my caster just barely in/out of spec. resulting in a 'best possible' setting. At some point Adam said "most of my alignments are not green", meaning not usually fully in spec. A test drive and I was on my way. I was grateful to get my car back on the road for Thanksgiving weekend and took a nice drive the following Saturday morning.



At first, I was not going to report on the following part of the process in this article but on that Saturday drive it seemed the steering wheel was off a degree or two to the right. I think this paragraph is important as it really would not have been part of a normal process, so bears talking about. When I had first contacted Völlig to make my appointment, Adam said to "bring it in and leave it for the day," but with me doing the article, he dedicated his time and completed it while I was there, taking about two and a half hours. Upon reporting the steering wheel straightness concern, Lana immediately scheduled me right back in just a few days later to recheck things. This is where I learned the "why" from

Adam of his initially wanting me to leave the car for the

day. It seems there is always something little that comes up, especially on older cars, and generally an alignment is done over the course of the day, as he is pulled in many directions running his shop. I get it, and feel as though my presence may have influenced the initial outcome, not that he rushed it because he certainly did not. It was just a minor thing. They made it right and really wanted me to be happy. I was!

Closing quote from Adam Gill: "You can't rush an alignment, it takes as long as it takes."

I appreciate the fine work done on my car by Adam and suggest you check them out if you have not yet done so. Nice shop.



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My Porsche Beginning

Article and photos by Leo Bañales

My very good friend, Brian Lum, gave me my "start" over ten years ago. He told me that good guys deserve a break, and he sold me the beauty pictured below at a "Family price!" (Brian and my wife are related). Brian also said, I noticed you take care of your things, even your dirt bike is always clean and well maintained! (I had a Suzuki DRZ at the time).

His family was in shock, they knew the Boxster was his "baby" (even though he had two other exceptional Porsche hot rods). I had owned sporty cars and sports cars with manual transmissions before but this one was a Porsche convertible! She was transplanted from Arizona to California and she enjoyed the change to mild temperatures. It was my daily driver and she regularly got second looks wherever we went.

As Brian suggested, and as he taught me, I personally changed the oil every five thousand miles and I hired a professional detailer every 4-6 months. Brian would visit San Diego at least once a year and he would smile when he saw his baby. He could tell she was being well taken care of. Unfortunately, "Rona" has kept Brian away from SD for about a year now, but we still chat on extended phone calls.

I'm looking forward to showing him my fourth Porsche, a Carrera S (pictured at bottom). And he and I will laugh about my undeniable romance, and I'll thank him again for giving me my start!









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PORSCHE CLUB OF AMERICA

SDR in the Inland Northwest?

Article and photos by Tony Nufer

Welcome from your PCA-SDR member in Inland Northwest Washington. Though I physically moved from Poway in 2017 and am active in the INWR-PCA, I've kept ties to San Diego's Porsche aficionados by maintaining two PCA memberships, one with you, another up here. I thought it may be time to offer a PCA perspective from Spokane Valley, Washington, and our less populous, geographically large and diverse region, and what I've done to stay on the track.

Many will recall that I started out in PCA-SDR about 10 years ago when fellow member Jim Abbott and I partnered up to buy a Spec 944 race car that had association with Vision Motorsports and Dwain Dement. With Jim's tutelage I went from a once-in-awhile drag racer to learning to actually turn the steering wheel, through the procession of PCA-SDR's PDS, AX, and TTs in the 944, as well as learning how to fix what we broke. Along the way I relied on the great expertise of Black Forest and Mirage International, whose owners John and Jae and employees always lent time with my persistent visits and questions.

Thinking I needed to go faster, Jim and I dissolved our partnership, but not our friendship, and I bought Dave Quesnel's 912E race car. It was a huge leap to be behind the wheel of a bonafide road race car that had run in PCA Club and POC Cup racing. The car was built on the shell of a 1976 912E but that was its only association with 1976 or 912E. The car is Patrick Motorsports cloned and equipped with fiberglass and plexiglass body and windows, later-year coilover suspension and JRZ shocks, Big Red brakes, a Guard and WEVO components 915 transaxle, and a 993 3.6 liter engine that is chipped and has headers. Despite the steep learning curve, over the years the back end has only come around on me twice, once in the infield portion of Auto Club Speedway (sad to see it go)

when learning to drive it, and at Spokane County Raceway when I wrongly early apexed a turn and ran out of track-out pavement.

So why did I leave fantastic SoCal weather, friends, and grandchildren? It's the same story you've heard time and time again; I retired. Initially that wasn't in the cards in 2017. Having lost a contract as director in a small defense industry business, I was entertaining several opportunities to continue working into my later sixties. But, after meeting with our financial advisor, I realized I could retire, though not in a high cost area like San Diego. Having continuing ties to my home state of Washington, an ailing mother, nearby siblings, and other relatives, we looked up here. In the beginning we were considering the Central Washington wine region but Mom's health took a turn for the worse and we settled on the Spokane area to be closer to her. With housing costs 50% of San Diego's for larger lots and more house square feet, no income tax (yet), \$1.00 a gallon cheaper gasoline and diesel, we moved to a house twice as large as our Poway home, on a larger lot, room in the garage to walk around our SUV and F250. It also has an attached 1,100 square foot shop for the 912E, 1972 Nova, 1991 ZR-1 Corvette, a work area, and a recently installed two post lift. My wife Linda is happy with the house and I'm in motorhead heaven with the shop.

Upon moving here, I started my association with the Inland Northwest Region PCA via Tom Smith (retired orthodontic surgeon with Steve Grosekemper skills and a home shop to die for) and Dennis Garrood (retired defense industry physicist/engineer). I assume you're getting the theme here—retired. INWR-PCA has less than 500 members but our region covers Washington east of the Cascade Mountains and the Idaho Panhandle. Most of our activities are social, with spring-fall



Jim Abbott and I shared this 944 at SDR DEs and TTs.

36sss

drives through gorgeous areas of Washington, Idaho, and British Columbia. There are some SoCal Porsche transplants up here in the INWR-PCA; Matt Parsons and Ron Hannum in the Spokane area, and more throughout the region that I haven't met yet.

As a track rat, things aren't so good. INWR does have a skills day, which is a mini version of PCA-SDR's PDS, and two DEs a year at Spokane County Raceway. I'm the Competition Chair for INWR so these are mine to schedule and orchestrate. The Puget Sound area club, PNWR-PCA, does have a lot of members and track events. However, Puget Sound is 280 miles away and traffic is atrocious even before you crest the Cascade Mountains on I-90. I mean worse than I-405/I-10/I-5/I-8/I-15 rush hour atrocious!

Here in the greater Spokane area, slowing to 35 mph on the freeway is considered a traffic jam.

There are no time trials events on either side of the mountains, therefore I made the leap to club racing with the International Conference of Sports Car Clubs, which is similar to SCCA but focused on our regional tracks of Spokane County Raceway, Portland International Raceway, The Ridge, Pacific Raceway, and Mission Raceway (BC). In 2018 and 2019, I went through the ICSCC competition licensing regimen of novice school, novice only racing with evaluation after each session, interviews from three licensed drivers, a written test, and three races as a novice with the rookie orange square on the car. It was worth it to now have an unrestricted competition license



Yup, that's me! Racing at Pacific Raceway in August of 2020

that is recognized by PCA, SCCA, SOVERN, SVRA, and a host of other sanctioning bodies. It was a fun process, with everyone going out of their way to ensure I became a qualified and safe competitive driver. INWR also brought the PCA instructor's course here in 2018, and I'm now an instructor at our Skills Day and DEs.

Racing has been an exciting challenge. My 912E doesn't class well under our rules, so I'm in a catch-all class of Super Production Middle (SPM) for cars 2.0-4.0 liters, no minimum weight, and resembling a production car. SPM class runs in a group with cars of other classes; mostly Pro 3 BMWs, Spec E46 BMWs, and a few NASCAR road race cars with smaller displacement engines. Notice I didn't list any Porsches? That's because there usually aren't any in

my run group, and only a handful of Porsches in the other slower and faster run groups where Pro944s, Spec911, and a few V-8 powered 944s live. We run 20-30 minute sprint races and also 2-8 hour endurance races which I've yet to participate in.

At best, I'm in the middle of the pack of our 30-40 car run group. Normally I'm in the back third of the group. It's not only my car's fitment in the class that puts me there, it's how I'm racing, not wanting to mix it up with the bumper cars of the Pro3 BMWs that race like Joey Logano on the last lap of a NASCAR race, having a car with more fiberglass than steel, and with the pocket book of a retiree. I do very well on the technical, twisty, up-and-downhill tracks like Pacific Raceway and The Ridge, and not so well on

the horsepower tracks like Portland. I can pull the straights with most cars, enter corners well, but haven't mastered corner exit yet, usually slowing too much in mid-corner and really, even after five years, not knowing the limit of the car. My local track, Spokane County Raceway (30 minutes from my house), is a fast track too, but has dangerous undulations on the back straight that I've mastered, but unfortunately the track has had a couple of deaths over the past few years. While I was only concerned about being on the rev limiter at Auto Club Speedway in SoCal, the tracks here are a bit faster, and I'm up near it at Portland and Spokane County. I'm not ready to change the rear gears until I master corner exit. It's that cost of racing parts thing versus a retiree's income tradeoff.

The future? I'm considering coming to SoCal to run a couple of TTs this winter, since we have no track events November-March because of those four-letter words "cold" and "snow." This is Covid-19 dependent and looking doubtful as of writing this. Also, under consideration is selling the race car, buying a Cayman S with PDK, and running

open track days and AXs as well as mountain runs with INWR. Lastly, I may move away from racing Porsches and get a race car that is less expensive and in a run group with less carnage. There's time to ponder that as I replace the fender and bumper on the 912E, which took a hit when a Pro3 and I wanted the same space on the track at the same time during my last race.

With over 75 track days (AX, DEs, TTs, and racing) in my log, I think back to the beginning in 2011 with Jim Abbott, wonderful stories of Jim and I solving the world's problems while driving to SoCal tracks, Jackie instructing me at AXs, the comradery at track events, especially in the evenings, tech inspecting under Grosekemper's watchful eyes, and lots of track and car talk at Black Forest and Mirage International. It's all good, and will continue to be so.



Ready to drive to a race in Portland in June 2019



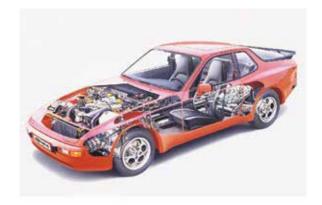
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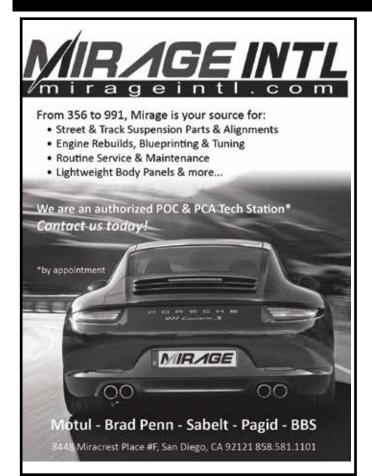


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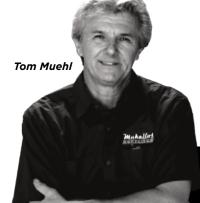
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My 987.2 Porsche Ownership

Article and photos by Ron Carter

Three years ago I purchased my first Porsche. After doing some homework, I felt that the 987.2 Boxster base checked all my boxes—Convertible, 6spd Manual, exceptional handling, decent power, solid brakes, reasonably comfortable, and reliable (no IMS Bearing issue).

I found a very nice 987.2 base on Craigslist in the Temecula area belonging to a gentleman who was moving to Japan and could not take his car with him. We struck a deal and I purchased the car.

I can say I am generally not the person that leaves well enough alone, and although I respect those who have bone stock cars, I also like to make my car my own, and this is a discussion of the evolution and changes I have made to my 987.2 and what I have learned.

When I purchased my car, it had been well cared for, with the exception of the paint (in my opinion). This car had 63k on the odometer and recently had the clutch replaced. All the service records were in order, and mechanically the car was excellent.

Black cars are always a challenge and this car was no exception, Black on Black. The paint on my car looked like it had been cleaned with a squeegee, and there were a few small dings here and there, so I reached out to Diaz Dent Repair and had Joe Diaz come out and address the door dents and such that needed to be fixed. I spoke with Joe and took his suggestion to have the car detailed afterward, and now this black car looked very close to showroom perfect!

Immediately I wanted to protect the radiators, so I fabricated a set of metal grills to sit behind the horizontal spars on the front bumper to protect the radiators, I also did the same for the center grill opening.

I also wanted to update the foot pedals, so I purchased and installed a set of pedal pads to replace the OEM pads with aluminum pads.

At this point I drove the car to a couple of cars and coffee style events and up through Angeles Crest and was pleased, however the exhaust note was very quiet and I found that I wanted to shift up and down according to the sound (and lack of sound was a little bit of an issue). I started looking around for options. Initially I installed just a tip from the stock oval to a dual exhaust looking solution, and although it made a difference it was not pronounced enough.

Next step was a CAT-back solution. I located a Billy Boat Exhaust system off of a 987.1 and purchased it used. This included headers too, but I wanted to maintain the smog legal status. I took the car to Richards Performance Mufflers and they did the install, only to find out that there were some significant differences between the 987.1 and 987.2. The headers would not have fit my car anyway. The remainder of the exhaust barely did, requiring a little massaging to do so, but in the end it was fitted and I am still very happy with the sound, although I have not perceived a difference in performance.

The other aspect I wanted to address was the wheel and



As purchased in 2018

Wheel update



tire package. OEM 17" wheels looked okay, but something slightly more aggressive was in order. I found a set of 19" take-offs from a 981 and put them on. The OEM Goodyear tires were a slightly larger diameter and I could really tell that the car lost some zip, and now my speedo was off as well. While I liked how they looked, I felt there would be other options that would work better and kept looking.

I found a set of 19" Avant Garde M310 wheels in the proper offset and size and purchased them, sold my 981 wheels, and purchased a set of Michelin N-rated tires, which was just the look I wanted! However now I had too much space between the top of the low-profile tires and the top of the fender.

I did some research for lowering options, but since I have a dedicated vintage race car, I felt like coil overs for this car were not a direction I wanted to go.

I elected to go with H&R springs. I had a friend's shop in OC install them, and they were just the ticket from a looks standpoint, but I did notice that the ride was quite a bit stiffer than I expected. All the reviews I had read said that these springs maintained close to the same ride. I would say that is not accurate. However, it is acceptable.

I had seen a few 987 Boxsters with Cayman side grilles, really liked how they looked on the car, and found a set of silver ones for sale on Rennlist. I purchased them with the







internal brackets and installed them, along with an OEM Cayman rear wing, removing the paddle-like spoiler in favor of the Cayman upswept spoiler.

I was also interested in improving the shift feel in the car and came across a modified shifter solution. I installed this as well, and it really cleaned up the feel of the OEM shifter housing. This solution included both a replacement shift handle and replacement for the plastic "side lever" to improve all aspects of the shifting experience.

In between these larger projects I took on a few smaller improvements. I updated all the bulbs in the car to LED bulbs, a nice modest modification.

At this point I had been to several Porsche events, joined the PCA, and had the opportunity to get used to my 987 as well as see a few others. I really liked the silver gauges on the "S" model, so I looked at FVD gauge faces and ultimately decided to purchase a gauge cluster off of eBay for a 987 and swap the gauge faces to silver.

The other item I wanted to change was the thickness of the steering wheel. The stock wheel felt a little spindly in my hands, so after looking at different options, I went up to LA Dismantlers and purchased a carbon fiber steering wheel that used the same airbag as my 987 and installed that, along with the steering wheel controls for the radio. Now the steering wheel felt correct.

I upgraded the stereo as well to a Kenwood Excelon unit so I could use my phone to stream music, and added a backup camera. At some point in the near future I will have the

radio controls on the steering wheel tied into the new radio and am looking forward to that functionality as well.

With any Porsche of the era like mine I found that the center console was not holding up well, the rubberized coating was chipping and peeling in spots and starting to look worse for wear, I found that repairing the console was challenging at best, so I embarked on finding an alternate solution. I found a 997 console that was painted black to match and purchased and installed it.

The last lagging project was the OEM seats. The passenger seat when I purchased the car had been stained by something spilled on the seat. Whatever was spilled had made the leather harden and look less than desirable, although still fully functional. I found a set of seats out of a 997.2 and promptly installed the passenger seat as it dropped right in and was plug and play. However the driver's seat was a little more involved. I had gone from partial power seats to full power and lumbar with the Porsche crests in the headrest. Without the memory controller in the door and programming from the onboard computer, this was not going to work as a plug and play situation. Instead I found information on Pelican parts for a 997.1 seat swap and approached the same thing with the 997.2 seats. Six relays and several weeks of working on this on and off and we had found a solution to manually wire the seat so the controls now all work. I am sure I will continue to add small items to my car. I thoroughly enjoy my Boxster, and I am more than happy to share my experiences and help SDR Club members should they desire to make these modifications their 987 or 997.



New Car

New seats



For every "oh no," there's an "oh yeah."

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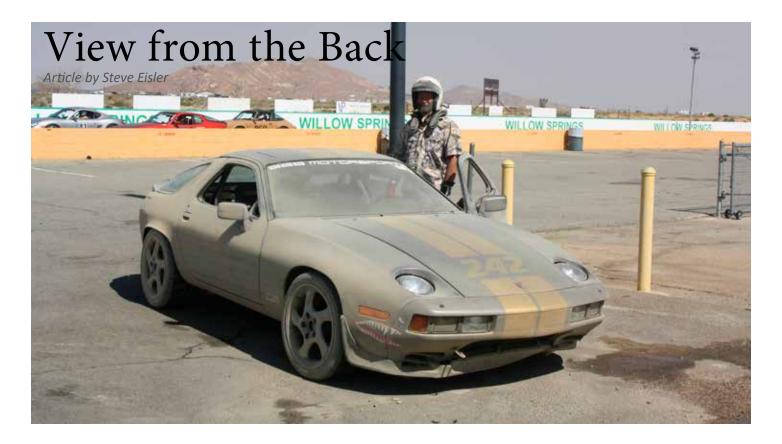
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"You do not want to go off of the track today! The mud is so thick it will cake your wheel wells and you will not be able to drive back onto the track. It will cost you \$100 to be towed back to the pits!"

TT Chairman Greg Phillips was conducting the driver's meeting under the covered dining area at Buttonwillow Raceway. Buttonwillow is famous for the fine silt that surrounds the track and makes white cars that spin off track look like they are gray. Chief Tech Inspector Steve Grosekemper explained that the rain we were experiencing turned the silt into a sticky clay that would take hours to remove from your under-carriage. He had gone off several years before, and the heat from the exhaust system baked the clay onto his exhaust pipes, and it had to be chipped off with a chisel. As we listened to the rest of the normal driver's meeting information, everyone was deciding if they would run in the rain or skip the first few sessions and wait for the track to dry!

The Red group, the most experienced drivers, went out first and they all survived, so most of my Yellow group decided to seize the opportunity to learn to drive in the rain. The first two laps of the first session of every TT day are always under yellow flag, moderate speeds and no passing, until cars and drivers have warmed up. On the third lap the green flag flew, but nothing changed! No one wanted to pass. Everyone stayed a safe distance from the car in front, and we circled the track like a brightly colored but wet parade. In the Cotton Corners turn, someone had dropped two wheels off of the track and successfully gotten back on track. The mud that they left on the track was slicker than

the rain-soaked pavement, so you had to adjust your line to avoid spinning in the mud. By the middle of the session some people were getting the feel of their cars on the wet track and were beginning to pass those who had not. As the rain lightened, each session got faster except for the cars running on slicks. With no tread, even a small amount of rain really reduced their traction.

Buttonwillow is, traditionally, our last Time Trial of the season, and was a double points event. Although 2 of our TT weekends were cancelled due to the COVID virus, using the double points format on 4 weekends gave us a total of 9 point-scoring events to determine a champion in each class. Double points weekends have officially scored runs during the 5th session on Saturday and the normal scoring session at the end of the day on Sunday.

There were 11 classes with multiple drivers eligible for awards and, in four of these classes, the champion was decided in the last events. In CC07 Rob Walker and Chris Keefer had been number one and two all season. Rob won the two Buttonwillow events to finish with a perfect record of 7 first place finishes. Chris finished second with 102 points, almost double the third-place total. Anastasia Berta was seeking her third consecutive CC08 championship, but was receiving strong competition from Mark Rondeau. Mark was only 13 points behind at the start of the event even though he had missed 3 earlier events. Things got interesting when newcomer, Tim Ascough, won the class on both Saturday and Sunday. Tim's first PCA-SDR event was the January AX, and he ran his first TT in September. His rapid improvement scrambled the

points in the Buttonwillow event and helped Anastasia win her championship.

In CC09, Murray Wunderly won all five events that he entered and had a 30-point lead over Mark Huxhold. Murray did not compete at Buttonwillow and Mark won both events to finish with a 10 point lead and his first TT Championship. CC10 also was a hotly contested class, with Steve Grosekemper, Vinh Ly and Greg Phillips scoring in all 9 events, and all placing first or second in multiple events. Steve finished first with 147 points, just 16 ahead of Vinh. This was the only class that had 3 drivers competing in all 9 events.

As this article goes to press, we are preparing for the first TT/DE event of 2021 at Chuckwalla on January 23 and 24. (THAT IS NOT A TYPO, THERE WILL BE A DE GROUP AT CHUCKWALLA!) The event will be run under the direction of new Time Trial chairman Mark Curran and his committee of volunteers. Mark takes over from the previous TT Chairman Greg Phillips and his team of Steve Grosekemper, Mark Rondeau, Ralph Linares, and many others, who did a fantastic job of running great events for the last 3 years. It takes a tremendous amount of time and effort to organize each event and then ensure that everything runs smoothly during the event, and these gentlemen did an impeccable job. We are fortunate to have had Greg's group of volunteers take on these jobs, and all of us drivers thank them very much!

Since the start of the pandemic, all PCA events have been

cancelled or postponed. In September, we were allowed to have outdoor events as long as we wore masks and practiced social distancing, but Driver Education was a problem. The very popular autocrosses have been great entry level DE events where drivers learn car control and enjoy the thrill of driving their Porsches at the limit of their tire's grip. Unfortunately, as we all know, our autocross venue at the stadium parking lot has been destroyed due to the construction of the new SDSU stadium complex. Our autocross chairman, Bill Behun, has been searching for alternate sites since last year and has been unsuccessful. The other popular, outdoor Driver's Education program has been run in conjunction with Time Trial events. We had three Time Trials last fall, but could not add a DE group for new drivers. PCA rules mandate that each driver completes DE instruction with an authorized instructor in the car, and even drivers who have had AX or DE experience must be checked off by an authorized instructor in the car before they can solo on the track. PCA-SDR has many new members, eager to learn performance driving, waiting to get on the track, and we had no way to get them there!

Your dedicated PCA-SDR board of directors realized the importance of providing an opportunity for members to become involved in club activities, to learn proper car control, and experience the performance capabilities of their Porsches. They learned that PCA National also recognizes a "Lead-Follow" method of HPDE that has the students follow their instructor in separate cars. They approved the expenditures to implement this program and, as a result, PCA-SDR held its first DE in almost a year on January 23.

A little sideways but still on the track





Mark C. framed by mud and storm clouds

Our incoming TT chairman, Mark Curran, spent a weekend in Colorado at the Lead-Follow Instructor Training Program developed by PCA National. He graduated as one of 22 Level A Lead-Follow Instructors. This certifies him to conduct training for our current and new instructors to become Lead-Follow instructors. With the support of our board members, Mark organized a Lead-Follow Instructors' day on January 22, the day before the Chuckwalla TT/DE event. They also approved the purchase of 10 FM transmitters that allows the instructors voice to be heard on the student's in car radio and 6 Blue Tooth Communicators that provide communications to students who do not have in car radios.

Over 30 instructors and prospective instructors volunteered to spend the day learning the Lead-Follow techniques. At the end of the day, many in-car instructors were authorized as Level B Lead-Follow instructors. On Saturday morning our first group of DE students in over a year rolled onto the Chuckwalla track, each following a newly minted Lead-Follow instructor.

By the time this magazine reaches your mailbox, the results of the Chuckwalla Double Points TT/DE will be recorded and archived. The Streets of Willow TT/DE will be approaching in less than a week, and another group of Porsche owners, just like yourself, will be learning to drive correctly by following an authorized instructor. They will be staying in a hotel that requires masks in all of the common areas, limits contact with the desk clerk, does not have housekeeping enter your room unless requested, limits the number of people in the elevator, and has hand sanitizing stations throughout the common areas.

Most of us will be picking up food from local restaurants and eating in our rooms. At the track we will wear masks and maintain proper distancing at all times. We will be breathing fresh air, not listening to depressing political or Coronavirus news, and having meaningful conversations with intelligent people from all walks of life who just happen to own the same make of car. We will reach higher speeds on the straights and work on carrying more speed into and through the corners. We will watch our mirrors to let faster cars pass us safely and, hopefully, feel the joy of catching up to and passing another driver. We will feel the sense of accomplishment when we record a faster lap time, and stretch our mental capacity to determine where we lost time on our slower laps on the twisty Streets of Willow track.

Registration for the third TT/DE of the year at Chuckwalla Valley Raceway on April 3-4 will open on or about February 20th. If you are ready to get off of the couch, meet some great people, and get some real value from your PCA membership, here is a link to an excellent site explaining what you need to do before you register for an event: https://pcasdr.org/competition/get-started-online-driving-event-registration/ You can also access this document by going to the PCA-SDR webpage (www.pcasdr.org) and selecting the Competition tab, then DE/TT — Get Started: Online Driving Event Registration. Student registration is limited by the number of communication devices and the number of instructors available, so register early. I am looking forward to seeing many new drivers at the upcoming events. Remember, 'It's not just the cars, it's the people!'



Finish line after timed runs



Police car is at the front of the grid

Membership

New Members

Michael Ault San Diego, CA 2010 911 GT3 Coupe

Dan Bajek Carlsbad, CA

Josea Bantum San Diego, CA 2006 911 Carrera 4 Cabriolet

Robert Berzelius San Diego, CA 2003 Boxster S

Bill Bewley San Diego, CA 2007 Cayman S

Dino Blazakis San Diego, CA 2002 911 Carrera C2

Stephen Burr San Diego, CA 1990 944 S2 Cabriolet

Samuel Cannon Solana Beach, CA 2015 911 Turbo Coupe

Ernie Castillo San Diego, CA 2020 Macan S

Matteo Cattaneo Coronado, CA 1966 912 Coupe

Vince Crane Carlsbad, CA 2018 718 Boxster GTS

Rory Davis Fallbrook, CA 2013 911 Carrera 4S

Carolyn Dayton Oceanside, CA 2004 911 Carrera Cabriolet Jack Dunaway Murrieta, CA 2004 Boxster S Convertible

Daniel Fefferman El Cajon, CA 2007 911 GT3 Coupe

Tom Foerster Escondido, CA 2015 Boxster S

Andrew Gardner San Diego, CA 2003 Boxster

Zaven Gassian San Diego, CA 2019 911 GT3 RS

Vik Gulati San Diego, CA 2019 Cayenne S

John Hambacher San Diego, CA 2015 Cayman GTS

Patrick Hermsen San Diego, CA 1988 911 Carrera Cabriolet

Julio Hernandez San Diego, CA 2000 911 Carrera Cabriolet

Chris Jurges Escondido, CA 2019 911 Carrera 4S

Greg Kantorovich Cardiff, CA 2020 911 Carrera

Jeffrey Kilpatrick Temecula, CA 2016 Panamera Sedan

Grant Kluzak & Kristine Kluzak Lakeside, CA 2019 Macan Stella Larsen Rancho Santa Fe, CA 2018 Panamera 4S

Dan Laughlin Carlsbad, CA 2007 911 Carrera 4S

Jim Long El Cajon, CA 2005 911 Carrera Cabriolet

Timothy Lovell Fallbrook, CA 2013 Panamera GTS

Joseph Mar Yumo San Diego, CA 2015 911 GT3 Coupe

Oscar Marin San Diego, CA 2004 911 Carrera 4S Cabriolet

Michael Mcinnis Cardiff, CA 1964 356 Coupe

Mike Michalik Valley Center, CA 1975 914 2.0 914

Omar Michel San Diego, CA 2005 Boxster 2005

Nikita Nikiforov & Konstantin Ivchenko Carlsbad, CA 2011 Panamera Turbo

Brett Nilsson San Diego, CA 1970 914-6

Ron Ordonez San Diego, CA 2011 911 Turbo S

Joe Ortega San Diego, CA 2007 911 Carrera Coupe

Dennet Oyanguren Carlsbad, CA 1983 911 Sc Coupe

Matthew Powers San Diego, CA 2017 911 Carrera 4S 911 4S

Holger Roehl Carlsbad, CA 2007 911 Carrera S Coupe Caroline Schlocker Coronado, CA 2018 718 Cayman Sexy

Christopher Sparks San Diego, CA 1969 912 Coupe

Aaron Spiropoulos La Jolla, CA 2014 Panamera S 4 Door Michael Washington & Wanda Jurlina Chula Vista, CA 2021 718 Spyder

Nick Webster Encinitas, CA 1999 911 Carrera Carrera

Bryant Weston San Diego, CA 1993 968

Anniversaries

Five Years

Tamie Bartram Brianna Becker Erik Bruskotter Kelly Dunn Charles Elrod Anthony Graham Michael Holaday Keith Levin Genette Mcgowan Eric Meschen Robert Moore John Morgan Shawn Oconnell Jon Price Adam Rideau Scott Rose Ramin Samimi Kevin Sechrest Stephen Tierney Colin Wilson Roger Yates

Simon Zimnowodzki

Ten Years

Ann Archibald Bruce Blumer Steven Johnson James Macleay Ryan Oehler Timothy Peterson David Witters

Fifteen Years

Robert Behler
Greg Boehm
Brian Drache
Nils Hallstrom
Peter Hum
Michael Lodge
Steve Ness
Travis Pearson
Michael Peters
Jack Pierce
Leigh Rayner
Steven Smith
Larry Tagle
Theodore Young

Twenty Years

Robert Baizer Michael Beale Matthew Bucur William Burley Charles Denherder Gregory Frinchaboy Diane Johnson Herbert Meeder Jeff Schwall

Twenty Five Years

Joel Buxbaum Thomas Golich Michael Gottlieb Jae Lee

Thirty Years

Robert Daley Guy Finlan Wendy Gillespie Charlie Sougias Carl Weiss

Thirty Five Years

Kenneth Martone

Forty Five Years

Wayne Baker Robert Gagnon

Fifty Years

Kurt Schlegel

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WitnessBilling@PCASDR.org

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Business Card	3½ x 2¼"	\$75
Key Position	Cover	\$400

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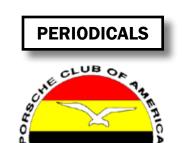








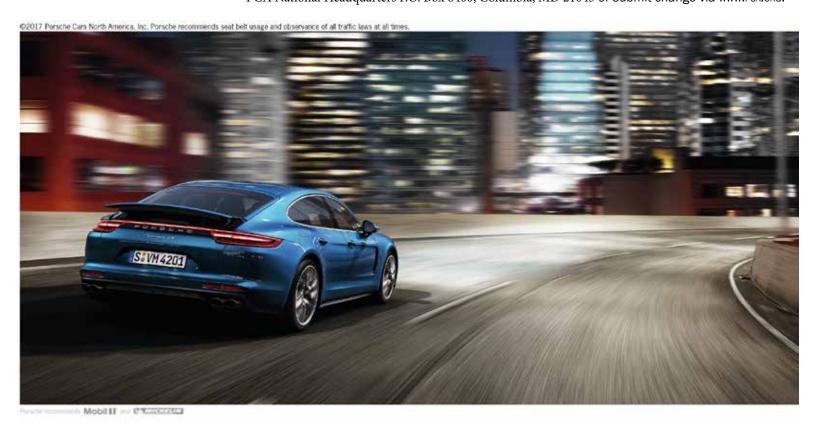
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