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The official publication of the San Diego Region Porsche Club of America
May 2021

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On the Cover



Photo by Keith Verlaque

WINDBLOWN WITNESS

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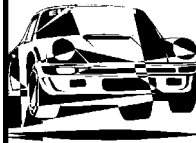
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From the President

Tom Brown
SDR President

Looking Forward

One could look back on this year and see (from a club perspective) how little filled our calendar – a few track events, a few driving tours, a few zoom events. All events that were relatively (if not absolutely) safe in the pandemic environment. But the time has finally come to look forward, to predict the end, to foresee a normal schedule, to get back to leading our lives. California is now a bright spot in the US, and the US as a whole is a bright spot among the industrialized countries. It certainly looks like we have turned the corner. (We can hope.)

With the announcement that California will fully re-open on June 15 (if current trends continue), we have been planning what that means for the region. First of all, we've restarted our Cars-n-SDR monthly tire-kicking and bench-racing events on the last Sunday of each month. It takes place in Rancho Bernardo at 8:00 AM, just off of I-15, just north of the 56. Be sure to check out the next one at the end of May.

We plan to bring back our monthly Last Tuesday Socials next – and since our state's reopening date of June 15 is a Tuesday, we will ease back into them with the first one being on that special night – Re-Opening Night. Starting in July they will return to their traditional night in the month. Our Social Chair, Victoria Varon, is also working on the return of the Mystery Weekend and the Progressive dinner. Expect to see them on the calendar this fall.

Between COVID and the loss of the stadium as a venue, our autocross program was certainly in a tailspin last year. This year we will revive it using the parking lot at the stadium in Lake Elsinore. The only hold-up right now is waiting for the city of Lake Elsinore to re-open the facility. With any luck, that will be around June 15 as well. We understand that for many of us Lake Elsinore doesn't have the convenience of the Qualcomm venue, but we are making due as best we can. After much searching, knocking on doors and cold calls to property owners and managers, it is sadly apparent that San Diego just doesn't have a lot to offer for autocross venues.

Looking outside the region, Monterey Car Week is currently moving ahead at full-throttle. This is one of the best events in the world for the car enthusiast. If you've not been, this is a vacation that you owe yourself. Track events, car auctions, and numerous car shows including the

world-famous Pebble Beach Concours, fill the week in one of the prettiest settings in the country. PCA will be back once again, with our Porsche-centric car show: The PCA Werks Reunion. We might even organize a driving tour for our members to caravan up together. (See the schedule here: <https://whatsupmonterey.com/article/activities/monterey-car-week-overview>)

Later in the year, the LA Autoshow returns as well, at its usual time in November. With it we can hope to again see Porsche's PCA preview show – where PCA members get early access to the Porsche Exhibit, as well as first day access to the show itself. Also on opening weekend, I sure we can expect to see PCA's national tech program, Tech Tactics, back at the Porsche training center in Eastvale, near Corona.

While our calendar may not return to 2019 levels until 2022, we do have a lot to look forward to this year. Keep an eye on our website and be sure you are getting our emails so that you don't miss out on any of the fun.

A New Addition to the Family

Got a wonderful, surprising phone call from my daughter, Katie, a few weeks back. Seems her family was down a car and in her mind the perfect replacement was a Porsche. Katie was looking to buy her first Porsche! Talk about warming the cockles of my heart. We spent a few minutes discussing what to look for, and older vs a new model, etc. With the two grandkids she definitely wanted a 2+2, so that ruled out the Boxster and Cayenne – and it had to be a sports car – so no Panamera or SUV. She ultimately decided on a 996 or an early 997. I have to say I started feeling a little jealous – getting a new car is really fun.

Finding the right car is, of course, sometimes easier said than done. After checking out the usual places there didn't appear to be a lot available on the east coast (Katie is in Virginia). Meanwhile I was sending her everything I could find on IMS bearings and other known issues with these years, as well as what a PPI needs to cover and just in general everything to look for when buying a used Porsche. As luck would have it, it didn't take too long before a '05 997 came on the market, only a couple hours' drive from her, and with a seller who was very flexible on price. Next thing you know she's on the phone to me as she is driving it home. All smiles – you could hear it in her voice.

First stop was the local Porsche shop for an IMS bearing retrofit and to fix everything else the PPI identified; but that didn't take too long and now the car is home and ready for new adventures. Here you see Katie, accompanied by Meredith and Natalie – Meredith is in the driver's seat, ready to go, while Natalie is responding to the call "Light dusting only...". Oh, and Meredith has named it "Fast Car." If you call it Porsche, she responds with "It's not a porcupine, it's the Fast Car!" Apparently, I'm told the Hyundai SUV is no longer suitable for Meredith. Start 'em young, Katie. Maybe someday you'll feel what I'm feeling, how amazing and special it is to have a wonderful daughter who has now purchased her own Porsche. 🦅



Grandbaby Natalie doing her part



Big sister Meredith driving "Fast Car"

Katie with both girls



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

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January Board Meeting

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 P.M.
- 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 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 to occur Feb 21, and 2nd tour March 7. 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 certificates for events or gift certs 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 P.M. 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 drive-in 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 that 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 turn-outs. 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 completing TT team, Mark moved on to discuss the lead/follow training details. He addressed the costs, including ambulance, corner-workers, 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-PCASDR 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 

February Board Meeting

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

General:

Welcome!

Scott noted that he is moving across the country. 2 VOTES occurred between meetings:

Approval of Jan 11: January meeting minutes (M/S/P)

Approval of Jan 15: January Lead/Follow training and Time Trial budgets (M/S/P)

President's Message, Tom Brown

- Z8 President's meeting: Tom Gorsuch led the meeting; two results apply to PCA-SDR:
- There may be a Z8 Enthusiast of the Year (EOY) for 2020 after all – Tom thus requested John Straub submit EOY candidate to Jeff Peck
- National is still planning for Scottsdale Treffen and Parade (both of which will open for registration this month), and Werks Reunion for this year's calendar, but subject to cancellation due to COVID depending on conditions
- 2021 Rule books to be distributed soon (by mail) Download available now
- SDR Winner of the Fall Raffle: Tom didn't name the winner due to privacy considerations
- TV Blurb for the club: Dave Stall show, KUSI on Sunday January 30 at 7:00 A.M. He called (on recommendation from Black Forest's John Rickard) Tom to do a 30-second blurb on the show for the PCA.

Secretary, Ann Archibald

- Approval of minutes

The minutes were approved by unanimous email vote between the January and February board meetings to allow for inclusion in the February *Windblown Witness*.

Treasurer, Eric Marc-Aurele

- Review and approval of Treasurer's report: Eric presented the status of the treasury. He noted the material

he presented does not yet include Chuckwalla or Streets of Willow results, so it shows a loss that will likely be recovered in the results of the two driving events. Although Lead/Follow was almost entirely an expenditure, it appears that the income from Chuckwalla may cover those expenditures.

- Porsches and Parks is also upcoming, and has not yet been accounted for in the report

- The Treasurer's report is provided separately.

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

Old Business

- Membership books – in progress
- Name Badges – in progress

New Business

- Keith noted an upcoming request for funding to send trophies out to the 60 chairs of 2020. Although approval had been given for obtaining the trophies, boxing them up and sending them to the chairs will likely require further funding.

Chair Reports

Autocross, Bill Behun

AX site discussion: Bill noted that he is evaluating Lake Elsinore and the Auto Club Speedway as the sites for AX. The AX he attended the past Sunday in Fontana was a nice, big good course, but noted detractors. The course was a long drive up. Because they are a union facility, we will have to buy drinks and foods from them or their caterer while at the AX. And the planning for Sunday's AX only allowed for 10 course runs, from about 1:10 to 1:20 minutes in length. The plan was casual. There were only about 70 cars there; he believes if we run an AX there, we would likely get in 12 runs/car.

Bill noted that Lake Elsinore is much closer. Although the course would have to be smaller, it would allow for more laps to learn the track, learn the skills, and practice the skills. He anticipated a course would run about 50 seconds a lap at Lake Elsinore.

Tom again 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.

Bill noted he is still monitoring Otay Mesa with EVOC facility under construction.

Helmet expiration: A discussion ensued on helmet expirations – any 2010 helmets need to be replaced this year; Anastasia saw a message that because of the disuse through COVID period, they're approved through 2021. Tom Brown noted that we will likely need to replace them before 2022, so we need to get plans done for that as well.

DE/TT, Mark Curran

Mark began by thanking the board for funding the Lead/Follow (L/F) training program. Scott Mann came out from Arizona to help run the event. 42 people participated, some from other regions. 10 DE students were subsequently trained using the L/F method on the weekend.

The students found L/F to be effective, as they were able to increase their capabilities throughout the day with the paradigm. The comm devices worked out great, to such an extent that L/F training may be used even when social distancing rules are relaxed.

Mark noted that Victoria Varon graciously provided lunch out of her own pocket for everyone, including the volunteers. She did all the shopping and packaging and, along with Carmen Brown, set it up so everyone could just pick up a pre-packaged bag, to reduce the need for close quarters. The PCA-SDR Board also thanks Victoria and Carmen for their support of the team!

Mark noted that there were some technical problems with the track's PA system and gas tanks, but nothing that wasn't resolved.

He also noted that he is working to increase the number of instructors to meet the need for the 11 DE students signed up for Streets of Willow in February.

Mark thanked the DE/TT team for a superb job; the team worked to ensure a great event all around, in the face of both COVID and some track problems.

Discussion was held regarding the proposed budgets for DE/TT through the year that were presented by Eric Marc-Aurele. A requested evaluation of proposed fees and costs in mid-year resulted in a request to approve the budgets for the next three DE/TT events, through June.

VOTE to approve budgets for DE/TT for Feb, April, June, and season pass budget: M/S/P

Charity, Bev (Tom) Gould

The food bank drive is up to \$2100 for this period. All told, members have donated \$19,999 since the drive started last

year.

Going forward, we are looking for ideas for other charities, especially later in the year when things open up (hopefully), especially around the holidays.

Tom also proposed working with Keith to do an in-person food drive at the tours, where people bring non-perishable foods for donation.

Driving Tours, Keith

Keith requested the already-approved tour date of 21 February be canceled and replaced by a tour date of 28 March. This would move the dual tours to 7 and 28 of March, avoiding some of the restrictions still in place.

VOTE on Tour date change to 7 and 28 March: M/S/P.

Membership, Lana

- Report sent to board 5 minutes ago:
- 13 people have signed up for Trivia night; another announcement is due out tomorrow; she anticipates that will generate more sign-ups
- Associate member badges: Tom brought up a request from Lana. A new member asked where his wife's badge (associate member) was. A discussion ensued regarding whether we should send out associate badges automatically or upon request or at all. Lana noted that we've only had two new members this year so far, and only 4 last year with associate memberships added. A vote was taken, with a request to Lana to monitor the costs should the number of associate members rise to a higher-than-expected cost. Detailed numbers are provided below.

VOTE on automatically sending an associate badge for associate members: M/S/P

Membership Report

	2/1/2021	1/1/2021	12/1/2020	11/1/2020	Y-O-Y
Primary Members	1754	1746	1758	1761	(7)
Affiliate Members	1009	1010	1021	1023	(14)
Total Members	2763	2756	2779	2784	(21)
New Primary Membe	18	20	15	14	4
New Co Members	1	1	1	1	0
Transfers In	1	4	0	2	(1)
Transfers out	2	1	2	3	(1)
Renewals	91	85	82	92	(1)
Non-Renewals	33	48	29	30	3
% Renewal	64%	74%	75%		
Test Drives	18	19	3	17	1
PCA Juniors	84	82	79	84	0

Life Members	17
% of National Primary Members	1.98%
% of National Affiliated Members	2.09%
Total National Club Membership	136871
Total National Primary Members	88645
Total National Affiliate Members	48209

Social

- P&P Update: still too soon to decide it's moving forward
- Porsches and Pours: In 3 weeks, ensure we promote that, reg is low and slow. Promote at the new member event, as well

Additional Topic:

Before adjournment, a question arose about the Festival of Speed revival for 2021. Eric Marc-Aurele received an email about it potentially occurring around the Halloween weekend for 2021, and limited to two days instead of the usual 3 days. Discussion ensued about who would actually host it. Some people believe it's a San Diego event, but it's actually been a Zone 8 event. Tom asked Mark to look into this and determine what involvement he believes we should have. Since it requires 5000 enthusiasts to show up, and is not COVID-friendly, the zone might be a better host.

Meeting Adjourned: Thank you for attending.

Next Meeting March 2, 2021 



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March Board Meeting

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

President's Message, Tom Brown

- Welcome! Call to order at 7:05
- National Board meeting
- Approved new sections of the national procedures manual
- Appointed new Financial Oversight committee member
- Treffen Scottsdale (May) is sold out
- Parade (July) housing is sold out. You can still register, but need to find own housing or waitlist

Secretary, Ann Archibald

VOTE: Approval of Feb. Board meeting minutes: M/S/P

Treasurer, Eric Marc-Aurele

Review and Approval of Treasurer's report

The orange trace plots what would be if we paid all outstanding checks/bills. As of Sunday (the day the chart was made), Chuckwalla hadn't cashed their check and we had not done our gifts check, either. The numbers at the bottom have been updated since these checks have been cashed, however.

The balance is lower than anticipated, primarily due to refunds for Porsches and Parks participants who have withdrawn. Also, we hadn't anticipated the Porsches and Parks bills kicking in just yet. The prediction for Windblown Witness printing costs were too low; this will be addressed better next time. Also, accounting and tax prep had to be added; they hadn't shown up in earlier budgets, so were not included in this year's budget. We also received the quarterly refund (of regions' dues that are provided by national back to each region).

Eric noted the numbers will be updated with the latest information.

Eric noted a pending big drop in the balance when the Porsches and Parks tour actually happens, due to a lot of pending expenses.

VOTE: Approve the Feb. treasurer's report: M/S/P

Old Business

Keith addressed an earlier board agreement to get awards for 2020 board volunteer participation. He has procured the gifts and has worked with goodie store to handle packing and shipping. Rhonda worked up the per unit cost, but will provide the total in an email to Keith tomorrow. Approval for the final cost will be added to the agenda for next meeting.

New Business

TT/DE Log books for 100 cost \$165.00

New student log books this month. Would like to get board approval to pay for those. They have been bought from Zone 8 in the past, but we procured them directly this time. VOTE: Approve funds for 100 TT/DE log books: M/S/P

Chair Reports

Charity, Tom for Bev

- Over \$6000 has been received in donations towards Q1 goal of \$10K for the food bank

Driving Tours, Keith

- Date Request: Keith noted that, at the last board meeting, he reserved March 7 and 28, subject to getting out of purple zone, but nothing much has changed. He requested a change to keep March 28 as the first tour, and do the second tour 18 April.

VOTE: To approve the new dates of 28 March and 18 April for a dual tour set: M/S/P

Keith also noted that he is looking for more tour leaders. He also wanted to discuss, with Mark Curran, about using the radio broadcast capability to conduct the drivers' meetings instead of standing together in the parking lot, which requires 6 different meetings to cover the attendees under social distancing rules. He will address that separately with Mark, and get back to us at the next meeting.

La Jolla Concours, John Bell

- Event Update: John Bell stated the La Jolla Concours will be postponed until April 2022. They will, instead, create an independent concours at Viejas Casino,

Oct 1 and 2, Friday night and Saturday, respectively. This will occur as a full party atmosphere as it would with the official La Jolla Concoors, hoping to get 300+ cars. They are inviting the Porsche Driving club for this event. Details will be provided as more announcements come from La Jolla Concoors. We should have 2-3 months to decide whether we'll join them or not. Parties at the casino and catering done by the casino itself. Tickets to this Concoors will include the party Friday night and the concoors. They're encouraging people to stay overnight at the casino hotel.

Membership, Lana

- Lana sent her report to the board (see below). She sat in on the national membership chair meeting tonight at 6. They bumped up the subsidy for new member gatherings from \$250 to \$500. Lana did not know if we ever took advantage of that. Tom noted that typically, their subsidies are once a year. National requires you to apply for the subsidy before, not after, the event(s).
- Lana reported that there were 16-17 people for Trivia night. Very enjoyable, but zoom does not make socialization easy or natural in such groups.
- Lana is planning to put another zoom event sometime in May; will present the plan at the next board meeting.

Membership Report

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Affiliate Members	1009	1010	1023	(1023)
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New Co Members	1	1	2	(2)
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Transfers out	2	1	3	(3)
Renewals	91	8	81	(81)
Non-Renewals	33	48	33	(33)
% Renewal		64%	71%	
Test Drives	18	19	11	(11)
PCA Juniors	84	82	78	(78)

Life Members	17
% of National Primary Members	0.00%
% of National Affiliated Members	0.00%
Total National Club Membership	136871
Total National Primary Members	88645
Total National Affiliate Members	48209

Social, Tom for Victoria

- Porsches & Pours had 12 participants; a very nice event. The host was a great speaker, gave a great presentation, informative, educational, and entertaining. The Epiig Brewery makes lagers as well as ales, unusual in the current markets due to the time it takes for a lager. Victoria would like to do another Porsches and Pours on April 1, this time with a winery in Paso Robles. The cost will include 2 bottles of wine, spices, recipes, and provide an in-depth talk about how wine and food pair.
- VOTE: To approve the April 1 date for the next Porsches and Pours: M/S/P
- Porsches and Parks Tour: Victoria requested that, because of the social nature of the event, the less populated areas to be visited, that she be allowed to set up outdoor social-distancing dinners. She noted that she could ask people to bring either test results or proof of vaccination, although the board recommends that she word it as something we would appreciate having, but not as a requirement.
- VOTE: To approve setting up outdoor social distancing dinners for the tour participants: M/S/P (not unanimous, but approved)
- Driving Tour/Social/Track tour weekend April 3/4 (Chuckwalla TT/DE):

The Streets of Willow (SoW) DE/TT event went very well. Participants dealt with very high winds both days, constantly. There was an issue with PA system; it did not work the entire weekend, making it difficult to communicate with participants. Mark used his bike to keep the run groups informed and ready, so they were able to stay on schedule. Run sessions stayed on schedule. The next day, via email, Mark contacted the race track and asked for discount due to PA problems. They provided a \$500 discount for that, to be provided as a credit in June when we come back for our next SoW track event.

Eric presented the budget reconciliation for the SoW DE/TT event. Some costs came in lower than anticipated. Fire rescue does first aid. The ambulance doesn't show up with SoW, just the fire rescue. The \$500 credit due to the PA problems will get applied to June event; thus it is not represented/included here.

Mark noted another continuing great DE program, 9 students this time. Registration has opened for April Chuckwalla, and 93 drivers, and 21 students have signed up for the event. He has big challenge now to get enough instructors to accommodate the demand. Will reach out over the

next week to get more to sign up, and keep the school going. Will put instructors in the cars for this event, because of the number of cars limit of 30 cars on the track at any one time. That would leave a limit of 15 student/ instructor paired cars. He feels that since participants and instructors will wear a mask or balaclava with their helmet (full face or open face helmet), and windows are down, that should preclude COVID problems to an acceptable risk. Most of the instructors were agreed to this that he has so far asked. He also noted that a lot of in-car instruction has been going on, both with other groups and other PCA regions.

Tom noted concern to ensure the protocols are followed. People can easily slip out of the habit of following the protocols. Mark confirmed he will be vigilant on this point.

Mark also brought up an idea to set up a back country tour that would leave San Diego on Saturday morning (April 3) to work its way to Palm Springs at an event hotel, stay in Palm Springs on Sat evening, wake up on Sunday, head out to Chuckwalla arriving about 9 or 10 A.M., and get a chance to see what we do out there, to get a taste of what TT and DE schools are all about, and hang out, walk around the paddock, see how people are prepping their cars, etc. Adam Gill, who sets up a big pit area to support his drivers, had indicated he would be willing to do a tech presentation, show the tour participants what goes on, how they support the participants. During lunch break, the TT participants would retreat to the pits, leaving the track empty to add a track tour for the tour participants. They could give the tour participants 20-30 minutes to drive laps on the track, at freeway speeds. It could be created as a guided tour using the FM transmitter Keith mentioned at the start of the meeting, or have a lead/follow instructor guide them around, so they aren't just driving blindly, and ensure the track tour kept to freeway speeds. Keith noted he would be happy to put something together for such a tour.

Anastasia noted this was Easter weekend, but since the DE/TT event had so many people signed up, it was agreed that this would be something the potential participants could decide.

Tom requested a break-even number of participants be determined to set this up with an approval from the board. Keith will work that out.

Keith said he would be happy to put something together for 3 to 4 April. Note: it is Easter weekend.

Someone noted we should also plan this for the October Chuckwalla event. Mark will arrange the schedule on Sunday to allow for this.

Mark will also check into whether the 30 car limit would apply to a track tour at highway speeds. He did not think so, but will confirm, and ensure that non-registered track drivers would be allowed to drive a track tour.

VOTE: To approve a San Diego to Palm Springs to Chuckwalla driving tour 3-4 April: M/S/P

Autocross

Bill Behun drove up to Lake Elsinore baseball stadium, and checked the parking lot. The parking lot provides a great place to do the AX. There isn't much to have to avoid, and there's a nice park nearby. He emailed an inquiry, noting the PCA-SDR was interested in renting the lot as SCCA has done, and is still waiting to hear back from them. He noted in response to a question, that because the city is closed up, and the parking lot is being used for COVID vaccination shots, it is likely we couldn't have an AX there for May, but maybe after that.

Neither Rob Walker nor Bill have heard anything about the progress of the Sheriff's EVOC Center. Rob said he may hear something at the BMW meeting next week.

Bill also wanted to discuss the club trailer. Wait until we're closer to actually using it.

If we got okay from Lake E, could we have a May AX? Doubt it, Bill says. The city closed up, using the parking lot for COVID shots, so likely using the lot for that.

Bill also brought up the club trailer maintenance requirements. He sent a budget out: Maintenance \$435.00 Tires need replacement: 2 choices on tires. Chinese mfr: \$456/4 tires. Now goodyear makes a tire: \$612/4. Get trailer to the maintenance place, need to rent a truck, \$121, Mileage fee of \$1024. Insurance from Enterprise is \$57. Need to have a spare, add \$114 or 152 to that. 1200 to almost 1400 to maintain the trailer.

Vollig noted they could probably help out and bring it to the shop and get it squared away at a lower cost, since they can already get the trailer there without renting a truck from Enterprise. Bill agreed to discuss this with Lana offline. The board agreed the better-quality tires should be obtained, and that the generator needs to be evaluated as well.

VOTE: Approve trailer maintenance work with a budget NTE \$2000.00: M/S/P

Time Trial

SOW Reconciliation & Report; See above

Adjournment

Thank you for attending -- Next Meeting April 6, 2021

Meeting adjourns 8:30.



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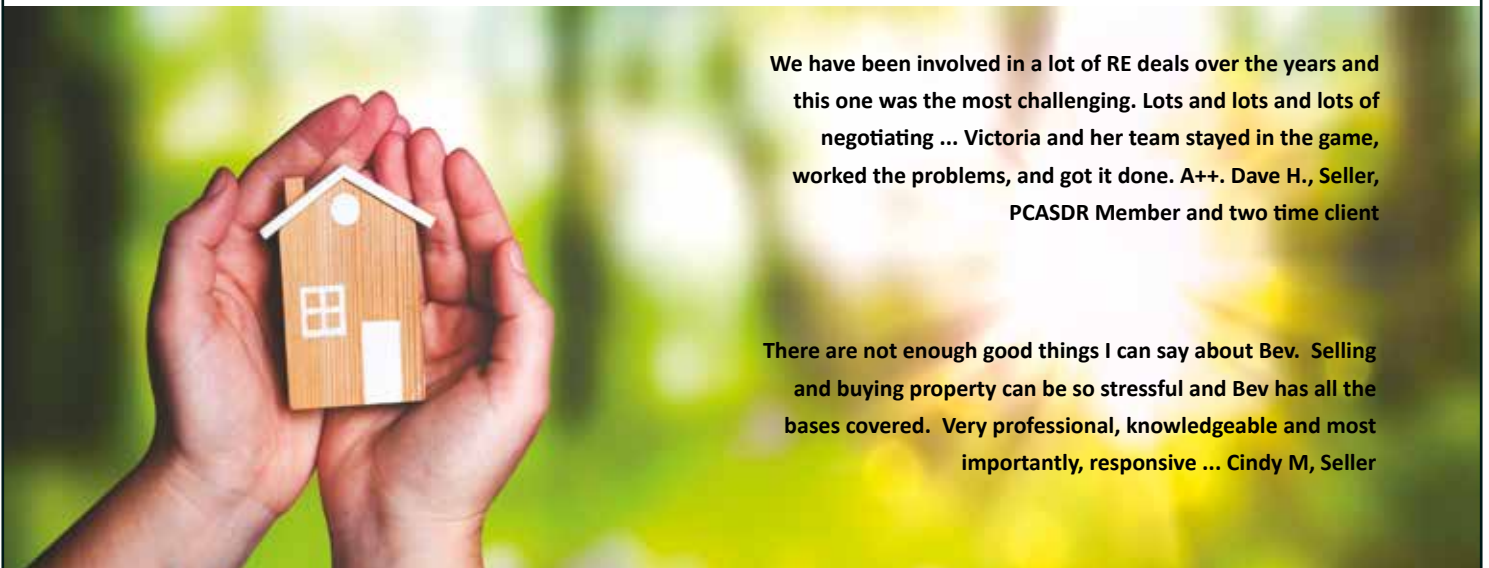
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Driving tour to Palm Springs

Article and photos by Keith Verlaque



The driving tour started at noon on Saturday April 3rd. 18 SDR members in 11 Porsches met at North County Fair in Escondido, had a drivers' meeting lead by SDR's Driving Tours Chair Keith Verlaque and then headed out for an afternoon of back country driving throughout San Diego's east county roads. We headed down several SDR favorites, passing the San Diego Wild Animal Park and onto Old Julian Highway. We found some great roads but were not just driving for the pleasure of experiencing the twists (as is normally the case) but headed out with a destination in mind. We were winding our way to Palm Springs for the evening and totally avoided all freeways. The roads were fun and moderately challenging with some, but not too much, traffic. We drove several great roads including the famous "Palms to Pines Highway" heading from Idyllwild at its height down the mountain through some of the smoothest sweepers to Route 101 and then on to Palm Springs.

We arrived at the Palm Springs Marriott late afternoon and some of us headed down to the pool and soaked up the 92+ degree Palm Springs ambiance aided by a cool refreshing beer. We had decided that we were going to meet in the hotel lobby at 6 PM, as we had been unsuccessful in securing a restaurant with sufficient outdoor space to accommodate us all. We needed a plan. We were assured that pretty much everything in the Coachella Valley was totally booked that evening as it was Easter weekend, and no restaurants were taking reservations. One of our team got onto OpenTable.com and was able to reserve for a group of four and, once that was booked, we broke into groups and booked tables for smaller groups at 8:00, 8:15, 8:30 etc. etc. until all were included. The restaurant was sufficiently large that we

were pretty much all together and we had a really fun evening. After supper, some of us walked the mile and a half back to the hotel and turned in for an early get up the next morning.

Our plans were for an early start on Sunday, leaving the hotel at 8:30 and heading an hour and a half east on I-10 to get to the PCA-SDR event that was happening that weekend at Chuckwalla Valley raceway, which was a joint Drivers Education (DE) and Time Trial. The DE is a non-competitive, non-timed event and an excellent way for students to get with an instructor and learn the subtleties of car control and how to drive your Porsche on a track. DE is the entry level for members wanting to get trained and to certify to drive solo—as in, without an instructor. Once you have qualified as a solo driver you can enter Time Trial which, as its name suggests, is an opportunity to run laps against the clock and to compete with other drivers and cars similar to yours, and in your class, on a racetrack.

Upon arriving at the Chuckwalla track, we were greeted by the event chair, Mark Curran, who went over some basic safety issues and outlined how we would be participating in the lunchtime track tour. Tourers were then turned loose in the paddock to check out the goings on and then re-gathered for a Tech Session by Völlig Autowerks who were providing track support to several DE and TT members that weekend. Adam Gill of Völlig answered several questions regarding initial big track driving and pointed out a few things that beginners should know about starting out. After the Tech Session, event chair Mark Curran gathered us together once again and explained how we would be running during the lunch break, and answered any questions.



Driving Tourers at the Chuckwalla Tech Session hosted by Völlig Autowerks

Then it was time to get in our Porsches and go to pre-grid to be assigned instructors and to prepare to go out.

The highlight of the weekend for most was a chance to try driving their Porsche at reduced speeds on a racetrack with SDR instructors during the lunchtime track tour.

Most tourers had never taken their Porsche on a track before. The instructors leading them and showing them the correct line and talking to them via a transmitter tuned to their car radio meant that all had live instruction and were quickly able to follow the correct racing line to get a good sample of driving the track.

After the lunchtime track tour, tourers gathered for a debrief and pretty much all of them expressed great thanks to the DE/TT team and all the instructors for the opportunity to enjoy the experience. Tourers were invited to stick around for the post-lunch drivers meeting and a chance to see how the faster drivers doing timed runs handled the track.

After watching some hot laps by the top drivers, most tourers said farewell and headed back to San Diego having had a really enjoyable experience.

Huge thanks are due to DE chair Mark Curran for coming up with the idea of inviting non-track drivers to come out and enjoy the lunch time track tour under the guidance of the cadre of instructors. Thanks are due to all the PCA-SDR DE/TT team for giving these relative newbies such an amazing opportunity.

The weekend was considered such a success that plans for future lunch-time track tours are already being made, so watch your calendars.

The following are just a few comments from SDR members on the tour that weekend.

~~~~~

There is nothing quite like meeting interesting new people. Driving great cars. Enjoying new roads. Experiencing a track tour to get a glimpse of what these wonderful cars are capable of.

Last weekend we had a fantastic opportunity to do all this. It was further enhanced by experiencing the drive and our track tour as a group. The people I met last weekend really made the weekend and I cannot wait to get back out there again for more.

I have owned several sports cars in my life and twice they have worn the Porsche emblem. But I have never had the opportunity to put any of them on a track.

Not only was the weekend filled with wonderful moments, from the backroads drive, to staying the night in Palm Springs and enjoying a night on the town, but we also got some great 1:1 time with Mark Curran and to drive laps at Chuckwalla.

You pulled off an awesome weekend and on behalf of myself and Jessica, my devoted co-pilot, thank you.



Keith V on the lunch time track tour on Chuckwalla raceway



Lunch time track tourers on the banking at Chuckwalla racetrack



Honestly one of the best Easters Sundays I have ever had.

I look forward to the next drive. Tarik D.

~~~~~

We want to thank you for organizing the weekend tour to Palm Springs/Chuckwalla Valley Racetrack. It was very well organized, well planned, and highly enjoyable, especially the driving tour at Chuckwalla Racetrack. Driving on the track was a unique experience and I (Linda) genuinely enjoyed being a passenger. The Marriott was a 5 star. We encourage you to have future overnight tours. Sincerely, Michael P.

~~~~~

My wife and I had a great time. We really enjoyed the fact that it was two days which made it feel more like an event than the usual one-day drives. It allowed more time to socialize with the other members and become familiar with them, which I am not usually quick to do, and definitely added a lot to the overall enjoyment. Doing the driving tour in combination with the time at the track made it a totally unique experience as well. It was fun to see how that kind of event runs, what it takes to get involved, and especially how passionate everyone is about it. Everything from full toy-hauling RVs with dedicated racing GT cars, to a single 911 carrying his track gear in a roof rack, just tent camping. I really appreciate you organizing the event and all the work it takes behind the scenes to corral even a small group of people together. Many thanks, Dane T.

~~~~~

Feedback on last w/end from a tour participant.

Using a racers adage, “if you snooze—you lose.” You were always on-time. The vast majority of attendees are on-time. At least one attendee was extremely late. In my opinion the group should prevail and move on as scheduled. The really late arrivals should “catch as catch can”. They will learn when their behavior is not validated.

I appreciated the in-room phone call to make sure we all knew the actual start time would be 8:30 from Palm Springs. The original statement about the start time (Saturday) was 8:00 to 8:30 and so it was.

The time at the track was very well orchestrated, informative, and great fun, exactly the way it was scheduled and executed.

Overall -- very well done. Rick B

So for those who have never been on a racetrack, or would like to take their Porsche on the track at reduced speed – watch the PCA-SDR calendar and e-mails for upcoming events. 🦅



Mark Curran and Adam Gill give a Chuckwalla tech session



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2021

TIME TRIAL/DE SCHEDULE

CHUCKWALLA ccw

JAN 23-24

STREETS OF WILLOW cw

FEB 13-14

~~CHUCKWALLA cw~~ ~~CLOSED~~

~~APRIL 3-4~~

BIG WILLOW

JUNE 5-6

BIG WILLOW

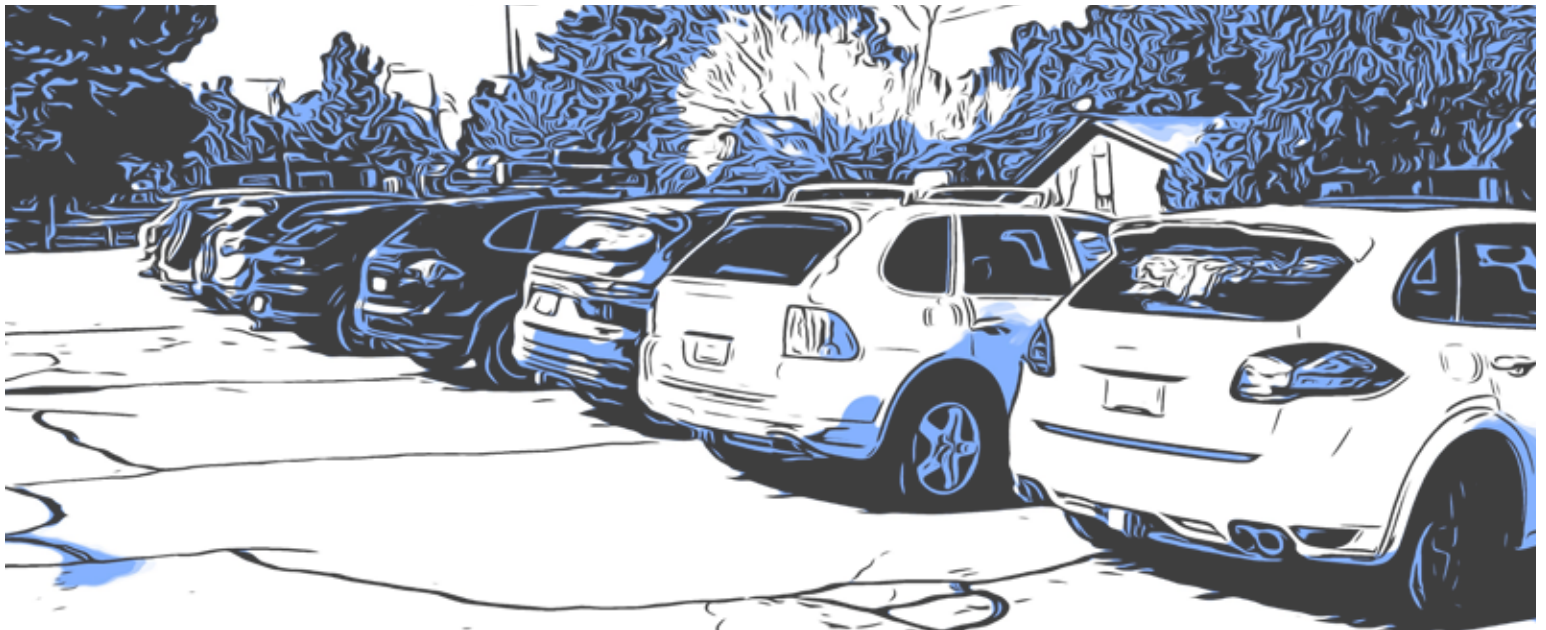
AUG 8

CHUCKWALLA ccw

OCT 16-17

BUTTONWILLOW cw

NOV 6-7



SDR SUVs

@

Krispy Kreme

Have a Cayenne or Macan and want to hang out with your fellow PCA SDR members to share in your passion?

Show off and chat about your modifications, your options, or just share your sporty family hauler!

When: Saturday May 15, 2021
8:00AM - 10:00AM

Where: Krispy Kreme Doughnuts in Clairemont Square. Park and meet in the parking lot adjacent to Outback Steakhouse.

Who: PCA SDR Cayenne and Macan enthusiasts!

The Targa

Article and photos by Chris Keefer

The ability to take home the BRI trophy after a PCA-SDR Autocross, to me, is quite the accomplishment. Being fast isn't enough. There's a lot that comes into play and some stars need to align in order to leave with the ugly dolphin under your arm. If Adam Gill or Erik Kinninger have food poisoning that morning, your chances go up. In recent history, there has only been one car to finish 1-2 BRI at an autocross. That car was a 1989 911 Targa owned by myself and Rob Walker.

We were at different points in our driving 'careers' as Rob was already fast, had a pretty healthy amount of track time under his belt, and was a PCA-SDR instructor. My experience was kind of all over the place. I was running a BMW 330i with BMWCCA and PCA-SDR, and occasionally driving my 997. But I had no real direction. I was decently quick, but had better car control skills than anything else, and I wasn't competing.

This is the story behind that car and two guys bringing one of many dumb ideas to fruition . . .

The Find

We were definitely a few beers in when we both agreed that it would be super cool to learn how to drive a 911. A pure 911. No Anti-lock Brakes, no power steering, super tail happy, and very little power compared to today's 911. For the uninformed (us) there's a lot to digest when hunting for a '70s to '80s 911. We were slightly clueless and wasted time looking at a fair amount of cars that just didn't fit the bill. We knew we were going to sell the car in about a year or so and I didn't want to get into anything that needed paint or body work, let alone interior. After driving several cars and consulting with Steve Grosekemper and Jae Lee, we were finally set—we needed a

late '80s 911 with the famed G50 transmission.

Then we were finally set again—our budget wasn't getting such a car and we had to increase it. We convinced each other that wasn't bad because we were each only paying half (this became what would be a justification for every expense on this car).

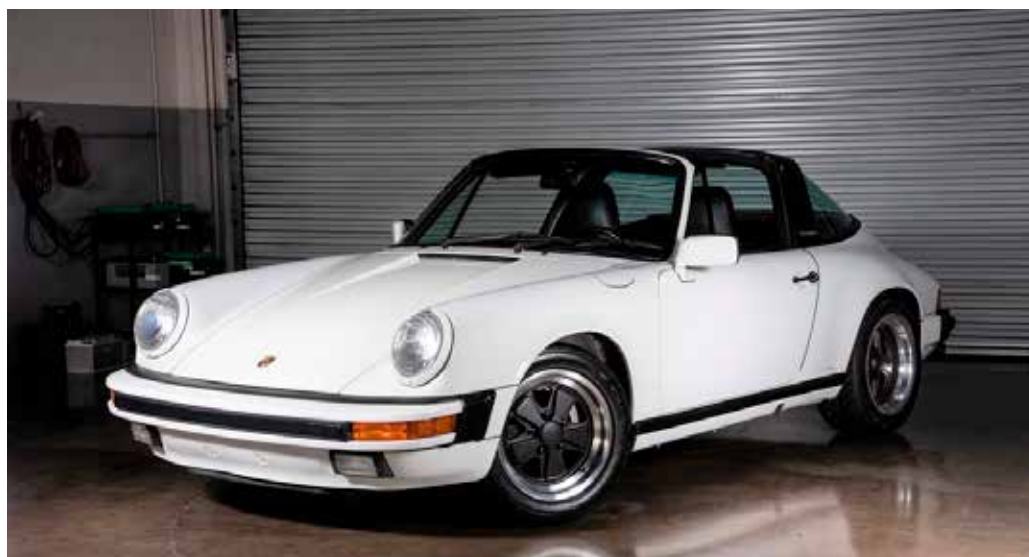
A 1989 Targa showed up on Craigslist one morning and I was all over it. We were looking at a few others, but this car had relatively low miles for a driver car and it was white. I love white 911s. The story, and there's always a story, was that the car had been sitting for over 10 years in a garage in Houston and belonged to the seller's brother. It had new tires and there was no doubt they were the cheapest ones you could buy in those sizes. Miscellaneous items didn't work, but it was all there.

Most important to me was that it was a consistent car. Everything on the car matched the odometer. Front to back, the car looked like it had 100k miles on it with a nice even patina throughout. Most of the cars that we saw had new paint or interior, but not both. The cars that were painted were executed so poorly that I couldn't stomach the buy, and almost none of them had any sort of service history. They were hard cars to sell, and we were going to be selling.

We didn't haggle much, gave the man his cash, and in return we got the keys to our G50 car with a stack of records back to when the car was new. Let the fun begin. We are so stupid.

The Fix

Bringing a newly acquired 30-year-old car to autocross is a



great way to fail tech inspection or end your day in about 20 minutes. Autocross requires mechanical fitness. Rob and I planned a weekend (which became about 5) to go through the car, change the oil, adjust the valves, replace the spark plugs, etc., etc., etc. Just get things refreshed. Get the car as ready as we can for its first outing. I've got an extensive history with classic BMWs from the '70s and '80s and they can be a real pain. But this is Porsche, so it should be way less of a hassle, right? Wrong.

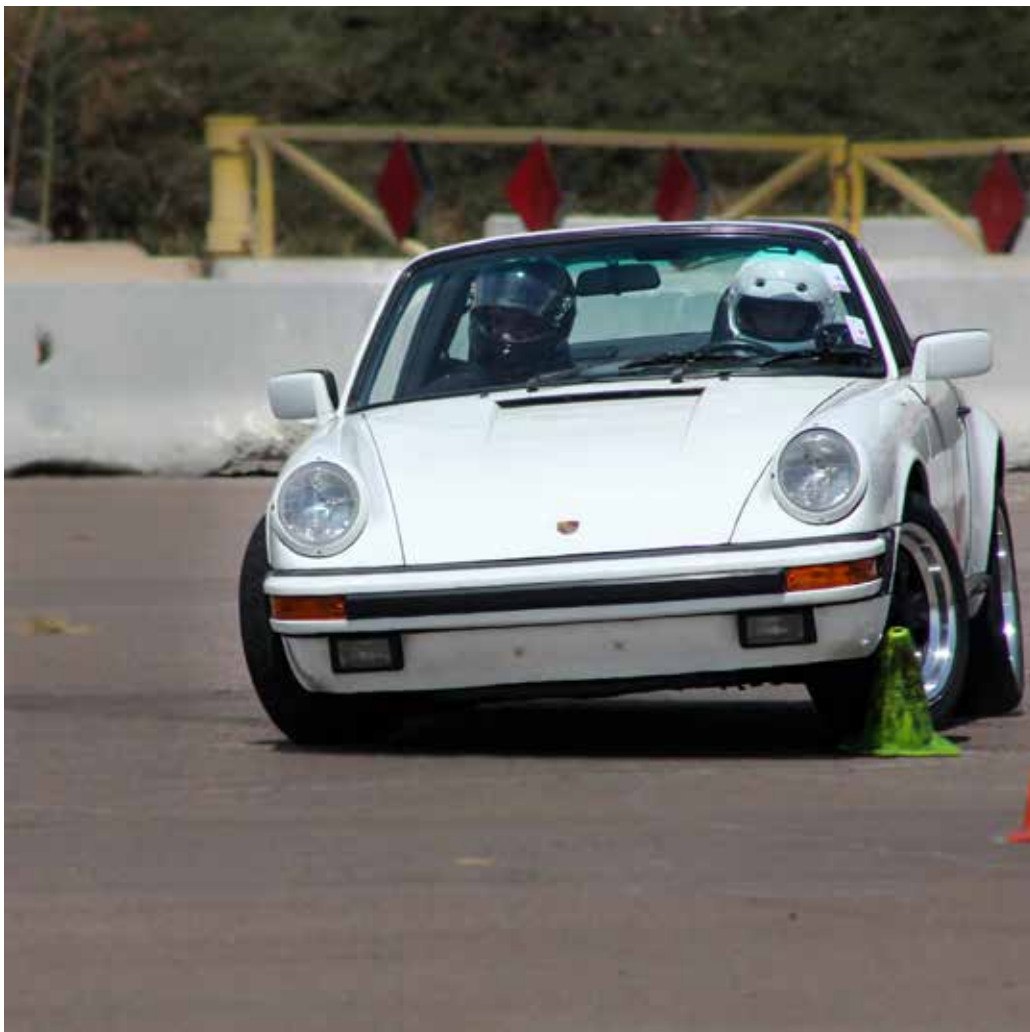
After each of us pouring ½ of a large amount of parts into this car, Rob decided that the clutch wasn't right, that something was wrong. It was slight, but I agreed. Steve Grosekemper of Black Forest bailed us out by taking the car in for the clutch replacement as well as a few other things, and got us back on the road to be able to make our first autocross.

The Fast

Now that all of the fixing was finished, and over-budget in a way that resembles a house remodel, we were pretty excited for our first autocross. Rob and I agreed that we should just burn through the tires that came with the car as they were all-season and 500 treadwear—the perfect grip combination to learn a car. Slip-sliding on stock or just non-grippy tires is an exceptional way to learn how any car will behave.

3/11/18: First Autocross

If I hadn't had extensive car control experience, this day would have been a disaster and the corner workers probably would have tied me to the E14 light pole for the remainder of the day. To say that the targa was twitchy and unforgiving to any sort of input would be a massive



understatement. If you lift off the gas, or worse, hit the brakes, you best make sure your steering wheel is straight or you'd be looking at where you came from in a split second. I had a more 'controlled' day than Rob, as he was turning pirouettes like an 8-year-old ballerina. He learned more than I, however, and squeaked out 2 seconds faster.

BRI Result - Rob Walker - 21 Chris Keefer - 36

We destroyed those all-season tires, which was fine, as we were going to run RE-71r's the next autocross. But we had bigger problems. We needed to keep the car stock, without burning through a full set of tires. With the help of Jae Lee at Mirage, we got the rear end suspension figured out and the front end as good as we could get it. Tires were surprisingly cheap for this car, so we agreed to equip ourselves with two sets of wheels for the next autocross as to not run out of tire between the two of us.

In the interim, we were able to bring it to a test/tune day autocross with the BMW Car Club and fix a few other small issues before our next outing with PCA-SDR.

6/30/18: Getting there

With a few more drive days under our belt in the targa, Rob and I finished this June day pretty satisfied with the car and how quickly we were learning how to drive it. Rob leap-frogging our previous results while I was on the slow-climb.

BRI Result – Rob Walker 2, Chris Keefer - 19

During our unpacking we started to realize that our dumb idea went from learning to drive a 911 to competing in a 911. That if we both made the right decisions and stayed hyper aware of our inputs and how they would translate to the car, that we could post some good results at the next autocross.

I had a bad timed lap session as Rob handed me the car with greasy tires (this is a common excuse for anyone in this crazy hobby, and it translates to the truth poorly) Tire management was going to be key. At the time, I was just happy learning this car and learning how to drive it. That would change pretty quickly.

7/21/18 - Humble pie never tastes good.

The short story was that Rob Walker took the targa atop BRI podium and I barely squeaked into the top 10. Moreso was that Rob sent it around the west lot four seconds faster than I. I thought I had the car figured out, which I did, I just had to swallow the hard pill that I just wasn't fast.

BRI Result – Rob Walker 1, Chris Keefer 10

I wasn't sending it. That needed to change. I was constantly wondering how the regulars were doing it. Guys like Rob, Murray Wunderly, and Ryan McClune were autocross regulars and always mixed in the top 3 for BRI. I just wasn't getting it and it bugged me.

9/16/18: Targa Magic


You never know what kind of day you'd get in September on the West Lot of what we once knew as Qualcomm Stadium. It could be hot or nice. But usually, for some reason, it's always hot. Fast times that day were anything under 1:10 and I was barely breaking that barrier, whereas Rob was consistently running a 1:08.

Timed runs came and I was out first. Something clicked and I ran a clean 1:08.24. I finally got to where Rob was in this car. It was magic. I trusted that the targa was going to behave exactly how I'd learned it would, but added speed, added risk, and dropped some fear. The results were infectious. The targa did things that I've never experienced before out of any car. I went out for my second lap, which to me was always the money lap at autocross, and I turned a 1:07.85. I was shocked. The car hadn't broken 1:08 the entire day.

Rob came in from corner working and I told him my time and he simply said "I don't think I have that in me." That was a lie. He's told this lie to many a driver. He ran a 1:07.43. But we did it. We finished first and second place in the BRI standings.

BRI Result – Rob Walker 1, Chris Keefer 2.

We ran the car once or twice after that and then put it up for sale. It began my desire to win at this hobby as much as I could. I bought a Cayman, Rob went back to his Boxster S. I managed to beat the guys I looked up to with my last two autocrosses netting me back-to-back BRI champion and finally getting my number on that dolphin trophy. The natural progression thereafter now has me at the track, once again chasing these guys and trying to bite small chunks off one lap at a time, and coming up with more creative excuses along the way.

Being in the car business I've owned too many cars to count, well over 100, and have forgotten most of them at this point, but I'll never forget that targa. Every time I hear a 911 G50 3.2 start, it's an instant smile on my face. I've never learned so much from one car and I doubt I ever will. Should you have a chance like this to turn a goofy idea into reality, I highly recommend it. 



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View from the Back

Article by Steve Eisler



A beautiful blue Cayman GTS 4.0 pulled into the pit area next to us. The student, Gary Samad, popped out of the car and began checking tire pressures. About a minute later a Cayman in race livery pulled in next to him. The instructor got out, pointed at Gary and exclaimed, “Freakin’ maniac!” Another successful Lead – Follow DE session at the Streets of Willow was over, and the instructor was very proud of his student’s progress. Gary, however, was not your normal student. Over the years he has won class championships in PCA-SDR and SCCA Autocrosses and years ago competed in our time trials. With the Autocross venue gone and a new car to test, Gary returned to the track as a student, and he and his instructor, Glen Crawford, were tearing up the track.

Gary was one of several autocrossers who have moved up to Time Trial events to continue to improve their driving skills and safely enjoy the fantastic engineering that makes a Porsche so special. Instructor, Glen, is one of many TT instructors who have volunteered their time to teach advanced students like Gary and first-timers like you. Because these students and their instructors are so important to the continued success of the TT/DE program, we recognize them in the *Windblown Witness*.

We were at Willow Springs Raceway, near Lancaster, when the above exchange occurred. Willow Springs has 7 different tracks and presents a challenge each time we arrive. It is either extreme heat, tire-cracking cold, thunderstorms, or snow. This weekend’s challenges were high wind advisories and erosion at the edges of the track that could lead to severe tire or wheel damage if you went off track

in the wrong place. We were using the 1.8-mile Streets of Willow track which has been compared to a long, high-speed autocross. It features some nice elevation changes, a high speed, 20-degree-banked bowl that opens into a down-hill straight with the road disappearing at the end! This is called the Waterfall and, if you are brave enough, you position your car for the road you cannot see, stay on the accelerator as you go over the Waterfall, lightly brake and then accelerate again to the entry of a 90-degree, off camber Turn 10. After two more small turns the track exits onto a 400’ by 350’ skid pad which provides as much space as you want to use to turn your car more than 180 degrees and carry as much speed as possible to the entrance of the front straight and the Start/Finish line.

The wind was so strong that Kathy said she needed someone to hold onto when walking against the wind. The wind made most drivers a little cautious at the start of the day, but times improved rapidly as we got used to the wind affect. Thomas Beyer and Tim Ascough had recently been promoted to the Orange group and were doing well. Tim was doing practice laps in the 1:30’s and did a best lap of 1:29.34. Thomas had a best practice lap of 1:28.24 and a best timed-lap of 1:28.70. Both of them ran consistently in the middle of the Orange group. Kevin Sechrest, led the Yellow group with a time of 1:28.22 to place 10th in the BRI competition.

Mike Miller, Alisha Wray, Tom Helvey and I were all in the middle of the Yellow run group with times in the 1:33 to 1:35 range. Mike did a best time of 1:32.60 in session 8 while Tom recorded a 1:32.83 in session 4. My best time

came in the timed runs – 1:32.20, and I was looking forward to another nice improvement at Chuckwalla in April, but, unfortunately, that was not going to happen.

During the rain storm we had in March, I slipped in our driveway, fell and tore the quadriceps tendon in my knee. Knee has been surgically repaired, and I am doing physical therapy with hopes of returning to the track in the fall. Until then I will be counting on reports and interviews from others to continue reporting on the new and improving drivers in the Yellow group. My goal remains to see many more PCA-SDR members, especially the new members, take advantage of the fantastic opportunity to learn about their Porsche, themselves, and the wonderful members of our club.

One of those new members is Elizabeth Wilbur. She was fortunate to be able to participate in the last Performance Driving School in October of 2019 and in the last few autocrosses before the stadium closed. Once we were able to accommodate students at Time Trials, she was able to continue her driver education at Chuckwalla this year and agreed to answer some questions regarding her driving education experiences with PCA.

I am always eager to learn what prompts new members to explore High Performance Driver Education (HPDE). Elizabeth said, “I have always been a car enthusiast and loved Porsche since I was five years old. I loved the design of the 911, and once I was old enough to drive one, I loved the responsiveness and balance of the car. When

I finally decided to buy a Porsche, it was a natural thing to get involved with the club.” In addition to the driving events, she went to several of the social events where she discovered, as we all have, what a wonderful, supportive membership we have. These members encouraged her to attend the PDS since it would probably be the last PDS. Following the PDS, she was a student at the last AX events at the stadium parking lot. At the AX events she discovered that she, “Liked the challenge of driving the car that aggressively and trying to maintain control.” From her AX experiences with PCA-SDR and the BMW club, it was a natural progression for her to try the big track experience.

She found that it “is a whole different ballgame being on the big track. I had no idea what a wonderful experience it was.” The Lead/Follow instruction was great for getting seat time on the track and have the instructor show you the line. Although she, “Felt uncomfortable in the bowl and maintaining speed in the corners, I wanted to be pushed outside my comfort zone. Track driving is not about racing it is about personal growth. It demands 100% focus and everything else goes away, and that is the most enjoyable part. I find it enormously challenging, and it is fulfilling to me because I can compete with myself and have more confidence in the car. I can see and feel my progress, which is a great experience.”

I asked her what the biggest thing that she learned from her first track experience was, and she replied that, “Driving the line is essential for safety and smoothness. It taught me how important it is to hit each apex.” After a weekend

Instructors practicing proper Lead - Follow passing protocol



on the track, driving home on the freeway she remarked, "My inputs were so much more controlled, more subtle, and smoother."


After the Streets of Willow event, Elizabeth joined the Las Vegas region for a DE at Spring Mountain, east of Las Vegas. She was in the DE group on the 3.4-mile Mansell course with instructor Anastasia Berta in the car. Having an instructor in the car was a huge difference. The instructor could easily evaluate correct throttle input, steering, and driver position and give the student immediate feedback. This dramatically sped up the learning process.

At Chuckwalla in April, Elizabeth graduated to the Yellow group with an instructor in the car. She had her first experience with traffic and faster cars in her group. She improved through the day and was lapping in the middle of the Yellow group by the end of the day. She has signed up for additional events to get more seat time and continue to improve. I believe we have a new 'track rat' in the fold.

Summing up her big track experiences, Elizabeth said, "Learning the skills from these very experienced drivers, how to be safe and have car control, has made me a much, much safer driver. I have the instincts to do the correct thing when driving in the rain to prevent a spin. It's all about safety. If you have a Porsche, learning how to be safe with all of that power is really important, even if you do not want to continue in TT or other events. I considered myself to be a very experienced and safe street driver, but my skills now are on a completely different level that I didn't even know existed until I started doing driver training. I am forever grateful to PCA and all of the volunteers who have generously taught me their skills and still offer me so much support. I am so happy with all of my new friends in the Porsche club."

There were over 100 entries for the Chuckwalla TT/DE. In order to stimulate interest in the TT/DE program and showcase what we do, Chairman Mark Curran proposed a driving tour to Palm Springs with a track tour of Chuckwalla. In cooperation, Tour Chairman Keith Verlaque led a group of PCA-SDR members on a back roads tour to Palm Springs, ending with a special tour of the track at Chuckwalla. This event sold out in about 12 hours. Be sure to read Keith's description of the tour in this issue of the *Witness*.

When you receive this publication, the registration for the DE at the big track at Willow Springs on June 5 and 6 will have already opened. At Chuckwalla in April there were 23 students registered, but not all of them could participate because there were not 23 instructors available. If what Elizabeth experienced sounds interesting to you, go to pcasdr.org and follow the link under Competition/DE/TT for information on classifying your car and creating a Motorsportreg.com account. You want to register as soon as possible in order to get an instructor.

Since I will not be at this event, I will be counting on other drivers to provide me with reports on new best times and interesting stories for my August article. Due to the desert temperatures, PCA-SDR will not have any events for the rest of June, July and August. Some of our dedicated drivers will be attending PCA DE's and TT's sponsored by other regions. There also is a good chance that our AX chair, Bill Behun, will have an AX on the calendar this year, which will give us all another opportunity to safely explore the capabilities of our cars. Watch your email for notices of upcoming events and check Motorsportreg.com for other DE opportunities to help you become a safer and more skilled Porsche driver. Our next event will also be on the big track at Willow Springs on September 18-19. Registration opens at 9:00 AM on August 8. Hope to see you at an AX or track event soon. 



Axle grease wheel art



Student and instructor stop in the hot pits to clarify their communications

DE STUDENT – INSTRUCTOR PARINGS

1/23/21-CHUCKWALLA -Lead - Follow

Student	Instructor(s)
Andrew Correia	Murray Wunderly
	Shawn Flanagan
Daniel Fefferman	Alex Filsinger
Kevin Jackson	Chuck Sharp
Will Mahoney	Greg Adleman
Jason McClure	Mike Brown, Bill Behun,
	Fred Yip
Troy Sears	Chris McDuff
Richard Sherman	Andrew Raines
Elizabeth Wilbur	Aspasia Zouras
Michael Wood	Scott Mann

2/12/21-Streets of Willow – Lead - Follow

David Dunn	Andrew Raines
Jennifer Elovitz	Steve Firshien
Kirk Fitzgerald	Fred Yip
Dan Gibson	Rob Walker
Thomas Jordan	Shawn Flanagan
Gary Samad	Glen Crawford
Richard Sherman	Alex Filsinger, Steve Firshien
Elizabeth Wilbur	Bill Behun

4/3/21- CHUCKWALLA -In car instruction

Student	Instructor(s)
Dave Aberizk	Bill Behun
Blake Bastain	Don Auten
Ken Dillingham	Don Clinkbread
Richard Drewery	Roger Bush
Tim Duane	Steve Firshien
Jennifer Elovitz	Diane Cafferata
Kirk Fitzgerald	Debbi Sharp
Doug Hicks	Alex Filsinger
Kevin Jackson	Chuck Sharp
Yong Kwon	Greg Adleman
Robert Lesko	Bruce Wing
Jason McClure	Chris McDuff
Lee Schwartz	Skip Motsenbacker
John Schelhorn	Eric d'Esarbes
Richard Sherman	Albert Ubieta
Ryan Solomon	Murray Wunderly
Elizabeth Wilbur	Aspasia Zouras



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