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On the Cover



Daniel Carusillo's 2016 GT4 taken on the way to lake Cuyamaca, a few weeks ago.

WINDBLOWN WITNESS

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– Chief Driving Instructors – TT
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– DE
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TBD
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cdiaway
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communications
concours
cornerworking

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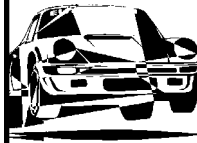
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From the President

Tom Brown
SDR President

Welcome to the November edition of the Windblown Witness. Ready or not, the holiday season is upon us, and with it comes our annual club parties: the volunteer appreciation party on November 28, our Porsche Prom and Installation Dinner on January 8 and then our Driver's Awards party (date TBD). Additionally, Zone 8 (of which our region is a member) has its annual banquet on January 15). For all of these, they will be the first since the COVID pandemic began, so they are sure to be popular. Keep an eye out for information on how to attend as it becomes available.

Our membership chair, Lana Gill, asked me to inform you of another upcoming event, our next New Member Social. The theme of this event is: Murder Mystery! Whether you're a long-time PCASDR member or brand new to the club, this event is for you. It's a great way to meet people and to get introduced to the club while having a lot of fun. All you need to do is bring your cars, smiles and a bit of competitive spirit. A live version of our favorite childhood game, Clue, this will test your sleuthing skills. Join the fun, Lana is famous for her fantastic new member events, and this one is sure to please. Register here quickly to ensure you don't miss out: <http://msreg.com/murdermystery>

I received another interesting request to pass along to you. Chris Saeli recently purchased a very special 1984 "special wishes" program turbo slant-nose. The car is the last turbo coupe built in 1984, VIN WP0ZZZ93ZES000804

and comes in a paint to sample Gemini Grey metallic over Burgundy interior with every single option available from the Sonderwunsch program at the time. It is a very special car to Chris, and he is trying to put together a complete history of it. The car was originally titled in the San Diego area, and he is looking for its original owner. If you have any information on this car or remember who owned it, please let me know at: tb911@tbsoftware.net so that I may pass it along to Chris.

Last night Susan and I had pleasure of entertaining Christian and Ortrun Hartinger at our house for dinner. You may be familiar with them, or at least, their cars. They are driving the "twins," two "his and hers" 997 GT3RS on an epic vacation of a lifetime. (See them on Instagram: [gt3rs_twin.tour](#)) They are German, living in Leipzig, where Christian is the president of the local Porsche club. (They like to boast that they are the only Porsche club with their "own" Porsche factory AND Porsche test track.) Eighteen months ago, they shipped their two 911s to the United States and began an on again/off again tour of the country, where they would travel for 3 weeks at a time and then fly home to work for a six to eight weeks and then fly back again to continue the odyssey for another three weeks. During the pandemic, no less, which would start only days after their initial arrival! Apparently, due to our foreign car licensing restrictions, once the cars were here, they had no choice as they were only legal to be driven here for 18 months. It




No, you don't often see a Speedster in a living room. The house was designed by Porschophile Christian Hartinger.

was either continue with their plans or they would have shipped them here for nothing. Of course, traveling during COVID had some advantages, such as seeing the Grand Canyon without any other visitors. Along the way they would visit local PCA regions, attend club events, and (through their connections with the Porsche in Leipzig) meet Porsche celebrities. Their first event was the Amelia Island PCA Werks Reunion and their last event was our very own California Festival of Speed. In between they visited both Porsche Experience centers, two Werks Reunions in Monterey and Treffen in Scottsdale. Their only regret was missing a Porsche Parade, as Palm Springs was postponed due to COVID and French Lick didn't fit their travel schedule. Now their journey draws to a close, but only after putting over 18,000 miles on each car here in the United States. (As they both love to drive, sending just one car wasn't an option.) Truly a lifetime worth of memories. On a side note, Christian is an architect, and he designed their home, including building a display area for a vehicle in their living room, in full acknowledgement that Porsches are a work of art.

As the year winds down, I'd like to take a moment to acknowledge our region's wonderful sponsors:

- Porsche Carlsbad
- Porsche San Diego
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- Black Forest Automotive
- Charlie's Foreign Car
- Autos International
- Makello's Classics
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- Elite Finish Detailing

We have a long history working together with many of these and we look forward to developing that relationship with our newer sponsors. It has been a tough couple of years, but they stuck through it with us, and I wanted to mention once again how much we appreciate their support and to encourage you to patronize them. When you visit them, please let them know that you are a club member, that you see their ads with us and please thank them for supporting the region. 



The "twins." The cars have personalized plates with their initials, Christian's has "CO" and Ortrun's has "OC". Each has their initials, but the car "owner" is first on each.

See pcasdr.org, or our Facebook page @PCASanDiegoRegion for more information on all events. Next *Witness* — February 2022!

Membership Essentials: The Inside Scoop

Article by Lana Gill

Hello members! It's been a while since I've checked in and an article to catch up has been way overdue. Apologies for being MIA in the Witness! Coming out of the wild ride of 2020 and Covid restrictions has been a breath of fresh air, and I'm so glad to report our Quarterly Membership Events are back on track. For those of you who were able to make it to the August Membership Porsche Happy Hour at The Vault—THANK YOU!!! We had an astonishing turn out of approximately 135 members, who came to catch up with old friends, meet new members, and enjoy the festivities. Happy Hour was coupled with some riveting games of "Closest to the Pin" Cornhole as well as "Speed Round" Cornhole. For those of you who know me personally, I definitely like to have a little fun, so bending traditional rules of play was a great way to even the playing field and share some laughs together.

In a few short weeks, I will be hosting another Membership Event back at Veloce Motors (The Vault), and it's truly one you won't want to miss.

Whether you're a long-time PCA-SDR member or brand new to the club, this event is for YOU. Inspired by our favorite old board game, CLUE, see if you can put together your best detective skills and work with friends to solve the murder. Put your sleuthing skills to work and try to figure out who did it. Was it the Inspector in the Kitchen with the Revolver? Or was it the Widow with the Knife in the

Bedroom? Or better yet, was it your PCA-SDR President in the Boxster with the tire wrench??? What happens at the membership parties, stay at the parties—so clear your calendars and we'll solve this mystery together.

As always, wherever I go, prizes and a raffle are sure to follow—so please come and have some fun with us. Details below.

When: Thursday, December 9

Time: 6p-9p

Where: Veloce Motors

Address: 9340 Dowdy Drive #102, San Diego, CA 92126

Please RSVP on [Motorsportreg.com](https://motorsportreg.com)

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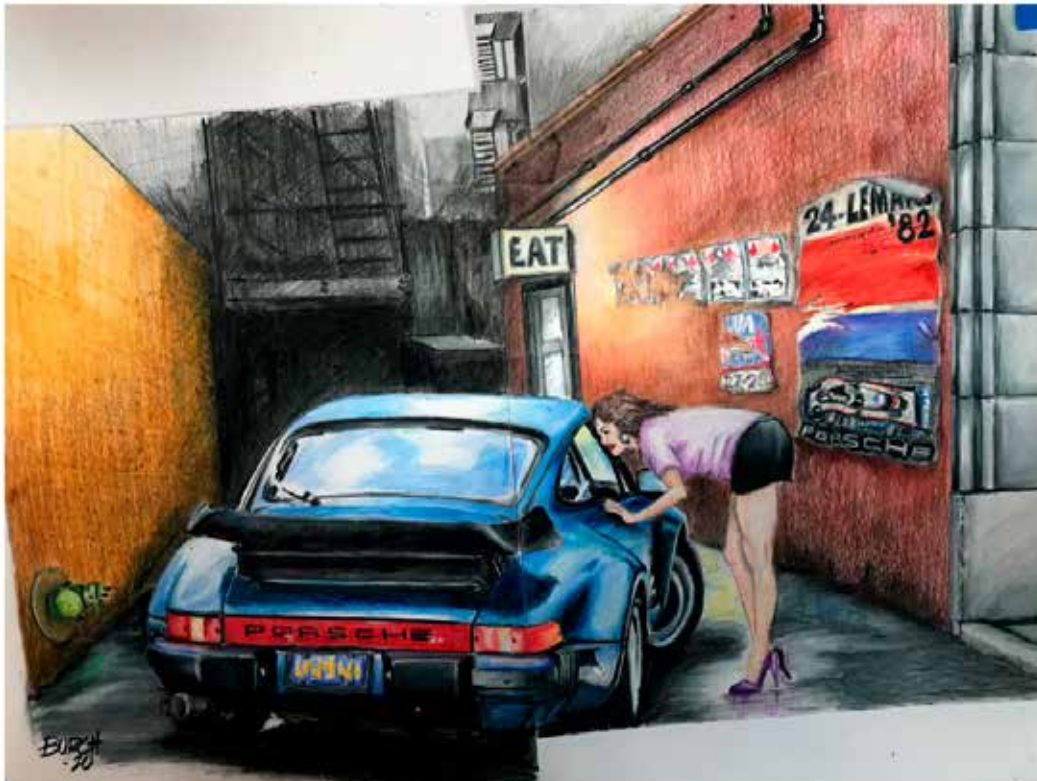
Super Sleuth

Solved It

Feel free to reach out anytime—I'm happy to answer any questions and/or point you in the right direction. Until next time enjoy the ride!

Lana Gill, Membership Chair

Membership@pcasdr.org 



art work

gary burch

hcrubg@gmail.com



Bill Behun and Eric Marc-Aurele wanted the port-a-potty moved to the side, and Mike Miller was on hand to help out.



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August Board Meeting

Attendees: Tom Brown, Anastasia Berta, Ann Archibald, Eric Marc-Aurele, Mike Miller, Ian McIntyre, Keith Verlaque (Victoria Varon on Safari)

Call to order at 7:12 P.M.

President's Message

Welcome to our first in-person meeting for this board

Decisions since the July meeting

VOTE (email): To approve Porsches & Pours on 12 Sept: Approved

Parade Report

6 families from SDR attended. This had been a good event at French Lick six years ago. They wanted us back, and provided fantastic support, so the resort was selected again for this year's Porsche Parade.

Awards: The SDR won awards at 3 events during Parade.

Tech Quiz

Tom Gould, 3rd

Pat Corona, 3rd

Greg Phillips, 3rd

Paul Young, 2nd

Ruth Young, 1st

Bev Gould, 1st and Overall

Demo Rally: The demo rally was to promote and test using new mobile point checkers, so you don't need people for checkpoints

Bev & Lisa Gould, 1st

TSD Rally: The big rally event

Paul Young, Sr. & Paul Young, Jr., 3rd

Tom & Lisa Gould, 1st and Overall, 3rd generation PCA member and 3rd generation to win the overall rally.

In addition, Tom and Susan Brown's grandchildren brought home five awards in the kids' contests! Congratulations!

National Board Meeting

Approved new national Audit Committee members.

Tom Gorsuch noted that part of the reason the club is surviving COVID is due to the PCA SIM racing series, which

has become very popular, and is keeping members involved over the web.

National still ended up making money with the last year's scale-back.

PCNA also introduced a new event to be held in Indianapolis called the Porsche Sports Car TogetherFest, planned for September 10-12, 2021.

Whereas Rennsport focuses on historical models, TogetherFest will focus on newer models. PCA will have a corral, and a booth to introduce the club to non-members. 2021 will be the first time to hold this event. At this point, it is not certain this will become an annual event.

This will occur the same weekend as Luftgekühlt, which will also be held in Indianapolis.

There was no word when the next Rennsport will be; Tom noted that Rennsport becomes a big imposition on the PCNA calendars.

Secretary

Approval of Minutes

VOTE: To approve the Board Meeting Minutes for July: M/S/P

Treasurer

Review and Approval of Treasurer's Report

Eric noted there was basically a flat line over the last month, almost nothing happened in the accounts. The biggest cost was the new member badges. The check request for the New Member Social has not yet been submitted.

Ian asked about showing the expenses that have not yet been recorded, and adjustment for unearned income. Tom and Gisele (both past Treasurers) noted they had the ability to do that in the QuickBooks, and it was available now, but not generally shown unless needed. Eric said he would look into possibly including this for next month. Bev noted that Susan had set up a report for deferred income. Eric can look for that report capability; we usually do that near the end of the year.

VOTE: To approve Treasurer's report for July: M/S/P

Old Business

Board meeting locations for October and November were discussed. Mark Curran will host the October meeting. The Vault said they would be available for November, but Gary Samad expressed an interest in holding a meeting, so it was suggested he be asked if he wants to host November. The decision for November board meeting location will be addressed by the September meeting.

Nominating Committee Report: Anastasia addressed the outcome of the Nominating Committee for next year's board:

Bill Behun, Adam, Victoria, and Keith helped find the nominees

The following nominees agreed to run for the three board positions opening next year: Lana Gill, Rhonda Hicks, Rob Walker, Steve Eisler, Julie Ngo, Roger Bush.

Keith, Victoria, and Mike will be the three members completing their two-year agreement. Tom will stay on as advisor.

New Business

Richard Trang had asked if anyone was organizing a caravan to Monterey Werks Reunion. Nobody was doing that, but a discussion began, to determine if we should start organizing caravans for events requiring long rides (e.g., to Werks Reunion, Parades, Tours, etc.). Richard was asked if he wanted to chair such a task. He will look into the possibility. Members are also encouraged to check the Forum to see if someone is informally organizing such a caravan for these events as they arise.

Chair Reports

Social

Budget Approval for Volunteer Party

The proposed budget was sent out in the email inviting the board to the meeting; Tom and Victoria proposed that we go to the Safari Park and rent out a private space in the Mombasa Pavilion for lunch and see the park. The budget assumes 100 attendees. Victoria noted the cost is about 50% more than previous parties. Victoria and Tom thought that, since this is really for 2 years, we should invite the volunteers from last year as well. Admission to the park would be the volunteer gift itself, instead of swag.

A discussion ensued about guests. Normally, this party would include one guest, likely a significant other. However, since this is a family-oriented location, should

families be invited as well? The discussion led to the agreement that it would still include a single guest; families could separately purchase entry for other family members. The family members could also purchase food separately from the catered event. Victoria said she would look into this further as to how to operate this.

VOTE: To approve the budget for the Volunteer Party Nov 28: M/S/P

Last Tuesday Social: The July Last Tuesday Social, held at the Hungry Hunter in Mission Valley was a great success. The food was good, 2 servers managed 26 people rapidly and well. Martha did a superb job. Thanks, Martha!

Porsches & Pours: This is coming up on Sept 12, as voted upon by email.

Membership

Update: We had 17 new members, 4 renewed, 4 did not renew.

Party, July 29 – The party had been planned for 100 attendees, and on Tuesday we had 114, so they re-planned for more. In the end, and with last minute registrations, the party had 126 guests at the event, 42 of whom were new members. They kept the food low-key with heavy appetizers, beer, wine, sodas, and water. The main event was cornhole games. Logowear tricked the cornhole games out with PCA SDR logos, and Porsche crests applied as stickers. Winners got to take home a cornhole set.

Lana set up raffles to ensure the new members had their own raffle. Everyone got a yellow raffle ticket; new members also got a special pink ticket for new members only.

They stayed close to the budget, just a little over, as shown in the budget review she submitted.

Lana noted a real need for quality sound.

Autocross

AX Team Update: Bill noted the tech team is filling up; they have 10 people on the team now, but they're asking for those who already had their cars through tech to help the tech people with support activities

Viejas venue report: They met Marcus Kramer at the Viejas Venue. It is the tiniest of all our possible venues, but there is a capability of expanding. The risk management person at Viejas says expansion is unlikely, due to problems with insurance; the light poles would be a risk if they moved the K rails. Anastasia said they are working

on developing ways to reassure the Viejas Risk Manager of the efficacy of our security measures and training measures. Ann agreed to support in any way possible from the Insurance chair perspective.

Charity

Food Drive: This restarted a week prior to the board meeting, and already saw donations of \$1640 toward the new goal of \$7500.

The contacts at San Diego Food bank have changed. They're more than happy for us to help out with accumulating donations. They are willing to provide food barrels at some of our supporting locations (e.g., one at Charlie's, one at Vollig, one at the Porsche dealers), and pick them up at a timed interval. The barrels are 3 feet by 1.5 feet. Donations can also be dropped off at their Miramar distribution center. They noted they would include a list of suggested goods for inclusion in the flyers.

It was also noted that food donations could be brought to Porsche events such as tours, Cars and Coffee, etc., that would then be dropped off at the Miramar center.

VOTE: To approve the dates of 1 Sept through 31 Oct for the food drive: M/S/P

Golf event: The Wounded Warrior Homes golf event planned for 20 Sept was addressed by Gisele. She has 5 foursomes established. Matt Schiller and Dave Aberizk have both contributed \$300 to the event. Dave will sponsor a tee box, and advertise his logo there. Tee boxes can still be had, if anyone wants to sponsor a tee box.

Rally

Tom and Bev are planning a TSD road rally for the club, geared toward beginners. This will be run more like a tour that you have to stay on time, targeting a 2-hour rally. The planned date is October 9, Saturday, Rally TSD. They will use the mobile app, so they won't need people at the checkpoints. There is a charge for the mobile app, but it's a max of \$5/car. The more cars participate, the less the cost; it goes down to as little as \$3/car, depending on user count. Tom and Bev are planning 2 classes, for experienced or beginners; a zoom rally school a night or two before the rally itself. SCCA has a 45-minute rally school that's easy to do, and gets everyone on board with how a rally goes.

They noted that a timed rally has to have minimum of 2 people in car, no minors.

VOTE: To have a TSD rally on 9 October: M/S/P

Porsche Field of Dreams

Update & Event Date Request: This will be held next year. As soon as we get the track dates next year, we'll set a date for this.

Tech Sessions

Tom reported on the Porsche of San Diego tech session for Julie: Tom noted that of all the people who signed up, only 25 attended. Gisele said she got waitlisted; so did Ann. There seemed to be a glitch in the event registration or setup, since Tom had believed 50 were signed up, and two people noted waitlisting, suggesting the same.

Tom noted the low attendance didn't negatively affect the tech session. It went very well.

Lana noted that a Dec 11 tech session at/by Vollig had been listed; Lana was going to call Julie to discuss this. Vollig isn't opposed to it, but not fully on board with it yet.

Porsche Carlsbad is tentatively scheduled for an October tech session, but this is still in the works.

Julie is also in discussion with Black Forest for a Tech Session in March 2022.

Time Trial

Hotspot: Eric noted that the timing team wants to remotely connect to the timing computer when the timing booth is located away from pits. This would allow the team to manage it without running back to the timing booth every time they needed to do something. Greg Phillips noted that he has a phone that has connection to a data plan that can do hot spot and would like to try that out for next event. Mark Curran okayed this tentatively, concerned if it was compatible with what Robert Baizer and Tom Brown had set up for the timing system. The data plan on Greg's phone costs \$25/month, less than proposed data plan. Someone noted this was not a great idea to depend on someone else's hotspot. Eric noted that Greg would be giving us the phone. If we don't do this, we can end up buying our own phone. They would have to see if they could take over the data plan at \$25/month, though.

Tom noted that each chair position has \$75 a month to play with. You can try it using that funding for now until a permanent solution was proposed.

Loaner HANS devices: Mike Miller noted that students are not likely to have their own HANS device. The club could purchase several, as paired sets: Helmet and HANS, the attachment already there, all ready to go, since we usually have to rent out helmets, anyway. If we get the Simpson ones that work with the 3- or 5-point safety devices, this could solve student/instructor protection issues. It will be time for new helmets soon anyway.

VOTE: To approve the provided budget for 4 loaner HANS/ Helmet pairs NTE \$4000. M/S/P

Other items

Trailer work is almost done, just half the work left to do. New Brakes, hubs, tires, bearings are done. Electrical stuff is what is left to do. Vollig can do maintenance of the generator, as well. Deadline of Oct 2, the next AX.

Tour coming up on Aug 22, notification went out to membership, already at 46 cars.


PDS is currently at 30 cars registered.

3 events left for Mark Curran: Willow Springs opens up registration on 8 Aug.

Eric: Festival of Speed still going on. SDR doesn't have to do anything. Oct 30/31.

Adjournment at 9:09 P.M.

Thank you to Adam and Lana Gill for hosting.

Thank you for attending — Next Meeting September 7, 2021 @ The Vault 



Show your modified Porsche at the first-ever UnSTOCK Porsche car show!

Do you have a modified Porsche? Fill out the registration form for a chance to show your Porsche at this first-ever, Porsche-only modified car show at Gunther Werks' headquarters in Huntington Beach, CA on Sunday, November 14, 2021. UnSTOCK will feature PCA member's modified Porsches with free event attendance. We'll have some amazing cars, DJ, food trucks, raffle prizes, and more!

Registration for Display Cars: <http://msreg.com/unstock>

September Board Meeting

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

Call to order at 7: 14 P.M.

President's Message

Welcome!

Decisions since the August Meeting

Email VOTE was held to approve the purchase of mobile hotspots for the TT team.

Z8 President's Meeting

PCA National is hosting a new national event, Nov 13, in Orange County. This will be a 1-day event, highlighting modified Porsches. More information will be provided as it becomes available.

National is getting more into the game of hosting events, which is new for them. They appear to be having a philosophy change as to their role.

This weekend is the TechFest, Car corral at the Indianapolis speedway.

Secretary

VOTE: to approve the August board meeting minutes: M/S/P

Treasurer

Review and Approval of Treasurer's Report

August was a fairly quiet month: the national rebate came in, the new member party results came in, and the re-opening social occurred.

Ian requested the estimate of unearned income; Eric is still working on how to do that.

Next month, we should see the Volunteer party expenses, the Progressive Dinner profits, and track expenses.

VOTE: to approve the Treasurers report: M/S/P

Old Business

Oct Meeting: Mark Curran's House, in the Talmadge area.

New Business

Nov. Meeting location: The Samad Residence was offered, but requested limits to 40 people and vaccinated attendees only. The board discussed whether we can limit attendance to turn away members of the organization; the bylaws may not allow for any such limitations. The result of the discussion led to a determination that we will not attempt any limits, unless the state mandates such restrictions. At present, the state of California does not do that.

To avoid any such concerns for the current year, the remaining board meetings will be held at The Vault.

Victoria also noted that she is willing to continue handling the food for the meetings, but attendance has been unpredictable. She recommended we start requesting signup to get a count of planned attendees, to reduce food waste.

Tiffanie will be asked to start sending out blasts for the board meeting, to ensure everyone knows of the location, and that we are requesting signups for the purpose of limiting food waste.

October's board meeting will still be held as planned at Mark Curran's home.

Chair Reports

Charity Report

Tom for Bev: Q3 raised \$4900/7000, but we have only until 30 Sept to make the remaining \$2100.

Our physical food drive for the Food Bank started Sept 1. We have received a few donations at the Last Tuesday Social, and are collecting at Charlie's and Vollig.

Our annual traditional toy drive for Rady's Children's Hospital is being planned again for this year.

Tech Session:

Julie: Oct 2 or 23 date, Charlie Foreign plans to use 3 random Porsches in the parking lot to focus on for his tech session. He has done it before, with great interest and success.

VOTE: To have Charlie's Foreign auto tech session on 10/23: M/S/P

Car sales didn't stop, and work has been busy, so Carlsbad Porsche hasn't been able to plan/schedule a dealership tech session. They are currently short-staffed.

A tech session at Vollig in Dec. probably won't happen for the same reason; a lot of work is being done on people's cars.

Scott Cairncross of La Jolla Audio would like to host a tech session. He could show what's available these days with Cameras, radar detectors, jammers.

Keith noted that Elite Finish may be interested in a tech session, although they have not paid to host one; they did pay for 2 tables at Concours. Keith wondered if their donation for the 2 tables at Concours could be transferred to cover the tech session to make Elite Finish whole for that event. Anastasia noted a significant difference in the donation for the two events (2 tables vs a tech session). Keith agreed to work this out and take on negotiations with Kevin of Elite Finish, rather than add this to Julie's current tasks.

Evan at Tech Armour said he would rather have an open session and have people come and just look around at what they do, rather than a defined tech session. It would likely be similar to what Charlie is proposing, except using the cars already in his shop.

Social

P&P (Porsches & Pours): 17 people are signed up currently, with a cap of 26. The total is limited by the size of the bus. If anyone is interested in this event, they would have to sign up now, since the event is this Sunday,

Progressive Dinner: We had 59 people for this event, with a cap of 60. Thanks were given to the Zurichs, Browns, and Vollig for hosting the food courses. The event created profit for the club; the Zurichs found great tacos for the event at reasonable prices. Victoria is planning another one early next year.

Mystery Weekend: We have a waiting list. Victoria is doing her best to accommodate them, but it's difficult, when this tour has always been a limited size tour.

Porsche Prom & Installation Dinner: Tom led the discussion here. We are planning this event at the Birch Aquarium in La Jolla. The budget was sent out before the meeting. Food, rentals, labor, drinks, about \$6000 in rental fees, a few grand for décor, trophies have to be accounted for, and we're anticipating 125 people. Total expenses are estimated at \$27,500, so we are looking at a \$15K subsidy. Eric pulled up the last 3 events, noting they had subsidies

of \$10K, \$14K, and 27K (at Del Mar). So, 15K not outrageous, especially when it essentially covers 2 years.

Victoria asked if we have sponsorship for this event. Yes, Keith notes, but for gifts, schwag, but not likely hard cash to take off the top.

There will be no parking fees, but we do have to pay for security.

Hors d' oeuvres, 2 drinks. and dinner will be provided. They gave us a list of approved caterers. Only one to host the bar. Wild Time (used at Porsche SD) was on their list. If you ignore the drinks, food quotes came out comparable.

Entertainment was discussed. Perhaps we could do something low key, since they have so much live activity from other people. Background, softer music, maybe one instrument.

This will occur 2nd Sat. of Jan. the 8th, with a 6 P.M. start time.

We still need to flesh out some details, such as hotel for people to use after partying. The Estancia is down the street, but this is still being worked.

In order to move forward, we need to approve the proposed budget.

VOTE: to approve the provided budget for Porsche Prom: M/S/P

Thank you for wonderful job, Victoria!!

Driver's Tours

Drivers' Tour: Date Request for the 12th of December 2021. We had 9 groups, 9 leaders, well received, 84 cars, the last time. Very successful. We plan to use the same paradigm.

VOTE: To approve tour on 12 Dec 2021: M/S/P

PCA hosted a PCA Webinar on how to conduct tours: It turned out to be basically a condensed version of the PDS chalk talk: weight transfer front/back, Guidance on fundamentals of driving. It did not address running a tour. We had anticipated things about leading a tour, drivers meeting agenda, how to deal with an accident, what to say and do in an emergency, etc. Keith said his team would be happy to put something together and send to the national tours. Everyone should standardize.

Tour to Chuckwalla: This is being planned again, this time maybe take everyone out to Palm Springs, but limit the number of people who end up at the track.

Village Car Show: This Sunday, Eastlake Village Walk, led by Annette Sorenson. She was asking Keith how many cars she should expect this Sunday? Keith would ask Tifanie to send out 2 invitations reminders, to get Porsches out to Eastlake for this event, from 5 to 7. If we bring at least 20 cars, they'll give us \$200 and we can give that to charity. There will be no judging, no competition, just a car display. The street address is in the flyer.

Membership

Update: Lana noted there was not much to report; the numbers are consistent, about 21 new members this past month. The membership stays pretty steady with 4 non-renewals again. She is planning the next new member event, or all member event for Nov/Dec. She doesn't have enough detail to plan specifics yet.

Autocross/PDS

Viejas venue report: Bill

DE items: 16 students; just call it DE. When you get track insurance, it's called HPDE.

Getting things rolling, checking the trailer and helmets tomorrow. Check out the batteries. For the AX.

Drive up Friday on 1 Oct, drive the trailer, drive it back to our mission valley storage area on Sunday.

Maintenance is getting there, Adam said there was an incorrect part in, got the right part, and will get to it and fix by the end of the week before the end of the month.

Check expiration date on the fire extinguishers. Get the skinny ones, because the others don't fit in the holes, Ana notes.

Mark doesn't know the trailer layout very well. The floor is marked, but Tom said to feel free to call him for layout needs as well.

We have 42 signups for AX at this point; will put out another word to get signups.

Tech is the day of the AX; they will send a corrected announcement on that.

Ana doing a great job about Viejas. Ana said she spoke with Ozzie today. We have a contractual obligation for Lake Elsinore. We are trying to get Lake Elsinore to get the PDS dates sold to someone else so we can get out of that date and move the PDS to Viejas.

Viejas took down the light poles and barriers as we asked, so the venue is in good shape for our purposes; they're sealing the parking lot, and the result of the changes make it a bigger expanse than Lake Elsinore. It's more versatile, too, configured in an L shape instead of a rectangle.

Viejas is going to be our new home in 2022. We are trying to get out there sooner as noted above. We are the number one "get" for Viejas. And they're developing a potentially 4-mile track on tribal lands. They may end up with a real race track of Spring Mtn length.

We need to send in PDS request to Lake Elsinore by Friday of next week, \$200 to get permission for the PDS.

Mark is working 2022 DE/TT dates by mid-Sept, then we can come up with AX/PDS dates for next year.

Time Trial

Update from Mark:

Summer break; 4 events under belts, and ready to restart at Willow Springs. 83/84 participants signed up. June had 63/64, and cleared almost \$10K in profits. Mark is pleased about the likelihood for the event and for profits this weekend.

He is looking forward to incorporating the track tour at Chuckwalla. He noted we will talk about logistics of that when we get closer.

Victoria noted the incredible job he's done, and his empowering of, and being a leader to, the team.

We have 3 confirmed dates for Willow Springs for next year. Mark spoke with Micky at Chuckwalla; they're working feverishly to work through their calendar, with our first and 2nd choice dates. Should know the confirmed dates by next week. He's also looking at the standard Buttonwillow event next Nov.

Except for this coming Halloween Festival of Speed event (sponsored by Zone 8, not PCA-SDR), Fontana out of the mix.

Buttonwillow is expanding their track space, although they didn't provide any info to Mark about availability of a second track. Mark will request dates for Nov, and will ask about second track.

Changes in the TT CDI team: Andrew Raines, because of work, has to step back from some of his positions on the team. He is currently both a DE and TT CDI. He cannot continue that the rest of the year. The current CDIs have indicated they are okay with Rob Walker taking over as TT CDI. Mark is requesting approval for the change.

VOTE: Rob Walker take over as a TT CDI: M/S/P

DE CDI: Andrew stepping down here, too. That would leave Mark, Bill Behun and Alex Filsinger. The DE program is going great, 16 students have signed up, and need to fill the run group, but we are limited on instructors. Bill is also working on AX, being pulled in that direction, and wants to step back (not down, yet) from DE CDI. So, we're looking at a vacancy with Andrew, and partial with Bill right now. Under these circumstances, when the students are in the classroom on Saturday morning, the first run group is going out, and Mark has to leave in the middle of the classroom, which is not an ideal situation. So, we also need another DE CDI. Mark recruited Murray Wonderly who has accepted if approved by the board.

VOTE: Murray Wonderly as DE CDI: M/S/P

Mark is looking for another DE CDI to join the team, will bring that to the board as well, but not yet.

For Chuckwalla, Victoria asks about the massage person she brought in last time. Should she bring him back? Yes, Mark replied; that was very popular, will advertise that to enroll the instructors.

Mark again noted the Chuckwalla tour is something he approves. We'll make it happen; he will create some time to walk around and wander, do a tech session with Adam, and have instructors to do lead follow as we did before.

Anything Else?

A discussion was held to address normalizing registration for DE. Several people have noted they wanted to register for DE, but it filled up too fast. Mark considered a list of who did not make it in, and then give them a priority for the next one, but then Vinh noted this might put the brakes on someone who is close to becoming a solo driver. They agreed to further discuss a solution to the issue of keeping students in line for advancement balanced with those trying to get into the line at all.

A discussion regarding whether students should have to learn how to classify their cars resulted in a yes; they should. Keith suggested we plan out an interrogatory method of getting them to classify their cars, instead of the form to fill out when they don't have a good available guide to do that. How to get that done was addressed as a discussion point, but noted that Sean and Randy are in charge of car classification, so should be in on the discussion.

Someone queried about the budget for board meetings; Tom noted the budget for the board meetings was around \$350 or \$450.

Adjournment at 9:09 P.M.

- Thank you to Victoria for setting up dinner
- Thanks to The Vault!
- Thank you for attending — Next Meeting October 5, 2021 @ Mark Curran's

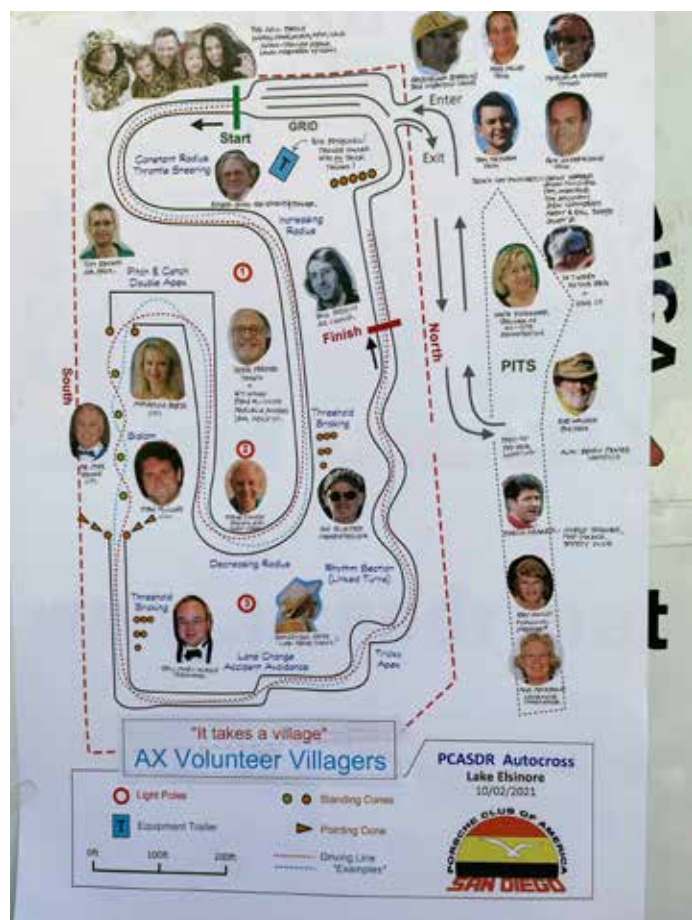


October Board Meeting

Article by Katie Kinner

I took a few pictures at the October Board meeting to share. Mark Curran was the host and the delicious Venezuelan food was catered by Allen Balestrini at Arepex Grill. He served Arepa, which are hot handmade buns filled with shredded Chicken or Pork with beans, plantains, cheese and avocado. See the picture to the right. It was awesome.

The AX Map and Village was put together by Bill Behun for the purpose of describing the enormous effort and number of people involved with each event. The driving map was from the recent AX event October 2nd at Lake Elsinore. It takes a Village!



Mark Kinner



Anastasia Berta with Joann and Rick Petersen



Mike Miller with Guest Doug DeMuro



Roger Bush, Rob Walker, and Eric Marc-Aurele

Backroads Touring: Palm Springs and Chuckwalla

Article by Keith Verlaque

On Saturday, October 16th, eighteen SDR members met in eleven Porsches and drove some of San Diego's finest back-country roads to Palm Springs. There were all levels of experience from seasoned SDR members who have been on many driving tours, to people who had just gotten a Porsche, recently joined PCA, and did not know what to expect. We drove the back-country roads all the way to Palm Springs then gathered at our hotel. That evening, we went into town for dinner where we met a few more of our group who were already in Palm Springs. Dinner really was great fun and a good chance to get to know other members and exchange stories in a relaxed environment.

The next day we gathered after breakfast and drove to Chuckwalla Valley Raceway where SDR were running a Drivers Ed/Time Trial event. Upon arrival we had a brief welcome meeting from the DE event chair Mark Curran, and were then given a demonstration of how Adam and Lana Gill's Völlig Autowerks team provide trackside support to members driving the event. There was then a driver's meeting discussing safety and to ensure that everyone understood how the track tour would work. Driving tour

participants then got into our Porsches and headed over to pre-grid where a group of driving instructors were each assigned to lead two cars on laps of the track.

At this point it would be appropriate to mention that one passenger on the tour, who was not sure she wanted to go on the track tour as she was a little nervous, had decided to sit it out. Then, after seeing how much fun other tourers were having on the track, changed her mind and decided she wouldn't mind being a passenger, so the DE Event Chair Mark Curran generously agreed to take her for some laps in his racecar. Congratulations to Marla D, who ended up being the only person in our group who did the lunch time track tour in an actual race-car!

After the track tour, several drivers participated in a group drive back on I-10, heading south through Mecca down the side of the Salton Sea and back to San Diego via I-8.

The following are some of the comments from driving tour participants:



Tourers getting a demonstration of Völlig track support, at Chuckwalla

Mechelle & I had a great time, and both really enjoyed every minute of this 2-day event. The Saturday drive out was full of serpentine back-country roads and picturesque scenery. We enjoyed meeting the other PCA attendees at dinner in Palm Springs on Saturday evening and swapping Porsche adventures over dinner. The Sunday Chuckwalla Raceway lunch time tour was a really enjoyable teaser and definitely made me want more! (Faster! faster!!) Our compliments on a well-organized driving & track tour event. We're definitely planning on participating in more PCA-SDR events! – Gary & Mechelle G.

What a fun weekend with PCA-SDR! We drove to Palm Springs on backroads the whole way, passing through Santa Ysabel, stopping briefly at Dudley's Bakery, and then on through Warner Springs, Anza, and on to the Palms-to-Pines Highway. That evening, we went to dinner with the group, and then spent the night in Palm Springs. The topper of the weekend was Sunday, when we were able to do a track tour at Chuckwalla Raceway. Every 2 cars had their own instructor who showed us the correct driving line and talked us through each lap on our radios. Julia drove the track laps and enjoyed it so much that she then drove the Porsche home. The whole weekend was a great time with fun people. What a wonderful time, great memories! Thank you to all involved, especially Mark Curran, who ran the DE event, and the team of instructors who took us out on the track in our Porsches! – Jim & Julia H.


My son Nick and I had a ball throughout the whole weekend. It was a great drive out to Palm Springs—amazing roads and incredible scenery. There really is nothing like exploring the capabilities of your Porsche on some of California's most beautiful backroads. Saturday evening, we got to meet really nice fellow PCA members at dinner and learn about their backgrounds, interests, and hear their stories. The Sunday early morning drive on I-10 from Palm Springs to Chuckwalla was stunningly beautiful. Experiencing the atmosphere at the SDR Driver's Education event at the Chuckwalla track, seeing drivers and their cars, and the Völlig Autowerks team providing driver trackside support, plus of course getting to drive some laps on the track, was a real treat. Too bad it was too short :o) The fantastic weekend was capped off with an amazingly fun drive home from Chuckwalla thru Mecca and around Salton Sea. A big thank you to Keith V. and PCA-SDR for putting this event together. Looking forward to many more! – CJ and Nick K.

I have always been curious about SDR's Drivers Education/Time Trial events as they are always held on a

racetrack. When the chance arose to take a backroads drive (one of my favorite PCA-SDR events) out to Chuckwalla, I jumped on it. And I'm really glad that I did! The drive out to Palm Springs through the twisties, the dinner with new Porsche friends, and the lead-follow lunchtime laps around the racetrack were all amazing fun. What a great weekend! Now that I know a bit more about how SDR runs these events, I'll definitely be signing up for future Drivers Ed track events. :o) – Joe D.

Thank you again for leading the tour and organizing the whole weekend. Not only did I have a great time and totally enjoyed driving on the twisty roads, I also met some very nice people with the same interests. The highlight certainly was driving the track and meeting the people at the track. It is events like this that make PCA-SDR such a great organization and owning a Porsche more than just owning a car. Thanks again! – Kian S.

If you think that this is the kind of 2-day event that you might be interested in, watch your e-mail for announcements detailing upcoming events, and check the region calendar at www.pcasdr.org for the next lunch time D/E track tour event.

Keith Verlaque
PCA-SDR 2021 Driving Tour Chair 



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This is an opportunity to learn Performance Driving techniques that can be applied to any driving situation; many past students have reported that the driving skills they learned in PDS helped them avoid an accident! It will also significantly enhance the enjoyment of driving your Porsche.

“Sometimes, in order to find your limits, you have to exceed them.”

FRIDAY *11/12*	Arrive 6-6:30pm	Völlig Autowerks	Classroom Chalk Talk
SATURDAY 11/20	7:30am-5pm	Lake Elsinore Storm Stadium	Driving Exercises/Skid Pad
SUNDAY 11/21	7:30am-5pm	Lake Elsinore Storm Stadium	Untimed Autocross/Graduation

\$ 595

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PCA-SDR Car Show at Eastlake Village

Article by Martha McGowan

Each year throughout the fall, the Village Walk at Eastlake hosts an informal car show on every Sunday with a different car club invited to attend each week. On Sunday Sept. 12th, PCA San Diego Region was invited and the event provided an opportunity for SDR members to show up in force and to present quite a spectacular car show. The premise of this informal show is that all cars would be on display but there would be no judging and no awards which made it very relaxed. This was an opportunity for our members to meet and chat with other SDR members we haven't seen for ages due to COVID limitations or we may not have met before and discuss all things Porsche for a couple of hours. The event was open to all Porsches, every model from every year in any condition. A portion of the Village Walk parking lot was roped off specifically for SDR Porsche parking and security was provided in

that area. Approximately 30 members showed up in their Porsches which were all parked in an area where everyone could meander around and check them out. Various nearby restaurants in the Village Walk mall provided food and drinks for anyone who might be interested.

The shopping center is located in Eastlake Village Walk in Chula Vista and is an enchanting village offering a delicious array of dining, a great selection of specialty shops and a full complement of services in the Eastlake area. In addition to the cars, each week a different band is featured along with free craft activities for children. The band on the Sep 12th event was Breez'n. They played a wonderfully diverse selection of music and were a lot of fun to listen and dance to. 🐦



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CHUCKWALLA cw	APRIL 3-4
BIG WILLOW	JUNE 5-6
BIG WILLOW	SEPT 18-19
CHUCKWALLA ccw	OCT 16-17
BUTTONWILLOW cw	NOV 6-7

My Search for 2010 and Later Porsche 911 S in a Crazy Market

Article by Martin Schacht (Part 1 of 2)

In early November 2020, precipitated by the sale of my former 2015 Cayman GTS, I went on a relentless hunt for a 911 Carrera S, having never owned one in my Porsche car ownership history going back six previous models. Early on I had decided to confine my search to Certified Pre-Owned (CPO) cars sourced from Porsche dealers. According to PCNA, “Porsche Certified Pre-owned vehicles are inspected by factory trained technicians who conduct a 111-point mechanical, cosmetic, and visual inspection.” Those cars passing the inspection can then be sold with a two year warranty. This appealed to me—with the car under a CPO warranty, were there a problem requiring a major repair over the next two years, the Porsche dealership would fix it, at their expense. Admittedly, there is a premium on Porsche dealer lower mileage CPO cars. Also note, a CPO car could be purchased from a private party, but this option was ruled out, not wanting to concern myself with possible money transfer security issues. With the emerging car shortage resulting in an increasing car demand in a shrinking market, I had to be willing to buy my CPO car from Porsche dealerships anywhere in the USA, sight unseen, and be prepared to wire the proceeds to the dealership post haste.

The initial focus of my search was to 2010 and later Porsche 911 Carrera S models, 997.2, 991.1, and 991.2 cars. Limited Edition Porsche cars such as the GT3, GTS, Carrera 4S and 50th Anniversary models, were excluded feeling they were disproportionately expensive for the incremental features provided. As mentioned earlier, I wanted a car with a CPO warranty, however, fairly soon into my Carrera S hunt, it became apparent, most likely based on limited production numbers, that used 2010 – 2012 Porsche 997.2 Carrera S cars, were in somewhat limited supply, compared to the 991.1 and 991.2 cars. Therefore, the 2010 – 2012 Carrera S cars were excluded from the final selection pool. As a result, my search was now focused on two (2) distinctly different and very unique Carrera S cars, the 2012 to 2016 991.1 cars, as well as the 2016 to 2019 991.2 Carrera S cars with Sport Chrono as an available option. For the sake of comparison, substantial technical data gathered on the 997.2 Carrera S model is included in the body of this article.

As the search unfolded, my buying criteria morphed into greater detail: A prospective car would have to produce a minimum of 350 H.P. to the flywheel with notable torque, and be optioned with a PDK automatic transmission. Sport exhaust and sun roof delete would be a plus, but not critical to the decision. Car mileage was limited to a cumulative 35,000 mile maximum. Furthermore, a clean Carfax was mandatory, with no damage reported, and all maintenance done on schedule. Carfax also lists previous owners, helpful to me, as I feel that a car having numerous owners, relative



to the age of the car, would cause me to wonder if there could be an untold, potentially negative, “story” affixed to the car.

However, soon into the search, a complication developed that impacted Sport Chrono optioned 991.1 car’s availability. Porsche Cars North America (PCNA) issued a Stop Sale order to their North American dealerships directed toward multiple 2012 – 2016 Porsches, including 911 models equipped with Sport Chrono option as these models were suspected of emitting nitrogen exceeding EPA standards. This order directly impacted the focus of my search and eliminated the Sport Chrono optioned 991.1. FLASH: As of 10/25/21, the Stop Sale order is rumored to have been lifted. Those wanting a 991.1 Sport Chrono car, check your sources for verification.

If the Stop Sale order were to remain in effect, making CPO 991.1 cars with Sport Chrono unavailable from Porsche dealerships, could it still be worth considering, or should it be dropped from my search as the 997.2 was? I had to dig deeper here and ask myself, were there 991.1 features that mitigated the unavailability of this popular option? The following was my justification for keeping the 991.1 cars lacking the Sport Chrono option in the hunt: All 991.1 cars have a “Kick Down” button, located under the leading edge of the accelerator, activated as a result of the accelerator being depressed to its limits of travel. The PDK automatic transmission selects the gear set capable of initiating the best available performance at that specific RPM when the button was activated, as well as tweaking the engine’s ECU to act likewise, with the car now ready and willing to reach its 7800 RPM red line. This somewhat mimics the Sport Chrono function, in a fashion acceptable to many, me included. But is the resulting performance good enough to warrant the 991.1 remaining in my search? I had to dig deeper; I needed more “ammunition.”

There is a second feature that is standard on all 991.1 Carrera S cars; Porsche Active Suspension Management (PASM). When the need and opportunity arises for aggressive sport

driving in a safe environment, such as a PCA-SDR track day, providing a chance to tap into the performance potential of the car to the greatest extent possible, PASM, in conjunction with activation of the Kick Down button, will make it happen. Follow this simple protocol: Engine switched on. Next, go to the selection console, located on the transmission hump (You can't miss it). Now depress the button with the shock absorber icon, switching PASM from Normal to the SPORT mode. Driver is notified on the instrument cluster that the car is now in PASM SPORT mode. Once SPORT has been selected, it will become the PASM default mode until manually switched off, regardless of how many times the ignition has been cycled on and off. Also note that once switched back to the NORMAL mode it will remain there, until the driver wishes to activate SPORT mode again.



Therefore, as a result of the availability of these two features, the “Kick Down” button and PASM in the SPORT mode, the car will have maximum acceleration and handling performance on tap at a moment's notice, as quickly as one's right foot can depress the accelerator to the floor. For those interested in more details on the features of PASM in the SPORT Mode, see Design 911 web site (<https://www.design911.co.uk/blog/pasm-psm-or-sport-what-does-it-mean/>).

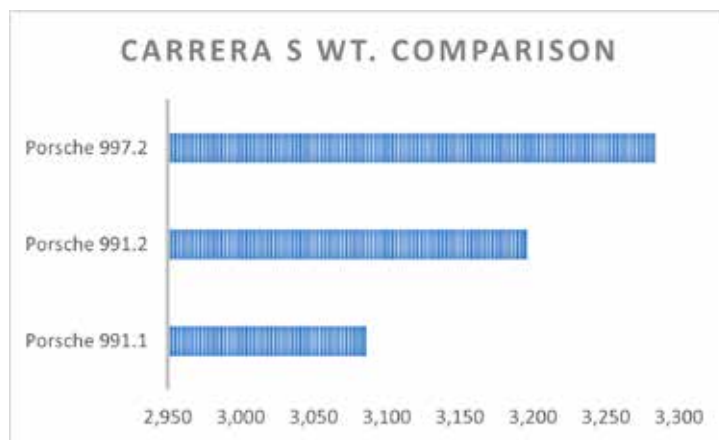
The question remains, is a non-Sport Chrono equipped 991.1 car as snappy a performer as a 991.1 with a Sport Chrono package? Being that SPORT mode and Sport Chrono mode both take the car to 7800 RPM Red Line in the first six (6) speeds, and that both modes also optimize the shifting of the PDK automatic transmission, I can only predict the contest would be close. Having driven a 991.1 Carrera S at the track without the Sport Chrono option, I just can't imagine the Sport Chrono equipped car could be that much faster. All things considered, the 991.1 lacking Sport Chrono would remain in the hunt.

Performance:



The 911.1 Carrera S and 991.2 Carrera S, both with the Sport Chrono option, are within 2 tenths of a second of one another in the 0 – 60 MPH comparison, with the 997.2 somewhat off the pace, perhaps lacking the Sport Chrono option? When it comes to top speed, the performance variance is slight, with all models within 4 MPH of one another. This metric has limited utility in that 99.9% of all drivers will never experience a late model Carrera S at top speed. And if they do, will they live to tell about the experience?

Weight:

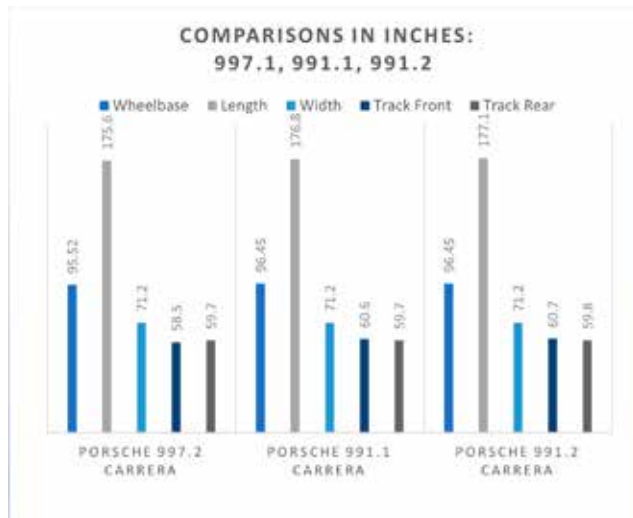


There is a 209 Lb. range between the heaviest of the group, the 997.2 model, and the 991.1, the lightest with the 991.2 in the middle of the range. Some would ask, does weight really matter? The weight of the car affects all aspects of handling, acceleration, braking and other parameters as well. Lighter weight is always better. The weight to H.P. ratio is a very useful metric comparing various models, the lower the ratio, the better.

Suspecting measurable performance advantages could result from a wider track, compared to narrow, prompted a Google search where my suspicions were confirmed: “Basic vehicle dynamics: The wider the track, the lower the amount of weight transfer. This means more grip.” In any of the categories below, although at first glance appearing very close, in the final analysis, significant and measurable improvements in handling can be expected with dimension updates measured in as

few as an inch or two. The dimensions ranked in levels of importance would be first, a wider front and rear track, longer wheelbase, followed by length and width comparisons.

Dimensions:



A wider track is incorporated into the next generation's cars (2012 – 2019) 991.1 Carrera S and 991.2 Carrera S cars, as documented in Porsche Engineering Magazine, 1/2012. These suspension improvements seen in the 991.1 Carrera S compared to the 997.2 Carrera S, “result in a completely new vehicle geometry with even more driving stability at high speeds, on the straight and when cornering.”

Before delving into any model specifics, consider Porsche's long held design criteria and focus as described in the January, 2013 issue of Porsche Engineering Magazine, “Creating forward-looking solutions was the standard set by Ferdinand Porsche when he started his design office in 1931.”

Allow me to summarize what I discovered after my preliminary research of the 2010 to 2016 911 Carrera S cars:

- There are too few 997.2 cars available in the market, and even fewer that can qualify as a CPO car, hence they would no longer be considered,
- The 991.1 car lacking the Sport Chrono option is worthy of consideration. The Kick Down button function and PASM in the SPORT mode guaranteed its viability.

So now it is time to dig even deeper into the technical specifics of the 991.1 Carrera S car, as seen below.

MODEL SPECIFICS 991.1 Carrera S



ENGINE 991.1 Carrera S

The 9A1 powerplant incorporated into the 2010 – 2012 997.1, was updated and improved for the 991.1 Carrera and Carrera S models, resulting in increased torque and H.P, and a higher RPM range, now up to 7800 RPMs, a 300 RPMs improvement over its predecessor, the 997.2. Additionally, we see in Porsche Engineering Magazine, the January, 2012 edition, “The mechanical components of the 991.1 engines have been made even more frictionless, and to reduce (fuel) consumption even more, vehicle electrical system recuperation and a map-controlled coolant thermal management system have been added.”

PERFORMANCE 991.1 Carrera S

Indisputable proof of the 991.1 Carrera S performance gains over its predecessor, the 997.2 Carrera S, is confirmed noting that the 991.1 Carrera S lapped the thirteen (13) mile Nürburgring's Nordschleife Section fourteen (14) seconds faster than the earlier 997.2 model. Enough said.

More from Porsche Engineering Magazine on the 991.1, the January, 2012 edition, “The Carrera S with 3.8 liters displacement, was designed according to motor racing principles for high revs. The maximum engine speed of the six-cylinder engines has been increased to 7,800 rpm. The entire intake manifold has also been optimized. The intake air routes through flow-optimized channels, new multi-hole injectors inject the fuel more efficiently and exhaust emissions exit the 991.1 Carrera through a system with reduced back-pressure. The fine-tuning of the aerodynamics has succeeded in reducing the total lift (CA) of the new 991.1 Carrera models by 0.02, to a mere 0.05.”

They also note, “Even more agility in the 991.1 Carrera is

provided by Porsche Torque Vectoring (PTV) standard on the Carrera S. This system consists of a mechanical limited-slip rear differential and variable torque distribution to the rear axle.”

Additionally, for the first time ever, “Porsche has used electro-mechanical power steering developed from scratch for the 991.1 Carrera. This also has a tangible effect on driving performance.”

Further, “Another decisive contribution to the impressive increased performance of the 991.1 Carrera is provided by the entirely newly developed, optional, Porsche Dynamic Chassis Control (PDCC system able to exercise individual control over the hydraulic actuators (formerly known as drop links: *Italics mine*), depending on the driving situation, influencing self-steering behavior in the process and consequently improving vehicle stabilization.”

LIGHTWEIGHT CONSTRUCTIONS 991.1 Carrera S

Porsche Engineering Magazine, the January, 2012 edition, also reports, with the 991.1 Carrera and Carrera S, “Porsche sets new standards in lightweight construction. The key to success was lightweight construction throughout the vehicle. For the first time in the 991.1 Carrera, an aluminum-steel body construction has been used. The underlying idea of this design is using the right material in the right place. The extensive use of aluminum to reduce the vehicle’s weight is therefore balanced with elements of steel of varying degrees of strength for a more rigid body and optimum occupant protection. Parts that are especially important for passive safety, such as the inner roof frame and the B-pillar, have been made in ultra-high-strength, boron-alloyed steels. The new modular roof design also provides advantages in terms of weight. For the series model without a sliding roof, the steel outer skin of the roof has been replaced with significantly lighter aluminum.”

Further, “The drive train, chassis, and electrical equipment have all also been comprehensively redesigned to be lighter.” As an example, “the newly constructed front axle with compact lightweight suspension strut.”

Also noting, “The basis of the sound design for the air intake and exhaust systems in the 991.1 Carrera was created in the very early stages of the vehicle’s design. The layout and dimensions of the manifolds, pipes, catalytic converters and mufflers were all visually illustrated and evaluated with the help of a computer model before there was even any hardware.”

Additionally, Porsche Engineering Magazine, in the January, 2012 edition reports, “The development of muffler systems is one of the core competencies at Porsche and is always carried out at the Weissach Development Center. In order to allow the driver to feel the revs and the power of the engine, the pathways of the air intake and mechanical


engine sounds are tuned so that messages from the 911 to the driver are transmitted in as pure and unadulterated form as possible in all driving conditions.”

From Excellence Magazine, the “991 series introduced a “sound symposer” feature which pipes intake noise into the cabin during certain conditions. A tube is connected between the engine firewall and the intake pipe just downstream of the air filter box. Mounted in the tube is a special Helmholtz resonator chamber with a tuned rubber diaphragm inside. When a vacuum-operated switching valve is opened (via console-mounted “Sport” mode switch), intake noise is piped into the cabin, with the diaphragm amplifying the vibrations much as the human eardrum does. An additional Helmholtz resonator chamber is mounted on the 991 air filter box to amplify the intake noise between 4,500 and 6,000 RPM (a flap opens to allow airflow through this resonator).”

This feature is seen on the 991.2 as well. “The Turbochargers alter the intake sound of an engine much as they change the exhaust note. With the development of the turbocharged 2017 991.2 Carrera engines, Porsche engineers sought to retain as much of the character of the traditional, naturally-aspirated flat six as possible by subduing the whistling noise of the turbochargers. The tracts to the turbocharger inlets act as dampers to reduce the vibrations of the intake air and reduce unwanted noises. A pair of sound symposers is present to pipe intake air into the cabin; only one symposer is active above 1,800 rpm in Normal mode, while Sport or Sport Plus modes activate the second sound symposer.”

Excellence Magazine adds, “Like no other sports car, the 991.1 Carrera shows that by combining the latest cutting-edge technology, exceptional performance and the highest efficiency can be achieved at the same time. Porsche engineers love the challenge of reaching ever higher levels of performance—whether in a sports car or in an external customer project. There’s a bit of 911 in all Porsche Engineering projects.”

Conclusion:

- The 997.2 was eliminated as a contender, too few of them in the market, and mileage considerations would reduce the pool of cars eligible for Porsche CPO status.
- The performance of the 991.1 Carrera S model, lacking the Sport Chrono option, is more than worthy of consideration as a finalist in my search.
- The 991.2, after cursory initial research is another very attractive option especially in light of its high torque twin turbo powerplant. This model will be explored in detail in Part two (2) of this article, and contrasted to the 991.1 Carrera S. 

Last Tuesday Socials

Article and pictures by Martha McGowan and Sara Gengler

Yay! We're back! After almost a year and a half of no Last Tuesday Night social events (due to you know what), PCA-SDR members thoroughly enjoyed a night out at Hunter's restaurant in Mission Valley in August. Next up was Casa Machado, a traditional Mexican eatery that overlooks Montgomery Field in September and Chin's Szechwan in Rancho Bernardo for October.

An unexpected delight at Casa Machado was that our LTS event coincided with the monthly get-together of a ukulele group. There were about 25 people, almost all with ukuleles, strumming and singing along to various great songs

from the 80s, 90s and 2000s. Many people in our PCA-SDR group were swaying and singing along also.

The LTS events alternate between North and South County. Cocktails and socializing start at 6:30pm and dinner starts at 7pm. You can visit the PCA-SDR event calendar at pcasdr.org for all upcoming events. Come on out and join in the fun, no reservation or RSVP needed.

Enjoy the pictures of the amazing folks who attended and had a thoroughly wonderful evening. 🐦





Tom Brown, Keith Verlaque, Don Auten, Victoria Varon and Mark Kinninger at the October Board meeting.



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View from the Back

Article by By Steve Eisler with pictures from Greg Phillips



In January 2017, I wrote my first View from the Back article. My initial purpose was to explain the Autocross experience and encourage new and inactive members to join Kathy and I as we tried to improve our driving skills and move up from the bottom of the timing chart. As I spent more weekends autocrossing and driving on the big tracks my times have improved, just not as fast as all of the other drivers. I am still in the Yellow (slowest) run group, but my times are now in the middle of the group. My friends have been suggesting a name change for my column.

At Chuckwalla on October 17, I was about 1 second slower than my best time. At the end of the day, each driver can run two timed laps on a clear track with no traffic to determine class points for the end of the year trophies. Cars are gridded from fastest to slowest based upon their best practice times. When we lined up, I was the last car on the grid. **THE VIEW FROM THE BACK LIVES ON!**

In full disclosure, there were over 90 TT drivers in Yellow, Orange, and Red groups at Chuckwalla, but less than half of them participated in the Timed Runs. I still have a lot of room to improve, but spending a weekend in the fresh air with intelligent, motivated people and nothing to worry about except getting through turns 10, 9, and 8 more quickly is priceless.

As we move toward more normal social interactions, PCA-SDR members have seen the popular Last Tuesday Socials

re-emerge with excellent participation. These social events are held at various restaurants and are opened to any member that shows up. They are an excellent way for new members to learn about events they might want to register for, and for all members to make and renew friendships. PCA-SDR has organized driving tours, a Progressive Dinner that sold out way too soon for the many people who wanted to attend, and our first autocross since February of 2020.

Members of the Autocross Team have been searching for a new venue suitable for autocross (AX) competition since it became apparent that the SDCCU stadium site was going to be re-developed. They tried Cal State San Marcos, negotiated with the Navy and investigated El Toro and other sites. On October 2, we rented the parking lot at the baseball stadium that is home to the Lake Elsinore Storm. Although smaller than SDCCU, the surface was free of potholes, loose gravel and light poles. Course designers Andrew Simmons and Marcus Kramer used traffic cones to create a fast but interesting series of turns linked by short straight sections that limit the maximum speed. Almost all AX driving is done in 2nd gear.

Although the number of entrants was small, there were 11 students who were doing their first AX. David DiDomenico drove his GT4 to a 3rd overall finish with a time of 49.12 seconds, and Daniel DiDomenico posted a 51.83 in his Cayman GTS. Michael Wood, who has had some big track DE experience, did 50.61 in his first AX and placed

first in Class CC07! Other first timers included Jack Pierce – 54.41 in a Carrera 4, Bryant Jackson – 54.66 in a 1968 944, Richard Petersen – 54.27 finishing 3rd in CC07 and Krishelle Marc-Aurele who was 4th in CC07 in her first driving competition. Autocrossing is a great introduction to performance driving. With the new driving surfaces rock chips and suspension damage are no longer a problem. Owners of new cars can begin to learn proper car control with minimal fear of damage to their cars. If you go off course or spin out, there is nothing but orange cones to hit! As an added bonus, both the Performance Driving School (PDS), November 20-21, and the December 5 AX will be

held at the new racing surface at Viejas Casino. Viejas is much closer than Lake Elsinore for most of our members and you could make it a weekend holiday by staying at the hotel, dining at some great restaurants and winning a few dollars! Being an active PCA-SDR member just keeps getting better.

SDR Time Trials (TT) and Driver Education (DE) at the dedicated race tracks take a summer break due to the high temperatures at all of the tracks we use. After 4 events in the winter and spring, we resumed competition at Willow Springs Raceway near Lancaster, CA. In the last issue of



CC08 newcomer John
Blenke

Vihn Ly's Spyder finishes the
timed runs





Very fast Dave Aberizk with instructor Glenn Crawford

Orange group cars lined up for Vollig Support



this magazine a group of drivers shared their experiences on this track in June, as I was not able to drive due to an injury. If you did not read the View from the Back in August, their writings provide an excellent description of what it is like to drive on this historic track. On September 18 and 19 we returned to Willow Springs with a full complement of TT entries and 15 DE students. Twelve of the students were experiencing their first or second adventure on a race track and were placed in the Green run group. With their own group they could practice specific driving exercises and progress at their own pace without being constantly passed by more experienced drivers. There also is no timing in the Green group so that students can concentrate on car control, track etiquette, and learning the proper driving line without being distracted by how fast or slow they are going. Three of the students still drove with instructors but moved to the Yellow group for slower and less experienced drivers. They will continue in the Yellow group until their

instructor feels they are safe to drive solo. Richard Wittenberg did a very fast 1:40.47 in his 2018 911 with Bill Behun in the instructor seat. Alberto Abreau in his new Spec Boxster had a best of 1:42.13 with the help of instructor Grant Graber and Kirk Fitzgerald did 2:01.48 in his street stock 996 Carrera with the help of Glen Crawford. Many of the Yellow group drivers are eventually promoted to the Orange group where the times are faster, but passing is still only done in safe passing zones, and some will have a chance to drive with the best drivers in the Red group, which features open passing on any part of the track.

The sixth of the seven TT/DE events for 2021 was held at Chuckwalla Raceway on October 16 and 17. Chuckwalla is located in Desert Center CA, aptly named because it is halfway between Indio and Blythe. This 17-turn track has been dubbed our “home course”, because we held 3 events there this year. The course can be run in either direction


and this weekend was a counter-clockwise event. The event was sold out, with people on the waiting list. A record 17 students were paired with trained instructors who have been tested before they can be designated as “instructors”. These men and women drive in their assigned Red or Orange group, often times cutting their sessions short, so they can jump into their students’ cars in the Yellow or Green group. They ride the whole 20-minute session giving advice, pointing out turn in points and corner apexes, making sure the drivers are not going too fast to negotiate the turns, and encouraging them to carry more speed as their car control improves. After each session they spend time debriefing and answering questions, grab something to drink and begin preparing for their own session. Most of the students ride with their instructor when they drive so they can see the proper line to follow for the fastest lap and ask questions. This means that these dedicated volunteers are busy instructing about 2.5 of each of the 4 groups in a session. In addition, there are volunteers that run the timing system at the track, handle all of the pre-registration, answer your questions, monitor the tech forms and car classification, take care of equipment, and setup and clean up the track. All of these people are under the direction of Mark Curran the TT/DE chairman. When any of us arrive at our first DE, we are overwhelmed with questions, fears, and concerns but everything is organized and planned, and we have a great time. As we attend more events, we begin to realize how much work goes into keeping these events organized and planned, and how fortunate we are to have volunteers manning these many positions. Hopefully, as you progress on your journey to the Red group, you will volunteer to help us continue to host safe, enjoyable high performance driving events.

The first session on Saturday morning at Chuckwalla everyone felt that the track was ‘slippery’, probably due to the dust that had accumulated overnight. As more groups cleaned off the track, times began to fall. The 5th session on Saturday was designated a points session. Class competition points are awarded based upon your best in the session. With the timed runs on Sunday afternoon this was a Double Points weekend.

Students in the Yellow group included Robert Lesko who did a 2:07.39 in his Carrera 4 GTS, Harry Sullivan in his 2002 996 Carrera, Mark Correll –2:01.37 driving a GT3 in class CC15, Steve Thompson who placed 4th in CC07 driving a 1999 Boxster, and Rory Davis who was 5th on Saturday and 4th on Sunday in CC13 with a best time of 2:08.45. Other drivers in their first or second event were John Blenke –2:13.37 in CC08, Brandon Watson –2:04.24 in CC11, and Chris Lerch who did a 2:05.64 in his CC12 Carrera 4S. Dave Aberizk, who began doing AX’s just before the Covid shutdown, has been improving consistently in the TT events and had a best time of 2:05.30 and placed 3rd in CC12. In addition, Dave has done some maintenance on the AX timing system and is refurbishing some of our

old in car communications systems that allow the student and driver to converse in loud cars. It’s great to see new members jump in and find a niche where they can help the club. Thank you, Dave!

November will be a very busy month for PCA-SDR. On the 6th and 7th, we will have our last TT/DE of the year at Buttonwillow. Several of us are registered with a non-PCA group that is renting the track on Friday so that we can get an extra day of racing for the trip to Buttonwillow. The following weekend is the very popular Mystery Weekend, where you pack your swim suit and snow boots because you do not know the destination. On Saturday we traverse the twisty roads with stops for lunch and special points of interest and arrive at our final destination around 4:00. We have dinner together and check out the local night life. On Sunday morning everyone is on their own. We usually have a nice breakfast and tour whatever city we are in. You can leave when you are ready and follow the maps of the twisties on the way home or go by freeway. These are great events so watch your emails and the Witness since they sell out quickly. On the 20th and 21st the famous Performance Driving School (PDS) will be held at Viejas. This event has been held for many years and is the perfect way to dip your toe into driver education. Everything is done with an instructor in your car. There are skill exercises on Saturday and an untimed AX on Sunday. It also is sold out but volunteers are always needed. Sign up to volunteer and see what happens at a PDS and AX. Meet some of the great people in our club and spend a nice day or two in the sunshine.

Since February of 2020, 244 new members have joined PCA-SDR. For many months they received the *Panorama* and the *Windblown Witness* and that was all that membership offered. As you can see, there are many activities open now and your participation is welcomed and desired. This is your chance to really enjoy your Porsche investment and to experience the PCA tagline: It’s not just the cars, it’s the people. 

DE Student/Instructor Pairing

WILLOW SPRINGS Sept. 18-19

Student	Instructor
Alberto Abreau	Grant Graber
John Blenke	Chris MacDuff
Marc Correl	Greg Phillips
Richard Drewery	Roger Bush
Tim Duane	Rob Walker
Juan Estruch	Murray Wunderly
Kirk Fitzgerald	Glen Crawford
Jim Hinrichs	Chris Keefer
Beth Korkin	Anastasia Berta
Robert Lesko	Alex Filsinger
Jim Mazzola	Albert Ubuieta
Darin Pines	Shawn Flanagan
Steve Thompson	David Smith
Richard Wittemberg	Bill Behun
Jan Zablan	Don Auten

CHUCKWALLA Oct. 16-17

Student	Instructor
Dave Aberizk	Glenn Crawford
Max Byer	Greg Phillips
Marc Correl	Chris MacDuff
Rory Davis	Fred Yip
Reegan Filsinger	Murray Wunderly
Ethan Franke	Bill Behun
Joseph Gannon	Roger Bush
Robert Lesko	Terry Barnum
Victor Murray	Bill Ibbetson
Arthur Nobilette	Bryan Fraser
Ken Nobilette	Rob Walker
Ben Smith	David Smith
Ryan Solomon	Grant Graber
Harry Sullivan	Shawn Flanagan
Steve Thompson	Justin Salzman
Tom Watson	Chris Keefer
Michael Wood	Anastasia Berta

LAKE ELSINORE AUTOCROSS OCTOBER 2

Daniel DiDomenico	Shawn Flanagan
David DiDomenico	Mike Miller
April Guerieri	Sam Mayorga
Robert Guerieri	Ryan McClune
Bryant Jackson	Murray Wunderly
Krishelle Marc-Aurele	Eric Marc-Aurele

Chamilka Perera	Anastasia Berta
Richard Petersen	David Witteried
Jack Pierce	Terry Barnum
Piotr Slusarz	Roger Bush
Michael Wood	Andrew Simmons

Rory Davis with instructor Fred Yip is on the apex cone



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Carlsbad, California
2021 Cayenne

Ganesh Balaratnam
San Diego, California
2014 Panamera 4

Randy Begin
El Cajon, California
1986 944

Brett Carter
Encinitas, California
2021 Cayenne Coupe

Nicholas Clarke & Erik Hilliard
Fallbrook, California
2018 Panamera 4 E-Hybrid

Jay Michael Cochrane
Warner Springs, California
2005 Boxster S

Andrew Corley
San Diego, California
2017 911 Carrera S

Daniel Da Rosa
San Diego, California
2020 Taycan Turbo

James Daigh & Marla Daigh
Carlsbad, California
2008 911 Carrera 4S Cabriolet

Daniel Didomenico
San Diego, California
2018 718 Cayman S

Adrian Dixon & Gilda Dixon
Fallbrook, California
2015 Cayman S

David Duffy
Cardiff, California
2016 Boxster Spyder

Jim Dunford
San Diego, California
2012 911 Carrera S

Alexander Dunstan & Sidney
Dunstan
Warner Springs, California
2007 911 Carrera S

Harry Eijssermans
Chula Vista, California
2021 911 Carrera

Loyal Evans
Bonita, California
2009 Race Car

Rebecca Gerhardt
San Diego, California
1995 968 Cabriolet

Michael Gladkowski
Oceanside, California
2001 911 Turbo

Gustavo Gonzalez
San Diego, California
2004 Boxster

Michael Herrera & Brandi
Herrera
San Diego, California
2022 911 Carrera S

Jim Herrmann
Fallbrook, California
2014 911 Carrera S

Eric Jacinto
Poway, California
2006 Cayman S

Mary Kehr
La Jolla, California
2015 Macan Turbo

Robert Klann
San Diego, California
2018 Panamera 4 E-Hybrid

Darius Koohmarey
San Diego, California
2021 718 Cayman Gt4

Ruediger Kuemmerle & Isabel Grimsel
Chula Vista, California
2000 Boxster

Kirk Lamar
Vista, California
2007 911 Carrera S

Bradford Larney
San Diego, California
2021 718 Spyder

Marcelo Mackinlay
San Diego, California
2018 Macan

Tim Mayall & Eve Mayall
Encinitas Ca, California
2007 911 Carrera 4S Cabriolet

John McGarry
La Jolla, California
2019 911 Gt3

Kevin McMaster
Solana Beach, California
2013 911 Carrera 4S

David Mcquade & Carmen Skipworth
San Diego, California
2021 Taycan Turbo

Mandel Mickley
Vista, California
2008 Cayman S

Colin Mika
Temecula, California
2004 911 Carrera 4S Cabriolet

Matthew Million
San Marcos, California
2005 911 Carrera 4S

Edgar Mullen
Carlsbad, California
2008 Cayman

Ebber Nava
Santee, California
2006 Cayman S

Cokey Nguyen
Carlsbad, California
2019 911 Turbo S

Tommy Nguyen
San Diego, California
1992 911 Turbo

Hanan Nisan
La Mesa, California
2012 911 Carrera S

Mark Norris
Poway, California
2012 911 Carrera Black Edition

Liam O'Neill
San Diego, California
2005 Cayenne S

Nimesh Patel
San Diego, California
2019 Macan

Brad Pearson & Nhung Thanh
Apple Valley, California
2018 Macan

Robert Pedowitz
Encinitas, California
2021 Taycan

Don Pineda
San Diego, California
2011 911 Carrera 4S Cabriolet

Steven Prager
El Cajon, California
2008 Boxster S

Robert Proctor & Ali Proctor
Carlsbad, California
1999 Boxster

John Rangel
Rancho Santa Fe, California
2021 911 Carrera S

Nicki Repenning
San Diego, California
2021 911 Carrera S Cabriolet

Christopher Rosete
Chula Vista, California
2001 911 Turbo

Robert Safarik
San Marcos, California
2005 911 Carrera

Carlo Santos
San Diego, California
2015 911 Gt3

Akshay Sateesh
Coronado, California
2004 911 40Th Anniversary

Stephen Schackne & Celeste Dunn
San Diego, California
2009 911 Carrera S

Catie Vance
San Diego, California
2016 Cayman Gt4

Josh Winkelman
San Diego, California
2001 911 Carrera Cabriolet

Clifford Wright
San Diego, California
1968 911S

Debbie Wright
San Diego, California
2006 911 Carrera Cabriolet

Anniversaries

Five Years

Paul Asquini
Bruce Bandemer
Bradford Blaser
Patrick Bunt
Chris Ciborowski
Doug Fronius
Robert Gabriel
David Hoover
Bill Ipsen
William Knose
John Krylow
Rex Lao
Thomas Luscher
Daniel Malik
Michael Malone
Juha Matinmaki

Shoji Matsumoto
Mort Mirmontazeri
Marshall Smith
Alain Stad
Mike Thibodeaux
Jake Wallace
Tom Watson

Ten Years

Michael Arends
Ira Broome
Dennis Caresio
Mark Close
Francesco Gresta
William Hagerty
Henrik Jensen
John Mellor

Bob Mueller
Robert Racoosin
George Scolari
Tom Sharp
Robert Warren

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Lawrence Bogle
Peter Busalacchi
Frank Cartaino
Bashar Dabbas
Derren Geiger
Ronnie Hovden
Thomas Mcburnie
Jesse Menczer
Gary Roesink
Bill Sardella
Randy Truax

Twenty Years

John Ball
Regis Fallon
James Keenan
Jasmine Tripodi

Twenty Five Years

Larry Bevins
Jim Richmond
Michael Schnepf

Thirty Years

Cyril Gostich
Dave Hickson
Charles Miller

Thirty Five Years

Cecelia Knauf
Mark Mauerman

Forty Years

Peter Robbins
Chris Stavros

Forty Five Years

Michael Bolton
Guy Maddox

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Tom Gould

Billing Manager

1548 Roma Drive

Vista, CA 92081

WitnessBilling@PCASDR.org

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Key Position	Cover	\$400

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

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