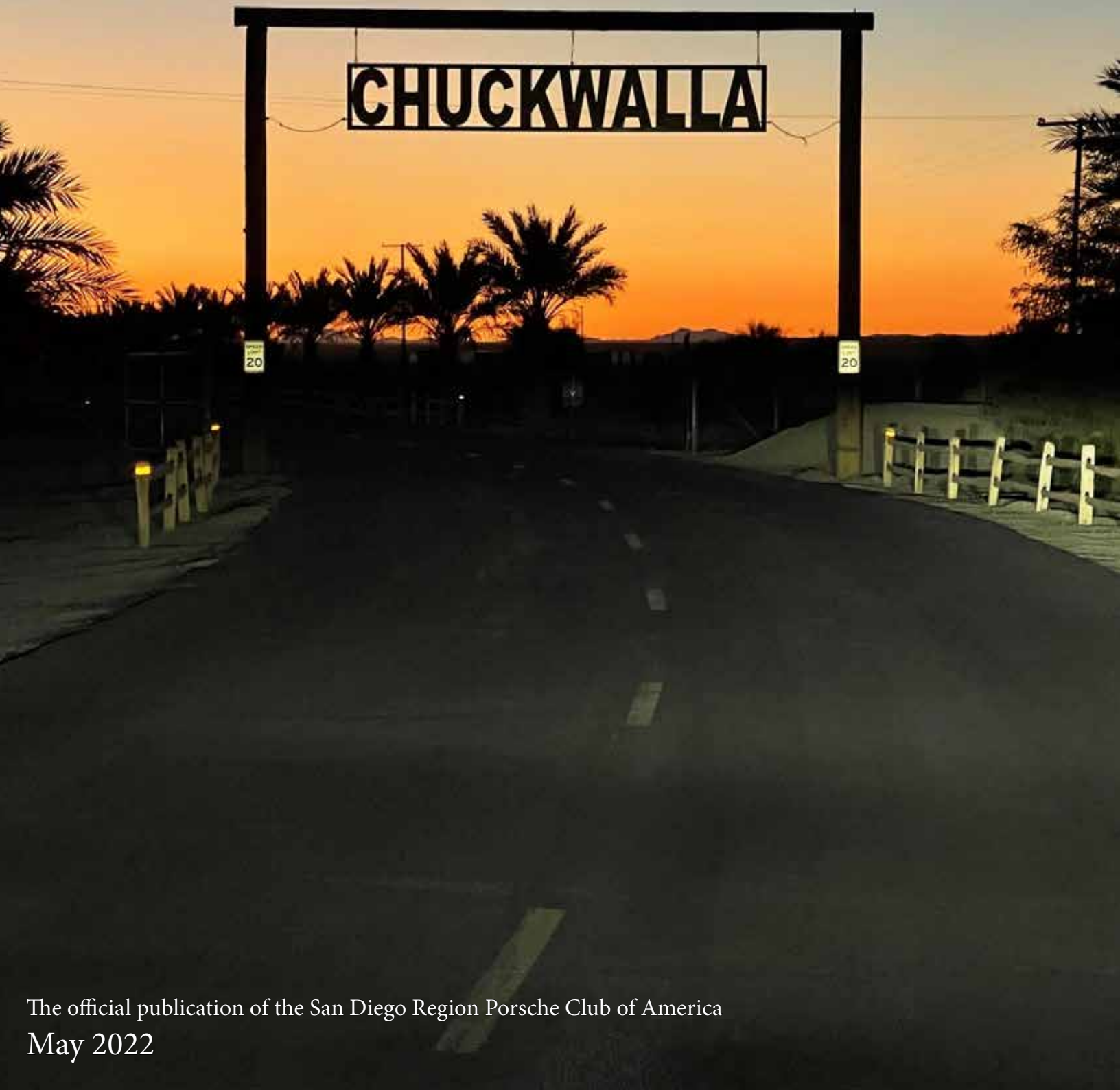




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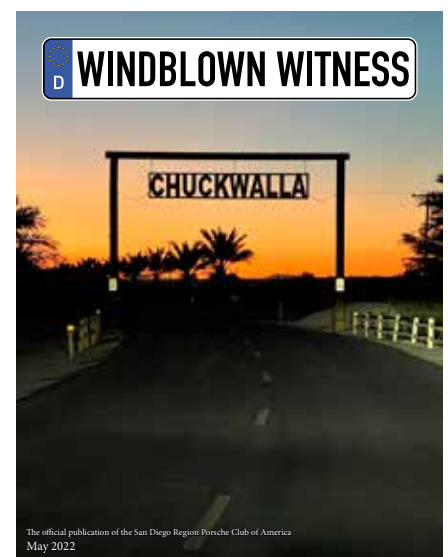


Photo by Tom Beyer - "When you don't get a cabin it's an early trip from Indio"

WINDBLOWN WITNESS

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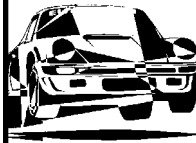
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The *BUZZ*

by Anastasia Berta
PCASDR President



Boy, have we been **BUZZ-Y** this Spring!!!

I've been soaking my poor, tired feet after a triumphant day at the **La Jolla Concours d'Elegance PCASDR Hospitality Tent** Sunday April 24, captained by hardworking Co-Chairs **John Bell and Katie Kinninger**. Inspired that it was the first La Jolla Concours in several years due to Covid, AND coinciding with our Club's 65th Anniversary, I jumped in to assist. Over the course of many planning sessions, I gained a renewed appreciation for just how fortunate we are to have such talented, dedicated Chairs who work their TAILS off to make **PCASDR** events so very special!

Members from other regions often exclaim how enviably, impressively ACTIVE our Club is; thing is, it couldn't happen without our VOLUNTEERS—so come help us out!!!

Congratulations to **David Staser**, who won the coveted trophy for **Best of Show** at our **Motor Car Classic Concours** for his gorgeous **1966 911 Coupe**, as voted by the thirty-nine Motor Car Classic participants.



From top left: Trophy; winners David & Monica Staser

April kicked off with a rousing start at **Chuckwalla Valley Raceway** April 2-3, where an amazing 26 drivers achieved sub-2:00.00 times in practice sessions! Special recognition to **Fred Yip, Mark Rondeau, and John Owens**, who made the Top 10 without "supercars"!

Speaking of convoys, I've heard RAVE reviews for the 9-day **"Porsches & Parks" Tour** through the **Four Corners** states, led by Social Chair and Past President **Victoria Varon**. Seasonal weather led to some truly memorable pics!



From top left: Motor Cars Classic venue for PCASDR Porsches; 1966 906 Carrera 6; Co-Chairs Katie Kinninger & John Bell, me; Party at The Lot with PCA members from Vegas, OC, SD regions; #9's unique gas tank access; Ken Miles-driven '61 Dolphin MK2 (yes his name is on the seat!)

Not to be outdone, Past President **Tom Brown** led his own 9-day tour through **Napa, Sonoma, and California Gold wine country**, with stops at some of his favorite wineries April 9-17. Start with world-class wine and food, then drive to them in Porsches?? What could be better!!!



Our very busy May kicks off with a **Backroads Tour** led by Chair **Ian McIntyre**. These drives have become incredibly popular, with over 100 Porsches led by Ian's team of Tour Leaders. Sign up early, they always sell out!!

<http://msreg.com/Driving-Tour-5-1-22>



Calling all Cayenne and Macan owners! If you haven't taken your Porsche SUV off-roading yet, what are you waiting for?? Chair **Garrett Guess** leads an **Adventure Tour through Cleveland National Forest** Saturday, May 14.

<http://msreg.com/MayCayenne22>

If that's too much of a walk on the wild side for you, **SUVs & Coffee** is at **Krispy Kreme**, 4180 Clairemont Mesa Blvd, on May 21st. No registration required, just show up!

For those who prefer their fun on the milder side, Social Chair "**Queen Victoria**" hosts a **Progressive Brunch in North County** Sunday, May 22nd. These events are highly popular, as members greatly enjoy visiting other members' homes. Come meet some new friends as you feast on delectable creations!

<http://msreg.com/progressivebrunch>

Don't miss our **last DE/TT of the Spring season** as we return to **Willow Springs International Raceway**, the "Fastest Road in the West," on May 28-29. Drive the same historic track legendary racer **Ken Miles** drove in the iconic movie "Ford v Ferrari" (btw that's Ken Miles' car #50 in the Concours pics!) Students are welcome, as our DE team recently inducted several new instructors—well done, DE/TT Chair **Mark Curran and CDIs**!

<http://msreg.com/WSIR0522>

Grab a cuppa joe with fellow P-car enthusiasts Sunday, May 29. No cost, no registration, just show up.

<https://local.yahoo.com/info-20898212-jessie-s-bake-shop-san-diego>

Heads up, Tom Cruise fans, it's **Movie Night** on Thursday, June 2! Join us for a special PCASDR viewing of **Top Gun: Maverick** at the **Regal Carlsbad 12**, 2501 El Camino Real, Carlsbad. You **MUST** purchase a ticket in advance through **MotorsportReg.com**!

<http://www.msreg.com/maverick>

It takes a community to feed a community, so let's help our fellow San Diegans! We are in the midst of our **2022 2nd Quarter PCASDR Virtual Food Drive**. Every \$1 donated provides **5 meals** to those in need, so **DONATE TODAY**, or go to

<https://www.fooddriveonline.org/sandiegofoodbank/PCASDR>

COMING ATTRACTIONS...

- ▶ **65th Anniversary Party**, Saturday July 23, details coming!
- ▶ **Spanish Wine & Food Extravaganza** with **Chef Ron Oliver**, details coming!
- ▶ **Wine & Food Column** by "Yours Truly"
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January Board Meeting

Attendees: Anastasia Berta, Ann Archibald, Ian McIntyre, Steve Eisler, Lana Gill, Tom Brown

Call to order at 7:11 P.M.

President's Message

Welcome! Happy New Year! We are in for a great year in 2022.

Secretary

Approval of Minutes

VOTE: To Approve 2021 Dec. Board meeting minutes M/S/P

VOTE: to Approve 2022 Dec. Board meeting minutes M/S/P

Treasurer

Ian presented the results of 2021, showing the actuals versus the forecast for the year. The year resulted in a positive net balance of \$13K. He noted that the Porsches and Parks tour shows a negative of \$44K but the same chart for 2020, Porsches and Parks shows a net income of \$46K. The span over two years occurred due to the pandemic; the income was taken in during the planned 2020 event that did not occur until 2021 when the expenses were incurred.

AX also showed a deficit, due to a contract with Lake Elsinore. The PDS scheduled for Lake Elsinore had to be moved to Viejas in order to get a more positive response from our membership. Lake Elsinore would only let us re-schedule one date, so we lost \$3500 in that contract.

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

John Straub presented a framed picture to Gary Burch's of his car running at Qualcomm stadium. This gift was in gratitude for his contributions to the club over the past year.

Old Business

Votes between meetings (votes between meetings must be unanimous to be approved):

VOTE: To require proof of vaccination or a negative Covid test result taken within 48 hours to attend the prom, and drivers award party

VOTE: to approve an appropriation increase NTE \$6,500 for AX/TT trophies

VOTE: to approve an Officer gift for presentation at the Porsche Prom

New Business

New Chairs are needed:

Last Tuesday Social North & South,

Web Communications/Calendar

Hospitality (in charge of meals for the board meeting)

Anastasia will confirm with Julie her intention to continue as chair for Tech Sessions.

Ann Archibald later agreed to manage the Calendar

A discussion regarding changing board meetings to first Wednesday resulted in keeping the board meetings to the first Tuesday of the month.

The board discussed holding all of the 2022 Board Meetings @ Vault; Brian Miller was enthusiastic about our using his facility, and requested payment in the form of PCA-SDR membership and an ongoing ad in the Windblown Witness.

VOTE: To approve paying the \$46 membership fee for Brian, and accept a free full-page ad for the Vault in the Windblown Witness for the year M/S/P

A vote was taken to approve the existing chairs that were planning to continue this year.

VOTE: To approve the existing chairs that are continuing M/S/P

Tom Brown had two budget requests:

His first request was for purchasing Membership books, which are usually distributed in February. Last year, we spent \$300. He did not have an exact quote, for this year, but suggested a NTE of \$350. We usually get about 20 for the board and others who need the information. They are not for use by the general membership.

VOTE: To approve NTE \$350 for ordering the membership books M/S/P

His second request was for funds to obtain awards for the prom on Saturday.

VOTE: To obtain thank-you and recognition awards, NTE \$1600, for handout at the upcoming Porsche Prom M/S/P

Social:

Victoria reported on the following events

Porsches and Pours at Mahogany: She capped attendance at 50 people, but had a couple late last-minute requests, so had 52 people. The event was really fun, all had a great time. Karen Raines set up the food and recommended the winery; Victoria wanted to acknowledge Karen and Andrew for stepping up and supporting.

Birch Aquarium Porsche Prom: Attendance reflected new registrations and some withdrawals (seemingly mostly due to concerns about COVID). Three people did not want to attend because they did not want to meet the COVID test requirements. We had 115 registrants. Victoria praised the caterer who agreed to work with her until Friday afternoon to take care of changes as required. Birch has instructed us to socially distance and eat outside, but agreed it was likely to still be too cold to enforce that. Everyone will have to wear KN95 or better masks. She's bringing a big box of 50 masks to support people who have not been able to get their own yet. Birch Aquarium's rules were: if you are vaccinated, wear a mask indoor except eating or drinking; if not vaccinated, wear a mask at all times (except eating or drinking).

Porsche and Parks (P&P). Victoria proposed a dual registration, opening up a line of tickets to the Vineyard region. She proposed that anyone can sign up, but ensure both regions are invited. She suggested an allocation of 25 entries to San Diego, 15 to vineyard, and reallocation if either is low. She would then figure the per person profit/loss to allocate the results appropriately for both regions at end.

Discussion was held regarding how this would be done and how reconciliation would work. The discussion yielded a simple outline of how this could work, but showed a more detailed agreement should be worked out.

VOTE: to approve the proposal to split the slots for P&P between SD and Vineyard (V) regions: Agreed to do profit/loss sharing per the division of region slots, and to start with a slotting of 25 (SD)/15(V) M/S/P

Tom Brown addressed the Porsches and Pours Wine Pairing event. They had budgeted for 40 people, oversold to 44, and then had some no-shows. The event was enjoyed by all

who attended, and were looking for more such events.

Tom requested a new event on March 22 and proposed they do them quarterly.

VOTE: To approve a Porsches and Pours event on 22 March 2022 M/S/P

Tom also noted that Gisele was interested in doing more golf events and contributing to wine socials.

Tom said he was working on details for the upcoming wine tour, hoping to be able to open registration later this month. He is currently working out details for restaurants.

DE/TT

Mark Curran thanked the board for approving the unexpected increase in the cost of the trophies. He handed out a proposed new budget for the upcoming Drivers' Awards party. As a bonus, the location is next door to an ice cream creamery. The caterer for the party is the same Argentinian food served at his home for a board meeting late last year.

Mark was excited about the 2022 season, noting that enthusiasm is high, carrying on the existing momentum and growing it into 2022, thanks to the DE/TT team.

The DE program is really taking off, now turning people away due to limits of how many can be supported. 22 people are signed up for the late Jan DE at Chuckwalla.

He addressed the proposed budget he provided to the board. He is anticipating the proposed \$7K for trophies is excessive.

He budgeted \$5k for long sleeve T-shirts and possibly some jackets that were provided in earlier years at times. He is hoping this number is also excessive. He is not yet sure we can do this, but included it in the proposed budget.

He is looking into instructor shirts for instructors who didn't get them in previous years.

He included some special trophies in the \$6500 NTE budget that had been approved before, and will be placing that order this week.

During last year and prior years, a lot of events were double points events. This year, points will be available for Sunday only, to conform to PCA national rules. Gary deleted the double points from the advertisement for the events.

VOTE: To approve the De/TT budget for the year M/S/P

AX

The reconciliation for 5 Dec AX showed a bit more loss than planned. They had been hoping for 49 people, and only got 37. This allowed them to run the events one way A.M. and reverse in the P.M, but also resulted in the loss. Evaluation showed that we need 65 or more drivers at the \$95 entry fee to break even.

Fred is doing all the prereg on AX, starting with the 5 February event.

The proposed dates for the AX events are:

Feb 5 at Viejas

March 13 at Viejas

April 23-24 is PDS at Viejas (note: all AX and PDS events are currently intended only for Viejas)

VOTE: to approve 2/5/22 AX at Viejas; 3/13/22 AX at Viejas; 4/23-24/22 PDS at Viejas M/S/P

Tours

Ian requested the next Driving Tour be approved for 20 Feb:

VOTE: To approve Driving tour on 20 Feb 2022 M/S/P

Membership

Lana addressed the membership report. She noted the report is a bit odd due to the initiation of the Vineyard region. The report reflects some back and forth as to how the membership got handled. Some people registered for Vineyard and were de-registered from San Diego; some of those then re-registered for San Diego, intending to belong to both regions. It was hard to track the final results, but in the end, she notes we lost 5 members to Vineyard.

She addressed non-renewals as well. She sent out a questionnaire yesterday, but got 3 emails back since, on the survey. The 3 emails thanked her for the reminder; they hadn't intended to lapse.

Murder Mystery Night: 50 members attended the event, 10 of whom were new members.

She hasn't completed the reconciliation yet, but anticipates it came in under budget

Lana requested 3/10/22 for the next membership event.

VOTE: Approve 3/10/22 for next membership event M/S/P

Windblown Witness

Susan wants Windblown Witness materials by 15th of Feb.

Adjourn 8:42 P.M.

Next meeting is Tues. 2/1/22 at Veloce Motors, the Vault.



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



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February Board Meeting

Attendees: Anastasia Berta, Rob Walker, Ann Archibald, Ian McIntyre, Eric Marc-Aurele, Steve Eisler, Lana Gill (zoom), Tom Brown

Call to Order at: 7:05 P.M.

President's Message

The year got off to a great start with the Porsche Prom; it was a beautiful event. Much thanks to Tom and Victoria for the fantastic job they did creating that event

Tom announced that Bill Behun was the 2021 Enthusiast of the Year; the award had been presented to Bill Behun at the Driver's Awards party, as were the Individual Effort Awards, which went to Vinh Ly and Fred Yip.

Secretary

Approval of Minutes

VOTE: To approve the meeting minutes for the January board meeting: M/S/P

Treasurer

Review and Approval of Treasurer's Report

Ian handed out the Treasurer's report. There was a minor loss for January, but he noted several items are still in process, and income for the Prom was recorded as income for December instead of January. There are no expenses against the PDS, due to sponsorship. The bank accounts declined slightly, due to the month's net loss, but the decline does not necessarily indicate an actual overall loss.

Ian sent requests to the various chairs to submit forecasts for the year and is awaiting response.

VOTE: To approve the Treasurer's Report for January: M/S/P

Old Business

No votes were handled between meetings

Ann Archibald has joined Communications & Web teams, responsible for the PCA-SDR calendar

Malcolm Jarvis agreed to Chair LTS South: Ann noted that he did a marvelous job at DZ Akins, his first event of the year.

A chair is still needed for the Last Tuesday Social (LTS) North, to find 6 restaurants for the year in the north county area. Loxie later agreed to work this along with Valerie for now.

New Business

65-year Anniversary! PCA received a framed citation from National in recognition of our 65th year anniversary. They sent a nice letter of recognition and gratitude, noting PCASDR as one of the oldest regions in the country. They also provided a binder depicting an historical walkthrough of region activities. New car stickers were distributed commemorating the anniversary.

Name badges are on the way; we should have them before the next board meeting.

Loxie Gant was introduced as our social media, web, tech expert. She introduced herself as a long-term loyalist, almost born in a Porsche herself! She has managed a lot of social media accounts, and plans to help recruit new members and bring in people who are social media active, and work toward our entry in the national social media contest.

She noted that the dealership (her husband Eric is the Porsche San Diego liaison to PCA-SDR) is looking toward more support of the club, including some schwag for this evening. She also noted they are looking into having the new photographer at the dealership to give away photo shoots of club member cars as a way to bring more engagement.

Anastasia noted a new plan to support membership that we are calling New Member Outreach: Each new member would receive a phone call from a board member. When Lana sends out an email welcoming the new member, she would then add a line to the email letting them know to expect such a call. Steve Eisler will lead the team, with Anastasia, Eric, and Ann also making calls.

Keith sent an email regarding the annual Village walk in Eastlake. They sent a series of dates for our selection to join in. They hold a Village Walk every Sundays for 6 weeks in June and July. A discussion led to selecting 3 July as the date. Rick Richardson volunteered to talk with their organizer to see how he could support them and our club members.

VOTE: To approve Porsche participation at the July 3 Eastlake Village Walk: M/S/P



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Anastasia noted that the email to the chairs to establish chair liaisons (from the board to the chairs) has not yet been sent.

Victoria sent a reconciliation for the prom, which will be emailed out to the board members.

Porsches and Parks: 32 total entries, 4 from Vineyard.

Wine Tour (Tom): Tom noted there was one spot left, with 16 cars registered. He also provided a reconciliation budget, noting the budget was based on zero sponsorship. Michael Zurich noted the tour was a tough sell. Tom plans to discuss this further with Michael.

VOTE to approve the Wine Tour budget: M/S/P

Vineyard Region: Tom had been approached by the tour chair of the Vineyard Region. They are planning a tour for 2 April, starting in Temecula, which would include their region and the local Corvette club. They asked to advertise the Vineyard Region's tour to our membership as a Vineyard region event.

VOTE: To approve advertising the Vineyard Region tour of 2 April as a Vineyard Region event: M/S/P

Richard Trang: Richard discussed another FYI event, Cars and Coffee in Orange County (OC). Richard sent it out to the board, promoting it as a social gathering of sorts.

VOTE: to approve a single day tour to OC Cars and Coffee, pending date to be determined: M/S/P

La Jolla Concours: John noted that advertising was all ready to go. He also sent an email/request to the Zone 8 representative to request sponsorship. The president of the region will be at the Concours, since the PDS was canceled.

Ian noted that a check for \$250 for this should be coming in. He did not know why national reduced the grant for the hospitality tent. Anastasia suggested asking for more support at next board meeting. If you need the money, let's make it a nice hospitality tent. Approximately 1/3 of our Concours slots are filled.

Last Tuesday Social (LTS): Malcolm Jarvis (LTS South) noted that when he talked to Martha about a blast to come out, he got 10-12 responses; in the end, 29 people showed up. He asked if we could send out a questionnaire to give feedback, and to get a sense of how many people are coming. He will work on getting it set up on MotorsportReg.

LTS North: Loxie agreed to take the north county LTS on with Valerie.

DE/TT: Mark Curran provided two reconciliations/reports.

Chuckwalla started off the season, hosting 16-17 DE students along with others in the yellow run group; they had enough instructors step forward to support the needs. Thanks to Victoria, they also had a masseuse there. The event cleared over \$28K in profit (other than the Zone 8 fee, which was accidentally omitted). Eric noted that the season pass was included in that, though, since it's the start of the season. Eric also noted that all the events except Buttonwillow usually make money.

Mark said he was looking forward to 26-27 Feb. for SoW. This historically very rough track has been completely repaved, so it should be great.

2021 Drivers' Awards party. Mark noted this was the first time he had organized it. It was a great night, over 60 people showed up. They held it at Kensington Brewing Co., two doors down from the ice cream store, which came over with scoops of ice cream for all. Russell Shawn (Zone 8 rep) came through with Zone 8 trophies, along with the ones we gave out, including: Chairman awards, rookie of the year, driver of the year (Rob Walker), and most improved.

Someone asked what goes into being selected Driver of the year. Several of Rob's accomplishments were listed, all the BRI (10/13) events he participated in. He finished first in every one of the events he participated in, and he also involved himself in the club, including being in charge of the Timing team, and training all the people who took over for him in handling timing, which allowed him to also drive and instruct. He was also the CDI for TT this year.

AX: Bill Behun gave a synopsis of the January 2 AX all-you-can drive event. Someone got 70 laps in at that event! They predicted 35 attendees at \$125 each. They ended with 38 drivers. Volunteers were only charged 50% of the entry fee, so the average \$101.05 meant we took in a little less than anticipated. He noted that, although the fees were \$3500 for stadium fee and \$200 for the city permit fee, the city did not cash the checks for the 3 AXs. When he asked the city about it, they told him they would waive it; so, the rental was \$3500, not the budgeted \$3700. Porta Potties went up to \$550; since it was a holiday weekend and Sunday delivery, they gave us a \$250 upcharge. Corner workers were paid. And we rented a truck because Rick couldn't drive the trailer up. Only needed one hotel room, not two. However, if we had not had the AX at all, we would have lost \$3500, or \$3700, instead of spent it.

Future AX for the moment. Anastasia, Bill and Mike Brown, are going tomorrow to the EVOC to look at the facility and try and strike a deal with them to let us drive there. The facility, a training center for emergency vehicles, is near the Ray Donovan correction center. It's huge, like a track, and will be over 2 miles when done. They have a huge skid pad and real restrooms, no noise limit, and a pavilion. Finish date is anticipated in April. They'll let us know the status in March

and should be able to start booking in April. They are not a profit-making enterprise, so we are also hoping to combine charitable foundation with them, to donate some proceeds to a wonderful charity every month, and help to cut costs. We're also planning to contribute to the potential for teen driving education. This is something we can do, and would support obtaining Chapter of the year, and a contribution to how we see our club.

Viejas: The gentleman who initially approached us had a contract with Viejas and everything had to be booked through him. We wanted to meet with the tribe, but only the contract representative could meet with the tribe. Last Monday after Chuckwalla, they yanked the cord, evidently due to incidents with other car clubs.

This leaves Lake Elsinore for now, 80 miles north of Mission Valley. Although we anticipate attendance will be lower there, it is our only venue for now. We are anticipating a March 12 date for AX at Lake Elsinore. There is a 60-day window for the city to review the permit application, and we are already within the 60-day window, so it isn't settled yet. Anastasia emailed them yesterday, requesting consideration since we've had 3 AX events already. She plans to provide a budget request for it, guessing some of the items from the last events. We are hoping for 50 drivers. At \$95 apiece, we would get \$4750 of income, expenses at \$5675, resulting in a \$925 loss.

We would then push the PDS to May and hopefully do that at EVOC. Or do it in April at Lake Elsinore if EVOC will not be ready or available by May. She's looking at April 16, 30, or May 1, for an AX and do PDS later in May.

CDIs: The CDIs are working with Eric to update the hand-out to the instructors, and do a tech talk at Porsche San Diego about the more current car models that are less well-known.

Ian: Ian addressed the next driving tour for 20 Feb., starting from Westfield Mall in North County, and ending there. He did send an email out to publicity, but the eblast didn't get sent out. Bev said she would send it out if she hadn't seen it go out by the next day.

Membership: We had 28 new members this month along with 4 transfers in, and 5 transfers out. Our current totals are 1810 primary members, and 1022 affiliates, for a 2832 total membership count.


Tech chair: Julie asked Anastasia to talk for her. She has been directed to approach sponsors first for tech sessions. If she approaches all the sponsors, could she then approach outside the sponsors to see if anyone is interested in doing Tech Sessions.

VOTE: To approach non-sponsors if all current sponsors decline to support Tech Sessions. M/S/P

She also noted an upcoming Lit Show at the LAX Hilton in the ballroom, the 37th annual Porsche literature and toy show. This would occur on Feb. 26, starting at 7 A.M.

Website National Contest. Bev requested any articles, photos, anything else that would apply, to be sent to the webmaster, or to Bev personally, to get on the website. She'd be putting the Yearbook up on the website, the yearbook that National sent us for our 65th anniversary, along with articles from the Windblown Witness. We are currently at about 3 weeks before judging starts, so speed was of the essence. Someone noted the Panorama article on Margie Haas-Smith should be obtained and put on our website, since she is a member of our region.

Loxie did a schwag presentation.

Adjourn at: 8:41 P.M. 

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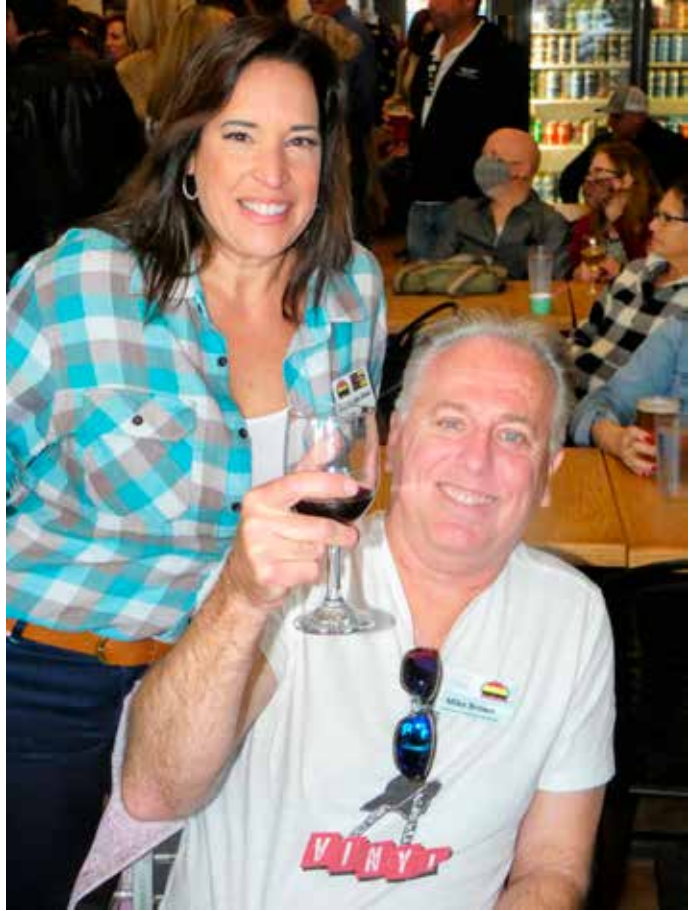
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Drivers' Award Dinner



“WT” “Wild Thing” Wong and Kathleen Jayne



Carmen and Mike Brown



Roger Bush with Sonja Fraser




Walter Vazquez



Bryan and Sonja Fraser

Find the Gull Contest

In order to support our advertisers, attract new readers, and provide a little fun for our current readers, the *Windblown Witness* is initiating a Find the Gull contest in this issue! Hidden in at least one of the ads in this issue is a small seagull icon like this. () If you find a Gull you may win a prize offered by the advertiser. This could be merchandise, a discount on a service bill, a free tech inspection or whatever advertiser decides to award.

Here are the Contest Rules:

1. Entries must be received by midnight of the 15th of the month after publication. (June 15)
2. Only active members of PCA-SDR may enter.
3. Only one entry per each gull. If you find more than one gull you must make a separate entry for each gull that you find.
4. Only one entry per Primary Membership. Affiliate members may enter but cannot enter the same contest that the Primary member has entered.
5. Winners may transfer their prizes to another active member of PCA-SDR. You must notify the company giving the prize that you are transferring it.
6. One winner will be randomly selected from the entries for each Gull in the magazine.
7. Any information gathered in the process of entering this contest will not be shared or used for any purpose other than determining a winner.


To enter the contest, send an email to findthegull@pcasdr.org . In your email include:

First and last name.

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The page number where you found the Gull, the name of the advertiser and the color of the Gull.

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Winners will be contacted by the Windblown Witness and by the advertiser with information on how to claim your prize.
GOOD LUCK! 



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Automobile artist, Kelly Telfer, and his wife Beth Proudfoot, share their home and his artist studio with the wine tour group. They have a lovely and imaginative home in Sonoma, CA.



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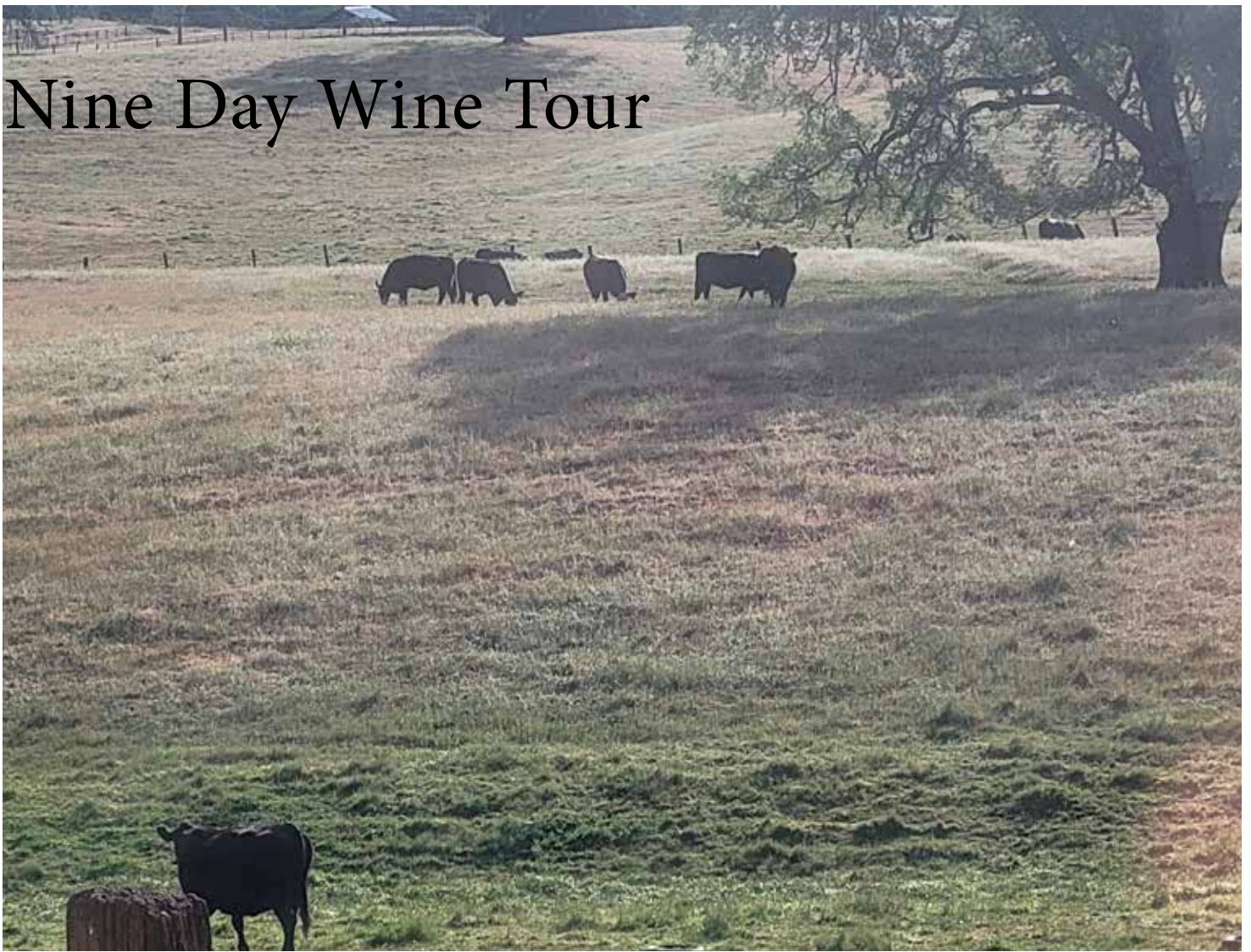
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Nine Day Wine Tour



Hardy wine tourees took a bus tour to several wineries in each of the three wine districts (three different trips). Here we are at Lewis Grace Winery. We visited Gold Country wineries, Napa and Sonoma wineries.



Patty and Troy Daum



Jean LaFlamme and Bob Daley



We had four group dinners and several lunches all with great local fare.



Last Tuesday Social @ Troy's Greek



Wendy Gillespie, Anastasia Berta, Martha McGowan, Ann Archibald and the famous Margie Smith-Haas. We were honored to have the first woman (Margie) to drive in Le Mans at our swingin' soiree. She regaled us with stories of the fast, the furious, and the famous, and was prominently featured in this month's Panorama as one of the very best and significant Porsche racing drivers.



Frederick and Patricia Adler; Angela and Ted Soriano; and Victoria and Fidel Gonzales

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Back Country Roads Tour

Article by By Joann Petersen

The Porsche Club of America-San Diego Region held its “Back Country Roads Tour” on Sunday, February 20, 2022. The tour, coordinated by Ian McIntyre, drew approximately 110 Porsches, representing a range of years and models. On this very chilly morning, members gathered at 8:00 A.M. in the parking lot of BJ’s Restaurant in North County Fair, coffee in hand, for check-in. Robert Schang even brought a box of donuts as a treat. As people arrived, Steve Eisler and his wife proceeded to check members in and distribute wristbands.

Once everyone had arrived, Keith Verlaque opened the event by holding the drivers meeting to outline basic rules and reinforce guidelines for driver safety. Keith reminded drivers to be prepared for the unexpected and make sure to maintain a safe distance between cars while on the tour. He then explained how vehicles would be organized in groups of ten to enjoy the fun and exciting route designed to take us on roads where we could really appreciate the handling and agility of the Porsches.


While Keith continued discussing the specifics of the event, San Diego President Anastasia Berta passed out 65th anniversary stickers. Next, organizers were recognized, and a brief message was delivered by a representative from one of the event sponsors, Porsche of San Diego. Vollig Autowerks also sponsored the event.

As soon as the drivers meeting concluded everyone got into their cars, engines started in unison covering a broad range of frequencies. Groups were counted off falling behind their leaders. Drivers were given maps of the route

and also encouraged to use the Calimoto app on their cell phones for driving instructions. Seasoned tour leaders then led their group on to I-15 North to begin the 154-mile back roads driving experience. The sound of the engines as we accelerated and merged onto the freeway gave any Porsche lover goosebumps.

I was happy that my husband Rick did the driving, or we would have been left behind. It allowed me to take in the beauty of the canopy-covered roads and the excitement of the fast-paced twists and turns of the planned route. This truly made you feel like you were 18 again. We passed amazing horse ranches, beautiful estates and back road scenery that was breathtaking.

A quick stop was made at the Mobil/Circle-K near mile 58.3 to rest, grab snacks, and gas up, if needed. Then onto Temecula Parkway to continue the driving adventure. As we entered the last half of the tour, we were able to really open up on straightaways and hug corners on thrilling turns as we moved through Valley Center, North Lake Wolford and back down to Bear Valley Road, returning us to our starting point.

Despite the overcast start to the morning, the sunshine came out to highlight an amazing driving experience and entertaining time spent with people who share a love for Porsches. The day was an opportunity to be with friends and make new acquaintances. It’s not just the cars, it’s the people. 



Rick Petersen,
EJ McGinn, Dan
Flaherty



Jim Binford and Bob Schang



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1/22-23	CHUCKWALLA	CW	DE/TT	12/12
2/26-27	STREETS OF WILLOW	CW	DE/TT	1/16
4/2-3	CHUCKWALLA	CCW	DE/TT	2/20
5/28-29	WILLOW SPRINGS 2.5	CW	DE/TT	4/17
9/17-18	WILLOW SPRINGS 2.5	CW	DE/TT	8/7
10/22-23	CHUCKWALLA	CW	DE/TT	9/11
11/5-6	BUTTONWILLOW	CW	DE/TT	9/25

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

Article by Martin Schacht (Part 2 of 2)

MODEL SPECIFICS 991.2 CARRERA S

ENGINE 991.2 Carrera S

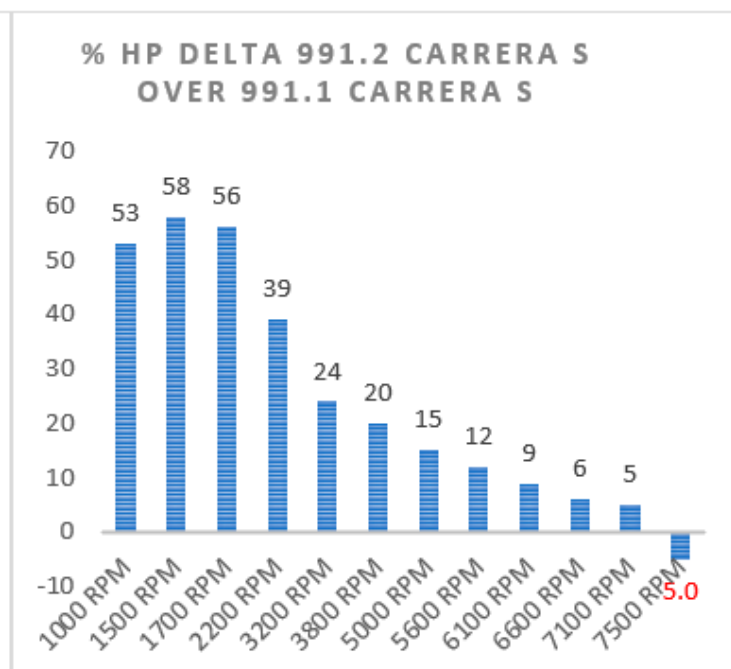
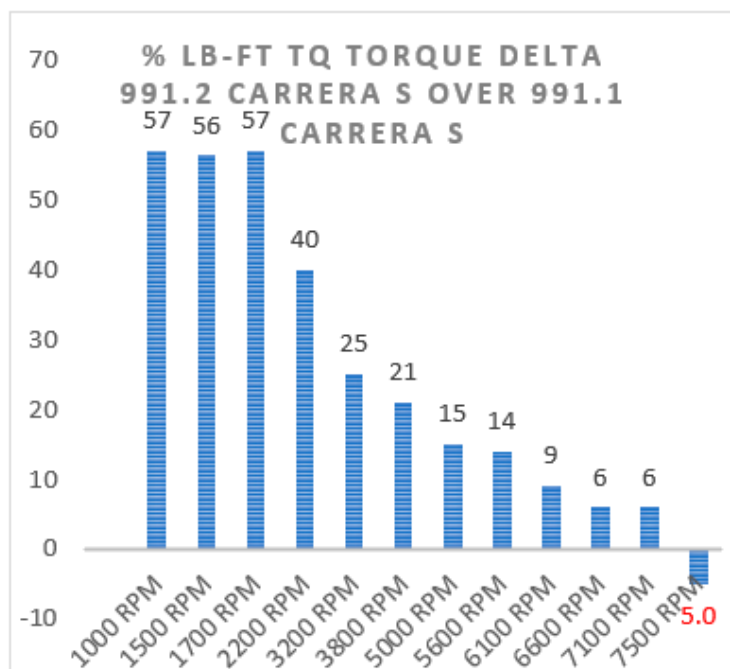
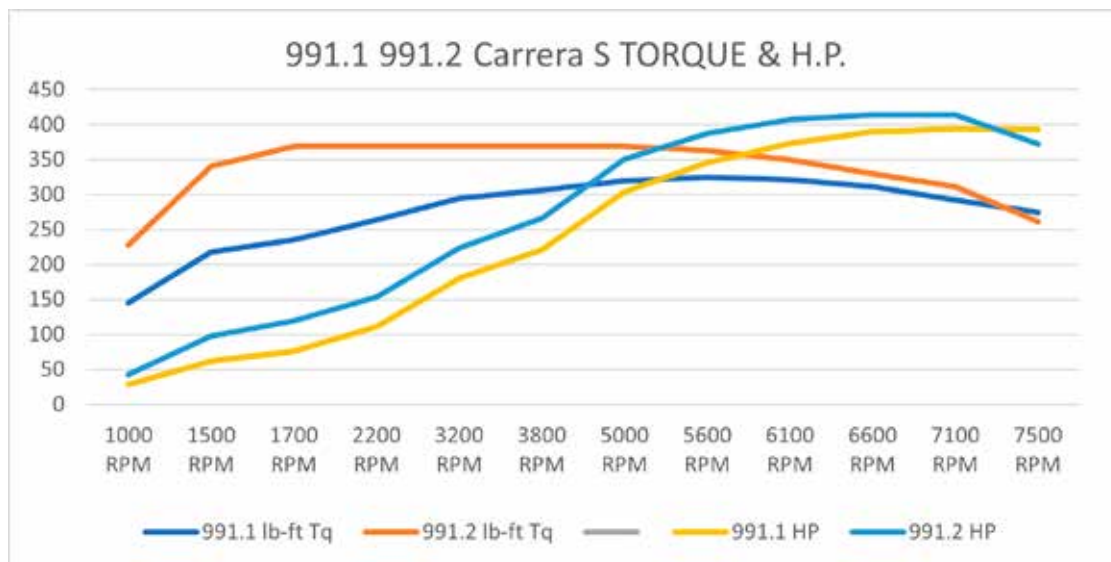
Dr. Dietmar Geisse, Manager Powertrain Product Lines 911/718, Porsche AG, as quoted in 9zero e-magazine, “The basic physical construction of the 3.0 liter 9A2 engine block is similar to the 991.1 engines.” There is a bore and stroke contrast between the 991.1, with a bore of 102.0 mm X 77 mm resulting in a swept capacity of 3800 cc, and the 991.2, “noting the bore and stroke of both the Carrera and Carrera S 991.2 versions are now the same at 91.0 mm X 76.4 mm for a swept capacity of 2,981cc. While these over-square dimensions make for an inherently high-revving motor, however not a recipe for significant torque production in the naturally aspirated world. The twin-turbochargers more than make up for this.”

The 9A2 engines of the 991.2, Carrera and Carrera S, although downsized in displacement, gained two (2) turbochargers and accompanying intercoolers and a plethora of other enhancements described below by Dr. Dieter Geisse of Porsche AG, resulting in up to 13.1 psi of boost for the Carrera and up to 16.0 psi for the Carrera S,” and in the process produce 370 H.P. for the Carrera, 420 H.P. for the Carrera S, 20 incremental H.P. more than their 991.1 kin. “



Dr. Geisse adds in 9zero, “Turbochargers were necessary to meet present and future emissions requirements, while at the same time maintaining excellent throttle response, with the peak power arriving at 6,500 RPM. It (9A2 Engine) revs cleanly to 7,500 RPM.” In addition, he adds, and I paraphrase, “To ensure good throttle response you need a high compression ratio, so that throttle response remains crisp off boost, the waste gates must close as quickly as possible to preserve boost pressure, done with two electronic valves, one (1) for each waste gate. The cylinder-heads are new and feature a central spark plug and fuel injector for optimum spatial filling of the combustion chamber. This arrangement delivers a more even flame path with better combustion lower wall wetting, a reduction in oil dilution and lower emissions. Fuel injection pressure is also up from 140 seen on the 991.1 to 200-bar. In the cold start phase until the coolant temperature reaches 75-degrees C, the fuel-injection system runs at 250-bar pressure to improve fuel atomization and reduce emissions. Where the naturally-aspirated 991.1’s 9A1 motor has one fuel pump, the 9A2 bi-turbo motor has two pumps driven off the intake camshafts by special lobes shaped like a gently curved equilateral triangles. Another significant difference of this Vario-Cam Plus, twin-cam motor is variable valve timing on the exhaust as well as intake cams, which further enhances power output and efficiency.” Those wishing to drill down deeper and harvest technical details of the 991.2, are encouraged to scrutinize an article by Csaba Csere appearing in Car and Driver’s September 11, 2015, edition, exploring the advanced technical features of the 991.2 over its predecessor, the 991.1. As could be expected, the greatest contrast between the 991.1 and 991.2 is the 9A2, high torque, twin turbo motor, no surprise there. <https://www.caranddriver.com/news/a15352498/tech-dive-in-depth-with-the-new-porsche-911-carreras-twin-turbo-flat-six/> Car and Driver also mentions, “The 991.2 S achieves peak power at 6,500 RPM, revs freely to 7,500 RPM, and in the process only loses 11% of peak power in this top 1,000 RPM range. The noteworthy increased torque production of the 991.2 Carrera S in contrast to the previous 991.1 Carrera S model, results in a significantly overall better performance. An increase in low rpm torque is a key to better corner exit acceleration on the track, and nice to have on the street as well.” The graph below is based on data found in the public realm, Wikipedia, etc.

Yellow:-Advantage-991.1, Green:-Advantage-991.2				
ꠔ	991.1-lb-ft.Tqꠔ	991.2-lb-ft.Tqꠔ	991.1-H.P.ꠔ	991.2-H.P.ꠔ
1000-RPMꠔ	145ꠔ	228ꠔ	28ꠔ	43ꠔ
1500-RPMꠔ	218ꠔ	341ꠔ	62ꠔ	98ꠔ
1700-RPMꠔ	235ꠔ	369ꠔ	76ꠔ	119ꠔ
2200-RPMꠔ	264ꠔ	369ꠔ	111ꠔ	154ꠔ
3200-RPMꠔ	295ꠔ	369ꠔ	180ꠔ	224ꠔ
3800-RPMꠔ	306ꠔ	369ꠔ	221ꠔ	266ꠔ
5000-RPMꠔ	320ꠔ	369ꠔ	304ꠔ	351ꠔ
5600-RPMꠔ	325ꠔ	363ꠔ	346ꠔ	387ꠔ
6100-RPMꠔ	321ꠔ	350ꠔ	373ꠔ	407ꠔ
6600-RPMꠔ	311ꠔ	330ꠔ	390ꠔ	414ꠔ
7100-RPMꠔ	292ꠔ	311ꠔ	394ꠔ	414ꠔ



A very experienced Porsche aficionado once told me, “Engines make horsepower, gearboxes make torque, and torque is what accelerates the car. Having a broad, flat torque curve means the car’s acceleration is less sensitive to what gear the driver selects for any given RPM – the car does not necessarily have to be “revved and downshifted” for greater acceleration as a car with a “peaky” torque curve does.” For track use this means a 991.2 is less sensitive to gear ratio selection corner to corner for optimal corner exit acceleration, an advantage for the 991.2 at the track.

TORQUE: It is difficult to ignore that the later model 991.2 Carrera S, 1000 RPM to 2200 range where it significantly outperforms its predecessor, the 991.1 Carrera S, and retains its torque advantage all the way to 7100 RPM. Past 7100 RPM to 7500 RPM, then and only then, the 991.1 can generate a mere, 5 lb.-ft. torque advantage.

HORSEPOWER: From 1000 RPM, the 991.2 Carrera S significantly outproduces the 991.1 Carrera S, all the way until 7100 RPM. At 7500 RPM, again we see a minimal 5 H.P. advantage for the 991.1 Carrera S.

Porsche Sport Response Button (PSRB) is a feature exclusive to the Sport Chrono equipped 991.2 Carrera and Carrera S models, incorporated into the lower right quadrant of the steering wheel, (See Blue Arrow below seen in Pic. 5. 6., 7. And 8.) contained within the center of the Sport Chrono rotary dial. Porsche of Fremont, CA has provided the pic below of the Porsche Sport Response Button.



According to PAG sales literature, pressing the PSRB button primes the engine and transmission for the fastest possible unleashing of power resulting in maximum responsiveness for a period of up to 20 seconds. The graphic display seen below on the left, (Pic. 3.) located in the instrument cluster indicates time remaining with PSRB activated. In (Pic. 4.) is the boost gauge as highlighted with the blue arrow.



The 991.2 engine's horsepower is delivered to the standard seven-speed transmission, manual or PDK automatic, for torque production. The PDK automatic can be overridden and manually shifted with either the gear shift lever and/or shift paddles if need be, in any of its four (4) modes, in contrast to the 991.1, where it was available with Sport Chrono, it would be lacking the Individual Mode, exclusive to the 991.2. As seen above, the rotary dial containing the PSRB, has a four (4) position Mode Switch equating to four (4) specific driving modes to be discussed in the 991.2 Sport Chrono Modes below.

Sport Chrono Modes

991.2 cars optioned with Sport Chrono have a "Mode Switch", seen in their respective active states, indicated by red lights, and illustrated with a Blue Arrow.

Ordinary Mode



Sport Mode



Sport + Mode



Individual Mode



- **Normal Mode:** For around town and mellow road trip driving, a softer more comfortable ride is provided by Porsche Active Suspension Management (PASM), the electronic damping control system that continuously adjusts the damping force on each wheel. Porsche Active Drivetrain Mounts (PADM: described in detail below), standard on the 991.2 Sport Chrono optioned cars, woefully optional on the 991.1 Sport Chrono cars, are at their softest setting in Normal Mode, Sport Exhaust, if so equipped, is at the quietest exhaust note, throttle response is at its least aggressive setting, shift points occur earlier, the auto start/stop button is accessible, where the engine reverts to off in idling situations, such as at a stop sign, and automatically restarts when the accelerator is engaged.
- **Sport Mode:** This mode can be described as an intermediate driving mode, between Normal and Sport +. PASM or the optional Sport PASM, stiffens the damping, PADM dynamic engine mounts on Sport Chrono optioned cars stiffen up, throttle response becomes snappier, shift points are raised, Sport Exhaust is activated with the PDK's auto downshifting for the PDK and rev-matching with the manual transmission during deceleration hard to ignore.

- **Sport + Mode:** This is the optimal mode for the track and aggressive and sporty street driving. You will be noticed in this mode with stealth no longer a possibility. PASM, or optional S (Sport) PASM, further stiffens the damping force on each wheel, throttle response and PDK shifting becomes the most aggressive of all modes, with the PDK happily taking the driver to Red Line in the first six (6) gears when the accelerator is fully depressed. Driver may opt out of the automatic up shifting, down shifting too, choosing to perform this function in a less efficient manual approach, with the gear selector stalk or steering wheel mounted paddle shifters manipulating the PDK. Sorry to say, manual shifting the automatic transmission results in a slight degrading of performance, compared to the fully automatic mode. Automatic downshifting becoming even more prominent on deceleration with PDK equipped cars. Vehicles with the 7-speed manual transmission, continue to benefit from optimal RPM matching on down shifts. Another benefit provided in Sport + mode, the Porsche Active Drivetrain Mounts (PADM) stiffen up in proportion to the intensity of driving being performed, transitioning to solid mounts at the extreme end of the performance driving spectrum. You wouldn't want auto start/stop in this most aggressive of driving modes.
- **Individual Mode:** "Individual Mode", takes it one step better providing an option to personalized a unique mode for the driver. In this mode, the driver may input their personalized settings such as preprogrammed shift points, throttle response, chassis PASM settings, the spoiler default position and Sport Exhaust being either in the On or Off mode. The 991.2. Driver's options are explained in detail in the following link: <https://flatsixes.com/cars/porsche-options/configure-individual-mode-porsches-sport-chrono-package/>

Porsche Active Drivetrain Mounts (PADM): This feature's unique function and utility are explained nicely below in a post from TOTAL 911 NEWS, a UK publication. They also provided the pic seen below. "Porsche included the PADM engine mounts as standard, for the 991.2 Carrera cars optioned with Sport Chrono. PADM was an option for the 991.1 Carrera and 991.1 Carrera S cars ordered with Sport Chrono.



"The (PADM) mounts are filled with magnetorheological fluid containing microscopic iron particles. Each mount contains two chambers, with a circular slot that allows the fluid to pass between the top and bottom chambers. At the centre is a doughnut-shaped electromagnet, which is used to control the fluid's viscosity." Further, "At low engine speeds, the fluid flows freely to provide a more comfortable driving experience. However, the voltage that reaches the electromagnetic is controlled by the ECU, with the map based predominantly on engine speed. As the engine rpm increases, so does the electromagnet's voltage, creating a stronger magnetic field. This increases the chains of aligned iron particles, decreasing the fluid's viscosity. Eventually, submitted to very aggressive driving will render the mount solid."

TOTAL 911 NEWS also mentions, with PADM engaged, driver will experience, "decreased ride quality, as it (PADM) increases stiffness at the rear end of the car, providing improved responsiveness when cornering. PADM is part of the optional Sport Chrono package, allowing the driver to activate the system with the Sport + position located on the rotary switch." It cannot be denied that PADM is an advantage when engaging in aggressive driving, street or track.

Porsche Stability Management (PSM), which has been available since 1998, not unique to the 991.2, nevertheless, deserves mention. According to Design911, 6/27/12, PSM now "comes as standard, and is an automatic control system to stabilize the vehicle at the limits of dynamic driving performance. Sensors continuously monitor driving direction, speed, yaw velocity and lateral acceleration. Using this information, PSM computes the actual direction of motion. If this direction deviates from the desired course, PSM initiates braking interventions targeted at individual wheels in order to optimize the stability of the vehicle.

Under acceleration on wet or low-grip road surfaces, PSM improves traction using the ABD (automatic brake differential) and ASR (anti-slip regulation) functions, giving an agile response. When 'Sport' mode is selected on the optional Sport Chrono Packages, the PSM intervention threshold is raised to enable greater driver involvement – particularly at speeds of up to approximately 70 km/h (45 mph). The integrated ABS can further reduce the braking distance. For an even sportier drive, PSM can be deactivated. However, it is automatically reactivated for your safety if either of the front wheels (in 'Sport' mode, both of the front wheels) requires ABS assistance. ABD remains permanently active. PSM has been enhanced and now includes two additional functions: pre-charging of the brake system, and brake assist. If you suddenly release the accelerator pedal, PSM automatically readies the braking system. With the braking system having been pre-charged, the brake pads are already in light contact with the brake discs. Maximum braking power is therefore achieved much sooner. When sudden braking is detected, the brake assist function applies maximum brake pressure to all four wheels."

991.2 Optional Axle Steering (Unavailable during the 991.1 model run), from www.total911.com: For 991.2 Carrera S cars with Porsche Dynamic Chassis Control (PDCC), an additional option is provided, rear axle steering. "For speeds under 31 mph, the rear wheels are steering the opposite direction to effectively reduce the wheelbase, steering up to 2.8 degrees in the opposite direction of the front wheels. This effectively reduces the car's wheelbase, making it more maneuverable at low speeds." They add, "Also note, when the car is travelling at 50 MPH, or greater, the rear-axle steering turns the rear wheels up to 1.5 degrees in the same direction as the fronts. This effectively lengthens the wheelbase, making the car more stable in high-speed corners." Additionally, "Rear axle steering enables the rear wheels to load up faster, this improving the car's ability to change direction." This is an indisputable advantage for the 991.2 at the track with Optional Rear Wheel Steering and helpful with sporty street driving as well."

Porsche Active Drivetrain Mounts (PADM): This feature's unique function and utility are explained nicely below in a post from TOTAL 911 NEWS, a UK publication. They also provided the pic seen below. "Porsche included the PADM engine mounts as standard, for the 991.2 Carrera cars optioned with Sport Chrono. PADM was an option for the 991.1 Carrera and 991.1 Carrera S cars ordered with Sport Chrono.



SUMMARY OF INCREMENTAL BENEFITS 991.2 over 991.1

- Optimized performance is assured with the 991.2 having a notably greater torque range compared to the 991.1 engine, with steady state torque delivered across a 3,300 RPM range continuum, commencing at 1700 RPM continuous to 5600 RPM dropping gradually to 261 lb-ft Tq at 7500 RPM. In contrast the 991.1 is limited to peak torque production, at 6100 RPM.
- 991.2 is advertised as having twenty (20) incremental H.P. over the 991.1, however available data shows the H.P. delta is consistently greater, in favor of the 991.2,
- Better fuel efficiency and lower emissions are seen on the 991.2,
- The 991.2, when optioned with Sport Chrono, features a four (4) driving mode selection, one of which, the Individual Mode may be customized to meet the driver's specific wants and needs. In addition, Sport Chrono optioned cars come equipped with PADM.
- Porsche Sport Response Button (PSRB) included with the 991.2 Sport Chrono option, providing up to 20 seconds of turbo over-boost and resultant torque and H.P. increases,

- Optional Rear Wheel steering via Porsche Dynamic Chassis Control (PDCC) was not available on the 991.1.

CONCLUSION

- Unique mechanical and electronic features seen on the 991.2, are the result of the well thought out and timely on-going PAG initiative, to meet or exceed present and future emissions requirements while at the same time, provide improved fuel mileage and optimized performance, compared to preceding Porsche models. The twin turbo design and associated power plant accoutrements are key to achieving this intensified level of performance across a very useful RPM range. In the interest of clarity, the following two graphs from above are included below as well.
- The “Elephant in the Room” torque phenomenon is undeniable when comparing and contrasting the 991.1 Carrera S peak torque production to the 991.2 broad and consistent torque range.

The 991.2 Carrera S, enjoys a torque continuum, 369 lb-ft Tq produced across a very useful 1,700 RPM to 5,000 RPM range, eventually dropping to 261 lb-ft Tq but only at the top of the RPM range, 7500 RPM. This amazing torque production seems even more remarkable considering it is achieved from a 3.0 liter twin turbo engine, 21% smaller in displacement compared to the naturally aspirated 3.8 Liter 991.1 Carrera S. The efficacy and value of the 991.2 turbo powered package was confirmed when Porsche adopted a very similar 9A2 engine, tuned to produce increased H.P. for the next generation 992 seen in 2020.

In today’s volatile car market, a pristine 991.1 Carrera S will sell in the low \$80,000s, possibly more. In contrast, the 991.2 Carrera S being a later model car, expect to pay at least \$110,000 or more, noting that the increased torque and H.P. will always command a premium. The twin turbo feature of the 991.2, is here to stay, and as evidenced by the advent its successor, the 2020 and later 992 twin turbo models. Also note, those wanting the 991.1 and 991.2 GTS models, be prepared to spend at least \$20,000 more over the respective Carrera S models. The advantage of the GTS over the Carrera S, more features are standard, and optional features are effectively discounted somewhat, and you get a limited edition wide body car.

When considering the purchase of a 991.1 compared to a 991.2 Carrera S, some may question if the increase in performance and the advanced technology of the 991.2 is worth the extra money? And will this incremental performance delta ever be tapped into? Some would suggest if you don’t use it, why pay for it? Others would disagree, feeling that the potential for power is worth the investment. I concur with this position.

Several other weighty challenges have emerged affecting new and used car availability. Consider the impact of the on-going global and domestic supply-chain problem effecting every industry, coupled with the micro-chip shortage, with both factors negatively impacting the arrival of new cars to the marketplace. In addition, it would appear there is an inexhaustible supply of money chasing a waning supply of cars, both new and used, not a good situation for those looking to purchase an automobile in a leisurely fashion at bargain prices.

Buying a Porsche car in today’s market, can be a challenge. But if I were in the market (And I always am, sort of), I’d shop the usual used car websites with buying criteria in hand, and routinely checking the Porsche dealer national data base. Paying the asking price, or higher, is trending to be the norm. When a car meeting or exceeding a buyer’s criteria is located, have the cash in the bank ready to be wired to the seller. If the car is suitable for you, rest assured others buyers feel similarly. When you locate that ideal car, or close to it, be prepared to act swiftly. Logically, with new car production and availability down, demand and prices for used cars will be on the rise for the foreseeable future. Seize the moment or risk missing out on the joy of Porsche 911 Carrera S ownership.

POSTSCRIPT:

In the back of my mind, I have been on the lookout for a 911 based GTS since missing out on a 2015 991.1 Carrera GTS a few years back. I had decided should I ever find a 991.1 GTS at a somewhat decent price, better yet a 991.2 GTS, I would jump on it. In the process of cruising the Porsche For Sale ads, a hobby of mine, I came across a 2018 GTS, in Georgia, but sadly, too far away for me. The same story for another GTS I found in New York, and then, serendipitously, in December 2021, I happened across a 2017 Carrera GTS (See below) at my local BMW dealer, ten (10) miles from home. I called for an appointment and was told by the “Client Advisor” that the car was there, but an interested party was supposedly coming in to buy the car (were they really?) I had been pining over the Carrera GTS iteration for years,

the 997.2, the 991.1 and the 991.2.

I put down the phone and was off to see the car. I was wowed, it was the exact same color as my 991.1 Carrera S, Agate Gray Metallic, and better yet, it was priced somewhat reasonably. Mileage was acceptable at 20,000 miles, with the previous owner having done all the recommended maintenance and then some, it had a clean Carfax and it was a two-owner car. A Porsche Dealer CPO car it was not, so I would be on the hook for an aftermarket warranty when the limited 90 day TrueCar® warranty expired. I rationalized not buying a Porsche Dealer CPO car knowing I could buy an aftermarket market warranty. The resulting peace of mind will make the cost of an aftermarket warranty bearable.

As of now, I have only put about 500 miles on the 991.2 GTS car, and every mile has been a treat for me. It came with features that were not incorporated into my former 2013 991.1 Carrera S, such as, Lane Control Alert (LCA) that signals the driver with a red light array on the door sills (See below), just aft of the “A” pillar, when a lane change is ill-advised. LCA seems to have a remarkably long range compared to other similarly equipped cars I have driven.

The car also has a backup camera that prior to my acquisition of the 991.2 GTS, I didn’t think I needed. After relying on it for parking assistance, I do. It also has front parking sensors, helpful as the car is 20mm lower than the base Porsche cars lacking Sport Suspension. It looks like I may scrape off far fewer front splitters as a result. The car is equipped with Porsche Communications Management System (PCMS) that incorporates Apple Play, Sirius Radio and has heated and cooled 14 way Sport Seats. So far, I have only mentioned creature comforts.

I am also obligated to disclose a few of the technical benefits such as a 3.0 twin turbo assisted engine with 450 HP, 30 more than the Carrera S, producing 405 lb-ft torque across 2150 to 5000 RPM, a 36 lb-ft torque improvement over the standard 991.2 Carrera S. The car has PDK with Sport Chrono to include the Porsche Sport Response Button (PSRB) described above, also, Porsche Active Drivetrain Mounts (PADM) are included with all Sport Chrono optioned 991.2, cars, a “wide butt” is incorporated as a result of the GTS being based on a Carrera 4S tub, Sport PASM, and it comes with 20” Center Lock wheels (A blessing, or perhaps a curse?) as well as Sport Suspension.

I traded in my former 991.1 Carrera S PDK, sadly lacking Sport Chrono, as well as all the 991.2 GTS amenities mentioned above, but this in no way indicts the car as deficient. It was a great all around car and provided me with hours of joy. But it was from a previous generation, and as would be expected, lacking some technical features and creature comforts that I secretly longed for.

I have had the luxury of owning and driving both the 991.1 Carrera S and the 991.2 GTS, providing me a unique perspective as to the merits and limitations of each. Both cars dominated their respective generations technically with their 9A1 and 9A2 engines, one naturally aspirated, and the other twin turbo powered. And both can be driven in an aggressive Sport + mode on the track and the street, and as needed, can readily revert to stealth mode with the PDK in Normal and the Sport Exhaust in the off position. Based on ones needs and budget, a 991.1 Carrera S, a 991.2 Carrera and Carrera S are all great choices, with the performance and style apex pinnacle, in my opinion, the 991.2 Carrera GTS.

What about the nascent 992 Carrera GTS? Preliminary specs are out now. Compared to the 991.2 GTS, 23 more HP accompanied by an incremental 15 lb-ft Tq, helper springs and larger brakes. There is now a single intercooler, shades of the 992 GTS car’s distant Turbo cousins from the 1970’s. Considering the extra expense and the predictable wait for delivery with accompanying dealer mark up, not a path I’ll be going down, at least for now. But for those that absolutely have to have the latest and greatest from Porsche, consider acquiring the 992 GTS, providing the epitome of the driving experience with inimitable style.

EDITING ASSISTANCE: Bob Gagnon, Russ Dickerson and Forrest Allen, long time “gear heads” and track “junkies”, well versed technically, as is PCA-SDR’s John Owens, a competitive and committed 991.2 Carrera driver, and my inspiration for writing this article. Also noting the invaluable input of Vinh Nguyen, a PCA Potomac Region member and a fellow 991.2 Carrera GTS owner is greatly appreciated. Just as I did, Vinh recently matriculated from a 991.1 Carrera S to a 991.2 Carrera GTS.

Off-roading your Porsche SUV

By Tom Gould

The Cayenne and Macan are by far Porsche's best-selling models the past 20 years. They are more than capable as daily road vehicles—the highways, weekend getaways, long distance trips, soccer duties, trips to the big box stores, etc.

They are also very capable offroad vehicles, but most will never see a dirt road in their life.

Fortunately, our local PCA region (San Diego), has an active 'off-road' program, including a monthly coffee meet where Cayenne and Macan owners can gather and discuss everything about their cars. And off-road tours, where participants can take their Porsche SUV on dirt trails and try-out the off-road capabilities of their car in a group learning environment.

Last weekend was one of our first off-road tours since the pandemic started, and 22 eager Macan and Cayenne owners gathered at Dudley's Bakery in Santa Ysabel to start our tour (and to stuff our cars full of baked goods, you know, just in case we got stuck out on the trail). We had a wide variety of Porsche SUVs, from first generation Cayenne's to later model Macan's, from completely stock suspensions to Cayenne's that had been specially prepared for off-road. And one ambitious driver who had just picked up a used 2008 Cayenne Turbo the night before! Beverly and I were in our stock 2008 Cayenne S, and she did the driving (well, it is her car) and I had navigator and photography duties.

Our event organizer, Garret Guess, handed out instruction booklets for everyone and gave us a rundown of what to expect for the 2 ½ hour tour. He also gave a briefing on car prep for off-roading, such as tire pressure adjustment, removing loose articles from the passenger compartment, speeds to travel, what to watch for on roads, what the car will feel like in certain conditions, etc.

After we were all set, we headed off on the ½-hour highway drive to the trailhead, where we gathered up, made last minute adjustments, switched the cars into off-road mode, and headed out on 2 hours of dirt trails through the gorgeous southern California desert on a perfect SoCal Spring day. Garrett was the lead car and had a radio, so he was able to talk about the road as we traveled, pointing out obstacles, loose sand, steep climbs, water crossings, ravines, etc., encouraging everyone along the way that there wasn't anything that their car couldn't handle. He was great at giving verbal instructions in areas that cars should shift into different modes, just to give them a try, such as downhill assist, fully locked differentials, and other off-road modes that some cars had. There was an angled wash across the road at one point that looked impassable to the regular drivers but watching our leader traverse it on '3-wheels' gave everyone the confidence that 3-wheeling was not a problem in their German SUV.




Bevees playing in the dirt



Garret Guess, our tour leader

A couple of times we encountered a small group of Jeeps or other off-roaders heading the other direction and they pulled over for us to pass, and weren't they surprised at the sight of 22 Porsche's going by! They were all very courteous and were either giving us the thumbs up or filming us as we went by.

This was not, by any means, an extreme off-road event. More of an instructional tour that let the inexperienced try out the off-road capabilities of their Porsche SUV in a comfortable environment, with plenty of help and encouragement. Bottom line, everyone had a great time, with some already asking about the more challenging tours that Garrett puts on. No breakdowns, no damage, lots of dirty, muddy cars. And lots of smiles.

Next stop, the car wash! 



The Cayenne Jerry picked up the night before



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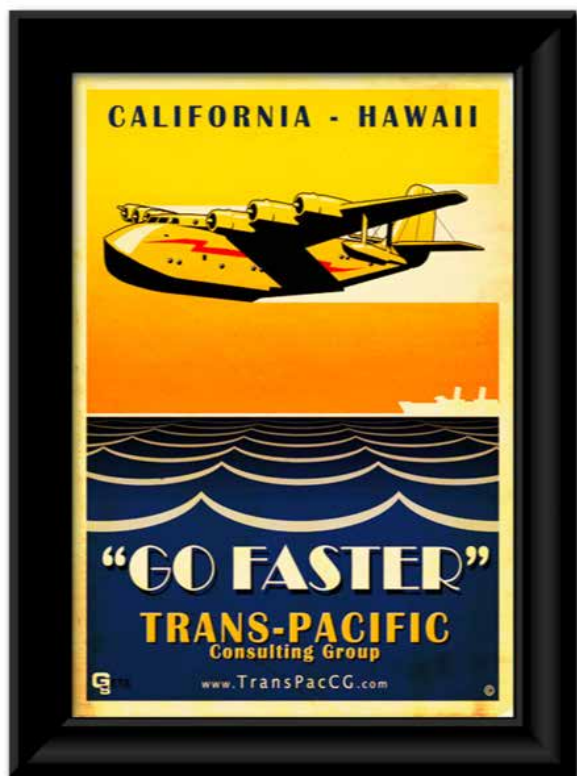


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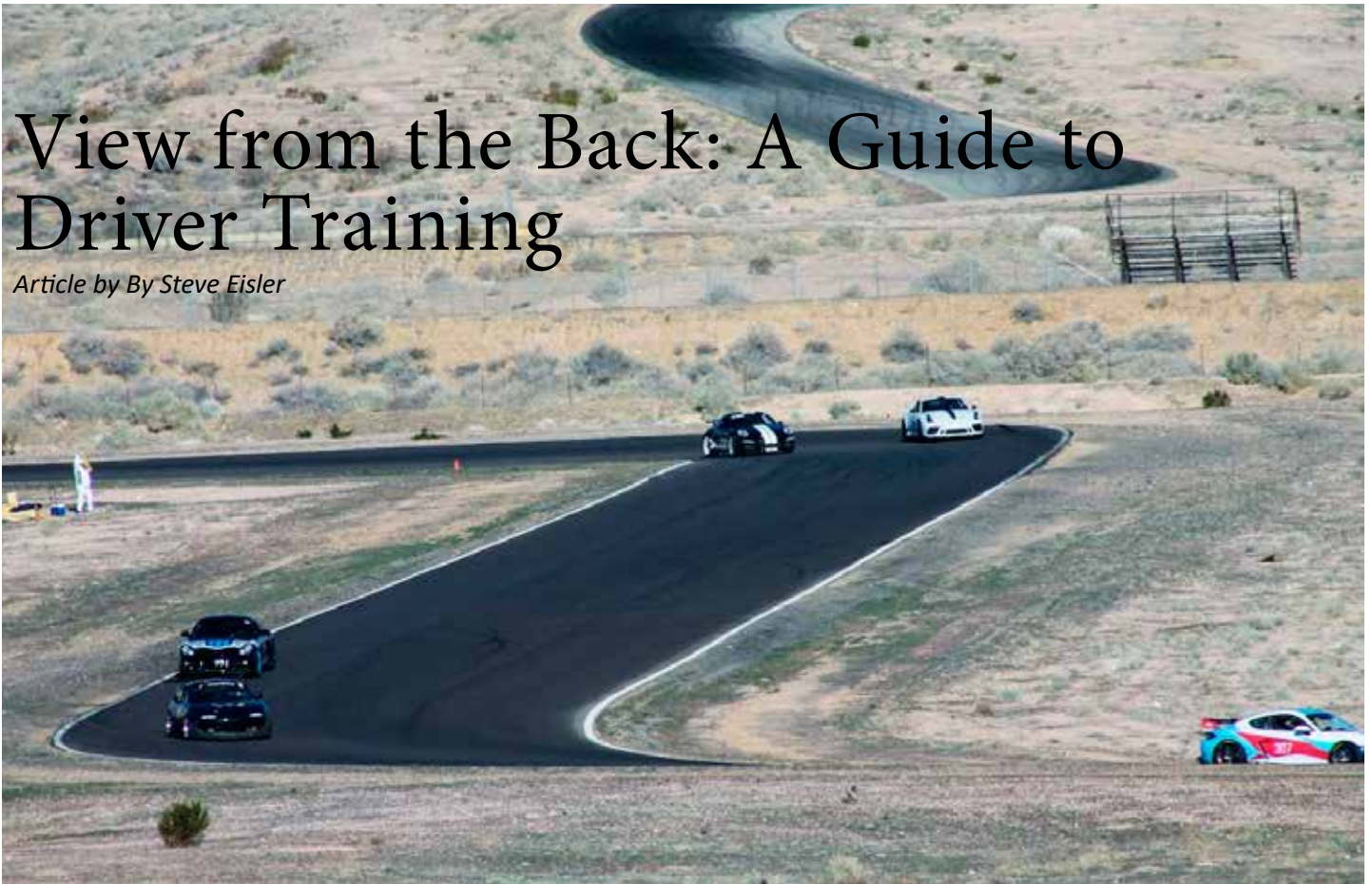


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View from the Back: A Guide to Driver Training

Article by By Steve Eisler



In the last two years PCA-SDR has welcomed over 500 new members. Sadly, due to the pandemic, membership for most of these folks has been limited to reading the *Panorama* monthly and our *Windblown Witness* quarterly. The start of 2022 has seen us emerging from social isolation! Driving Tours are hitting the back roads, Mystery Weekends are being solved, Progressive Dinners are progressing, and social gatherings are flourishing. Chief Driving Instructors (CDI's) have trained 6 new instructors to accommodate the influx of new students at the Driver Education (DE) events at the big tracks, and there is an excellent chance that we will resume our Autocross (AX) and Performance Driving School (PDS) programs at an exciting, new facility soon. Again, there will be opportunities to learn how to drive your Porsche, experience the marques legendary road-hugging capabilities and learn the limits of your car's stability systems, and what to do if you exceed those limits!

Since one of my goals in writing "The View" has been to encourage all members to go beyond the rudimentary driver education they received in high school, I have revised a Guide to Driver Training that I wrote several years ago with the help of master mechanic and tech inspector Steve Grosekemper. Our hope is to encourage participation by describing what you can expect when you register for one of the instructional programs offered by your PCA-SDR membership. Following this guide will be a report on the DE/TT events at Streets of Willow in February and Chuckwalla in April.

PCA San Diego Region (PCA-SDR) offers three entry-level programs to teach you how to be a better driver. This guide describes each of these avenues, highlighting the advantages and caveats of each one, in the hope of getting all 3000+ of you to make a commitment to have PCA-SDR help you become the best driver that you can be. Remember, it has been a long time since you finished your high school driver training course!

Some people recommend doing the Performance Driving School first. Others favor entering a few autocrosses as an introduction to driver training. My first event was a Driver Education weekend at Willow Springs. To eliminate any bias, I will feature these educational programs in alphabetical order!

AUTOCROSS (AX) is a timed, competitive, precision driving event held in a large parking lot or on an unused airfield runway. The course is marked by traffic cones like the flags on a downhill ski run. Each car runs the course one lap at a time with adequate spacing between cars so that you never get near another car on the course. New AXer's are designated as students and are assigned an experienced instructor that will work with them the entire day. The instructor will ride with you on all of your laps. They will teach you how to see the course in what, at first, looks like a sea of orange cones. He or she will help you learn which side of the track you need to be on, when to brake, and when to accelerate. They will let you ride with them in their car so you can see the correct line through the maze, and spend time with you

after each session debriefing and explaining what you did well and what needs improvement. They also will go with you on your corner-working assignment to train you on this vital part of a successful AX. They will be your new best friend for the whole day (and usually much longer). You will retain your Student (or Novice) status and be required to drive with an instructor for at least 4 AX events, or a combination of at least 4 days of driver instruction in one of the three programs. After you are signed off by the Chief Driving Instructor as qualified to drive solo, you can still get instructors to ride with you if they are available.

Advantages: The cost is just \$95 per event, and it is only one day out of your weekend. The area is huge, so if you go off course or even spin, usually the worst thing you can hit is an orange traffic cone. When the occasional incident does occur, it is usually from an advanced driver who forgot to listen to the rules he or she learned as a student. Since the AX is held in an enclosed, limited area, speeds are much lower than on a track, but the many quick turns will really improve your car control. Since they are generally held once a month, you can gradually build your skills and then decide if you want to continue competing or just apply your new skills on your daily driving.

Caveats: The main caveat for all 3 of these events is tire wear! If you just bought a new Porsche or have a late model car with the original factory recommended tires, you need to understand that these are not the best tires for performance driving. While they are Z rated for a maximum speed of 168 mph, they also have been selected by Porsche for a quiet and smooth ride. They will not hold up well under the extreme cornering of an AX and usually show signs of excessive wear on the outer edge of the tire after one or two AX events. This is really not all bad. Check with other people driving the same type of Porsche that you are driving. They will help you decide what is the best tire for your model. Sometimes they are even cheaper than the factory recommendation, and they will stand up to the rigors of an AX or a day on a real track while also giving you better handling on the freeway.

The second caveat which also affects all three events is brake pad wear. In any type of performance driving the brakes are working much harder than during normal driving. You will be amazed at how much brake dust you will find on your wheels after a weekend of driver training. Fortunately, each of these events requires a tech inspection at the event or prior to arriving at the track. Tech inspectors always check brake pad thickness and will warn you if they are wearing thin. If you are going to your first event and have an older car, you should have your mechanic check the brake pads to avoid failing the inspection at the event and not being able to drive.

PCA-SDR is famous for giving our AX entrants more laps

per day than other regions, but even on our best days, we may only get 18 laps in total. I always leave the track wishing I had a few more laps to practice driving the course, because next month the layout will be different. The final caveat is that the surface of the parking lot where the AX is held. The new venue we hope to use and the lot at Lake Elsinore are very smooth, with no pot holes and little loose gravel, but many people still use painters tape or plastic film to protect the paint around the wheel wells and on the rocker panels from flying debris.

DRIVER EDUCATION (DE) is held on a permanent track designed for motorsports racing. DE students are assigned an instructor for the weekend and are placed in their own (GREEN) run group. Other students and less experienced drivers are in the YELLOW group, and more advanced (faster) drivers are in the ORANGE and RED groups. Each group has six 20-minute sessions on Saturday and three on Sunday (four for the GREEN group). As a DE student, your first session will be in the classroom, where you will go over the track layout, basic handling techniques, and track rules and etiquette. In the second session you will learn the best line around the track by following an instructor at a moderate speed. In the third session you will practice passing and being passed. In the following seven sessions you and your instructor will have over two hours to work on your driving skills. No timing devices are allowed so that you can just concentrate on learning how to handle your Porsche.

Advantages: The biggest advantage is that you will get much more time to work on your skills with your instructor. You get about a full AX's worth of driving in each DE session! The cost is less than the total of 9 AXs, and all of your lessons are compressed into one weekend as opposed to being spread over several months. You also can keep the same instructor for the whole weekend. Since your engine will be running at high revs for a full 20 minutes instead of being stressed for 1.5 minutes and then idling for 2 or more minutes, the DE is probably easier on the engine than the equivalent 9 AXs. Note that the DE event participation is limited by the number of instructors available. Sign-up dates are emailed to members ahead of the actual registration. You should be prepared to sign up at 9:00AM ON the opening date to have a chance to get an instructor.

Caveats: Speeds on a race track are much higher than in a stadium parking lot. The tracks we use do not have many walls or obstacles near the race surface, so if you go off course, hopefully, you will just have to contend with rocks and dirt. The DE group is always smaller than the other groups, but you do have 10 or more cars on the track at the same time, so they will not be spaced out like an AX. Some will be faster, and there will be passing in the designated passing zones. Learning how to pass and be passed is taught in the third session of the DE and then practiced



Cupcakes served by Cupcake!

the rest of the weekend. You will need to be alert and focused, because there will be cars in close proximity to each other at high speeds.

Tire wear is again a problem, but not nearly as severe as three or four AX events, since the turning is not as aggressive. If you have factory original tires you should have at least half of the original tread depth left (typically 5/32"). Brake pads are critical on a high-speed race track. You will be required to have a Tech Inspection at a certified shop and submit your form before you make the trip to the track. Your tech inspection mechanic will make sure your car is ready for two full days of on track activity. Finally, you need to take care of yourself. At my first DE I was exhausted after just 3 sessions. Riding with my instructor had my stomach in knots, my arms and shoulders were aching from gripping the wheel so hard, and I was exhausted from not sleeping well the night before. At the end of the third session, I thought my track days might be over. During the lunch break I wrapped up in a heavy coat and managed to take a nap and was able to continue. Try to get plenty of sleep the night before any driving event. Drink water regularly even when it is not hot, and take a session off if you do not feel ready to drive.

PERFORMANCE DRIVING SCHOOL (PDS) is a combination of an AX and the experiences of a DE taken at a slower speed. The event kicks off with an evening classroom session including written and visual aids. After Saturday's Tech inspection and breakfast, the rest of the morning is spent on water-soaked skid pads. Saturday afternoon features four excellent car control exercises and plenty of time for dramatic improvement. On Sunday, an autocross track is set that incorporates all of the elements you learned in Saturday's exercises. You and your instructor will spend the day applying your new skills in an untimed AX setting. You will be amazed at how much you learn, and also by how much more there is to master!

Advantages: Each Saturday control exercise focuses on one skill at a time and gives you plenty of time to master that skill. Even though Kathy and I were sharing our car, we still had enough repetitions to really improve our skills. Since participation is limited to 40, you will get many more laps on Sunday's AX instruction day than you would get as a student (or driver) at a regular AX. You also will have the same instructor all day so that you can continue to improve from one session to the next. During this action-packed weekend, you will probably get more time behind the wheel than you would on a DE weekend.

Caveats: Exhaustion, tire wear, and brake pad wear are, again, the main bugaboos. Do not plan on going out to dinner and celebrating on Saturday night! You will be way too tired, and Sunday is a full day of driving, so plan on getting a good night's rest. The PDS is the hardest event on tires. Although the skid pad exercises are done on wet pavement, they do cause extra wear on the outer edge of the tires. Other exercises are done at higher speeds (not as fast as a DE) and teach hard braking to activate the ABS systems of the newer cars. This again increases tire and brake pad wear. CDIs says that at every PDS there are several drivers who have to skip the Sunday instruction because they do not have enough tread left on their tires. Tell your mechanic that you are driving the PDS and have him check your tires and listen to his recommendations. Finally, remember that there will be up to four different activities going on at the same time on Saturday afternoon. Although these exercises are carefully spaced throughout the large parking lot, there still are light posts and other obstacles on the lot surface! It is vital that you be alert and listen carefully to your instructor, and do exactly what he or she asks you to do. PCA's national board has directed the regions to recheck their safety procedures for ALL events in order to have safe, incident-free learning experiences for everyone.

In conclusion, here are the Learn to Drive ABC's for PCA members:

A. You have a fantastic car capable of much better performance than you can imagine.

B. Your high school driving course taught you the rules of the road but nothing about car control.

C. PCA-SDR offers you three avenues to learn how to drive more effectively and more safely, whether it be in your Porsche or your 2001 Nissan Xterra.

D. You will spend more on tires, but that investment will be less than the repairs from not knowing how to avoid a spare tire that has been dropped from the vehicle in front of you on the freeway.

E. You might find out that this whole AX, DE, TT alphabet jumble is a lot more fun than you thought. Now you have a new hobby, a new set of dates on the calendar to look forward to, and a whole new set of friends, outside of your workplace friends, with whom you can share your experiences.

STREETS OF WILLOW--On February 26th and 27th, 70 of us gathered to drive on the 1.8-mile Streets of Willow track at Willow Springs International Raceway near Lancaster CA. "Streets" is the second longest of the 7 tracks at WSIR and was just completely resurfaced. The resurfacing project widened the track in several places and, most importantly, smoothed the bumps in several places that had made the track very uncomfortable for many people. The new track lowered everyone's best lap by about 2 to 3 seconds and made for some very happy faces at the end of the weekend. Richard Drewery started out running in



Celebrating at Chuckwalla

the 1:40s in his first event at the track and progressed to a 1:34.63 by Sunday afternoon. Fred Yip was his instructor. Dave Aberizk, with instructor Terry Barnum, started his first weekend at the “Streets” in the high 1:30s and won his class with a 1:29.02 in the timed runs at the end of the weekend. Ryan Solomon, in a CC07 Boxster S, started Saturday morning with a best of 1:34.22 and finished the weekend with 1:27.11. In addition to the great lap times, the weather was beautiful. Willow Springs is famous for challenging weather conditions, and this was one of the best weekends in many years. Hopefully you will join us on the new, smooth “Streets” next year.


CHUCKWALLA (Counter-clockwise)—April 3rd is our anniversary. Last year, for our 50th anniversary, Kathy and I were going to celebrate at Chuckwalla and then have a big dinner party on the following weekend. The dinner party was 19’d, and we missed Chuckwalla due to my knee surgery five days before the event.

This year we ordered some cupcakes with number 51 on each cupcake. We borrowed coolers and ice packs to keep the frosting from melting, used Adam Gills famous race car, ‘Cupcake’, as the serving table, and invited everyone to celebrate our 51st anniversary when the track went cold on Saturday evening! It was a nice addition to another great Chuckwalla weekend. Weather was warm but not extremely hot. Winds were not a problem except for a couple of ‘dust devils’, and times improved over the weekend.

Whenever possible I try to get an extra day of driving on Friday. On the Friday before our event, I joined one that was sponsored by SoCal Drivers Club, who agreed to change the direction of their event to CCW to match the direction we would be driving over the next two days. I improved my personnel best on Friday, went 2 seconds faster on Saturday, and did my slowest time of the weekend during the

timed runs on Sunday! I guess I had mentally packed up my gear and headed home before the timed runs started.

We had 26 drivers record times under two minutes on the 2.68-mile-long track, including one car in my class, CC08. My good friend, Steve Firshein, had the fastest non-Porsche time of 2:02.06 driving a Mazda Miata, and Randy Blaesi, another driver in my age group, recorded a 2:11.73, placing 2nd in CC07. Steve Thompson improved his best CW time by 2 seconds with a 2:10.92, and Jason McClure in his brand-new Spec Boxster did a timed run of 2:14.82. First-timers Victor Murray did a 2:07.23 in his CC09 Cayman S, and Kirk Fertitta did a 2:08.47 in the same class. Although he really doesn’t fit the ‘View from the Back’ description, Eric Marc-Aurele has moved up to CC08 and dropped his time to 2:04.86 to win the class.

When you receive this issue you should still have time to register for the May 28th and 29th TT at Big Willow, ‘The Fastest Track in the West.’ Watch your email box for notices on new AX and PDS opportunities that may show up, and follow the Guide to Driver Training to get your car ready for the first event in the fall, another DE/TT at Big Willow on September 17th and 18th. Also be sure to check out the Find the Gull Contest and enter to win a prize from one of our advertisers. My proof-reader, Kathy, and I will be at the Progressive brunch in May and the Mystery Weekend in July. If you enjoy these articles or have suggestions for new topics, let us know at these events or at the next track event. And always remember, It’s not just the cars, it’s the people. 

DE Student/Instructor Pairing

STUDENTS

INSTRUCTORS

January 22-23 Chuckwalla Valley Raceway (Clockwise)

Tim O'Neal	Terry Barnum
Chris Ashburn	Anastasia Berta
Darin Pines	Roger Bush
Michelle Huxhold	Glenn Crawford
Miles Duncan	Jad Duncan
Natalie Punt	Alex Filsinger
Dave Aberizk	Steve Firshein
Ben Smith	Shawn Flanagan
Richard Drewery	Bryan Fraser
Jason Kim	Grant Graber
Joseph Djan	Chris Keefer
Jaun Estruch	Greg Phillips
Michael Telles	David Smith
Richard Morgan	Albert Ubieta
Robert Lesko	Rob Walker
Reegan Filsinger	Murray Wunderly
Paula Fertitta	Fred Yip
Ethan Franke	Jamie Fingland

February 26-27 Streets of Willow

Sanjay Agarwal	Anastasia Berta
Darin Pines	Murray Wunderly
Jeff Fisher	Jamie Fingland
Dave Aberizk	Terry Barnum
Michael Telles	Shawn Flanagan
Jennifer Elovitz	Bryan Fraser
Kirk Fertitta	Chris Keefer
Yong Kwon	Greg Phillips
Richard Drewery	Fred Yip

April 2-3 Chuckwalla Valley Raceway
(Counter-Clockwise)

Sanjay Agarwal	Fred Yip
Nicholas Crandall	Chris Keefer
Taylor Crandall	Greg Adelman
Juan Estruch	John Schellhorn
Keith Larochelle	Terry Barnum
Stephanie Morris	Jamie Fingland
Darin Pines	Shawn Flanagan
Jonathan Polikoff	Eric Marc-Aurele/Ryan Moore
Gino Rocca	John Owens
Michael Telles	Roger Bush
Jennifer Elovitz	Anastasia Berta
Kirk Fertitta	Murray Wunderly
Ethan Franke	Rob Walker
Yong Kwon	Grant Graber

Membership

New Members

Robert Badere
San Diego, California
2013 Boxster S

Dave Barberree & Andrew Barberree
Carlsbad, California
2022 Taycan

Errol Basa & Pamela Basa
Chula Vista, California
2014 911 Carrera 4S

Bruce Biederman
Del Mar, California
2014 911 Carrera 4S

William Bonnar
Temecula, California
2019 911 Turbo Cabriolet

John Boyd & Michelle Boyd
San Diego, California
2019 718 Cayman GTS

Roy Boyko
Chula Vista, California
2015 911 Carrera

Sean Brophy
Escondido, California
2007 Cayman S

Roger Brown
Oceanside, California
2017 911 Carrera

George Chiang
La Jolla, California
1996 911 Carrera Cabriolet

Christopher Chisholm
Ramona, California
2006 Cayman S

James Churchill
San Diego, California
2019 Cayenne S

Kyndra Cleveland & Ashton
Cleveland
San Diego, California
2018 Macan

Kevin Crawford
Oceanside, California
2003 Boxster S

Aimee Cser
San Diego, California
2018 Macan GTS

Mike Daniels
Carlsbad, California
1988 911 Carrera Cabriolet

Joseph Davis & Eileen M.
San Diego, California
2003 Boxster

Marc Davis
San Diego, California
2020 911 Carrera S

Bryan De La Cruz
San Diego, California
2018 Panamera 4 E-Hybrid

Lynn Derby
San Diego, California
1997 Boxster

Jonah Dominek
San Diego, California
2006 911 Carrera S

Mark Doporto
San Marcos, California
1999 911 Carrera 4

Elisabeth Ighes Dorow & Michel
Peeters
Montabaur, Rheinland-Pfalz
2013 Cayman S

Byron Dyck
San Diego, California
2007 911 Carrera

Andrew Dye
San Diego, California
2021 718 Cayman GTS 4.0

Matthias Eckert & Sarah Eckert
El Cajon, California
2015 Macan S

Doug Emery
San Diego, California
2016 Boxster Gts

Joseph Felix
La Mesa, California
2007 911 Carrera

Zachery Friend
San Diego, California
1999 Boxster

Eduardo Galvan
San Diego, California
2013 911 Carrera

Cindi Gilbertie
San Marcos, California
2019 Macan S

Alfredo Gomez & Sofia Vuilleumier
San Diego, California
2019 911 GT3 RS

Steve Goyette
Encinitas, California
1973 911T

Valerie Hanke & Austin Hanke
Coronado, California
2022 Taycan

Joe Hoopes
San Diego, California
2022 911 Carrera 4S

Richard Horowitz
Encinitas, California
1970 914-6

Steven Hylan & Brea Hylan
Ramona, California
2021 911 Carrera S

Lawrence Katz & Rachel Martin
San Diego, California
2022 Macan GTS

Kulvinder Kaur
Carlsbad, California
2004 Boxster

Tyler Kirchhoff San Diego, California 2012 911 Carrera 4 GTS	Antonio Mejia Coronado, California 1991 911 Turbo	Carey Orielly Encinitas, California 1973 914 2.0
Jonathan Kistler & Janelle Kistler San Diego, California 2008 Cayman	Wesley Melbrod San Diego, California 2005 911 Carrera	Toby Ow San Diego, California 2021 718 Spyder
Kimberly Kramer San Diego, California 2012 Cayenne	Enrique Mendoza San Diego, California 1970 911T	Michael Peterson Vista, California 2007 911 Carrera 4S
Michael Kurima Carlsbad, California 2014 Boxster	Thomas Millikan Encinitas, California 2016 Boxster GTS	Peter Pfau San Diego, California 2021 Taycan 4S
John Leclair Carlsbad, California 2018 Macan Gts	Joseph Molina Del Mar, California 1997 911 Carrera S	Richard Plat Carlsbad, California 2018 Macan Turbo With Performance Package
Yipeng Li San Diego, California 2021 911 Carrera	Josh Morales Chula Vista, California 2005 Boxster S	Peter Preuss La Jolla, California 2022 Taycan 4S
Evan Lipe La Mesa, California 2008 Cayman S	John Morris Carlsbad, California 2020 911 Carrera Cabriolet	Michael Puente Carlsbad, California 2017 Panamera
Moises Lombrozo La Jolla, California 2007 911 Carrera S Cabriolet	Stephanie Morris San Diego, California 2002 911 Carrera	Babak Rastkar San Diego, California 2020 Cayenne
Milan Maletic & Vukosava Maletic Poway, California 2007 911 Targa 4	Mark Morrison El Cajon, California 2005 911 Carrera	Roberto Rimini San Diego, California 2014 Cayman
Carlo Mata San Diego, California 2010 911 Carrera S	Michael Mueller La Mesa, California 2013 911 Carrera	Greg Robinson San Diego, California 2020 911 Carrera S
Andrew McCloskey Julian, California 1988 911 Carrera	Gabriel Murillo & Melissa Murillo Chula Vista, California 2022 911 Carrera	Gino Rocca Carlsbad, California 2005 911 Carrera
Pearson McCreary San Diego, California	Sai Narain San Diego, California 2012 Boxster S	Robert Rosenstock Playa Vista, California 2022 Taycan
Jenny McGowan La Jolla, California 2005 911 Carrera S	Sean Ng Pack La Jolla, California 2015 Boxster	Bill Ruckle San Diego, California 2013 911 Carrera S
	Daniel Ohalloran Encinitas, California 2003 Boxster S	Jonas Salomon San Diego, California 2016 911 Targa 4S

Membership

Stacey Secrest
Encinitas, California
2021 Macan

Ivan Sevilla & Lyria Sevilla
San Diego, California
2001 911 Carrera

Dev Shah
San Diego, California
2018 718 Cayman S

Eric Shooks & Loxie Shooks
San Diego, California
2021 Taycan

Erika Sims
Fallbrook, California
2021 Taycan

Thomas Southward
San Diego, California
2006 Cayman S

Jeff Stacy & Yoko Stacy
Oceanside, California
2000 Boxster

Richard Stephenson & Paige Laws
Carlsbad, California
2022 911 Carrera

Rj Strayer
San Diego, California
2020 911 Carrera S

Julia Szlakowski
San Diego, California
2019 911 Carrera S Cabriolet

Nicholas Tait
Cardiff, Colorado
2017 911 Carrera S Cabriolet

Dale Tiglio
Encinitas, California
2019 911 Turbo Cabriolet

Michael Tomeo
Oceanside, California
2015 Cayman

Sammy Tuman
San Diego, California
2009 Boxster S

Larry Valenti
Carlsbad, California
2014 Cayman

Marco Vallido
Chula Vista, California
2003 911 Turbo

Hans Voigt
Poway, California
2000 911 Carrera Cabriolet

Kevin Watt
San Diego, California
2019 911 Carrera T

Kelly Williams
San Diego, California
2022 Cayenne

Chuan Xu
San Marcos, California
2022 718 Boxster

Yan Yaroshevsky
San Diego, California
1976 911S Targa

Anniversaries

Five Years

Sergio Berkstein
Patrick Bodine
Dwight C. Bowman I
Guilherme Brighenti
Ricardo Delmundo
Chuck Eggers
Joe Erpelding
Joseph Fernandez Jr.
Robert Hamparyan
Anthony Iasi
Ranjan Majumder
Bill Maxam
Trevor Mihalik
Edward Panarese
Paul Samaan
Mike Santos
Bernd Schlickeiser
Michael Sutter
Shirley Trent
Barry Walker

Ten Years

Daniel Dragan
David Green
Ronald Johnson
James Morris
Benjamin Ringo
Bruce Wing

Fifteen Years

Norman Aiello
Franz Borowitz
Anthony Comeau
Doyle Hansen
Greg Larson
David Malmberg
Twain Nguyen

Twenty Years

William Behun
Emidio Delconte
Bill Earon
Clifton Fitzhugh
Jeff Ghilardi
Brian Goldey
Mark Matsumoto
Rex Sampsell
Shawn Schraeger
Andy Thomas
Albert Ubieto
Charles Weber
Brian Wender
Henry Williamson

Twenty Five Years

Watler Barzal
Aubrey Eyer
Howard Groveman
Bruce Perretti
Morgan Peterson

Thirty Years

Raymond Dicus
Christopher
Glembotski
Joe Martinez
Robert Pachorek
Nurtjahya Sambawa
Michael Skyhar
David Westendorf

Thirty Five Years

Ronald Grabler
Randall Kilpatrick
Gregory Smith

Forty Years

David Belanich
Jasna Belanich

Forty Five Years

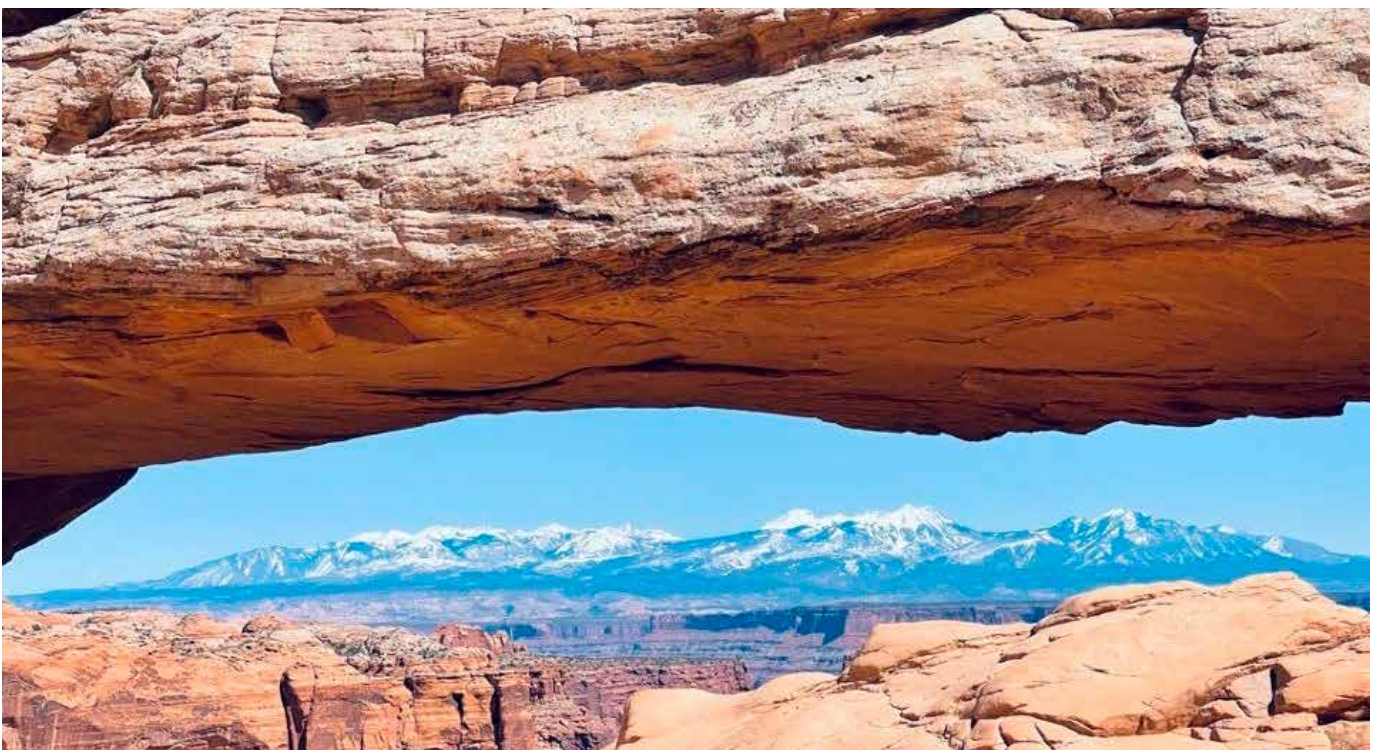
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