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

May 2023

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Rob Walker in his 991.2 GT3 coming down the hill at turn 10 Chuckwalla.

WINDBLOWN WITNESS

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– Last Tuesday
Malcolm Jarvis
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– Wine Dinners
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– Mystery Weekend
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– SUVs-n-Coffee
Garret Guess

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Driver's Ed
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Through The Windshield


Tom Brown
SDR President

One thing that has always set San Diego Region apart is our strong social program. For the past 20 years, our Last Tuesday Social series has been a big component of this program. Our February event this year saw us at 067 Eatery, and I want to give a special mention to club member and owner Bill Baker, who generously donated the proceeds from that event to the club. One of the great things about this event is that it allows us to try new restaurants, places we may not otherwise know even exist, let alone patronize. They, of course, are taking a risk by reserving so many seats for us, potentially turning away some of their regular customers. Remember, please tell them how much you appreciate their allowing us to hold our event at their establishment, and if you like them, please give them some repeat business.

Susan and I just returned from Europe, and part of our trip was spent in the Alsace region of France. This region is known for a few things, such as having changed hands several times between France & Germany – resulting in a local cuisine that is an interesting blend of refinement and heartiness – as well as numerous town names that sound like they are on the wrong side of the German border. It is also one of France's more famous wine regions, specializing in whites like Riesling, Gewurtztraminer, and Pinot Gris.

While there, on a visit to the town of Mulhouse, we happened to stumble across the Musee National de L'Automobile (<https://www.musee-automobile.fr/en/>), home of the Fritz Schlumpf collection. This collection of over 450 cars shows the early history of automobile development in Europe (with a few modern cars thrown in). There are a few token American cars, such as a Mustang, a Cutlass, and a Checker Cab. The collection is heaviest on the pre-WWII automobiles,

showcasing numerous manufacturers you've never heard of before the industry consolidated into giant corporations during the latter half of the 20th century. Perhaps most impressive is the collection of Bugatti's, which appear to have been Schlumpf's favorite make. While mostly street cars, there are also numerous race cars from the era. (And, again, a few modern ones as well.) One conspicuously absent brand is "Porsche," the closest they came to it was a VW Beetle. (There is also a 1937 Mercedes-Benz 170H, which looks suspiciously like a Beetle from some angles.) If you happen to be in the area, I suggest you stop in. They did a great job with the museum, and there are lots of amazing automobiles on display. Afterward, be sure to sample a local specialty, the Choucroute Garnie, a gut-busting meal of sauerkraut, potatoes, several kinds of sausage, roast pork, smoked ham, and pork belly.

Once again, I remind you that our sponsors make much of what we do possible. As you read through this, you will see advertisements from local establishments. When you attend events or see event ads and flyers, you will see or hear about the local businesses supporting these events. If you patronize them, be sure to thank them. Let them know you are a club member. Let them know you saw their ad in the Witness. Tell them "Thank you" for supporting an event you enjoyed. I'm sure they'd like to hear about the event and how wonderful it was. The more they hear back from you about how much their support is appreciated and how much we promote their companies, the more likely they will keep supporting us. Anything you can do to help with this vital aspect of our club's community relations would be much appreciated. 



A gorgeous 1938 8 cylinder Mercedes Benz.

You can see rows of cars in the background. A BIG collection.



1937 Tatra Limo, a V8 aircooled vehicle with a rear engine, allowing for lots of passenger space.

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Our Porsche Family in the US – Margie Smith-Haas and Paul Haas



Left to right - Paul Haas, Lori Shutz and Margie Smith Haas

Margie and Paul go back to their roots

Long standing PCWA members and former race car drivers Margie Smith-Haas and Paul Haas recently attended the Phoenix Region Porsche Club of America's 60th Anniversary. Margie was a past president of the region in 1997 and attended the anniversary along with 9 other past presidents. Phoenix is very special to Margie and Paul as they met and started dating while living there.

Another reason they why they went was to see Lori Shutz, daughter of past Porsche AG president, Peter Shutz. Lori was the featured guest speaker who gave an historic presentation about her father and was signing and selling her father's book "Driving Force". Lori is very active in the Porsche Club of America and is also the Zone 4 national PCA rep. as well as the head of the DE for the region. Margie hadn't seen Lori since 1987, when she gave her and her brother a ride in the PPG Pace Car

at the Monterey Indy Car race. Porsche were debuting their Porsche Indy Car (which was unfortunately unsuccessful).



Margie Smith-Haas and Lori Shutz

In 1982 Margie and Paul met with Peter Shutz at the Porsche Factory and stayed with Peter and Shiela Shutz's home. The next day Margie and Paul were off to Salzburg, where Peter Porsche picked them up and took them to dinner. After dinner, they went to Peter Porsche's dealership, viewed his collection and they purchased their 924 Carrera GT off his showroom floor. Margie and Paul still have the car and are currently having it preserved.



Wolfgang Porsche and Margie Smith-Haas at the Werks Reunion in Monterey, California

Earlier in the year (16 August 2019), Margie and Paul also attended the Werks Reunion in Monterey, California, where they met with Wolfgang Porsche. Note the club logo on Margies shirt!

Paul Haas passed away March 20, 2023

April Last Tuesday Social

Article by Steve Eisler



Bob And Ali Proctor

The April LTS was held at Tommy V's Urban Kitchen in Bressi Ranch. Chairperson Janie de la Sierra did a great job of setting up the venue and handling the over 40 registrations. She warned us that we would be sitting outside, and although it was cool, the outdoor heater kept everyone comfortable.

We had ample time to socialize on our own outdoor patio before everyone sat down to eat. Tommy V's features Californian, New American, and Contemporary Italian dishes from Stone Fired Gourmet Pizzas, hand crafted burgers, house made pastas, to tantalizing seafood. Some of the group's

favorites were the Veal Parmesan, Braised Short Ribs, the Original Kick Ass Burger, and the pizzas and flatbreads.

It was nice to see so many new members and to catch up with Laura Manz and Brian Poffenberger, who we had not seen since the 2019 Porsche and Parks Golden State tour through Yosemite, Death Valley, and other state and national parks.

You'll never know who you may meet or what new culinary treats you may discover until you try a Last Tuesday Social. It's not just the cars, it's the people. 🦅



Alan de la Dierra, Kirk and Caroline Fitzgerald



Cecilia Williams, Francisco Faria e Maia, Craig Williams, Paul Asquini

February Tour

Article and pictures by Ean Sierra



I was nervous about attending the tour as I hadn't registered for the event and wasn't even a PCA member yet, but another member and good friend of mine, Emily Dearborn, urged me to join and figure the rest out when I got there. Since I only lived 10 minutes from the starting point in Rancho Santa Fe, I figured I'd give it a shot. Thankfully her plan worked out, and not only did I become a PCA member finally, but I was also able to register for the tour! It was a bit surprising to see 80 modern Porsches in one place since I'm used to more vintage stuff, but it was a nice change of pace, and my 944 S2 was in good company with another 924S and a 928! The tour took us through some captivating backroads I've never experienced before but am eager to experience again! We saw transportation museums, wildflowers, and even the border wall at some points! The terrain went from sweeping forest roads to flat desert roads, back to curvy mountain roads, finally ending in Santa Ysabel at a delicious cafe that was the cherry on top of an awesome drive with sweet cars and even better people. I had a blast and can't wait for the next tour! 🦅



Stuttgart Market Letter

The March Porsche market came in like a lion with four auction houses competing for top honors during the 2023 Amelia Island Car Week selling a total of 49 cars for a dollar volume of \$14,594,160 (excluding fees) at a strong 83% sell-through rate. Newcomer, Broad Arrow Auctions, locked out the podium producing all three of the top sales over the long weekend (also the top three for the month) with a 1987 959 Komfort standing on the top step at a sales price of \$1,550,000 followed by a 2005 Carrera GT at \$1,375,000 and a 1994 911 Turbo S Slant Nose X85 at \$1,100,000.

While February was the month of the 964 Turbo, March was back to the '80s with an influx of 3.3-liter Turbos. Of the 13 cars on offer, 10 found new homes with an average sales price of \$185,853. Factory M505 Slant Nose examples brought strong dollar figures with a 1988 Coupe selling for \$260,000.

993 Turbos looked strong as well with all cars selling above \$200,000 and a 71% sell-through rate. If it didn't cross \$200k, it didn't sell. Of note was a rare 1996 993 Turbo X50 car which sold for \$238,000. A pair of 993 Turbo S' on the other hand went 0 for 2 with both '97 examples failing to sell at \$652,993 and \$559,000, both well above the moving average and in line with recent prices.

Sellers of 1-2-year-old cars appear to have adjusted their expectations (and reserves) as we saw a sell-through rate of 79% compared to last month's sell-through rate of 54%. Average GT3 pricing was at \$260,000 but was propped up by a PTS (Paint To Sample) GT3 Touring 6-Speed which sold for \$340,000. Take that outlier out of the picture and GT3 bids averaged \$240k, which is a bit down from the previous month. The highlight of the category for me was a 2022 718 Spyder 000 Package car which sold for \$181,000. As the 718 phases out I expect these to remain strong, if not gain over the next five years.

The '60s 911s had a tough time selling this month with a sell-through rate of 55%. Leading the sales was a stunning

1969 911 T/R that sold at Gooding & Co. for \$420,000. One of three cars built for that year, this example had period Sebring and Daytona history and will be an instant invite to Rennsport Reunion 7 in September. Two notable no sales were an original 1968 911 'Sports Purpose' bid to \$320,000 and a 1967 911S Soft-Window Targa bid to \$373,000. 912s remained strong with an average price of \$52,000 and a top sale of \$71,000.

On the water-cooled front, 996 pricing continues to be impressive as they come into their own and buyers begin to look past the "runny-egg" headlights. Leading the charge was a 2004 996 GT3 RS that sold for a record \$330,000 (excluding fees). Not originally sold in the US, a handful of GT3 RS' have found their way to our shores via Show and Display laws with this example fully upgraded to drive legally on our soil. 996 Turbos also remain strong with two ultra-low mileage cars selling for \$131,000 and \$155,000.

Other notable Porsches offered this month were a 1987 Kremer-Porsche 962 C which was an absolute steal at \$820,000 and a 1968 907 K that continued the trend of classic Porsche race cars failing to sell this year with a high bid of \$4,000,000. We also saw new five-year auction records for a 914-6 at \$148,400, a 981 Boxster Spyder at \$120,000, a 911SC at \$105,000, and a Cayenne Transsyberia at \$70,500.

There were no signs of lambs as March remained lion-like throughout the month with a 76% sell-through rate and total sales of \$43,102,480. Up from 73% and \$33,527,283 the previous month, Amelia Island definitely helped the cause. We'll see if April brings showers to the market next month but if I had to guess, spring will keep on going up and up.

David K. Whitlock is a writer for The Stuttgart Market Letter, a daily market update for Porscheophiles, by Porsche-files, delivered free to your inbox. To sign up, go to: www.stuttgartmarketletter.com



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January Board Meeting

Location: Veloce Motors/The Vault, 9340 Dowdy Drive #102, San Diego, CA 92126

Attendees: Anastasia Berta (via Zoom), Tom Brown, Steve Eisler, Rhonda Hicks, Eric Marc-Aurele, Ian McIntyre, Rob Walker, Fred Yip

Call to order at 7:06 P.M.

President's Message:

Welcome! Happy New Year!

Votes between meetings:

Minutes from Dec: 2022 Board - Approved

Minutes from Dec: 2023 Board – Approved

Budgets & Reconciliations — Email Electronic Copies please — Dropbox, time to review

The club will keep all electronic copies in Dropbox

Secretary:

No report

Treasurer:

Review and Approval of Treasurer's Report

Net income for the year (2022) was \$29k. Total bank balance was higher than that from the end of last year, which is good

VOTE to approve Treasurer's report: M/S/P

Old Business:

La Jolla Concours - Michael Dorvillier

Proposed 'Porsche on Prospect' event on April 21-23. This is not a PCA-SDR event. 75 Porsche limit. Entry fees vary based on the package levels. Special discount available to PCA-SDR members. More info in <https://lajollaconcours.com/> Request PCA-SDR to promote the event, via membership advertisement (eblaster, website)

Vote to promote the La Jolla Concours event — M/S/P

Meeting Minutes Distribution — email, website, Witness?

With Witness being published quarterly, it doesn't allow timely promotion of events like DE/TT events or Driver Award Party

Question was asked to promote via an electronic version of Witness that is published more frequently

Motion to further investigate on e-Witness to be published monthly, include Editor, Susan Brown, in the discussion

COVID warning in club events and communications — do we still need it?

Vote to remove COVID warning — M/S/P

It was noticed Speedwaiver is still used for some events. It needs to be removed from MSR

New Business:

Event Communication

1. There are three independent locations of notification to the membership:

- a. Calendar (on pcasdr.org)
- b. Eblast (generated through pca.org)
- c. Registration page (on Motorsportreg.com)

2. For this year, Ann Archibald is the contact for the calendar and eblast; the event chairs are responsible for the registration page for their event, which is hosted by Motorsportreg.com. If you need access or training, let Tom know

3. The calendar usually includes a description of the event, with location name and address, date, time start to time end, any restrictions or requirements, and cost (exception is DE/TT which is a range of costs; provided only on Motorsportreg.com registration page for the event), and the LINK to the registration page of the event on MSREG. In the event of multiple locations (e.g., an event at Jack-In-The-Box), the event chair is responsible for providing the address of the event.

4. The eblast will provide a brief of the event, but not all the details; the reader will be directed to the registration page for full details

5. A MSREG registration page is not required if you are not asking the membership to register for either a guaranteed seat or just to provide the chair with a count of likely attendees. Tech sessions, for instance, rarely require registration, so no MSREG page is needed; Board meetings require registration only to ensure they have enough food for those planning to eat at the board meeting.

a. If you do not intend to require registration, please let the calendar and eblaster (Ann Archibald this year) know that.

b. If you do intend to require registration, please

provide a link to the registration page along with the copy for the calendar and/or eblast. If you want to send an event to calendar and/or eblast with a board-approved date, but without an MSREG, send a “SAVE THE DATE,” and no hyperlink to MSREG will be posted to either calendar or eblast until you post a registration page and send the link to the calendar/eblaster.

SDR Awards discount coupons — program description in the stand rules:

Current language:

With board oversight, the membership chair is authorized to provide a benefit (discount coupons, name badges, etc.) of up to \$40 for new members and members who renew their PCA membership at their first anniversary. Name badges may be sent to both Full and Family members. Any discount coupons will only be for SDR entry fees at SDR events or SDR Logo items in our goodie store. They may only be used for one event and expire one year after issuance. Additionally, SDR shall award a \$75 gift certificate good for SDR events (only) to members on every membership anniversary that is divisible by five (5 years, 10 years, 15 years, etc.). This certificate may be used at multiple events, if necessary, until the \$75 value is depleted. The purpose of these financial incentives to SDR events is to encourage participation by the members. These coupons and certificates will only be awarded to the primary member on the membership.

Proposed Language:

With board oversight, the membership chair is authorized to provide a benefit (a \$30 gift certificate, name badges) for new members. Name badges may be sent to both Full and Family members. This gift certificate will only be for SDR entry fees at SDR events or SDR Logo items in our goodie store. Additionally, SDR shall award a \$75 gift certificate good for SDR events (only) to members on every membership anniversary that is divisible by five (5 years, 10 years, 15 years, etc.). This certificate may be used at multiple events, if necessary, until the \$75 value is depleted. The purpose of these financial incentives to SDR events is to encourage participation by the members. These gift certificates will only be awarded to the primary member on the membership.

Basically, this proposed change alters the language in yellow to match what we are currently doing.

Vote to approve the proposed language — M/S/P

Chair Reports:

DE/Time Trial:

Proposed 3 X \$200 SDR award certificates as prizes at the Driver Awards Party

Vote on \$600 spending on Driver Awards Party — M/S/P

2023 Budget, prepared by Eric

New in this year's budget — new timing worker (to be hired)

Overall, the budget is higher due to increased cost on track rentals and other expenses

Vote to approve budget — M/S/P

First DE/TT event of 2023 is 1/28-29 at Chuckwalla Raceway

Cabins are sold out in Jan, but for future CVR events, the cabins will be guaranteed for PCA-SDR use only

Team member meeting held on 12/17/2022 to discuss improvements in the DE/TT program. Good turnout and participation

Driver Award Party to be held on 2/5/23 — emails sent to members to promote the event

First 75 attendees to arrive will get a \$50 gift certificate

Other raffle gifts available

Expect to break even or profit for this event

Driving Tours:

Next event is on 2/12/23 (already approved). Registration opens on 1/18/23.

Membership:

Membership for 2022 was up by 100 from last year

Proposed to plan for a New Member Party — date TBD

OffRoad Tours:

Date Requested: March 4, 2023

Vote approve to tour date — M/S/P

Social:

December Last Tuesday Social — Eugenio's

Good food and great event

Over 30 sign-up's. 8 no-show's despite the event being sold out with a wait-list - 2 didn't know how to cancel, 1 registered twice for 2 people

Suggested to improve the cancellation process — consider penalty for no-show; require credit card to sign up

January Last Tuesday Social — Pamplémousse

Scheduled on Jan 31, 2023

Suggested to require a credit card to register. Malcolm and Tom to update MSR for future sign-ups

Wine Dinner - March 14

Porsches & Pours — Wine & Tapas Tasting, April 15

Progressive Dinner - June 3

Mystery Weekend - July 15-16

Vote to all Social event dates above — M/S/P

PCA-SDR to promote Porsche Prom for the Vineyard region. Date is 1/28/23

Vote to approve — M/S/P

Tech Sessions:

Looking to be hosted at Black Forest

Topic is to learn how to classify a Porsche for driving events, how the different modifications could improve the car's performance and handling

Date is TBD. Black Forest asked to schedule at the end of summer

Meeting adjourned at 8:35 PM

Thank you to the Vault for hosting us!

Next Meeting: February 7 at The Vault



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February Board Meeting

Location: Veloce Motors, The Vault, 9340 Dowdy Drive
#102, San Diego, CA 92126

Attendees: Anastasia Berta, Tom Brown, Steve Eisler,
Rhonda Hicks, Eric Marc-Aurele, Ian McIntyre, Rob
Walker, Fred Yip

Call to order at 6:58 P.M.

President's Message:

Welcome

Message from The Vault — Please clean up after the meet-
ing. Need volunteers to wash dishes, take out garbage,
clear tables after the meeting.

Votes between meetings:

Minutes from Jan Board — Approved — M/S/P

Budget for April 15 Porsches and Pours — Approved
— M/S/P

Wine and Tapas afternoon tasting event, hosted by Karen
Garcia Raines

Secretary:

No report

Treasurer:

Review and Approval of Treasurer's Report

New sponsorship came in
\$9700 net income for January

Vote to approve Treasurer's report — M/S/P

Old Business:

Anastasia — recognized Ian and Rhonda for their service.
She presented them with a limited edition, framed art from
a Panorama cover page

Witness Frequency

Susan (editor) – recommended to stay with quarterly
schedule

Meeting Minutes Distribution

Feedback sought via the president's column

Rennsport Hospitality Suite status

Waiting for invoice

New Business:

New Membership books. Limited supply, for anyone who
really needs them. Be aware to protect the personal infor-
mation in the book. Destroy or return the old membership
books if possible

Name Badges — Expect them to be mailed this week or
next week

Heads up: March meeting may be moved — Tom to pro-
vide a new date. It may be moved out by 1 day

July Meeting Date - Jun 27 or Jul 11

July 4 being a holiday

Date to be decided later

Village Walk Car Show date

Need new leader for this event. It was covered by Rick
Richardson, Keith, and Anastasia in the past

Duties include getting cars parked, controlling traffic. Cars
to stay until end of event. The club gets paid \$200 for its
participation. Vote to approve the event date of Sunday,
July 9 — M/S/P

Chair Reports:

Porsches On Prospect — John Bell

28 signed up so far

John requested to send another email blast for sign-up

La Jolla Concours — volunteers needed on Sunday 4/23 for
Concours, and on Saturday 4/22 for Porsches on Prospect

Would like PCA to volunteer on Saturday

4-hour shifts on Sunday. Volunteers get free entrance to
the Concours and catered lunch

Handouts given during board meeting for sign-up. Sign-up
can be done via website also. Be sure to indicate PCA af-
filiation in the sign-up form

DE/Time Trial — Mark & Team

No reconciliation yet for CVR, will provide in the next
meeting. 98 signed up, 94 participants for the CVR DE/
TT. Weather was perfect. The event was successful overall

with no issue (except for one car dropping oil at the track)

Next event is at Streets of Willow on 2/25-26

Drivers Award party was successful, trophies handed drivers (courtesy of Mike Brown). Thank you, Dave Aberizk, Adam Gill, and John Rickard for the generous donations. Weather turned out great. Venue was terrific based on the feedback. Reconciliation to come next month

Transponder Purchase (Eric). Someone lost a transponder in the last event. Proposed to buy a new one as replacement. Vote to approve to buy a new transponder, cost not to exceed \$750 - M/S/P

Social:

Cars-n-Coffee — Richard

Last event held on 1/29 at Mt Soledad. It had the largest turnout with 81 cars, despite the weather being windy and cold. Richard asked to continue the format of choosing different venues for the events. OK with Tom and the board. Coffee truck is important for the event

Seeking a North County suggestion for a future event

Last Tuesday Social — Janie/Malcolm

Tried different types of restaurants for the events

Healthy food place has seen low turnout, only 14-15 people

D Z Akins was well attended

Pamplemousse had a decent turnout even though it is a higher end venue — 14 + Malcolm's family

Some members provided feedback that LTS should be casual and easy to participate. Consider fine dining to be a stand-alone event

Continue to try different restaurants. Considering Coronado for the March event. Imperial Beach is another suggestion.

North County LTS chair Janie — Feb event at 067 Eatery in Rancho Santa Fe. The owner is excited to host the event, also pledged to donate all of the event proceeds to the club.

Porsches & Pours — Alesmith beer tasting date requested on June 4. Sponsor found. Vote to approve Porsches & Pours date on June 4 — M/S/P

Move Progressive dinner to June 10. Vote to approve Progressive Dinner on June 10 — M/S/P

The board welcomed a new Social team member — Emily Dearborn

Driving Tour — Ian:

89 registered for the upcoming event (Feb 12). Waitlist accepted. Weather forecast looks to be good

Membership — Rhonda:

Monthly Update

PCA-SDR now has over 3000 active members!

New Member Party — TBD April/May (Tom)

Tech Sessions:

HRE — April 1 Date request

The club needs a point of contact to be present at the event

Vote to approve Tech Session date on April 1st — M/S/P

Rally:

April 22 — Date request

Vote to approved Rally event on April 22nd - M/S/P

AX Update — Anastasia:

EVOC under construction. No ETA, but should happen this year. Final contract to be released (Anastasia)

SnapDragon Stadium's fee is too high at \$30k/day. Negotiation under way for a lower cost

Meeting adjourned at 8:20 PM

Thank you to The Vault for hosting us!

Next Meeting: Tentative on March 8th at The Vault



March Board Meeting

Location: Veloce Motors, The Vault, 9340 Dowdy Drive #102, San Diego, CA 92126

Attendees: Anastasia Berta, Tom Brown, Steve Eisler (Zoom), Rhonda Hicks, Ian McIntyre, Rob Walker (Zoom), Fred Yip

Not Present: Eric Marc-Aurele

Call to order at 7:04 PM

President's Message:

Welcome!

Votes between meetings:

Minutes from February Board meeting — Approved — M/S/P

Budget for Wine Pairing Party 3/14/23 — Approved — M/S/P

Secretary:

No report

Treasurer:

Review and Approval of Treasurer's Report (Ian)

Increase of \$17K cash + bank account increased \$38K YTD

Streets of Willow (SOW) refund of \$300 received from National

SOW track fees already paid and accounted for before February

Vote to approve Treasurer's report — M/S/P

Old Business:

Rennsport Hospitality Suite status (Anastasia). Invoice received late at the end of February. Hospitality Suite requires \$30K commitment. As many members have already planned for the event on their own, it is advised to cancel the contract to avoid losing money for the club

La Jolla Concours event

12 volunteers signed up so far from PCA. 31 signups so far for displaying their cars for the Porsche on Prospect event

New Business:

Vineyard Region Tour — April 8

Joint event with the Corvette Club

Vote to approve the promotion of event in PCA-SDR communications — M/S/P

Welcome New Staff:

Megan Jennings — Web

Antwane Rucker — Witness Ads

Emily Dearborn — Social

Vote to approve all 3 volunteer positions — M/S/P

Amelia Werks Reunion

Tom attended last week. PCA National car show in winter at Amelia Islands. Great event with roughly 800 cars on display

Rennsport Reunion event still has tickets available, 100K attendees expected. Porsche expected to spend more money this year, also celebrating 75 years anniversary for the make

Chair Reports:

Social:

Porsches & Pours — Alesmith — June 4

Budget submitted, event to be break-even

Hosted by Karen Garcia Raines

Vote to approve the budget — M/S/P

Last Tuesday Social — Janie

Fun and casual evening at 067 Eatery

Club member Bill Baker arranged food truck "Born in Brooklyn" to serve 22 members. Each member paid \$20 for meal and drinks. Mr. Bill Baker has graciously donated all proceeds to the club — A check for \$480 was presented to our Treasurer, Ian McIntyre. The Board recognized Bill Baker for his generous donation. Bill has also expressed interest to host another club event in future

The April Social is planned to be at Tommy V's

New Member Party — March 25 — One of One — Emily.

One of One has given \$3K check to the club for the event. Flyers to be printed, MSR event to be posted soon. Budget to be prepared and submitted later. Rhonda to send invitations to new members. All members are welcome to join.. Vote to approve date of 3/25 and budget of \$6k — M/S/P

Wine Party — Tom

Next Tue 3/14 Wines of Washington. Tickets sale has been slow, 29 out of 44 sold so far. Date was approved by the Board earlier

Wine Tour — Tom

Scheduled for the last 2 weeks of May, a 2-week trip from May 13-29. Tickets have been sold-out, waitlisting accepted. Budget to be submitted later. \$10k deposit has been received. Dates are already approved by the Board

DE/Time Trial — Mark & Team:

January CVR reconciliation report prepared, \$13k profit. No incident, everything ran smoothly

Season pass offered for \$150, which gives drivers \$40 discount for any event. The sign-ups have netted \$10k for the club

Drivers Award party 2/5 at Eppig Brewing, 80 attendees. Nice weather, Phil's BBQ was great, Mark provided desserts for the club. The event received 3 donations totaling \$3K. The funds were used to provide 75 \$50 gift cards to the participants. Raffle prizes were donated. Zone8 trophies were presented by Russell Shon.

Streets of Willow (SOW) DE/TT cancelled — Feb 25-26. The weather was cold and icy, and the track was covered in snow. The condition was deemed unsafe for driving at the track as well as driving to/from the track due to road condition/closure. Track fees of \$12K was non-refundable, and the event cannot be rescheduled with the unused fees applied. Next event is at Willow Spring International Raceway (WSIR) on Apr 22–23. Registration to open on 3/12

Autocross — Jason/Bill:

EVOC is undergoing surface paving

Snapdragon confirmed to not host any driving event

North Island Credit Union parking lot looks promising from the recent BMWCCA AX. Pricing is reasonable also

Driving Tour — Ian:

Date Request for May 21, 2023

The February tour was successful

Vote to approve the 5/21 event date — M/S/P

Membership - Rhonda:

Membership is growing strong

Over 3K members in SD Region. 100+ member growth year-to-year

154K members nationwide

Cars and Coffee - Richard:

Trying to arrange a coffee truck for the events. New prospect available and under negotiation

Next event is at Jessie's Bake Shop

Meeting adjourned 8:21 pm:

Thank you to the Vault for hosting us!

Next Meeting: April 4 at The Vault



See pcasdr.org, or our Facebook page @PCASanDiegoRegion for more information on all events. Next *Witness* — August 2023!

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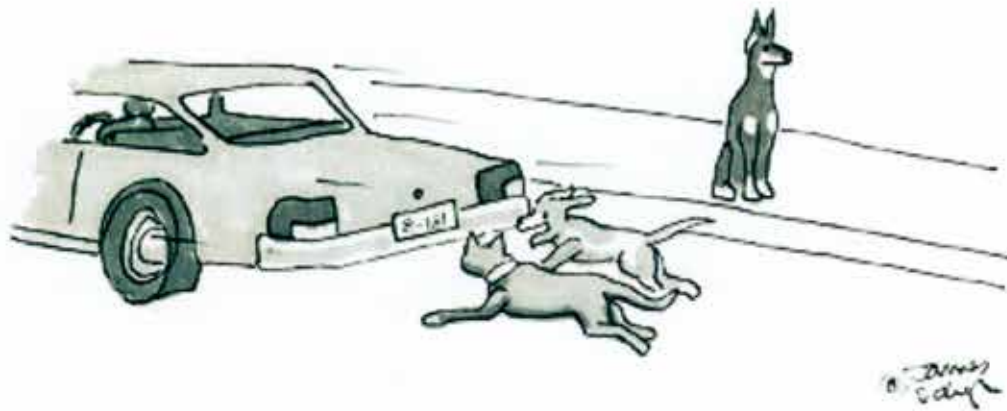


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That's Adolf the Doberman, he only chases Porsches.

Artist and PCA-SDR member shared this cartoon of his with Witness readers. James Daigh has been a member for a couple years, drives a 2008 white 911 Carrera 4S Cabriolet and lives in Carlsbad.

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PCA-SDR Driving Tour - May 21st, 2023



Join your PCA friends and drive your Porsche on some of San Diego County's greatest winding back country roads. Our next Driving Tour of 2023 - Don't Miss It!

MEET: *The Southwest corner of Westfield North County Mall Parking Lot, 204 E Via Rancho Pkwy, Escondido, CA 92025*

WHO CAN ATTEND: *Drivers must be PCA members and driving a Porsche. Guest passengers are welcome.*

REGISTRATION: *Drivers must register on MotorsportReg.com by midnight May 17th. Unregistered drivers will be asked to leave. These tours are very popular and available spaces are limited. Don't delay. Sign up at <http://msreg.com/DrivingTour-5-21-23>*

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911 vs 911 vs 911

Article and pictures by Greg Phillips



The 2023 time trial season got off to a great start in January. For me it was my first event since Willow Springs in September. After several years of perfect attendance, in 2022 I ended up missing events for a funeral in March, a cruise in October, and then for a Covid infection from the cruise in November. I was looking forward to having a better season in 2023 (of course who knew we would have so much rain in March that caused the cancellation of the Streets of Willow event?)

But back to January. The weather was very nice and sunny for the drive out to the desert. We were missing our team leader Steve Grosekemper, so it was Mark Rondeau and Dan Chambers trailering out their 911 SCs and I was driving my Boxster S. We stopped for lunch at El Campanario in Indio for their great fresh tortillas. After lunch we filled up with gas before heading on to Chuckwalla Valley Raceway. I had a cabin but Mark and Dan were camping at the track. Also joining the group would be Chris Norton and John Rickard from Black Forest, who would be providing trackside assistance, along with Ethan Dahlkamp, who was bringing his FrankenBoxster, and Xavier Soler, who was now driving my ex-968 and who would be my student for the weekend.

When we arrived, the track was hot as they were finishing up an open track day and some of the drivers were getting an early start for practice. Mark & Dan set up their camps and started cooking for a trackside dinner under the stars. After dinner and drinks around the firepit I headed to my cabin to prepare for an early start on Saturday.

Saturday was clear but cold as I drove to the track. The campers were already up and having breakfast and getting their cars ready for the day. Norton had arrived and was helping everyone, but Ethan was having problems with his

Boxster. It was running poorly and he had found a problem with where a rat had eaten some of his wires. He had repaired that wire but continued to have problems. Unfortunately, the vermin had not stopped at one wire but had chewed into the wiring harness and it was going to be too much to repair at the track so we had lost another member of the team.

After the drivers meeting, the Red run group was out and the drivers were taking advantage of the cool air and setting very good times. The first run group was prophetic as the top 3 drivers were Murray Wunderly in his CC16 2001 Turbo Tiger at 1:48.84, Walter Vazquez in his 2021 CC18 GT3 Cup car at 1:49.72 and Jae Lee in his 1973 911 with a 4.4 liter air-cooled motor at 1:51.97. Mark Rondeau started with a 2:01.43, and Dan Chambers was close behind at 2:03.17 in CC10, with Vinh Ly at 2:07.31 in his 2010 Cayman S.

I was up next in Orange, and after the Yellow flag laps I started slowly to get back in the swing with my best lap a 2:07.75 in my 2002 Boxster S. Dhawan Sagar's CC10 911 turned a 2:02.23, and even in Orange there were 4 drivers under 2:00, with Charles Weller turning a 1:52.07 in his X class ZL1 Camaro and Marc Correll turning a 2:00.26 in the ex-Duncan 2000 996 for CC13.

Next, I was out with Xavier Soler in his CC09 1994 968. After his Yellow flag laps, he was able to start learning the track as we were now running CCW, improving to 2:18.09. Victor Murray led the group in his CC18 2019 911 GT3 Cup. John Rickard's CC06 914 was doing well in the first session and turned a 2:15.33. However, he had problems in the second session and was done for the day.

Xavier did well in his second session as he got used to

running CCW and posted a best of 2:22.54 with traffic. Xavier was attending the event with his son for this event. His daughter had attended the Willow Springs event last year for his first track day with the 968.

In the next Red group, the top 3 remained the same but now with Jae leading at 1:47.49 and Murray at 1:48.82 and then Walter at 1:48.98. Charles Weller had been moved up to Red and was next at 1:52.23. The top 15 drivers were all under 2:00, with Dan moving up to 2:00.83 for his best lap at CVR, ahead of Mark at 2:01.02, and Vinh at 2:02.60. Mark Curran was running well in his CC06 911 and turned a 2:04.06.

I was up next in Orange and with traffic my best lap was a 2:08.58. There were still some fast cars in Orange as the top 9 were under 2:01, with Daniel Fefferman leading at 1:53.76 in his CC13 2004 GT3, and Marc Correll was down to 1:59.08. Alain Stad was driving a Boxster Spec and turned a 2:01.57. In the ladies class, Tammy Gildersleeve turned a 2:00.02 in her CC17L GT4 ClubSport, and Angela Avitt turned a 2:01.06 in her CC16L GT3.

The rest of the morning went quickly, broken up by the arrival by plane of Ethan's father and family. They were not able to see him run, but he was able to take his nephew out for the lunch parade laps to show him the track. Norton was kept busy at lunch changing tires and checking the cars before we started up again in the afternoon.

The Red group showed Jae, Marray and Walter at the top, except for the 4th session when Murray only turned a 2:00.84 and Bryant Nguyen moved up in his CC16 911. In the last session Walter moved to the top with a 1:46.60 but with Jae and Murray still close behind.

In Orange, I skipped the last session and my best lap was a 2:06.19 in session 4. In Yellow, Xavier continued to do well and had a 2:19.27 in session 5, and he also skipped the last session as the sun was dropping. He was getting more comfortable with the traffic and the 968 was running well on his street tires.

After the track was cold, Norton was busy again checking cars and changing tires. Dinner was again arranged by Mark and Dan, and we spent the evening around the firepit with Robert Glaze, the CVR track photographer with Cali-Photo. The weather was cool but comfortable overall, and after dinner it was back to the cabin for rest and recovery.

Sunday in Red started out the same as the previous day with Walter, Murray, and Jae on the top of the chart. Vinh had improved to 2:01.12, and Dan and Mark were split by Mark Curran. Rich Gildersleeve's CC17 GT4 was behind the top 3, with Mike Avitt's CC17 GT3 next in line, followed by the Weller Camaro.

I had put on a different set of tires as there was cord showing on one of the old tires. Along with the cool weather and tires I improved to 2:04.78. Lee Schwartz was leading our session in his CC14 GT4 at 1:54.91, and Angela had improved to 1:56.97, with Dhawan Sagar down to 2:00.67. Shawn Flanagan had his CC04 944 down to 2:07.03.

We were up in Yellow next in the 968, and John Rickard had his 914 running again and was down to 2:14.35. Xavier continued to do well and improved to 2:16.22. Mike Miller was running his new CC10 Cayman and had a 2:08.78. Xavier continued to do well, so I sent him out solo and he dropped his time to 2:13.59.





As the morning went on, Red stayed the same at the top and drivers started getting ready for timed runs with new tires. Unfortunately there was a change in the run orders and we were back to running a final session after lunch and then doing timed runs. This schedule was originally used to allow drivers running slicks to get their tires up to temperature for the timed runs. But since few drivers run slicks and most are running DOT (especially the new 200TW tires), they do not need extra time to come to temperature, so we moved the timed runs up to right after lunch and then had time for open track after timed runs.

I skipped the 10th session to save my tires and get ready for timed runs. Dan was planning on using his secret weapon—a set of 15-inch Fuchs with Hoosier tires for timed runs. They had been used on another early 911 but when he mounted them up his 930 brakes were interfering with the wheels and would not fit. Mark Rondeau ended up using them on his 911SC for timed runs.

The timed runs went off after the 10th session with the fastest drivers out first. There was no change in the top three, the only question was the order of finish. The TTOD went to Murray Wunderly (1:46.80) in the 2001 Turbo with the water-cooled Mezger engine converted to track duty, followed by Walter Vazquez (1:47.50) in a 2021 992 GT3 Cup, the factory designed racer, and then Jae Lee (1:48.39) in his 1973 911 track beast with an air-cooled 4.4 liter engine! I'm not sure you could find 3 more disparate 911 racers all finishing within 1.5 seconds and running at the top of the time charts the whole weekend.

Rounding out the top ten were Nguyen Bryant's CC16 996GT3 at 1:50.44, Rich Gildersleeve's CC17 GT4



ClubSport at 1:51.55, Thomas Beyer's CC16 2014 GT3 at 1:54.21, Terry Barnum's CC15 2015 GT3 at 1:54.47, Fred Yip's CC12 2000 911 at 1:54.59, Tammy Gildersleeve's CC17L GT4 ClubSport at 1:56.10, and then Grant Graber's CC15 2018 GT3 at 1:57.09.

David Diamond took 944 Spec at 2:11.90, and Chris Keefer took Boxster Spec at 2:02.63. Shawn Flanagan's 944 took CC04 at 2:07.39 ahead of Bill Behun and Ben Smith. In CC05 Javier Varon nipped Blake Bastain 2:08.46 to 2:08.96. In CC06, Mark Curran turned a 2:01.62 ahead of Tim Ascough's Boxster. In CC07, Steve Thompson turned a 2:09.69 to beat Mark Bastain and Randy Blaesi. In CC08, Erich Marc-Aurele's 2011 Cayman turned a 2:03.65 to beat Andrew Correia and Victor Burns. In CC09 Jake Stone turned a 2:01.65 in his Boxster S to beat Roger Bush's Boxster GTS.

In CC10, Mark Rondeau's 911SC turned a 1:58.00 to beat Dhawan Sagar's 2013 911 at 1:59.17, Dan Chamber's SC at 1:59.75, and then Vinh Ly's 2010 Cayman S at 2:01.21, followed by me at 2:04.63 and Mike Miller at 2:05.21 in his 2010 Cayman S. In CC11, John Owens turned a 2:01.75 in his 2017 911 to beat Jamie Fingland's 2011 911 at 2:03.71. In CC12 Fred Yip was the winner.

In CC13 Marc Correll turned a 1:58.64 in his 2000 996 to beat Colin Wilson's 2001 911 Turbo at 1:58.81. In CC15 Terry Barnum beat Grant Graber, and in CC16 it was Murray Wunderly, Bryant Nguyen, and Thomas Beyer. In CC17 it was Jae Lee, Rich Gildersleeve, and Adam Rosenblatt at 1:58.17 in his 2019 GT3. And in CC18 it was Walter Vazquez.

In the X-Class, Rory Davis turned a 1:58.58 in his McLaren MP4-12C, Russell Shon finished at 2:02.48 in his Lotus Exige S, Ashley Andreoli's 2008 M3 was at 2:06.45 and then David Smith's 1999 Miata at 2:11.96.

travel home to get ready for our next event, which will now be Big Willow at the end of April and then Chuckwalla Valley Raceway (CW) again in early May. Hopefully the whole team can make it. 🦅

After the timed runs it was time to get packed up and then





Last Tuesday Socials

We have pictures from the elegant Last Tuesday at Pamplemousse and Taco Tuesday at the Islander on Coronado. The all night Happy Hour prices at the Islander and the tasty tacos made for a nice evening of conversation and laughter. We were seated in a private, open section of the restaurant

looking out on the street. This not only allowed us to view the passersby but also the beautiful sunset. We enjoyed having Nick Vetter, the owner, pitching in and waiting on our table. He was fabulous. 🦅



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Find the Gull Contest

In the February issue there were four small seagull icons like this:  hidden in ads in the Windblown Witness. Due to an error by our printer, a fifth icon was printed in the Black Forest ad on the inside back cover. We hope we have cleared up the problem, but if you see a gull in this ad, please ignore it.

Winners in February were Ebin Lanfried, winner of an SDR Award worth \$100, sponsored by Kerr & Sheldon Law Firm. SDR Awards are our new way of rewarding members for every 5 years of membership, as prizes at event raffles, and as prizes for other events. Each SDR Award has a dollar value that can be used to pay part, or all, of the registration fee for any PCA-SDR event. Sandy Asquini won a prize from La Jolla Audio, and David Elovitz found the gull hidden in the Autos International ad. European Motorsports will be awarding a prize to William Marsh. Some of these people have already won prizes in previous issues, so the odds of winning are exceptionally good and there is no cost to enter.

Any member who reads this month's magazine ads and finds a gull, that is the same size and shape as the one above, can be a WINNER! Just follow the directions below to enter the contest and win a prize awarded by the advertiser. This could be merchandise, a discount on a service bill, a free tech inspection, an SDR Award, or whatever the advertiser decides to award. There will be one winner drawn randomly for each Gull found. If you find more than one Gull you may make an entry for each Gull you find.

Check ALL of the ads in this month's magazine and you could be a winner too!

Here are the Contest Rules:

1. Entries must be received by Midnight of the 15th of the month after publication. (March 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 may include them all on one entry.
4. 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 . Your email must include:


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View from the Back: May 2023

Article by Steve Eisler, photos by Greg Phillips and Steve Eisler



“One day chicken, the next day feathers,” was the favorite saying of good friend, mentor and long-time running partner, Bert McIntosh. As we traversed the trails around and often to the top of Black Mountain, we would hear this reminder whenever anyone was unhappy with the events in their life. Bert has passed on, but I often remember his philosophy in everyday challenges and when on the racetrack.

Any day at the racetrack or at an autocross is a chicken day. You are in the fresh air, surrounded by some of your best friends and always making new friends. There is little communication with the outside world, and you spend your time checking on your car, learning how to get faster by comparing your times and techniques with other drivers, watching the faster drivers, and socializing. Even on the days when I am not improving my times, it is still a chicken day just because I am at the track.

At the opening DE/TT of the year at Chuckwalla Valley Raceway on January 28 and 29, I had two ‘feathers’ days. Chuckwalla is near the aptly named Desert Center, California, located halfway between Indio and Blythe. It is a 2.68-mile-long track with 17 turns, including a ten-degree banked, 180-degree ‘bowl’ turn. This week the track was run counterclockwise, but it can be run in either direction. I have learned that one way to improve is to get as much seat time as possible, so I always try to find a group that is renting the track on Friday, before our events, and drive with them. Chuckwalla was hosting a Test and Tune Day on the 27th, and I was on the track for 4 sessions, a total of 39 laps. I

did my best time in the last session, 2:09.46, just one second slower than my best at this track. Friday was a chicken day, and I was looking forward to improving my best time during the PCA-SDR competition.

The first session on Saturday was a warmup session for everyone. I was 14th of the 25 drivers in the Yellow group and ready to move up. When I returned to my pit area, I saw an oil spot on the pavement, about 6 inches in diameter where my car had been parked overnight. Vollig Autowerks was supporting me that weekend, and they raised the car and began checking for leaks. They found an oil hose that was leaking. When they removed it to try to fix the leak, it began leaking around the fittings. Since we did not have any spare oil hoses, the plan was to disable the oil cooler that I have in the trunk and use one of those hoses to replace the leaking hose. Unfortunately, that hose was not long enough, and I was on my way to Indio to get two couplers so we could splice in a piece of the defective hose. I got back about 2:30 PM and it looked like I might be able to get back on the track for the last session of the day.

Then Saturday became a ‘feathers’ day! As they were installing the repaired oil line, they moved the line next to it and that line began to leak. They showed me a cross section of the line, and, when the line was squeezed, the rubber on the inside would crack. We determined that since I had been driving so much (37 days in 2023) and during the hot summer months, that my oil lines would need to be replaced more frequently than the normal interval. When it became



Mark Bastain and his
Boxster

Murray Wunderly's
Tiger has TTOD



Mike Miller's new
ride



Weather! Going home

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apparent that I was finished for the weekend, three drivers offered to let me drive their cars in the timed runs on Sunday, so that I could earn points for the season championship. One of them was Eric Marc-Aurele, who is competing in the same class as I am! This is the beauty of PCA-SDR DE and TT events. We have DE drivers learning car control basics; drivers enjoying their cars performance in a safe environment; drivers competing for trophies; drivers gaining skills to move up to wheel-to-wheel racing, and they all are friends willing to share their tools, spare parts, even their cars to help a fellow driver get back onto the track.

We decided to eschew the kind offers to drive another car in the Timed Runs, even though I could have scored 10 points, and were home by noon on Sunday. I scored one point for a DNR (Did Not Run).

TTOD was 1:46.80 by Murray Wunderly in a 2001 Turbo, and he was also first in the BRI Standings. Walter Vazquez was second in a 992 GT3 Cup car with a time of 1:47.50 and Jae Lee had the third fastest time at 1:48.39. Second on the BRI standings was Fred Yip, who also was 8th overall with a time of 1:54.59. Third on the BRI list was Mark Curran with a time of 2:01.62. Yellow Group newcomer Ryan Soloman did a fast 2:04.12, and Steve Thompson did a 2:07.97. Both are in class CC07. Jason McClure recorded a 2:06.69 in his Spec Boxster, and Blake Bastain did a 2:08.96 in his 60th and last lap of the weekend. That is the way we all wish we could end a race weekend!

STREETS OF WILLOW—The second DE/TT event of the year was scheduled at Willow Springs Raceway on Streets of Willow track on February 25 and 26. ‘Streets’ is the second longest of the 7 tracks at the Raceway, and it had just been completely resurfaced. It does not have the high speeds of ‘Big Willow’, but it’s 14 turns make it a very technical course. I enrolled in Friday’s DK Racing School’s Precision Driving course to learn where I could go faster and improve my lap times. DK Racing School is located just outside of the main gate to the Raceway. It is owned by Dwain Dement and Martina Kwan, two professional drivers and instructors who live at the site and have logged thousands of laps on the Raceway’s tracks. I was planning on three chicken days!

Unfortunately, our weather turned ugly in late February. We had driving rain in San Diego and snow in the mountains. The Grapevine and other highways were periodically closed due to the snow, and the weather in the high desert was problematic. TT Chairman, Mark Curran, and his team decided to cancel the event due to the uncertain track conditions, and out of concern for the safety of drivers using high performance tires or pulling a trailer on

roads that could become covered in snow. This turned out to be an incredibly wise decision!

I checked with Martina, and she said that the track was clear, and the Precision Driving course would go on as planned. I decided this would be a great opportunity to learn to drive in the rain, especially since there would be only 10 cars on the course at a time. We loaded Stan on the trailer Wednesday afternoon, went to a doctor’s appointment Thursday morning and arrived at the DK ranch Thursday afternoon. The drive north was uneventful.

I helped Martina setup the ‘Streets’ classroom for Friday’s activities. When we finished there was still enough light for two quick instructional laps. The new surface was smoother, and much wider in sections where it needed to be widened. There were no curbs or gators, and, the challenging Waterfall was intact, and the pavement was dry!

The weather was still clear when we got back to the motel, but it rained all night. When we arrived at the track, the ground was covered with snow. The snow did not stick to the paved areas, but the track was wet, had puddles at apexes, and had running water crossing the track in several places. As a safety move, it was decided to run counter-clockwise so we could drive up the Waterfall rather than making the high-speed downhill trip. The track walk was detailed, highly informative, and very cold! I had brought several layers of rain gear and was one of the few people who stayed warm. After discussing what we had seen, we were out on the track, avoiding the puddles, learning where the driest pavement was, how to brake, and how to stay on a wet track. After four sessions in the rain, we took advantage of the wet conditions and ran a session where we started, one at a time, near the end of the main straight and drove onto the skid pad with a little extra speed to work on controlling the car as it begins to rotate. My best time of the day was about 5 seconds slower than my best dry time. Although it may have looked like a ‘feathers’ day to others, it was a definite chicken day for those wanting to improve driving on a wet track!

We decided to leave early on Saturday morning to get ahead of any bad weather, which turned out to be a bad decision. One of the other students decided to stay for some private instruction on Saturday. They had snow on the track Saturday morning but by noon it was clear and drying and he had a great day. We left about 8:00 AM and found that highway 14 was closed before we could reach the Pear Blossom exit. We were detoured onto S street through Palmdale and them to 138, which was not a problem. As we headed east on 138 it began to snow. My Waze directions said to exit 138 but I stayed on 138, and the snow got deeper. When Waze said exit onto Phalen Road, I followed the directions

and drove 11 miles north on a two-lane road, until we transitioned onto highway 15 South. Highway 138 had been closed near the junction to 15 which caused the detour. We had snow on the road until we reached the outskirts of Riverside. Sometime the freeway had two lanes but most of the time it was just one lane with everyone proceeding at a slow pace. The normal 3-hour trip home took us 5.5 hours. The techniques I practiced on the wet track were applied many times on our drive home.

As this article is getting ready for the printer, my friends and I will be at the Big Willow track on April 22 and 23.

Two weeks later we will be at Chuckwalla on May 6 and 7 and then the DE/TT program shuts down for the summer months. Check the August Windblown Witness for results of these events. If you want to join the fun, mark September 16 and 17 on your calendar for a TT at Big Willow. Remember, "It's not just the cars, it's the people."



Shawn Flanagan is on the apex curb

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