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WINDBLOWN WITNESS



The official publication of the San Diego Region Porsche Club of America
February 2024

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Features and Pictures



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On the Cover



Photo taken by Chris Dahlen in Cave Creek, AZ on a wintertime road trip from San Diego.

WINDBLOWN WITNESS

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| 2021 | 2020 Lamborghini Huracan (LOU) | \$58,750 |
| 2021 | 2014 Rolls Royce Wraith | \$65,000* |
| 2021 | 2017 Porsche Macan S | \$90,000* |
| 2020 | 2014 Lamborghini Aventador | \$74,899* |
| 2020 | 2016 Porsche 911 Turbo | \$55,000 |
| 2020 | 2018 Mercedes AMG GT C | \$78,145 |
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Playing With Cars

Eric Marc-Aurele
PCA-SDR President

Hello Everyone!

I feel that the typical first column in the *Windblown Witness* from an incoming president is one that looks ahead. We have a whole year ahead of us to go out, have fun with our friends, play with our cars, and enjoy our good fortune. There is plenty to look forward to in 2024. We will be driving a lot with autocrosses, DEs, and TTs. We will have fun wine tastings and Last Tuesday Socials. We'll get together for tours, Cars and Conversations, and off-road drives all around the county. We will have Mystery Weekends and longer trips upcoming. And likely we'll have some new, yet unknown, way of having fun together.

I thought it would be interesting for this first column to instead look backwards at 2023. On New Year's day I started 2023 the way I have the last few years, by making trophies for PCA-SDR. Our Time Trial series had just started awarding a prize to the best BRI result: The R.A.T. trophy. To go along with the honor of holding onto the big Rat for a day I made mini rats for the drivers to keep. Inaugural R.A.T. winner Fred Yip is seen here holding his mini rat at our first Time Trial of 2023.



At that TT I drove so hard my headlight came out! After reinstalling it I added some blue tape insurance.

As the days slowly began getting longer in early February we had our Driver's Awards Party.



A month later in March, my wife and I (in our matching jackets) were at Death Valley on a National Parks Tour with the club.

In June we were again in the desert, but this time with swimming pools, at PCA Parade in Palm Springs.



Our members arranged a super fun social get together outside our bungalow room. San Diego Region had the best party at Parade, and San Diego Region also cleaned up in the Parade Time-Speed-Distance rally! The Parade experience was a lot of fun, and I would recommend you consider attending one at some point. One of the real highlights was the R/C car racing—glorious kid fueled chaos. I was laughing non-stop.

September saw the San Diego Region able to host an autocross again. The autocross team, led by Jason McClure, has done a fantastic job of coming back from the loss of Qualcomm Stadium's parking lot. I highly recommend you try out the autocrosses or take the Performance Driving School our club offers. Both events are great ways to learn more about how your car performs and develop reflexes that could help you avoid an accident some day.

October saw our first post-COVID concours. It was a wonderful day looking at the best examples of the marque on display at Spanish Landing Park. November saw Ünstock here in North County hosting some of the most wildly modified versions of the marque. I was especially taken by the pictured 911, converted to open topped center tandem seating!



Finally December had an autocross, a TT, and finished on the last day with a Cars-n-Conversations.

What a great year! We are looking forward to having 2024 be just as good. I hope this sample of some of the fun I've had over the last year will encourage you to join us at an event. You'll find the whole PCA-SDR family to be very welcoming. 🐦



2024 R.A.T.s in production.
Starting 2024 the same as
2023, and expecting as much
fun!

Eric and Krishelle at the
Volunteer Party



SDR: Who We Were-Who We've Become

John Straub
SDR Historian

Well, I'm going to kick the history door open this time with 1984.

San Diego Region had about 750 members and our treasury was less than \$6000. For you autocross guys the hot tire to run was the Yokohama A001-R, and the cost was about \$125 per tire. For the first time in the *Witness* we not only had our usual color cover, but also color photos inside.


July was a big month for the Region. We had our Progressive Dinner which was a Hawaiian theme called "Maui Wowie." We had Hawaiian dancers and the dinner was limited to 125 members. I recall that along the way from house to house there were Hawaiian drinks, a whole roasted pig, fresh fruit, fried rice, beer, wine, and more. Also that month we had a detailing tech session put on by Pat Scanlan and myself. After the tech session we had an informal concours held at Alan Johnson's Porsche dealership. Later that month Ernie Paschoal and Pat Scanlan chaired a Zone 8 Concours at Heritage Park in Old Town.

August of that year we held a "New Member Pot Luck Dinner," which was the fourth year we had done that type of event—great fun! In September we started our "Fall Series" of autocross events sponsored by Alan Johnson Porsche. His dealership was at Midway and Rosecrans and was always a great supporter of our club. The events were held in the west lot of San Diego Stadium, and chaired by Ron Stark and Heather Brigham. At that time we ran two series, Spring and Fall. We gave trophies for both, members could run both or if they had commitments for one series they had a chance for an award in the other, with awards given away at the Installation Dinner. Some of the members that would normally drive were, Bill Smith, Keith Nelson, Bill Myrick, Bob Gagnon, Nils Hallstrom, Steve Hall, Dave Belanich, Scott Marcus, John Shirk, Jim Rydbeck, Margie Smith Hass, and Ron Mistak.

September that year was our "Blood Drive and Brunch" chaired by Bill Myrick. After brunch at Cafe Del Moro we headed over to the San Diego Blood Bank to donate. As a club we had at the time a "Blood Account" that members could use if needed.

In October, we headed for the Bahia Belle on Mission Bay for cocktail cruise with friends, light snacks, and music. The event was chaired by Frank Grasso and was sponsored by our other Porsche dealer, Meister Porsche in Carlsbad. This dealer was eventually to become Porsche Carlsbad.

Speaking about the Installation Dinner, it was held at the Bahia Hotel. These dinners at the time were a real party, with the Autocross Awards, Enthusiast of the Year, Family of the Year Awards, and a big welcome to our new Board members and Chairs and to say thank you to the out-going chairs. There was a hosted bar by Alan Johnson Porsche and Meister Porsche with wine on the tables and hor d'oeuvres courtesy of Personalized Autohaus, Deiter's, Black Forest, and Scott's Porsche Parts. These dinners were held early in December, so we also had our "Toy-for-Tots" collection with dancing to end the night. And believe it or not, all of that for only \$19.95 per person!

Before I end this article, I do need to mention two members who were very close friends that are no longer with us. First is Skip Shirley, who I met at Parade in 1992. We caravanned to Parades together over the years, worked on each others cars, socialized together with his wife Leslie and mine, Monique, chaired region events together, and were the best of friends. I would ask him, "Skip, who is your best friend?" He would laugh and say, "You, of course". The other member was Dean Spooner. Dean and I met way back at Holtville racing our cars in 1969. He was only a year older than me, but always seemed like one of the hot drivers that you would look up to. I had my 356 Porsche Roadster race car and he had a 1967 911S, so he was much faster than I. Dean and his wife Jan, along with Skip and Leslie and Monique and I, all became family, all because of San Diego Region. So let it be said, the Porsche club is more than just our cars, it's the people we become connected to.... Skip and Dean, RIP, you are deeply missed, and I know both of you are working on your 356's together as I write this. 

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JAN 6/7

CVR_{CW}

***11/26**

MAR 2/3

SoW_{CW}

***1/21**

APR 20/21

CVR_{CCW}

***3/10**

JUN 15/16

WSIR_{CW}
TT ONLY

***5/5**

SEP 14/15

WSIR_{CW}

***8/4**

OCT 26/27

CVR_{CW}

***9/15**

DEC 7/8

BW_{CW}
TT ONLY

***10/27**

***REGISTRATION OPENS**

On Turning 40

Article and pictures by Steven Gerken

My first Porsche, a 1984 911 Carrera Cabriolet Euro, just turned 40. I wish I had looked and ran this well at 40. Back then, the 1984 911 Carrera was the latest Porsche model, replacing and updating the 911SC that was sold from 1979 to 1983. I bought my Carrera in 1996, when it was 12 years old with 12,000 miles, from the original owner who lived in Pebble Beach, CA. The car was a European model imported for the race car driver Alan Johnson, who co-owned the Johnson-Bozzani Porsche Audi dealership in Phoenix. The first owner, Larry, saw it in the showroom and bought it even though it wasn't for sale. Back in the 80s, with the dollar strong, importing Euro models made financial sense, but you still had to federalize the car and pass CARB emissions. In return, you got a 911 with at least 18 differences from the US model. The first PCA-SDR member who can tell me at least 18 differences in this Carrera wins lunch at City Tacos in Encinitas!

I really enjoy my Carrera. When I joined PCA-SDR, I learned that I had no clue how to drive a 911, so I did the driving school and autocross, rallies, and social dinners, and began to learn from so many wonderful San Diego and Zone 8 members about how to drive a Porsche. I remember meeting Joe Boucher, the Santa Barbara rally chair, at my first TSD rally. He commented, "that's a nice car to make up lost time with." After the rally, I started to understand what he meant. Great advice.

Loving the great social and driving events PCA had to offer, my girlfriend at the time, Jayshree, and I headed off to the

1998 PCA Parade in Steamboat Springs, Colorado. When I picked her up to leave, she had packed everything in a duffel bag that fit in the back seat. That's when I knew she could pack light and travel fast. On the drive to Steamboat Springs, we endured 120 F temps in Las Vegas, which fortunately didn't melt the solder in my DME like it did others. We had a 4-star meal in Moab, Utah, and met a pair of stockbrokers in Fruita, Colorado, who had left New York City to open a small-town deli and raise a family. We traveled fast and made it to the Parade, but not without incident. Did you know Colorado chip-seals its roads, and the last 10 miles of highway we encountered had been freshly chip-sealed? For those who don't know, chip-sealing is when they spray the road with hot asphalt, pour truckloads of gravel rock on the road, and expect cars to crush it into the surface. The problem is the gravel rocks go flying everywhere! The short version is the Carrera took more paint damage in those 10 miles than it did in 14 years. I was devastated until the owner of the 1970 911S next to me at the car wash told me to drive it, paint it, and enjoy it. He had painted his 911 three times and loved driving it without worry. Great advice.

We left the Parade engaged to be married, and confirmed the top speed of the Carrera was 156 MPH, getting 32 mpg at an average speed of 80 mph. Amazing! Yep. Travel light and travel fast. After returning, we published a *Windblown Witness* article called "A Tale of Two Stomachs" about our journey together. It's true. It's not the destination. Life is about the journey. We were married the next year by PCA member and fellow auto-crosser, Judge Michael Harris.



Over the years, I drove the Carrera at many driving events. I participated in the Zone 8 Sam Wang competition and finished 3rd to a member who had four Porsches, one for each event. If you can't beat them, join them, so that's when I decided to add an RS America to be more competitive in the driving events—but that's for another article!

Fast-forward 20 years and there are so many great memories of the time spent driving, competing, and socializing with the PCA-SDR family. And now that my son is about to get his driver's permit, he wants to know when he gets to drive the Carrera. It will be interesting when the digital kid is immersed in a fully analog 911. Well, John Rickard, a long-time friend and owner of Black Forest Automotive, PCA-SDR member, and club sponsor said "A six-cylinder Porsche and no airbags is not a good place for a beginner

driver. Time to send your son through the club's driving programs." Again, good advice.

So for its 40th year, the 911 went through its CA smog check, needing a little TLC from Mark Kinninger at Black Forest. It passed the emissions tests it was built for! Wow. Amazing quality by Porsche. But we know that. While at the shop, Greg Palmer, former owner of Malibu auto body, called and said the Carrera needed some TLC. It is amazing what professionals can do to your Porsche. Well, now I have a brand new-looking and driving 1984 911 Carrera. The only problem is that it looks too good to drive. But then I remembered the advice I got early on. Drive it, paint it, and enjoy it. I hope to see you at a PCA-SDR event soon.



Last Tuesday Socials



November's LTS was held at The Stone Brewing World Bistro and Gardens in Liberty Station.

Sadly, parking was very tight because The Rock Church was having a holiday event that same night but all attendees managed to find a parking space.

The beer offerings at Stone were eclectic so everyone was able to taste their favorite types as well as a few unusual beers from their world famous 'Arrogant Bastard Ale' to their never before heard of 'Matt's Burning Rosids Imperial Cherrywood-Smoked Saison'.

The food options were many and included wings, hamburgers, crab cakes, brussel sprouts, salads, tacos as well as chicken, steak and fish done in a variety of ways.

I have been intrigued lately at restaurants with the QR code system (FYI: QR is short for "Quick Response") allowing patrons to peruse a restaurant's menu on their phone but Stone Brewing's system went one step further. There, you sit at your table, scan the QR code with your phone and easily check out the menu and place your food and drink order seamlessly.

The system not only tells the kitchen what you want eliminating any wait time for the server to come by your table and physically take your order but also tells the server the table you are seated at. This eliminates a lot of wasted time and occasional frustration when ordering food and drink at a busy restaurant, and Stone Brewery was busy that night. Very cool.

While you were eyeing the menu and choosing your food and drink you were also given choices of individual add ons or leave offs you preferred for each food item so that you could personalize your food requests to specifically suit your tastes and eliminating, it seems, the "I ordered this without mayonnaise" moment. Additionally you could note in what order you wanted the food to come to your table.

The only flaw with this part of the system, in my mind, was that you could not space the order delivery in terms of the amount of time between the arrival of each item. Therefore, if you ordered more than one food item and requested that one be served before the other, the second course usually came only minutes after the first course which was fine if that's what you wanted.

Personally, after ordering wings and a hamburger, I wanted my chicken wings to be served first and, after I ate my wings, then have my hamburger delivered such that the wings and the hamburger were each hot while I was eating them. Certainly a small flaw as everyone seemed to find the ordering system to their liking.

The Stone staff was very helpful, including assisting the few of us who are tech challenged, like me, learn how to use the QR system. Every table got its food in a timely manner and there was little, if any, need to try and get the server's attention. The entire process was lovely in my opinion.

Naturally, conversation and laughter were everywhere and new and old friendships were enjoyed by all. 🦅



December's LTS – North County, was held at Tommy V's, Bressi Ranch, Carlsbad. The food was delicious and the service was good. Francisco, the owner, is always very accommodating. Twenty-nine club members enjoyed the warm and friendly holiday atmosphere.

Thanks to all who came out and enjoyed the event with fellow club members, both new and long-standing members.

Photo below courtesy of Jim Stott, PCA-SDR Club Member.



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November 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

Not Present: Fred Yip

Call to order: 7:10PM

President's Message

E-mail votes taken:

October minutes

Willow TT dates

March 2-3 SoW

June 15-16 Big Willow

September 14-15 Big Willow

Tech Inspection School – November 18, budget not to
exceed \$2000

Buttonwillow TT Dinner Party – budget of \$1860

Promote Vineyard Region Xmas Tour – December 21-23

Promote Porsche of San Diego Mom's Pie Drive – Novem-
ber 5

Election

Emily finishing out Tom's term next year

Secretary

Approval of September Minutes – M/S/P – between meet-
ings votes taken as noted above.

Treasurer

Review and Approval of Treasurer's Report – M/S/P

Old Business

Reminders:

Volunteer Party, November 25

Installation Dinner, January 13, Lafayette Hotel

Unstock is Sunday November 12 @ HRE in Vista

New Business

Social Media Chair – Stephen Peterson – M/S/P

TT Prereg Chairs: Megan Jennings, Tim Ascough – M/S/P

Chair Reports Autocross

Update:

Bill will run the December event as Jason is out of town
2024 AX and PDS dates: 1/21, 2/25, 3/16-17, 4/7, 5/25,
6/30, 7/21, 10/6, 11/10, 12/1 – M/S/P
PDS is set for March 16-17

Great appreciation for Jason's efforts.

Cars and Conversation

Update:

Cars & Sunset

Good turnout

Great sunset, slightly over 50 people

There is a third lot always reserved that could be used in
the future.

-\$391 budget reconciliation.

March 16th proposed for future Cars and Sunset – M/S/P

Calendar question:

Hoping to avoid overlap of Cars and Conversations and
Driving Tours. Ian says they try to schedule on second or
third Sundays.

Richard is willing to put in work to allow use of a Cars and
Conversations as a starting point for a tour.

Social

Mystery Weekend:

Things went well, had a good time. Enjoyed Sat activities
and Lafayette Hotel.

Had an excursion to Palm Springs Air Museum, rerouted
due to fire on Mt Palomar during return to San Diego.

Last Tuesday Update

Malcolm:

September event at Alexanders Pizza, successful event.

November is Stone Brewing in Liberty Station.

Janie

Unfortunately, the October LTS was cancelled by the res-
taurant 4 days before the event.

Concours

Update:

Had a concours on October 14th, first since COVID. Went
well, well received.

Radios would be useful, which can be borrowed from AX, along with a pre-event meeting with volunteers.

Reconciliation:

-\$1600

Attendance was down, only 24 judged cars. About 1/3 to 1/2 the number of expected spectators. Attendance decrease not fully explained. Wine booth proposed as a possible means to increase attendance.

TT/DE

Update:

Mark Curran: 79 drivers at CVR. Hot weather. One incident between two cars, reported to National. Hoping for increase in attendees as AX program ramps back up.

Reconciliation +\$11,568.80

Dec 2-3rd Buttonwillow coming up. Steak dinner organized for attendees at the track.

Willow 2024 dates reminder 3/2-3 SoW, 6/15-16 WSIR, 9/14-15 WSIR

Buttonwillow 2024 date – 12/7-8 locked in, may switch to 11/23-24. Both dates approved with plan to drop one – M/S/P

DEs will be SoW, all CVR events, Sept WSIR

TT Equipment purchase: \$3525.21 – M/S/P

Dennis Chalfont is available and willing to be trained on TB Timing and run timing next year.

Driving Tours

Update:

Successful tour

Feb 4th tour date requested – M/S/P

PoSD Mom's Pie Tour:

Nice event, had mini pies

Membership

Update:

3110 members! Up 161 from last year, 75% renewal rate.

Thank you, John Bell, for providing water and sodas. Thank you to the Vault for hosting us!

Next Meeting: TBD in December due to event conflict at the Vault. 🐦



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December Board Meeting

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

Attendees: Ashley Andreoli, Tom Brown, Emily Dearborn, Valerie Hanke, Eric Marc-Aurele, Jason McClure, Ian McIntyre, Fred Yip

Call to order: 8:06PM

2024 Board

President's Message

Vote to officially instate the Officers for 2024 – M/S/P

President – Eric Marc-Aurele

Vice President – Valerie Hanke

Treasurer – Ian McIntyre

Secretary – Fred Yip

Advisor/Past President – Tom Brown

Directors at Large – Ashley Andreoli, Emily Dearborn, Jason McClure

Approval of the club's Chair List as it currently stands – M/S/P

Some open positions – volunteers welcome

Webmaster

Tech Session

Social Media

Emily Dearborn to co-chair Concours

New Business

Board meeting location – explore to return to a member's home. The host would provide food and drinks, with expenses reimbursed by the club. BYOB

Garage Collective is an option. The Vault may still be available and used for some meetings. Eric to prepare a proposal for the January meeting

La Jolla Concours

Date is April 19-21, 2024. The theme this year is first generation 911s. PCA members are encouraged to show their cars. Porsches on Prospect is a part of the event. It will be held on Saturday night (Apr 20). There is room for 75 cars.

Registration is open. Last year's event was sold out. The La Jolla Concours chair asked PCA-SDR members to participate in Porsches on Prospect and to promote the event.. This is not a PCA event.

Votes to be taken in a board meeting in 2024

Driving Tours

2024 plans

Update from Michael Zurich:

Explore a shorter tour in 2024, 1-1.5 hour tour from point A to point B, rather than 2-3 hours of driving.

For the January 28 tour, it will start from Mission Bay to an Alpine brewery. 20 cars + group leaders will start from a Cars & Conversations (C&C) location in Mission Bay. Club members may join either C&C or Driving Tour or both. Separate registrations required.

Vote to approve monthly short driving tours from C&C – M/S/P

Longer driving tours will be run quarterly. The next one is on February 4. The April tour will include a visit to Chuckwalla Raceway for the DE/TT event.

TT/DE

Budget Request for 2024

Vote to approve the budget for 2024 – M/S/P

Social

Winery Tasting Event – January 7

Greg and Laura Larson would like to start a wine tasting series for club members. Location is Mia Marie Vineyards. \$59 per person, covers wine + snacks. No minimum attendance requirement. The winery can host 40 people. Vote to approve the event on January 7 – M/S/P

Wine Tasting Dinner – January 23

Anastasia and Tom to organize the event. Location is Parc Bistro-Brasserie. \$159 per person, with a minimum sign-ups of 15 people. Wine to be provided by the restaurant

Vote to approve the event on January 23 – M/S/P

Vineyard Region Europe River Cruise - Summer 2024

Date is TBD. Vote to approve the promotion of the event, with the date to be announced –M/S/P

Garage Collective NYE Party – December 31

With participation from the BMW club. This is not a PCA event. Vote to approve the promotion of the NYE party – M/S/P

Should the club automatically promote events from certain regions/venues like Vineyard Region, Garage Collective? Promote future events without the need for board approval for each of them.

The board to brainstorm and decide later.


Concours - 2024 Plans/Ideas

Tech session on how to prepare a car for concours Judge school.

Concours chairs to propose events in 2024

Adjourned at 9PM

Next Meeting: January 2, 2024

Thank you to the Vault for hosting us 

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Palms to Pines

Article and pictures by Frederick Adler

This past May, the 356 Porsche Club of Southern California held its annual Palms to Pines run from Palm Springs to Idyllwild and back down with 60-70 year-old 356's from California, Arizona, Utah and even Canada. It started on Friday with a social hosted by Porsche Palm Springs complete with tacos and a Margarita truck. The next day we all met for cars and coffee in Palm Springs and to rendezvous in Banning for the climb to Idyllwild. Don't let the age of the cars fool you as the original "Nothing Even Comes Close" roaring up thousands of feet to the town of Idyllwild. Then down at a fast pace to another cocktail party in Palm desert at a member's house. Great time with their 28th anniversary run.

The 356 club is the largest regional 356 club in the world – with approximately 1,000 members. While we are Southern California based, the club has attracted members from throughout the US, Canada and countries around the world. Many of our members have joined because of its excellent coverage of Porsche 356 events through its magazine and website. 



Two beautiful views, the mountains and the cars!



Anniversaries

Five Years

Marc Correll
Brad Coughlin
Juan Estruch
David Gilmore
Alan Gomez
Douglas Hansen
Trisha Kaufman
Eduardo Marek
Ryan Moore
Garret Moose
Jose Munoz
Rich Parrella
James Person
Allan Polk
Daniel Reed
Chuck Rowe
Asko Ruotsalainen
Alan Schneider
Len Srnka
Valerie Stoldt-Warren
Gustavo Velez

Ten Years

Roberto Atienza
John Bass
Teo Cervantes
Christopher Cheves
Jason Clement
Michael Dodd
Joseph Gannon
Gary Greening
Doug Hicks
Greg Howard
Paul Icinkoff
Rakesh Jain
Vinh Ly
Stefanos Makris
Tiffany Mann
Dun Sloan
David Wegmann
Murray Wunderly
Peter Zarcades

Fifteen Years

Jeffrey Filippi
Thomas Funkhauser
Sean Hutchins
Dallas Jones
Michael Oliver
Ines Roemer
Dale Sommerfeld

Twenty Years

Morgan Falkengren
Andrew Hearsum
Walter Jewell
Michael Keaveny
Eileen Maher
Matt Schmidt
Ted Witte

Twenty Five Years

Chris Cohen-Richards
Bob Ehrman
Douglas Gregg
Goran Mijailovic
Nicholas Psyllos
Steve Tracas

Thirty Years

Michael Avitt
Thomas Beilke
Hervey Stern

Thirty Five Years

Val Farrell
Kim Sage
Phil Spaid

Fifty Five Years

Bob Lampert

Anniversaries In recognition of your continued support of PCA-SDR, the Board of Directors is offering each of you a \$75 SDR Award that can be applied to the entry fee for any PCA-SDR event. Watch your email for your award code and directions for redeeming your SDR Award.



From Adriano “AB” Bortolin: the “Rennbow of Colors” we enjoyed yesterday at the 2024 inaugural AX event at the North Island Credit Union parking lot found on a Taycan rooftop. Despite the very soggy conditions fun was had by all, competition was fierce, and camaraderie was everywhere.

January Board Meeting

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

Attendees: Ashley Andreoli, Tom Brown, Emily Dearborn, Valerie Hanke (Zoom), Eric Marc-Aurele, Jason McClure, Ian McIntyre, Fred Yip

Call to order: 7:01PM

President's Message

Thank you to all volunteers.

Between-meeting vote for the date of Driver's Awards Party – February 18th – M/S/P

National e-blast mailer limitation. 1 short paragraph for each event for inclusion in the bundled e-mail. Event chair to provide a short paragraph of the event for this purpose

Secretary Report

Vote to approve December meeting minutes – M/S/P

Treasurer Report

Closed 2023 with an adjusted net income of \$17K and \$6k increase in bank balances. Vote to approve the Treasurer's Report – M/S/P

Old Business

Meeting location options - see Discussion section below

Search for Concours and Web team members

Vote to promote La Jolla Concours and Porsche on Prospect – M/S/P

Votes Needed:

Charity Team

New volunteer – Katina Rondeau. Thank you Katina!

Vote to approve Katina as the new Charity Chair – M/S/P

Social-ish

John Chambers is interested in organizing a Porsche and VW swap meet. Venue is a local high school. He organized similar swap meets in the past when he owned an auto shop which was used as the venue. The plan is to charge admission (for the vendors) to make the event breakeven. Any

profit will be donated to the school as charity.

Date is Saturday, April 6th

Vote to approve the swap meet date of April 6th – M/S/P

Reconciliations and Reports

TT/DE

Report from Mark Curran

Buttonwillow report:

Budget reconciliation

Weather was great, cold in the morning, but sunny and warm during the day.

54 drivers at the event. Everything ran smoothly with no issue.

Drivers dinner at the track restaurant - steak dinner, wine, dessert.

Thank you, Black Forest, for donating wine for the party.

Thank you, Steve Eisler, for the dinner idea.

Next event is on January 6-7, DE/TT at Chuckwalla

Good sign-ups so far including many students

Drivers Award Party

Date is February 18 at 4-7PM. Location is Point Loma Seafoods.

Booked a room upstairs, with 100+ capacity and a view of the bay.

Dave Aberizk of Integrated Consultants Inc., Chris Keefer of Independent Motorcars, and John Rickard of Black Forest Automotive, each donated \$1000 to the event. Thank you Dave, Chris, and John for your generosity! The donations allow the club to give out \$50 gift certificates to the first 75 attendees of the party. The gift certificate can be used at Brigantine Seafood and Oyster Bar.

2024 Season Pass:

56 signed up.

Season pass holders get priority registration and up to \$40 discount for each event attended.

SDR Awards, New Member \$30, and Find the Gull

Report and reconciliation on 2023:

Update from Steve Eisler

Last year about 20 members claimed the New Member's Award (worth \$30) at the goodie store. This is a low % considering there were 360 new members for the year.

5 out of 277 members claimed the Anniversary Award (worth \$75) last year. The award may be applied towards any PCA-SDR event. This is also a low %.

Explore ideas to encourage more members to use the awards. Test the email to make sure members are receiving the award notice.

Advertisers have shared good feedback for the "Find the Gull" contest, which aims to encourage members to read the advertisements on Windblown Witness. For each quarterly issue, there are usually 2-3 gulls hidden in 11-13 advertisements. The winners are announced in the next issue of the Witness and they are given SDR awards.

Despite the contest getting regular submissions from the readers, the winners have not redeemed the SDR awards in 2023.

Porsches, Pours, and Pups

Message from the event organizer, Bree Partington-Wilnewic: "I want to thank everyone who came out to the first Porsche, Pours, and Pups! It means a lot to me that you came and supported such a great cause! We raised over \$3,500 for Del Mar Dog Rescue and helped 12 dogs find their forever homes! I hope everyone had a great time and I welcome any feedback, so if we do this again next year, I can make it even better!"

Overall the event was well attended and well received. It was nice to see a successful club event based on a different common interest – dogs.

Autocross & PDS

Report from Bill Behun:

The December event went well. 42 drivers attended. They got as many as 36 laps! The next event is on January 21st. Registration is open but low in sign-ups. Jason will send a reminder email to encourage more sign-ups.

PDS - questions about water trucks: Do we have clearance from the venue to use water trucks? Is there a nearby water source (hydrant) for refilling the truck?

Water truck is being arranged on Saturday of the PDS weekend. Waiting for approval.

Tours

Report from Michael Zurich

The first mini tour was sold out, with attendance capped at 25 cars. The route has been decided. Date is January 28.

The route for the February 4 tour is being worked out.

Cars & Conversations

Report from Richard:

The last event on New Year's Eve turned out better than expected with 41 cars. It was a great event. Coffee truck was available.

The January event is in Mission Bay on January 28, along with the mini driving tour. Expect a big turnout.

Cars and Sunset will be on April 6. Deposit has been placed. The plan is to charge \$10 per person, with a maximum sign-up of 50 people.

The June event is planned to be at the San Diego Automotive Museum. Richard is working to get a discount for the C&C attendees to visit to the museum.

A special venue is planned for the April 28 event - Montgomery Airfield. The airfield has over 100 cars capacity. This would be the first time C&C is done at an airfield. The plan is to advertise to the club to get a large attendance.

Food and coffee trucks are allowed. There is a \$250 fee charged to use the venue. The charge is covered by a sponsor, Blossom Valley Detailing. Thank you for sponsoring the event! Need volunteers to guide traffic and enforce perimeter

A professional photographer may be available to take pictures and videos. Consent needed from participants to allow their pictures and videos to be used for promotional purposes. This will be added to the registration process. No drones allowed per PCA policy. Avoid taking pictures of license plates

Last Tuesday Social

Report from Janie

The December event was at Tommy V's in Carlsbad

29 members attended

Great Italian dishes and seafood. Great service

The February event is being planned.

Membership

Report from Emily

23 new members in December, 3132 total membership at the end of 2023.

Discussion items (If time permits)

New Members Calls

Do we want to continue calls? The consensus is Yes.

Need new volunteers - Bruce Wing, Val Hanke, Emily Dearborn, Michael Zurich, Ann Archibald volunteered to be the monthly callers. Thank you!

Scripps Ranch 4th of July Parade

Member Roberto McFarlane proposed the club to participate at the parade or exhibit members' cars at the nearby shopping plaza. The event is hosted by the Scripps Ranch Civic Association every year. As this is a community event,

the board suggested to promote the event. PCA members who are interested in joining the parade may sign up with the event organizer.

Vote to approve to promote the Scripps Ranch 4th of July Parade – M/S/P

Installation Dinner

Need more sign-ups. Encourage club chairs and volunteers to participate. Also need volunteers to help with event check-in. Ashley and Emily stepped up to help. Thank you!

Policy for Non-PCA-SDR event promotion.

Inclusion only in bundled e-mailer? Limit the number of non-PCA-SDR events advertised per month? Leave as is, voting individually then treating it as a PCA-SDR event for advertisement frequency? To be discussed in the next meeting.

Adjourns at 8:33PM

Next Meeting – Feb 6th at The Vault

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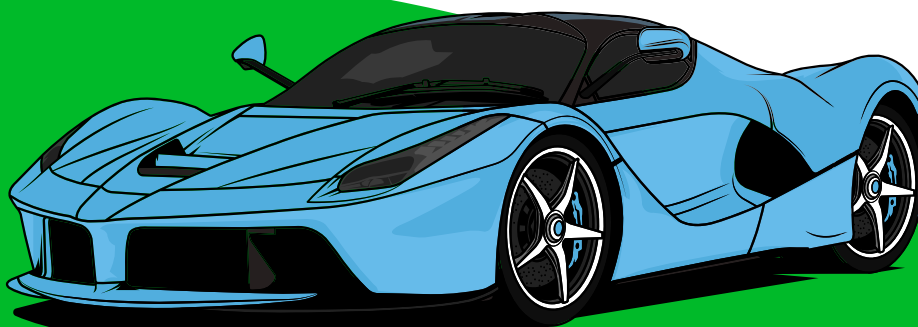
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Find the Gull Contest

As you are reading this issue of the *Windblown Witness*, please take a close look at the advertisements paid for by our advertisers. Most of these people are club members and their advertising fees help pay for our full-color, printed magazine. The Find the Gull Contest is our way of encouraging you to support our sponsors, win valuable prizes and have some fun searching for the hidden Gulls.

Any member who reads this month's magazine ads and finds a gull like this one  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.

Winners of the November contest were:

KEVIN CARTER who won a prize from Porsche of San Diego and WILLAM KILLEA who received a SDR Award from TransPac Consulting's Managed IT Services. William's SDR Award can be used as part of the entry fee to ANY PCA-SDR event.

Check ALL 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 gull. If you find more than one gull you may include them all in one email.
4. Affiliate members may enter but cannot enter to win the same prize 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:

First and last name.

PCA Member ID and expiration date

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

Your email address and the best phone number to reach you.

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

ADVERTISERS—Use the email address shown above if you would like to be a part of the contest and award a prize or if you have any questions regarding participation.



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Buttonwillow Boogie

Article and photos by Greg Phillips



The last event of the 2023 time trail season was at Buttonwillow Raceway Park. Our usual caravan of Mark Rondeau, Steve Grosekemper and Dan Chambers with their SCs on trailers and me in my Boxster S was supplemented by the Linares Boxster. I initially thought Ralph was driving his black Boxster, but as we stopped for lunch it was daughter Lauren that got out and the parents Ralph and Annette were in their electric BMW. Lauren has been doing driving events with the BMW club but is not yet old enough for PCA track events. She will be soon.

Traffic went well and after a gas stop in Buttonwillow we arrived at the track. After the Friday drivers finished, we were able to get into the garage, unload the trailers, and were joined by Ethan Dahlkamp and his Boxster. The Linares, Steve, and I were staying in Wasco, while Mark, Ethan, and Dan were camping at the track.

It was an early morning to head to the track to get ready and then the drivers meeting. At the meeting I found I would be instructing Mark Bastain in his 2004 Boxster S. Red was out first and in the cool morning air they started quickly with Walter Vazquez (CC18) turning a 1:52.52, followed by Mike Rozenblatt (CC16) at 1:57.44, and Fritz Michelsen (CC15) at 1:59.59. Steve (CC10) turned a 2:08.13 and Mark (CC09) was at 2:09.39.

Orange was up next and Victor Murray (CC18) led with a 2:04.86, while Marc Correll (CC13) turned a 2:05.14. I had forgotten to turn on my transponder and had no official times,

so I had to look at my onboard data and found my best lap was a 2:17.74. Next up, I was with Mark Bastain (CC07) in Yellow. Leading the group was Oliver Weber (CC12) at 2:08.50, and Mark started with a 2:29.45. He had already run events at Buttonwillow and knew the track well, but we started working on improving his line and pace.

In the next session, the top 3 stayed the same with similar times. Vinh Ly (CC10) improved to 2:05.12, followed by Steve at 2:06.37, Mark at 2:07.39, Ethan (CC11) at 2:08.29, and Dan Chambers (CC11) at 2:08.36. Orange was up next and Victor Murray improved to 2:02.51, followed by Colin Wilson (CC13), and Craig Adams (SS09). Mark Huxhold (CC10) turned a 2:08.59, Ralph (CC06) turned a 2:13.66, and my best lap was a 2:13.74. In Yellow, Mark improved to 2:26.02 with his son Blake (CC06) turning a 2:17.70. Oliver Weber was fastest at 2:09.99 with Steve Eisler (CC08) next at 2:16.86.

The third session had Walter on top again at 1:53.25, but Daniel Fefferman (X) next at 1:55.40. Steve had problems with the 911SC that turned out to be the fuel pump. He had a spare used pump, but after replacing the pump the spare pump had a leak and the SC was done for the weekend. I had my transponder on and turned a best of 2:13.83 in Orange. Victor Murray had stepped it up and turned a 1:59.13, and Mark Curran (CC06) had a 2:11.60. Eric Marc-Aurele (CC08) turned a 2:12.05 with Ralph next at 2:13.66. In Yellow, Mark's best was a 2:27.73 with traffic, and Ben Smith (CC04) improved to 2:16.15 in his 944.



Mark Rondeau and Dan Chambers



Andrew Correia, Vinh Ly, Anshley Andreoli, Eric Marc-Aurele, Dennis Chalfont

During the lunch break track tour, Ralph and Lauren were out in his Boxster and Annette followed them in my Boxster to check out the track. I don't think it will be long before Lauren is driving at our events.

In the next Red session, Bryant Nguyen improved and was 3rd fastest at 1:58.71, becoming the 5th driver under 2 minutes flat. In Orange, Victor was still quickest at 2:01.24, but Mark Manda had improved to 2:02.90, with Skip Motesenbocker next at 2:046.8. Andrew Correia (CC09) was just ahead of Roger Bush ((CC09) 2:12.50 to 2:12.62. In Yellow, Steve Grosekemper took my Boxster out and turned a 2:08.04, and Mark turned a 2:26.50 as he pushed through his comfort zone to pick up speed.

In the 5th and final session in Red, Walter dropped to 1:51.12, and in Orange Mark Manda improved to 1:59.80, while Vinh Ly improved to 2:07.14. I was a little late in coming out as when I started up the Boxster there was a lot of smoke from the AOS. The combination of high G and revs put out more blowby than even the motorsports AOS could handle. But after a short drive around the paddock, it stopped and I was able to go out and set my best lap yet at 2:14.06, just behind Ralph at 2:13.83 and Eric at 2:13.56. In Yellow, Vinh was quickest at 2:08.44, and then Steve at 2:10.76, while Mark had a 2:27.54 while driving by himself to try and put the day's lesson together.

After the track went cold it was time for the catered dinner.

They had been cooking the meat on the grill and we could smell it as we went past the timing building on the front straight. The food was great, with the baked beans and bacon wrapped asparagus being very tasty. We also appreciated that there was beer and wine sponsored by Black Forest, along with chocolate cake for dessert.

After dinner we sat around the fire pit outside the garages reviewing the day's adventures, with the campers helping to drink the beers. Soon it was time to head back to Wasco for the night.

Sunday morning, we started a little later and we were able to have breakfast at the Best Western before checking out and heading to the track.

In the cool of the morning only 10 drivers were out in Red, but Ethan took advantage and dropped to 2:06.47, followed by Tom Arter (CC13) at 2:06.76, Mark at 2:07.95, and Dan at 2:08.12. In Orange Eric improved to 2:09.38. In Yellow Steve was quickest at 2:13.56 and Mark turned a 2:28.22

In the next session, Walter was down to 1:51.21 and Mark improved to 2:04.27, with Dan and Ethan tied at 2:06.61. In Orange Tammy Gildersleeve (CC17L) was down to 2:05.32 and Mark Huxhold (CC10) was at 2:07.54 and I was in at 2:13.60. In Yellow Mark Bastain was down to 2:24.28 and Ben Smith turned a 2:14.91.



Lauren Linares, Ralph Linares and Annette Linares - a family affair

Steve Grosekemper wondering just how many spare fuel pumps he should have brought





Mark Rondeau, Dan Carusillo, Dan Chambers, Stephen Peterson

The 8th session had Walter showing his consistency with a 1:51.29, and Fred Yip (CC12) was at 2:00.93. I skipped the last 2 practice sessions to save my tires. In Yellow, Mark was putting it together and was down to 2:24.09, and Michelle Huxhold (CC10L) turned a 2:13.49.

In the last practice session, Danile Fefferman turned his best lap and was fastest at 1:50.94. Rich Gildersleeve also improved and under 2:00 at 1:59.40 as new tires were on for timed laps. Mark Rondeau at 2:04.77 and Ethan Dahlkamp at 2:04.90 were neck and neck with Dan Chambers at 2:06.51. In Orange, Ralph Linares dropped to 2:12.94 and Tammy Gildersleeve dropped to 2:04.59. In Yellow Mark Bastain ran solo and dropped his best to 2:22.27 for the weekend.


Since this was the final event, there were a few classes that were still competitive, but most of the season standings were locked up. In CC04 Shawn Flanagan with 90 and Ben Smith at 82 points were still close. In CC10 Vinh Ly was leading Steve 75 to 67 and in CC13 Marc Correll was leading Colin Wilson 41 to 32.

Timed runs were up next, and with the fastest cars running first the results were soon available. TTOD went to Walter Vazquez (CC18) at 1:51.97. He was followed by Mark Manda (CC18) at 1:57.7, Bryant Nguyen (CC16) at 1:58.44, Rich Gildersleeve (CC17) at 1:59.49, Fred Yip (CC12) at 2:00.28, Grant Graber (CC16) at 2:03.31, Vinh Ly (CC10) at 2:04.58, Ethan Dahlkamp (CC11) at 2:05.18 and rounding out the top ten was Colin Wilson (CC13) at 2:05.31.

In CC04 Ben Smith turned a 2:14.13 to beat Shawn Flanagan and Bill Behun. But the points were not enough to pass Shawn, who was the CC04 season winner. Blake Bastain took CC05 at 2:16.46 and Mark Curran took CC06 at 2:11.78. Mark Bastain took CC07 at 2:25.83 ahead of Randy Blaesi. In CC08 Eric Marc-Aurele turned a 2:09.02 to beat Glenn Crawford and Steve Eisler. In CC09 Mark Rondeau's 2:05.12 was enough to beat Andrew Correia and Roger Bush.

In my timed laps, there was a little confusion with the flags as I took a green flag and then a checkered flag. I was confused and wondered if I had somehow missed a lap, but it was a flagging mistake. Was offered a rerun, but looking at my lap time I did not think I would be able to improve much and decided to get ready for the trip home. The CC10 winner was Vinh Ly, followed by Mark Huxhold, and then me. Steve did not run and the CC10 season winner was Vinh Ly. In CC10L Michelle Huxhold turned a 2:15.21.

In CC11 Ethan beat Dan Chambers, and in CC12 Fred Yip was the winner. In CC13 Colin Wilson beat Marc Correll but also failed to pass him for the season points, so Marc was the season winner. In X class, Ashley Andreoli's BMW M3 turned a 2:14.92 to beat Mike Jennings BMW M2C.

The season was now complete, but we are already looking forward to an early January event at Chuckwalla Valley Raceway to start the 2024 season. 



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What is peripheral vision, how can it be used in driving on the freeway or the track, and how can it be improved.

We are familiar with the term, but do we really understand what it means and how it can be developed to make you safer on the streets, freeways, and even on the racetrack?

Simply stated, peripheral vision is what you see outside of the central area that your eyes are focused on. It is commonly called, “seeing out of the corners of our eyes” without having to turn our heads. Scientifically, when our eyes focus on an object the light is sent to the center of the retina (macula) which is made up of photoreceptors called cones. Cones handle color vision and can focus on smaller details. The outside area for the retina is populated with rods, photoreceptors that handle vision in dim light. This means that our peripheral vision is better in low light but cannot interpret much color or detail. Disease or injury can cause a loss of peripheral vision which results in ‘tunnel’ vision shown here.



The rest of these pictures approximate peripheral vision, but cannot accurately replicate it because, unlike our eyes which have different numbers and types of receptors in the macula and the periphery, a camera has the same pixel density throughout the field of view. Everyone with normal vision has peripheral vision but, as you will see, understanding it and applying it effectively is not an easy task.

First year cadets or midshipmen at military academies are subject to rigorous physical and mental “training.” Historically, what is acceptable training one year may be redefined as hazing the next year. Training begins with learning how to stand, march, sit, and eat a “square meal” all at a position of attention. The position of attention is ramrod straight, stomach in, chest out, shoulders back and down, and, most difficult, eyes focused straight ahead. We marched to my first meal at the Academy dining hall, were led to our table and told to stand at attention and look at our plate on the table. As we waited for the room to fill, an Air Force officer approached me and said, “Mister, you need to stop gazing around this table. Look at your plate and that will develop your peripheral vision. If you can’t keep your eyes focused in one place, you are going to have some big problems here. Pilots need good peripheral vision.” It was a harbinger of a big training obstacle for me.

All of my classmates were caught gazing many times, but I seemed to be the worst. I paid off thousands of push-ups and handed in my plate with the meal less than half eaten hundreds of times for failing to “cage your beady little eyeballs, Mister.” To combat my problem, I decided to stare at the center of my plate and focus only on it. I knew what peripheral vision was but didn’t understand how it worked or how to use it to my benefit, and the problem worsened the more I stared. Fortunately, we were 4th classmen for only one year. In March we were ‘recognized’ as upperclassmen and, other than correcting new trainees, I did not have to deal with or think about peripheral vision anymore.

Fifty years later I began autocrossing and then time trialing. Like everyone else, I was taught to stop focusing on the front of your car and look further up the track, or one or two AX turns ahead of where you are. In my second year of time trials an amazing thing happened. I had been splitting my time between trying to look ahead and constantly checking my mirror for faster cars that needed to be pointed-by, when suddenly, I caught up with some of the new drivers that were slower than me. I knew that I had to get within one or two car lengths of the slower cars and present myself in their left mirror, but how could I continue to look up the track and not run into the slower cars? Peripheral vision!

50+ years too late, I finally understood the concept. I could focus on the upcoming braking point or apex and still see the cars in front of me in my peripheral vision. Peripheral vision can see the flag stations, especially if they are waving a flag, or see dust clouds from a car off track far ahead of your position, all without having to take your focus from the track. The second picture is a good representation of good use of peripheral vision. The buildings and upcoming turns are clear since the driver is focusing on them. But the track in front of the car, with the cracks and tire marks can also be seen using peripheral vision. These cracks would not be as clear and detailed as the photo, but the driver can use them to check the car’s position and to locate the braking point and other reference points.



Most drivers are constantly scanning the track focusing on braking points, apex location and other cars in the race. As they move their vision up the track to exit points and prepare for the next turn, they can use their peripheral vision to check how close they are to the apex and other points as they pass them. If you train your peripheral vision, you will also see rocks and hazards on the track in front of you, without you having to change your focus from the next turn. At Racers Clinics we are taught to keep our heads on a swivel, constantly checking your position and the position of the cars around you. If you turn your head to check the right-side mirror or check for cars next to you, your peripheral vision can still provide information on cars right in front of you. I am sure that many of the experienced drivers have more examples of how they have used peripheral vision in racing or time trial situations.

This brings us to the big question—is it possible to improve our peripheral vision? You cannot change the number of rods in the periphery of your retina, and you cannot change the acuity or sensitivity of the rods. But significant changes in what you see can be made by training your mind to search for objects on the periphery and training your brain to recognize these objects and include them in the picture that it sees.

The first rule is to continue to look far ahead of your car's current position. In this picture, the camera is focused on the car just in front of it, and the other 3 cars and the turn exit cone (at the left edge of the picture) are not clear. This is the opposite of what we want to do. We should always practice looking ahead while we drive. If we are focusing on the exit cone, we would see it and both edges of the track clearly. We would still see the Cayenne clearly with our peripheral vision, but would not be able to read the letters on the license plate! On a busy freeway when we can only see the car in front of us, we can look up the freeway for brake lights in the other lanes, check the shoulders ahead for stalled cars or other obstructions that could affect us as we approach that area. We can spot cars that are swapping lanes or driving erratically, all done while using our peripheral vision to see the cars closest to us.



Practicing looking ahead on residential streets lets us see cars backing out of driveways or entering from cross streets, cars moving much slower, and changing stop lights long before we arrive at that spot. As we keep our eyes up the road, we can consciously try to see potholes without looking down, try to see mailboxes and other details at the sides of the road without shifting our focus and, when you do check your mirrors, practice maintaining a wide field of view even though you are focusing on a small mirror. When I am looking ahead in my street car, I can just make out the rearview and left side mirrors in my peripheral vision. I can't see what is in the mirror, but if I continue to stretch my peripheral field of view to include the mirror frames, I will see motion or a change of color in the mirror which alerts me to shift focus to that mirror and identify what is happening behind or beside me.

I also try to improve my vision on my morning or evening walk. When I start walking, I raise my head and focus on the horizon or as far up the road as I can see. Then I try to open my eyes as wide as possible and notice all the things on the sides of the road that I can see with my peripheral vision. I try to see the cracks and dirt on the road in front of me without moving my head or changing my focus. Then I will shift my focus to the right or the left, or to an object closer to me and repeat the process. If I am walking in an isolated area where people will not think I'm strange, I will extend my arms out the sides, at shoulder level, and wiggle my fingers as I bring my arms closer to the center until I can see the fingers. Then move your arms higher and lower and continue to work on extending the range of your peripheral vision.



My last tip involves balance as well as vision. One area of my walk has curbs that are quite flat on top. I practice walking on the curb to improve my sense of balance. Then I raise my eyes and look at the basketball hoop at the end of the road and continue walking on the curb without looking down or looking at the curb in front of me. Once I am feeling comfortable, I will begin shifting my focus to objects different distances away and objects to the left and right of my curb. If I continue to look for and recognize objects in my peripheral field, I can step over plants, step off and back onto the curb to avoid obstacles without looking at my feet or even the curb in front of me. Also notice that in the picture, you can read the street sign on the right. If you are looking at the basketball net, your peripheral vision will see the street sign, but the rods will not be able to distinguish the letters on the sign.

Using peripheral vision requires a conscious effort. Sometimes, when I am towing to the track or just driving for several hours, I will notice that I am just following and focusing on the car in front of me instead of looking further up the freeway. On the road, on the track, or on the streets, we can always be improving our vision, our awareness of what is happening around us, and our preparedness to respond to emergency situations by tapping into our peripheral vision.

Driving at night is a problem for many drivers, especially older ones. The glare from approaching headlights and the halos that appear around the lights makes it difficult to see. Recently, I discovered that using peripheral vision may eliminate this problem. If you focus your vision further up the road the upcoming lights will not be as bright. As the cars approach yours, the lights will be seen by the rods in your peripheral vision and will not be blinding the more sensitive cones which are focused on the traffic in the distance. If the road is narrow, you can shift your focus far ahead and to the right. If you have been training your brain to 'see' objects in the periphery, you will be able to see the road and traffic ahead of you, while your peripheral vision sees the cars and the road directly in front of you and minimizes the glare from the oncoming traffic.

It has been a long journey from the days when gazing was the bane of my existence to the present when I step outside every morning, open my eyes, and try to take in as much visual information as possible! Has it made me a better driver? I am still slower than the best drivers in my class, but I am making progress. I am more comfortable in traffic, still working on getting closer to the apexes, and enjoying seeing more of the track. I hope my story will help others see the track and the road from a different perspective and maybe they will realize big improvements.

I want to acknowledge Ross Bentley for his excellent Speed Secrets series and his training webinars that have provided background information that helped me understand peripheral vision and its value in driving and racing. Ross also recommended 3 apps that I use to work on visual acuity and peripheral vision. They are Vision Trainer, IQ2, and Kinetic VA. I also want to thank Independent Motorcars mechanic, Gary Mathews, whose knowledge and insight helped me write this article. Gary showed me an interesting peripheral vision test that I can share, individually, with anyone who is interested. 🦅



January Chuckwalla TT and DE. Above is Brandon Vega with his instructor, Frank Powell. Below are Peter Czajkowski, Frank Powell and Greg Adelman



PART II - AX, TT, DE and PDS

Article by Steve Eisler

The last Auto Cross at Qualcomm Stadium, the largest parking lot in the west, was held on February 29, 2020! It was held in the smaller Southeast lot, and the Top Time was 1:15.55 by Murray Wunderly.

Since then, there have been approximately 1,000 new members join PCA-SDR, and they have had just 5 opportunities to learn how to drive their Porsches at an AX, and one learning experience at a weekend Performance Driving School. Thanks to the hard work of Auto Cross Chair, Jason McClure, with the help of former AX Chairs, Bill Behun, Eric Marc-Aurele, and Mark Curran, all of us will have 10 opportunities this year to learn car control and safety in a large parking lot with orange traffic cones as the only obstacles.

The first AX of the year was already held at our new home, North Island Credit Union Amphitheater in Chula Vista on January 21, just after this magazine went to print. Trial runs in December had top times in the low 50 second range which is not as long a course as Qualcomm, but still better than many regions where the areas are so small that times are in the low 30's. You may still have time to register for the February 25th AX and, if you really want to explore the capabilities of your Porsche and yourself, the Performance Driving School is scheduled for March 16 and 17. This is a two-day event held at NICU Amphitheater parking lot that features a full day of low-speed car control



Anastasia Berta, cornerworking

exercises followed by a day of AX instruction. You will have an instructor in your car with you the whole weekend. Register now because this event always sells out!

Since the last publication of the Windblown Witness, PCA-SDR has hosted Time Trial weekends at Chuckwalla, Buttonwillow and Chuckwalla again in January, Driver Education training at both Chuckwalla events and the AXs in Chula Vista. On October 21 and 22 we drove the 2.68-mile, 17 turn Chuckwalla course counterclockwise. The weather was hot but not oppressive, and we welcomed five new drivers to the Driver Education program. They and their in-car instructors were the only cars on the track during the Green run sessions, which provided them with ample space to practice their car control skills and discover the handling ability of their cars. We also had seven other students working with in-car instructors in the Yellow run group. At the suggestion of Time Trial Chair, Mark Curran, Chuckwalla offered a Promoter's Day on Friday, October 20. This was an open track practice day open to anyone with a car that meets their safety requirements. It is an excellent opportunity to learn

the track, practice different lines, and try different suspension set-ups. You need to register on MotorsportsReg and pay a fee to the track to get as many laps as you can fit into 6 hours of track time.

Our last event of the year is traditionally held at Buttonwillow Raceway, about 30 minutes north of Bakersfield on I-5. The track is about 3.1 miles in length, depending on the configuration chosen. It is about one hour further from San Diego than Chuckwalla, but the extra drive is well worth the effort. The garages, restrooms, and food service are top notch, and the track features elevation changes, 2 long straights, and a nice combination of challenging turns. I was the only SDR driver that took advantage of the open track day on Friday, December 1 sponsored by SoCal Drivers Club. Since there was no DE scheduled for this event, the Red, Orange, and Yellow group run times were increased to 30 minutes per session, so everyone had many laps to improve their times before the timed runs on Sunday. There were 16 drivers in the Yellow group, led by Oliver Weber driving a 718 Boxster GTS who recorded a 2:07.76 in practice. He was followed by

Alex Maslov driving a 2009 911 Carrera S with a 2:13.46 and Michelle Huxhold, improved dramatically in her 2014 Cayman S, and did a 2:13.49. Ben Smith's time of 2:14.13 in his Class CC04, 1984 944 placed him number 10 in the BRI listing which ranks each driver's performance based upon the car's classification. Blake Bastain was 15th on the BRI list driving a CC05, 1999 Boxster with a time of 2:16.46. It was also great to see Brett Tiano back on the TT track driving his 1985 944.

On Saturday evening all drivers and a guest were invited

to a New York steak dinner as part of their registration fee. The diner at Buttonwillow did an excellent job of preparing a delicious dinner, and John Rickard of Black Forest Automotive provided the beer and wine. After a long day on the track, with the extended sessions, everyone enjoyed a chance to unwind and share the adventures of the day with friends new and old.

Here are the season totals for all drivers who competed in at least 4 of the TT timed runs at the end of each race weekend:

| Class | Driver | Points | Class | Driver | Points |
|--------------|-------------------|---------------|--------------|--------------------|---------------|
| BoxsterSpec | Chris Keefer | 80 | CC10 | Greg Phillips | 52 |
| CC04 | Shawn Flanagan | 105 | CC10 | Mike Miller | 42 |
| CC04 | Ben Smith | 102 | CC10L | Michelle Huxhold | 100 |
| CC04 | Bill Behun | 51 | CC11 | Jamie Fingland | 65 |
| CC05 | Blake Bastain | 115 | CC12 | Fred Yip | 80 |
| CC06 | Mark Curran | 115 | CC13 | Marc Correll | 56 |
| CC06 | Tim Ascough | 81 | CC13 | Colin Wilson | 52 |
| CC07 | Mark Bastain | 105 | CC15 | Terry Barnum | 100 |
| CC07 | Randy Blaesi | 81 | CC16 | Bryant Nguyen | 85 |
| CC08 | Eric Marc-Aurele | 100 | CC16 | Murray Wunderly | 75 |
| CC08 | Victor Burns | 59 | CC16 | Grant Graber | 54 |
| CC08 | Steve Eisler | 59 | CC17 | Rich Gildersleeve | 91 |
| CC08 | Glenn Crawford | 54 | CC17L | Tammy Gildersleeve | 101 |
| CC09 | Roger Bush | 82 | CC18 | Walter Vasquez | 100 |
| CC10 | Vinh Ly | 95 | X-Lotus | Russell Shon | 95 |
| CC10 | Steve Grosekemper | 68 | X-BMW | Ashely Andreoli | 62 |
| CC10 | Mark Huxhold | 61 | X-Miata | David Smith | 49 |

The 2024 Time Trial and Drivers Education (TT/DE) Season started early this year, January 6 and 7, which pleased me, because it usually started at the end of the month, the weekend of our grandson's birthday. I was at Chuckwalla (going clockwise this time) on Friday as usual. There were some interesting cars on the track and not many of the PCA drivers. I was fortunate to get some instruction from Grant Graber and drop my time in each of the five sessions that I ran. At the end of the day with the sun setting as you drove the back straight, I did a 2:06.77, my best time ever.

Saturday was the first morning in my nine years of Time Trialing that I did not wear shorts to the track. It was cooler than Friday, but you still felt warm in the car. The cool track conditions had everyone recording good times. Top time in Yellow was Mike Jennings, driving a BMW, with a time of 2:00.33 and a promotion to the Orange group. Chris Lerch was close behind at 2:00.89, as was Yong Kwon at 2:01.75. Rounding out the top 5 in Yellow were Kirk Fertitta at 2:05.58 and Ryan Solomon at 2:06.65. I am still in the Yellow group, but have moved to the top half, and sometimes the top third of the group. My 'View from the Back' is getting much clearer now!

It started raining Saturday night, and the wind was howling outside our little cabins. All four groups did their first

session, being very careful to warm up their tires before they stressed them. Tires designed for hot weather conditions can crack at low temperatures if not warmed up properly, so times in the first session were slow. After Green and Red had done their second runs, the track was closed, and Mark Curran called a drivers' meeting. The wind was getting much worse and was actually pushing cars off of their line. On the back straight and other areas the sand was blowing across the track making it impossible to see where the pavement was. We decided to cancel the timed runs at the end of the day and to let the Orange and Yellow groups get their second session and then evaluate the track conditions as we proceeded. Nine Orange drivers went out with Ryan Moore getting a full 7 laps in the session. The Yellow group followed with just 2 drivers, and, after just 2 laps, the starter waved the Black flag and closed the track for the rest of the day. It was not safe to proceed with the intense winds obscuring the track. We were home by 4:30 pm, about the same time we normally leave the track after a full day and timed runs. I was disappointed that we did not get time to improve on Sunday but pleased that I had a very successful day on Friday.

For the first time in 4 years, our PCA-SDR members can take part in a Porsche driving experience almost every month. There will be members that never read this

magazine, members that will talk about 'racing' their cars but never do it, and some that attend one of our carefully planned, safety first driving experiences. Those who take advantage of these programs will learn car control from experienced drivers who have passed the training to be AX or TT instructors and volunteered their time to help new members realize the thrill of driving a Porsche the

way it was built to be driven. Check the weekly email that is delivered every Monday for upcoming events or go to pcasdr.org to get more information on the events. Remember to register early, because there may be a wait list for instructors. ANYONE can own a Porsche, but it takes training with an in-car instructor to become a Porsche driver!



STUDENT - INSTRUCTOR PAIRINGS

CHUCKWALLA CCW Oct. 21 and 22

| Student | Group | Instructor |
|----------------------|--------|-----------------|
| Brian Ambrose | green | David Smith |
| Paula Fertitta | yellow | Fred Yip |
| Jeff Fisher | yellow | Terry Barnum |
| Jack Fitzgerald | green | Jamie Fingland |
| Megan Jennings | green | Shawn Flanagan |
| Brian Kamak | yellow | Murray Wunderly |
| Aymeric Lecanu-Fayet | green | Greg Phillips |
| Vern Norviel | green | Glenn Crawford |
| Michelle Parker | yellow | Thomas Beyer |
| Jonathon Polikoff | yellow | Greg Adelman |
| Gino Rocca | yellow | Rob Walker |
| Richard Sherman | yellow | Chris Keefer |

CHUCKWALLA CW Jan. 6 and 7

| Student | Group | Instructor |
|---------------------|--------|------------------|
| Kevin Cooper | yellow | Grant Graber |
| Paul Currans | green | Roger Bush |
| Margaret Czajkowski | green | Peter Czajkowski |
| Philip Dotemoto | green | Shawn Flanagan |
| Jeff Fisher | yellow | Greg Adelman |
| Jack Fitzgerald | green | Fred Yip |
| Megan Jennings | green | Ryan Moore |
| Arakel Melidonian | green | Eric Marc-Aurele |
| Chamilka Perera | green | Bill Ibbetson |
| David Poon | green | Bill Behun |
| Brandon Vega | green | Frank Powell |
| Victor Wong | green | Marc Correll |

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Porsche Prom

Photos by Greg Phillips

The 2024 Board: Tom Brown, Fred Yip, Ashley Andreoli, President Eric Marc-Aurele, Emily Dearborn, Ian McIntyre, Jason McClure. Val Hanke was caught in a snow storm and couldn't make it!

The 2024 Porsche Prom was held at the newly remodeled Lafayette Hotel in University Heights. It first opened in 1946, and when they did the remodel they kept the hotel funky. We had our own space downstairs (with our own bar!), while upstairs the place was rocking on a Saturday night. The mood at the party was light and Tom Brown and Eric Marc-Aurele kept the speeches short. There was plenty of time to socialize and dance, and our club took advantage. People also took the opportunity to dress in their sparkles! See Margie Smith-Haas for a fine example.



Margie Smith-Haas, Scott and Emily Dearborn with Emily's mom, Mari Hernandez



Stacy and
Mike Zurich



The Shades of Blue band did a good job in getting people to the dance floor



Steve and Kathy Eisler



Krishelle Marc-Aurele, Karen Raines and Andrew Raines



Tom Brown, Ruth and Paul Young



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2022 Macan S

Christopher Crosby
Del Mar, California
2021 718 Cayman GT4

Joann Cueto
San Diego, California
2014 Cayman S

Benjamin Daly & Sasha Daly
Carlsbad, California
2022 Cayenne

Hieu Duong
San Diego, California
2022 911 GT3

Keya Efatpanah
San Diego, California
2006 911 Carrera

Issa Farhoumand
La Jolla, California
1998 911 Carrera Cabriolet

Peter Fletcher
Ramona, California
2019 911 Carrera T

Nicholas Fugate
Santee, California
2017 Macan S

Juan Carlos Gomez
San Diego, California
2021 911 Carrera

Ser Andre Gonzalez
San Diego, California
2001 911 Carrera

Javid Hamidi
Vista, California
2023 911 Carrera 4 GTS

John D. Hanson
San Diego, California
2014 911 Carrera

Bertrand Haure
Valley Center, California
2007 911 Carrera S

Miguel Hawa
La Jolla, California
2020 911 Carrera S

Dara Hembury
La Mesa, California
1971 911T

Martin Horton
Del Mar, California
1986 911 Carrera

Nicholas Jackson
San Diego, California
2020 911 Carrera S

Charles Karstrom
Encinitas, California
2011 911 Carrera S

Naseem Kerendian
San Diego, California
2013 Boxster

Andrew Koning
San Diego, California
2024 718 Cayman

Adam Kuebler & Lauren Kuebler
Ramona, California
1983 944

Justin Kuntz
Encinitas, California
2019 911 GT3 Touring

Robert Lenz & M. Jane
San Diego, California
2011 Cayman

John Lieber
La Mesa, California
2008 911 Carrera S

Jonathan Lighthill
Carlsbad, California
1985 911 Carrera Targa

Austin Lin
San Diego, California
2007 911 Carrera 4S

Robert Marquis
Valley Center, California
1973 914 1.7

Eric Mcconnell
Carlsbad, California
2007 Cayman

Sanjiv Mehta & Monica Mehta
San Marcos, California
1996 911 Targa

Mat Miller
Carlsbad, California
2024 911 Carrera GTS

Kamron Mirkarimi
La Jolla, California
2019 911 Turbo S

Jennifer Mokiao
La Jolla, California
2006 911 Carrera S Cabriolet

James Munson
San Diego, California
1967 912

John Paxton
San Diego, California
2018 Macan GTS

Michael Pizarro
Chula Vista, California
2021 911 Carrera S

David Poon
Rancho Santa Fe, California
2023 718 Cayman Gt4

Jose Posada & Ally Posada
San Diego, California
1986 944

Rick Potsakis
Oceanside, California
2022 911 Carrera

Stephen Puerto
San Diego, California
2022 Taycan 4 Cross Turismo

Thomas Runds & Navinder Chahal
San Diego, California
2022 911 Carrera 4S Cabriolet

Aj Salazar
San Diego, California
1989 944

Karl Schu
San Diego, California
2018 718 Boxster S

Mark Scoggins
San Diego, California
2022 Cayenne Turbo S E-Hybrid

Mansour Shammass
Spring Valley, California
2013 Boxster S

Arash Shoushtari
La Jolla, California
2021 718 Boxster S

Josh Sistar & Amber Lively
San Diego, California
1987 911 Carrera

Clifton Smith
Oceanside, California
2007 911 Carrera S Cabriolet

Alexander Soler
San Diego, California
2024 718 Boxster GTS 4.0

Conrad Staser
Vista, California
1999 Boxster

Clarence Stephens & Elizabeth
Stephens
Carlsbad, California
2002 911 Carrera

John Stevenson
Escondido, California
2015 911 Carrera

James Stuart
La Jolla, California
2003 911 Carrera 4 Cabriolet

Garrett Tarman
Vista, California
2001 Boxster

Scott Tarman
San Diego, California
2017 911 Carrera

Jaime Taynor
Ramona, California
2014 911 Turbo S

Thanh Thai
San Diego, California
2013 911 Carrera S Cabriolet

Bryan Thompson
Carlsbad, California
2024 911 Carrera 4

John Toth
Spring Valley, California
2022 Cayenne E-Hybrid

Ty Turley & Anne Turley
Ramona, California
2003 911 Carrera 4S

Alex Tzikas
San Diego, California
1984 911 Carrera Targa

James Vanwinkle & Lauren
Vanwinkle
Escondido, California
1974 911

Logan West
Coronado, California
2008 911 Carrera Cabriolet

Dalton Williams
San Diego, California
2006 911 Carrera Cabriolet

George Yancey
San Diego, California
2008 Cayenne

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Tom Gould

Billing Manager

1548 Roma Drive

Vista, CA 92081

WitnessBilling@PCASDR.org

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

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