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WINDBLOWN WITNESS

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

February 2014



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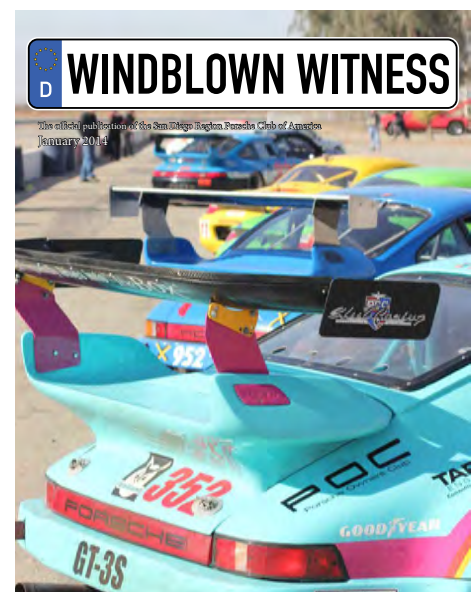


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SDR DE at Buttonwillow in November. Photo by Greg Phillips.

WINDBLOWN WITNESS

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The Windblown Witness (USPS 361-790) is the official publication of the Porsche Club of America, San Diego Region, Inc., and is published monthly. \$14 of each member's annual dues is for a subscription to the newsletter. Copies are also available by subscription to non-region members at \$36 per year (Continental US).

Any statement appearing in the Windblown Witness is that of the author and does not constitute an opinion of the Porsche Club of America, the San Diego Region, Inc., its Board of Directors, the Windblown Witness editors, or its staff. The editorial staff reserves the right to edit all material submitted for publication.

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POSTMASTER: Send address changes to PCA Executive Office, P.O. Box 6400, Columbia, MD 21045.

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Stay on Track

By Jim Binford, SDR President

Well, it's a new year—2014! SDR club events are now in full swing with something for everyone being scheduled, so there should be no excuse not to shine up or put racing numbers on that Porsche and participate in an event of your choice. Come on out to an event and renew friendships, meet new people, and share your experiences driving these wonderful automobiles. It is the SDR Board's intent to continue to schedule a variety of events for your enjoyment, so come on out to play and enjoy the comradeship of our SDR members. Please continue to frequently scan the *Windblown Witness* and the PCASDR.net website's calendar for a listing of the many diversified events offered.

I wrote this column just after attending the 11 January Installation Dinner. It was good to see so many familiar faces and meet some new members. The 2014 Board is installed and we are ready to execute. I would like to again extend my appreciation to President Bev Gould, the 2013 Board, and all the club chairs and committee members who stepped up to the plate in 2013 to provide and execute such a wide variety of successful events. Special congratulations to Katie Kinninger and Martha McGowan, who were awarded the President's Award for their outstanding service to our club, and to Victoria Varon (one of our Social Chairs), who was awarded the Bill Myrick Enthusiast of the year award. Victoria is a recent new member who has definitely embraced our club to expand our social events and has now brought along her husband, Javier, as our new Membership Chair. Also congratulations to Dave Walker, who was awarded the Pat Scanlan Concours Award. Many thanks also to Porsche of San Diego and Hoehn

Porsche dealerships for their sponsorship support, both in 2013 and continued support in 2014. We have many other sponsors who have contributed to the success of our club events, but I would also like to recognize Black Forest, key sponsor of our Performance Driving School, plus Computer Integrated Machining and TCs Garage, who also contributed to the success of several of our events.

There are a couple of near term events recently scheduled that I would like to call to your attention. First, Victoria Varon has booked for the club on 15 February a Valentine's Cruise of the Mission Bay Harbor on the Bahia Hotel sternwheeler cruise ship William D. Evans. This evening will be an excellent way to treat your significant other to a Valentine's Day event of dinner, music, and dancing on beautiful Mission Bay. In addition, the PCA National Board staff will be in San Diego that weekend for meetings and the staff members will be joining us for the cruise. This will be a chance for our club attendees to meet and mingle with the National Board staff.

Secondly, this year the Porsche Parade will be held 15-21 June in Monterey, California, and is an event you don't want to miss. It will probably sell out quickly. We are fortunate in SDR to have Susan Brown in our region (our own *Windblown Witness* editor) who also holds the National PCA position of Parade Chair—a tough job, but Susan is a can-do person. Therefore, we have combined the 28 February Last Tuesday Social with Susan presenting an overview of the upcoming Monterey Parade. I recommend, particularly for new members, to attend this Last Tuesday Social to get the word straight from the National Parade Chairperson on what the Monterey Parade will be all about.

In closing, the green flag is already waving for you to be on track for the 9 February Autocross and 22-23 February Streets of Willow Time Trial and Driver Education track events, as well as participating in several February scheduled social events. Also keep your eyes on the calendar to attend one of our numerous March events coming up, including our Performance Driving School (7-9 March), Movie Night (17 March), and a North County Tour (23 March). I also solicit any comments as to how to improve our club and its processes, so don't hesitate to reach out to any board member with constructive inputs. Lastly, the club only functions with the support of its volunteer members to conduct its events. We have been fortunate to fill most of the chair positions, but I would like to go at least two deep at every position, so I am asking you to look at a chair position you may be interested in and contact the current chair to come aboard and receive the appropriate training. We especially need someone to step up and run the Goodie Store, which sells our club merchandise. So take the green flag and have a good time at one of our many events.

Cheers,

Jim

February 2014

01 Saturday

Driver's Award Dinner

Time:
4:00 P.M.

Place:
The Yardhouse
1023 4th Avenue
San Diego, 92101

Details:
Come join your fellow Porsche drivers to celebrate the 2013 driving season at the Driver's Awards Party. Trophies will be awarded for the 2013 Autocross and Time Trial series.

\$35 per person. The last day to register online is Jan 25, 2013. The price includes heavy appetizers and two drink tickets

Questions: katina.rondeau@gmail.com.

01 Saturday

Monthly Breakfast Social

Time:
9:00 A.M.

Place:
Mimi's Café
5180 Mission Center Road
San Diego, 92108

Details:
This monthly social breakfast meeting is designed to be a gathering place where PCA members can get together once a month to catch up with fellow members while meeting new members, and gain more information on what our club has to offer and what is to come in the following months. RSVPs are requested, but not required, to victoriavaron@gmail.com.

05 Wednesday

Monthly Members and Board Meeting

Time:
6:00 P.M. Social hour and food
7:00 P.M. Meeting

Place:
Varon Home
5859 Ranch View Rd
Oceanside, CA 92057,

Details:
The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages (BYOB) are provided before the meeting. All members are welcome.

08-09 Saturday - Sunday

Mystery Weekend

Details:
The cost of the Weekend is \$250 per couple, which includes the tour, a one night stay for two at a lovely Inn, waterfront dinner for two, continental breakfast for two, and fun, fun, fun! Because this event has been highly anticipated and is sure to sell out (we have limited space!) please register NOW. Registration fee is non-refundable due to Inn reservations booked in advance and planning purposes. Should you need to cancel, you can transfer your tickets to someone else who is willing to take your place. Register now at: <http://www.motorsportreg.com>

08 Saturday

Krispy Kreme and Cars

Time:
8:30 A.M.

Place:
4180 Clairemont Mesa Blvd.
San Diego, CA, 92117

Details:
Join your Porsche friends for Krispy Kreme and Cars at the Clairemont Town Square Shopping Center. Use the parking area next to the Outback Steakhouse which is just behind the Krispy Kreme as the rendezvous point. Nothing formal and no RSVP needed.

09 Sunday

SDR Autocross

Time:
6:30 A.M.

Place:
Qualcomm West Lot

Details:
Register at <http://www.motorsportreg.com>

15 Saturday

Valentine Social

Time:
6:30 P.M.

Place:
Bahia Resort Hotel
998 W. Mission Bay Drive
San Diego 92109

Details:

Dinner Cruise on the William D. Evans at the Bahia Resort Hotel. Two hour cruise on beautiful and calm Mission Bay.

Meet and Greet with PCA National Staff, Dancing and socializing. Singles are welcome and encouraged. Cost is \$55 per person:

Enjoy a 3 course dinner including Chicken Veronique (baked breast of chicken with delicate wine sauce) or Vegetable Wellington (sauteed seasonal vegetables in puffed pastry with herb cream sauce), one drink ticket per person good towards a cocktail, wine, beer or soda. A two hour cruise around the bay with DJ style dancing after dinner. Register at <http://pcasdr.motorsportreg.com>. If you'd like to reserve a room, please contact Peg at PGullikson@tandt.com.

22-23 Saturday-Sunday DE/TT

Time:

8:30 A.M.

Place:

Streets of Willow

Details:

Registration at <http://pcasdr.motorsportreg.com>.

22 Saturday Cars and Coffee

Time:

7:00 A.M.

Place:

Carlsbad Premium Outlets
5620 Paseo Del Norte
Carlsbad, CA 92009

Details:

PCA-SDR members and all Porsche enthusiasts are encouraged to join in this event on the last Saturday of each month.

28 Tuesday Last Tuesday Social

Time:

6:30 P.M.

Place:

O'Sullivan's Irish Pub
640 Grand Avenue
Carlsbad, CA 92008
(760) 729-7234

Details:

Come out and meet your Porsche club social friends for dinner. No RSVP necessary. This is also a pre-Parade social where you can learn everything you need to know about attending the PCA National Parade at Monterey, CA in June. If you are even considering going to this Parade, you need to be here.



Paul and Gretchen Bailey enjoy driving their black 2011 Boxster

Muscle Cars at the Auto Museum

Story and photos by Michael Harris

The San Diego Automotive Museum held its 25th Anniversary Gala Saturday evening, 18 January, and a good time was had by all. The event was a success and helped add to the museum's bank balance. The auto museum had a lot to celebrate. In 25 years, it has grown from a small collection of cars and motorcycles in a barely rehabilitated space (what was once the San Diego Parks and Recreation space for clog dancers, ping pong players, and other recreational activities), to become one of the most dynamic museums in Balboa Park. The City of San Diego recently extended the museum's lease for an additional 25 years. The museum is also in the process of buying a collection storage and restoration space in a large industrial facility, in nearby (to the park) National City. Refinancing was just accomplished that lowered the monthly mortgage payment substantially and allows the museum to increase its equity in the building and grounds. A number of interesting vehicles are undergoing restoration there, including a 1952 Triumph Mayflower coupe (it looks like a miniature Rolls Royce/Park Ward custom coach square top), an early 1950s Fiat Topolino, a 1936 Ford stake side truck, and others. Really a great group of volunteers there also. You could be a part of the team. The museum is on sound financial footing, with many interesting cars on exhibit and quarterly changes in featured displays. The paid staff is small by park museum standards, being five full-time staff members and three part-time employees, but all are dedicated to the museum and hard working. The staff has been stable and loyal to the Executive Director, Paula Brandes, who has led this revolutionary improvement in quality

of the exhibits and stability amongst the staff. All of this could not be done without the scores of volunteers both at the shop and at the museum.

In addition to the cars, motorcycles and exhibits, the museum houses one of the largest automotive literature collections in the area. And the exhibits do not remain static. Three of the displays are interactive, that is, they tell a story about the display. The Plank Road Exhibit explains how a road was built with railroad ties east of San Diego to connect to Imperial County, after blowing sand made the dirt "road" almost impassable (until the railroad ties were laid down). Another interactive exhibit is the Louis Mattar Cross Country Car and Trailer, designed and built to go cross country without ever stopping. Fuel and tire changes could occur while the vehicle was in motion. Local resident Louie Mattar was a nice husband who gave his wife a new white Cadillac sedan in 1947, and shortly thereafter transformed her car into a historical vehicle. She was so angry with his modifications to her car, she apparently refused to speak to him for an extended period of time. The video stories of Louis' adventures and travels with the car that were recorded over the years are very, very funny. The "Barn Find" Studebaker coupe story also fascinates visitors. Something for everyone.

So what was the draw to the Gala in addition to the fine food and wine? A live auction, of course. The big draw was a nicely maintained 1967 Morgan +4 two-place Tourer in red, with options including wire wheels, new radial tyres (British spelling), a full width rear bumper, and air cleaner. Museum volunteers cleaned up the Morgan and detailed it until it sparkled. British car expert Randy Zoller

at Heritage Motorsports rebuilt the brakes, replaced the tires, and readied the car for auction. Another live auction item was a Montgomery Ward 350cc Italian made motorcycle with 300 miles from new. Amazing! Gala visitors could also see the 16 beautiful Corvettes on display, including the new C-7 model 2014 Corvette. Every automotive publication has raved about the 2014 Corvette, saying for the first time ever, the Corvette competes head to head with European and Japanese super cars, including Porsche's 911. And the base price of the car is in the low \$52,000 range. One of the most popular display Corvettes was an absolutely pristine, fully restored, NCRS-judged, 1963 Daytona Blue Stingray split window coupe with a 327CID V-8 hooked up to a manual 4-speed. The design was the brain child of Bill Mitchell at GM, who insisted on retaining his design feature of the vertical split bar separating the two rear windows on the coupe. The design was beautiful and unique but made it difficult to see out the back window, so the design was dropped for 1964, making this a one-year rarity. Two of the interesting later model Corvettes were a 2004 C-5 customized model with beautiful airbrushed exterior and twin turbochargers added to increase the stock 350HP V-8 to 500HP. The second car was a 2008 Indy Pace Car Edition Replica. The graphics on the car were identical to the Indy Pace Car. The car also featured upgraded performance with the addition of an LS3 6.2 liter 376CID V-8 producing 436HP at 5,900RPM with 10.7-1 compression, mated to a 6-speed paddle shifting automatic transaxle. Recent vintage Corvettes have really offered lots of horsepower for the buck. The 2008 Indy Pace Car was Chevrolet's 10th appearance as the Indy 500 pace car, and featured two-time Indy 500



One of the Museum's auction items, a 1967 Morgan +4 two-place Tourer



Graphics on 2008 Corvette replica Indy 500 Pace Car. The real deal was driven by Emerson Fittipaldi at Indy in 2008



Model Corvettes and miniature Corvette small block V-8. The engine actually runs and will rev to 18,000RPM

winner and Formula 1 World Champion Emerson Fittipaldi behind the wheel.

Gala attendees were also treated to part of an episode of Route 66 from 1960. The standard adventure featured actors Martin Milner as Tod and George Maharis as Buz, driving Tod's current model Corvette soft top with sleeping bags and duffel bag secured to the rear luggage rack. They drive through different areas of the country (the series was always shot on location) and find adventure. They encounter problems such as becoming lost and/or damaging their car so that they have to stop for repairs. While waiting for a part or repair, they meet a damsel in distress. Being the gentlemen they are, they have to rescue/save/etc. said damsel. Problem fixed, car repaired, they are on their way to the next adventure. The show often addressed current social issues as well. The series ran until 1964 and introduced many up and coming stars, including Robert Redford, Robert Duvall, James Caan, Martin Sheen, Lee Marvin, Gene Hackman, and others. The car always looked neat, but once you discovered that the actual TV car was always a 2-speed Powerglide, with the small horsepower V-8 with small four barrel and hydraulic cam, it never seemed the same afterward.

There were many model Corvettes on display, together with a Chevy small block V-8 in about 1/8th scale that actually ran. The craftsman who built this small engine noted that it was equipped with the standard Corvette racing cam crafted from the real full size cam. He also noted that the electronic ignition and rocker arms were very difficult to build. Not only does the engine actually run, it has been run up to 18,000RPM. The carburetor also looked difficult to replicate, even if it only had two throats instead of four. The model is on loan from the Engineering Craftsmanship Museum of Carlsbad.

Now that the Gala is over and the Corvettes are gone, the new display features Muscle Cars. At this time not all of the cars have been selected yet, so we are unable to give you a complete list. However, the museum's curator for the event, Kenn Colclasure, has a 428CID V-8 powered Cobra Jet with a 4-speed manual transmission. Another Ford is an R-code 1967 Fairlane with a 427CID racing motor, and a 427CID V-8 1964 Ford. Mopars include a 1970 Dodge Charger R/T. Several Road Runners are also in the show. One of the most rare performance cars is a 1970 Buick GS Stage 1. The Buick sported a large 455CID V-8 that produced an advertised 360HP, but over 510 lb. ft. torque at only 2,800RPM. At the drags, "Motor Trend" magazine managed a quarter mile at 13.38 seconds and 105.5MPH. Buick sales were much lower for the GS Stage 1 than other muscle cars of the era because of the greater amenities and higher cost. Plus the Buick was heavier at 3,800 pounds than the competition. In racing, weight is a big burden. In addition, the 455 V-8s only had two main bearings, so the high output and hard usage did not help longevity. Be sure to check out this car. Another GM product, the Oldsmobile Hurst 4-4-2 in silver and black, is another rarity. Local Pontiac marketing mavin Jim Wangers has promised several GTOs from his private collection. The granddaddy of them all, and the car often labeled as the first muscle car, is a 1964 Pontiac GTO, based on the smaller and lighter Tempest/LeMans two door body style. The Tempest/LeMans was powered by a 326CID Pontiac V-8, but Pontiac's head at the time, John Z. DeLorean, realized the larger and more powerful 389CID V-8 would fit nicely under the hood and history was made. With a four-speed manual transmission and standard rear end, the car would chirp its tires in every gear at normal throttle. But hey, who wanted to drive at normal throttle? As an aside, the museum also has a DeLorean on

display with cutouts of the J. Michael Fox character and the mad scientist from the Back to the Future movies. Despite the mediocre performance of the car, the movies and neat appearance of the unpainted stainless have made the car very popular with visitors. Wangers may also bring a later model GTO or two, and a 1970 orange "Judge" as well. Space is limited to twelve cars for the display, as they are large cars by museum standards.

It can be argued that the 1964 Pontiac GTO was not the first muscle car. In 1949, Oldsmobile introduced their first "modern" OHV engine, the Rocket V-8 high compression engine that displaced 303ci and produced 135HP with a two-barrel carburetor. They put this engine in the larger luxury Olds, the Model 98, and also in the lighter and smaller 88 series. The 88 used a smaller body size similar to the Chevrolet. The 1949-1951 Olds 88 was the first "King of Nascar." The Olds 88 was also used by the California Highway Patrol in 1950-1951 in two-door sedan mode. If you ever bought a used '50-'51 Olds 88 two-door sedan with a manual three speed transmission, chances were pretty good it was an ex-CHP car. Please come out and see these unusual and interesting performance cars yourself.



2014 TRIAL TIME SEASON

DE &



BUCKLE UP

JAN 18-19 CHUCKWALLA
DE/TT (CLOCKWISE)
FEB 22-23 STREETS OF WILLOW
DE/TT
APRIL 4-6 AAA SPEEDWAY
ROVAL TT/CR (FESTIVAL
OF SPEED)
MAY 3-4 CHUCKWALLA DE/TT
(COUNTERCLOCKWISE)

SEP 27-28 WILLOW SPRINGS
2.5MI TT/CR
OCT 25-26 CHUCKWALLA
DE/TT (TBD VIA POLL)
NOV 15-16 BUTTONWILLOW
TT/CR (CLOCKWISE)

Register for all events at

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Valentine's Social

SATURDAY FEBRUARY 15, 6:30 pm

**Dinner cruise on the
" William D. Evans " at the Bahia Hotel**

Two hour cruise on beautiful and calm Mission Bay

\$55 per person

each dinner includes one drink

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**Meet and greet with PCA National Staff
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Pit Stop Breakfast Social

Text and photos by Rich Fatuzzo

On Saturday morning at 9:00 A.M., January 4th, eighteen PCA-SDR members (new and seasoned vets) and their families and friends met for a Breakfast Social at the Pit Stop Diner location of 3825 Mission Avenue-D1 in Oceanside. This social was a great way to start off the new year with some really tasty breakfast entrees (with large portions) that are very reasonably priced. Members were able to meet and greet in a private room with car memorabilia all around that was reserved for our club, and hear from our Social Event Chair, Victoria Varon, and our Past President, Bev Gould, about recent club events and the major upcoming events sponsored by the SDR region and/or Zone 8 for our club members to enjoy.

In addition to these announcements,

there were several great giveaways and raffle drawings. Rich Fatuzzo first gave away three complimentary tickets to the S.D. International Auto Show to the Matanza family (Marc, Jane, Gweneth and Ethan), who had already planned to attend the auto show right after our social, then Rich also raffled off a "Free Pizza Card" for use at the new Blaze Pizza Restaurant located in the Carlsbad Premium Outlets Mall, next to Starbucks. This raffle was won by Julio Varon, Javier's father, who just happened to show up at the end of the drawing and pick the exact number that Rich was thinking of. Great timing! Finally, Bev Gould provided the biggest giveaway drawing, where she gave away two complimentary tickets to the Installation Dinner at the Catamaran Hotel on January 11th. And, the lucky winners were again Dr. Marc and Jane Matanza.

For those of you who haven't attended one of our Breakfast Socials, these get-togethers are family-oriented and a lot of fun. They are held on the first Saturday of each month. In 2014, the Breakfast Socials will alternate each month between the Pit Stop and Mimi's Café in Mission Valley, with the February one at that location.

In closing, we would like to thank our hostess, Brisa, the Pit Stop morning manager, our Event Chair, Victoria Varon, Past PCA-SDR President Bev Gould, and all the PCA-SDR members who attended (and their families) in making this Breakfast Social event fun for all. Come join us in the upcoming months!



The Matanza family proudly displaying their complimentary auto show tickets



Happiness is a great breakfast meal!

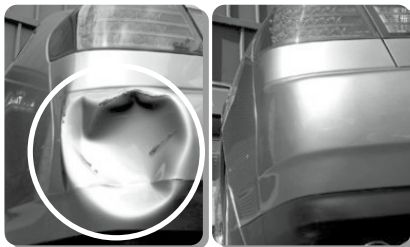
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Wounded Warrior Tour

*Text by Jim Binford and Don Auten,
photos by Ted Witte*

Something was different this time.

This was my fourth Wounded Warrior Tour (WWT), the third that I'd coordinated, and something was definitely different. I'd been planning the WWT since late August, and our point of contact (POC) at Naval Regional Medical Center (NRMHC; aka: Balboa Naval Hospital) was Ms. Alysha Christensen. We've been fortunate enough to have her as our Armed Services YMCA coordinator for this event for the last three years. She's a bit of a paradox. Alysha manages all the administrative tasks and coordination efforts with the hospital and security department with a detached machine-like efficiency, yet when it comes to the welfare and care of "her" warriors, I marvel at the very personal, mother-hen like concern she exhibits. The YMCA holds a bright star at Balboa and our club was so very lucky (again) to have her as our POC.

A few weeks prior to the 7 December, 2013, tour date, Alysha invited Jim Binford and I to give a short overview on the Wounded Warrior Tour, a marketing delivery really, to the Marine and Army contingents assigned to the Balboa Hospital. Each service group held their own muster. I was lucky enough to attend assemblies with both the Marines and the Army, so as to recruit as many Wounded Warriors as possible.

The Marines mustered in formation—high and tight haircuts and formations—straight as pool cues. The Army was less formal; just as squared away, but what was different this time were the numbers.

The previous two years we had scores

of Marines, sailors, and soldiers lined up, many with visible wounds and missing limbs, and many more appearing quite healthy—their scars were often much deeper and often took longer to heal. This year the number of young men and women recovering at Balboa was a fraction of those two previous years. I couldn't have been happier.

Combat operations in Afghanistan are winding down, and the numbers of wounded reflect that. As it turned out, even with Jim Binford's recruiting efforts just a day before the tour, we ended up with only eight Wounded Warriors and two personnel from the SEAL commands; a total of only ten this year, in comparison to the twenty-seven we had for the 2012 tour. Again, I was ecstatic with the low turn-out.

While the guest count was low, our drivers volunteered in droves; thirty-five drivers volunteered their cars, their time, and gave willingly of their enthusiasm. They arrived in Zuffenhausen's finest machinery. They came to pay tribute to those special people who have served and sacrificed so much.

The assembly of Porsches of all models, years, and configurations was truly jaw-dropping. Sharon LaDuke arrived again this year in her 2008 silver Boxster—clearly, it was made for her. A brilliant Guards Red GT-3 was driven by Jim Binford, the on-scene director. Steve McKay rolled up in an exquisite, white, 1992 951 specimen, the close cousin to Mike Brown's full-race, red 968. Bob "Chief" Hallett made available his jungle green 993 Cabriolet (the top goes up when it rains, Chief!), which complemented the vintage and immaculate Garnet Red 1979 911 SC belonging to Mike Shaunessy. Blocks before it could

be seen, Keith Verlaque's FLY Yellow 1993 RS America was heard rumbling into the staging area to join-up with another head-turner—Ted Witte's 2013 Aqua Blue Boxster "S" (I may have to re-think these mid-engine'd machines). Joe Allis and Samantha Razoky of Porsche of San Diego got well into the spirit by joining us, driving two brand-spanking new Panameras fresh from the dealership.

Considering the elegance of the gathered rolling stock this could easily have been a concours rather than a tour. But a tour it was, and by 8:15 A.M., the cars had arrived at the parking lot at Park Blvd. and President's Way (adjacent to Veteran's Memorial), and their drivers huddled around Jim Binford and the tour director, Keith Verlaque. They went through the plan of the day, discussed the route, and addressed safety and weather concerns.

At this time our drivers were introduced to Captain Duncan Smith, a Navy SEAL assigned to COM-NAVSPECWARCOM Headquarters. Due to his operational and command experience, Duncan was selected as the lead technical liaison officer for the production of the motion picture "Act of Valor," which was released in early 2012. Duncan has volunteered extensively with various programs assisting wounded service members in the past, including the cycling program "Ride 2 Recovery." He wanted to meet our drivers and convey just how much the club's effort to make this a memorable and exhilarating adventure for our guests was appreciated by the military, the SEAL community, and especially the Wounded Warriors.

We'd been lucky the last several years; the weather had always been post card quality, but this year, with

the cloud layer thickening—clearly, Mother Nature had other intentions. Though the weather cast a grey pall across the sky, attitudes were up and the atmosphere was full of expectations of a successful event, especially following Captain Smith's accolades.

With the brief complete and questions asked and answered, our drivers retreated to their steeds—that's when things got exciting. Imagine standing in the midst of thirty-five Porsches of all years and models simultaneously cranking up. Le Mans had little on us; it was pure exhilaration.

Keith led the tour out of the assembly area, and in a long Conga line made way for building #26 at the hospital, the pick up point for our Warriors. With the Porsches parked along the curb at building #26, drivers reassembled in front of the building. There they were met by Jim and Keith, who introduced the drivers and provided an overview of the day's activities. Upon direction to pick their favorite car, our guests took no time in scattering towards the line of autos parked along the curb. With our guests properly strapped-in and engines warmed, Keith took the parade out the front gate for the first leg of the tour.

The chest-thumping staccato of the power plants of thirty boisterous Porsches must have been quite a sound to the Honda crowd as the tour thundered onto HWY 94. About fifteen-minutes into the trip they joined Campo Rd., and the panorama gradually improved: fewer structures, more elevation changes, gorgeous geological formations, and more vegetation.

Relative position within the pack not being a determinant of the task importance, tail-end-Charlie was our Logistic Support Truck driven by Dave LeDyke from Computer Integrated

Machining (one of our event sponsors) and his father. Holding this assignment myself twice before, I can say that the challenge is not for the weak-knee'd. Keeping pace with a gaggle of fast-movers in a pickup is no easy task, but the reward is profound! Thanks are due to Dave and his father.

As a resident of San Diego for the last sixteen years, it remains a bit of a surprise that fifteen minutes out of the vast San Diego metropolis you can find yourself in some of the most magnificent country in California. Now I grant you, it's not the high Sierras, nor is it Monterey, but the lush and luxuriant fauna of the San Diego hill country weaves a tapestry of natural beauty all it's own.

The line entered the hill country near Jamul and made a left onto Lyons Valley Rd. There, they were rewarded by being immersed in a panorama of high-desert vegetation and a veritable color wheel of earth tones and shades of green and gold limned against a darkening sky. Although I can have trouble from time to time telling a palm tree from a Christmas tree, according to Wikipedia this area is habitat to scrub oak, mustard, clover, Manzanita, sagebrush, deer grass, cheat grass, ryegrass, wild oats, red brome, flat-topped buckwheat, white sage, black sage, laurel sumac, Torrey pine, and filaree. If you were a botanist or just enjoyed the reverie of the great outdoors, you would have been in hog-heaven.

There was a short transition from Lyons Valley Rd. to Skyline Truck Trail and then back onto Lyons Valley Rd., followed by a left onto Japatul Valley Rd. For those who have enjoyed this route before, you'll remember passing the picturesque Loveland Reservoir—yet another buried gem a few miles out of San Diego.

About this time, a bit over an hour on the road, Keith led his Conga line into the VIP parking area of the Sycuan Casino. Through a sterling display of genius and salesmanship, Keith, for the second year, secured the tour group VIP treatment at the casino. And what a reception!

I'm not much of a gambler and must confess I've only been to Sycuan a few times, but I've never been disappointed by the hospitality—this time was no exception. The casino staff gave our entourage the Blue Ribbon treatment. They directed the cars into reserved areas in front of the casino, and as drivers and Warriors gathered under the portico, they were met by other casino staff with chilled, bottled water and complementary hats.

This was a timely stop for bathroom breaks, and a photo op for the participants against a back drop of some dazzling Porsches—the best being the group photo of our guests and drivers aside the very photogenic Panamera (courtesy of Porsche of San Diego) and Ted Witte's blue Boxster. But probably more important, this was a perfect time to mingle with our Warriors.

The courtesy and graciousness Sycuan Casino showed our guests and drivers was truly moving. On behalf of PCA-SDR we'd like to thank Ms. Anita Norton, Director of Marketing & Community Development, and all the Sycuan staff for the outpouring of hospitality.

It was about this time that our guests began to eyeball different cars for the second part of the journey. There were plenty to choose from. When Gary Kashefska, our YMCA volunteer, had an accurate headcount of all our warriors, Keith led the parade out of Sycuan and headed for the next

stop—the Officer’s Club at Marine Corps Air Station, Miramar. This was a short leg with much of it on I-15. Perhaps that was fortuitous because the skies darkened again, and this time the threat of rain became a reality as we arrived at Miramar Marine Corps Air Station.

From there the tour proceeded to the O’club for a fabulous buffet. The coordination with the O’club manager and selection of dinner were fruits of the efforts of Victoria Varon. She was unable to make the tour but her husband, Javier, did. Those on the tour will remember him as the driver of the very black, very fast, and very collectable RUF 911.

The buffet was our gift to our guests and drivers, primarily funded by the generous contributions from Porsche of San Diego and from several patriotic and dedicated individuals. Our warriors also became the proud recipients of a Wounded Warrior Tour T-shirt. Deepest appreciation to Ms. Katina Rondeau for the magnificent artwork and gigantic cost savings on the T-shirts. Our guests were most happily surprised! Sincere thanks to Mike Brown of Computer Integrated Machining (CIM), who not only led

one of the tour sections but donated generously to the cause. To Mr. Steve Garcia (a ten-year Marine combat veteran) and Mr. Frank Passiglia of Patriot General Engineering—we greatly appreciate both your service to our country and, for the third consecutive year, your donation to the cause. To Angela Avitt, thanks a ton for the superb coordination with the club and the marketing effort. We also had a medical team aboard, and thankfully, we had no medical issues but we would have been fully prepared if we had. Sincere thanks to HM2 Sarah Weaver, attached to COMNAVSPECWARCOM, and CDR Katie Auten (USN, Retired).

And very special thanks to Joe Allis and Samantha Razoky of Porsche of San Diego, who have so consistently stepped to the plate in support of PCA-SDR events. This year, not only did they provide us with two magnificent four-place Panameras, they donated heavily in support of the Wounded Warrior Tour. Our most sincere thanks to one and all!

The luncheon was a smashing success, and the O’club was even kind enough to provide a small cake complete with candle for the birthday of one of our

warriors. Now that’s hospitality!

But really, the dessert came in the form of a discussion and historical sketch of the days when Phantoms and Tomcats reigned over the skies of NAS Miramar. Captain John Monroe “Hawk” Smith (USN, Retired) had been one of the first commanding officers of the famed Navy Fighter Weapons School, aka, TOPGUN. He had spent many years in his Navy fighter pilot career at Miramar and gave a captivating, behind-the-scenes, verbal tour of the base and the historical significance of TOPGUN. During the 1960s and 1970s, Hawk had become an icon in the Navy TACAIR (Tactical/ carrier aviation) community. For his numerous operational achievements and spectacular leadership style, he was the subject of the award-winning historical biography, *Roger Ball!*

It was about this time that the skies opened up and Mother Nature became quite enthusiastic about watering her creations. Luckily, the onset of rain took place while the group was in the O’club. To solidify the mantra, “it’s better to be lucky than good,” it came down in bucketfuls and arrived sideways with the assist of a vicious wind. Timing is everything!



Wounded Warriors gathered around Panamera driven by Joe Allis and Samantha Rasoky of Porsche of San Diego



Wounded Warriors gathered around Ted Witte’s beautiful blue Boxster



Wounded Warriors and PCASDR drivers at Sycuan Casino

There was a final event scheduled for Saturday afternoon—a tour of the Flying Leatherneck Museum. Despite the change in weather, our guests and the majority of our drivers took advantage of this opportunity.

Each year, General Bob Bucher, USMC (Retired), the director of the museum, and Mr. Chuck Meadows make it their job to roll-out the red carpet for the Wounded Warrior Tour, and this year was no exception. The tour group spent time inside the museum learning about the history of Marine Corps aviation. When the weather abated, the tour group moved outside to view the staged aircraft and were treated to personal insights on specific aircraft by Captain “Hawk” Smith.

I have an admission, I have a weak spot in my heart for airplanes, especially the tactical equipment. Being surrounded by the dozens of airships dating back to WWII was the grown-up equivalent of being a ten-year old

with an all-day pass at Disneyland. If you haven’t enjoyed this San Diego attraction, you owe it to yourself and your family to go. If you have gone, go again. They get new stuff all the time.

In the early afternoon, drivers gathered up our Warriors and headed back to Balboa Hospital. All agreed the tour was a virtual and complete success. The drivers enjoyed themselves, no one got lost, frisked, or left behind. But the most important gauge of success on this day was to show, in our own way, our deep appreciation and admiration for those who have served and sacrificed, for those who have volunteered to protect our nation and our way of life. And perhaps a worthy footnote in all this, which attests to the success of our effort, was the comment of one of our warriors who said, “I sure am happy I found out about this. If I hadn’t heard about it, I would have spent most of my day in my rack!”

The Wounded Warrior Tour was a high achievement for the club and a heartwarming experience for those who volunteered. To our sponsors, drivers, those behind the scenes who made this work—thank you! For our Wounded Warriors who serve and sacrifice so much for our freedoms (and occasionally allow us to exceed the posted speed limit), God bless you and keep you safe!



Parade Technical Quiz

Quiz written by Ron Gordon, Parade Tech Quiz chair

Each Parade has four official competitive events: the Concours, TSD Rally, Autocross and Technical/Historic Quiz. The technical and historical quizzes consist of true/false and multiple choice questions to test the entrants' knowledge of their Porsche, Porsche history/motorsports/model differences, the Porsche company, Porsche family and PCA history.

The Parade entrant takes the quiz of his or her choice ranging from 356 to Panamera. All quizzes have 50 general questions for everyone and an additional 25 questions that are model specific. This month's quiz has the 356 specific questions from the 2013 Parade quiz. Test your knowledge! (Answers are on page 38.)

1. The 10,000th Porsche sports car built was a 1956 365A cabriolet.
 - a. True
 - b. False
2. All of the 1962 356 "twin grille" roadsters were built by _____.
 - a. Drauz
 - b. Karmann
 - c. D'leteren
 - d. Fisher
3. The first German-built Porsche was completed in the spring of _____.
 - a. 1949
 - b. 1950
4. The Carrera model up to 1959 was available as a _____.
 - a. Coupe
 - b. Cabriolet
 - c. Speedster
 - d. All of the above
5. What was the first year that cars with bumper overrider bars were exported to the US.
 - a. 1955
 - b. 1959
 - c. 1957
 - d. 1965
6. Detachable dashboards were carried over from the Pre A 356 to the 356A's.
 - a. True
 - b. False
7. With the T-2 series engines Zenith carburetors were replaced with Solex carburetors.
 - a. True
 - b. False
8. 356-001 originally had cable operated brakes.
 - a. True
 - b. False
9. For 1962 the 356B was updated with a T6 body which moved the gas filler from under the hood to under a flap on the left front fender.
 - a. True
 - b. False
10. The coupe that served as an early factory test "mule" and presented to Professor Porsche on his 75th birthday was nicknamed _____.
 - a. Adrian
 - b. Ferdinand
 - c. Windhund
 - d. George
11. The 1964 356C utilized Zenith carburetors while the 356SC had Solex carburetors.
 - a. True
 - b. False
12. A 356A 1600 Normal engine had a black fan housing where the 1600 Super had a _____ fan housing.
 - a. red
 - b. silver
 - c. green
 - d. yellow
13. The first Stuttgart-built car, a coupe, completed by Reutter in December 1950 differed from the Gmund built cars in that the body was steel and not aluminum.
 - a. True
 - b. False

14. The Michael May 550 Spyder at Nurburgring in 1956 was unique because of it's _____.

- a. paint
- b. wheels
- c. wing
- d. exhaust

15. The Fuhrmann engine had two _____.

- a. ignition coils
- b. distributors
- c. spark plugs per cylinder
- d. all of the above

16. Window quarterlights were omitted on 356B's

- a. True
- b. False

17. After Porsche took over Reutter in March 1964 the Reutter coachbuilders badge was no longer fitted to the front fender.

- a. True
- b. False

18. The Porsche approved fiberglass hardtop for the Speedster was built by the California firm _____.

- a. Hobie
- b. Devin
- c. Glasspar
- d. Dow Corning

19. The Hirth roller bearing crankshaft in the 1.3 liter motor consists of _____ pieces not including bearings and connecting rods.

- a. 20
- b. 10
- c. 2
- d. 13

20. A low brake pedal on a 356C could be caused by a loose or bad wheel bearing.

- a. True
- b. False

21. 356B production overlapped production of 911's and 912's.

- a. True
- b. False

22. The disk brakes on 356C's were supplied by _____.

- a. Dunlop
- b. Brembo
- c. Raybestos
- d. Alfred Teves

23. First samples of the Speedster built in the fall of 1954 used enamel paint instead lacquer.

- a. True
- b. False

24. The America Roadster had roll up windows.

- a. True
- b. False

25. In place of chrome plating aluminum cylinders on the Super 90 the bores were coated with _____.

- a. Teflon
- b. Ferral
- c. graphite
- d. Biral



Toy Drive and Breakfast with Santa

Text and photos by Martha McGowan and Keith Verlaque


2013 is the eighth year that San Diego Region has sponsored a toy drive to benefit Rady Children's Hospital. This is the only hospital in the San Diego area dedicated exclusively to pediatric health and trauma care. The 2013 Charity Team of Keith Verlaque and Martha McGowan organized the collection of toys at club events during the months of October, November and December. Additionally this year, at the suggestion of President Bev Gould, we set up toy collection bins and signs at Hoehn Porsche, Porsche of San Diego, and TC's Garage. Placing these extra toy bins at various locations around San Diego contributed significantly to our most successful toy drive collection ever.

On December 15th, the toy drive culminated in a breakfast with Santa

followed by a caravan of Porsches to deliver the toys to Rady Children's Hospital. Fifty club members showed up at Mimi's Café in Mission Valley for breakfast. At 9:30 A.M., Santa and his helper elf arrived to the cheers and amazement of numerous other guests at Mimi's. All of the kids in attendance at the breakfast had a chance to sit with Santa and let him know what they wanted for Christmas. Wanting to join the fun, several of the adults sat with Santa for photos.

At the conclusion of the photo session with Santa, we adjourned to the parking lot and about 35 Porsches formed a convoy to Rady Children's Hospital behind Santa, who sat in the rumble seat of a 1920 Model-A Ford. Upon arrival, we parked along the entryway and were met by Lori Mathios, our hospital contact for about five years now. In addition to all the Porsches, President Bev and Tom Gould's SUV,

Jim Binford's truck, and Mike Brown's truck were filled with toys. SDR members unloaded their cars and placed the toys in the bins provided by the hospital. We filled three bins to capacity with toys. Afterwards, we gathered around the fountain for some photos, and then Santa went in to visit children in the hospital.

Keith and I would like to extend a huge "Thank You" to everyone who participated in donating toys to this very worthwhile cause. Lori explained that the kids find a great deal of comfort in holding a cuddly animal before a surgery. To lend a helping hand to children who are faced with a chronic illness or battling a life-threatening disease by providing a toy during the Christmas season goes a long way to helping them heal. Your generosity is truly appreciated. SDR members did a great job this year, as always! 



Max Ehrath with Santa



Max Ehrath with Santa

Lauren Linares with Santa



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PCASDR Tech Advisor

As longtime tech advisor for PCA-SDR I get a lot of emails and phone calls, but sometimes I just get stopped at an event or scan the SDR Forum for questions I might be able to help people sort out. After writing a hundred or so tech articles since the late '90s, I thought I would give the membership a chance to be heard. This series is about the questions I get asked as your San Diego Region-PCA technical advisor. I hope you enjoy the change-up.

— Steve Grosekemper

While scanning the Technical forum [<http://forum.pcasdr.org/index.php>] index, I found a question from PCA member Fred Yip. Fred has a highly modified 1975 911 racecar that had suffered a Carrera cam chain tensioner oil feed line failure and he was looking for some technical assistance. The forum posting title read: *Replacing chain tensioner oil line with AN line*. An AN line is an extremely durable military spec oil line commonly used in aircraft and motorsport applications. AN (Army/Navy) fittings date back to WWII aircraft use. The smallest AN fitting size is -2AN which is about twice the size of the oil line Fred needed to repair and strengthen. So read on and find out what solution I had for Fred.

Fred Yip and his Highly Modified 1975 911:



First, here's a little back story. A 911 engine has two chains that drive one camshaft each. As the engine temperature increases the chain gets tighter so there is an idler wheel and a tensioner (like a little shock absorber) that keeps constant tension on this chain. It looks a lot like the rear derailleur on your mountain bike. Early 911s had tensioners that were sealed and failed with age. When they failed, the chain would get loose and make a terrible noise if you were lucky, and engine damage if you weren't. They got progressively better through 1983, until the design was changed in 1984 to the famous "Carrera Tensioners" that

you have undoubtedly heard about.

The main difference in the design of the Carrera tensioner is that it is fed fresh pressurized engine oil whenever the engine is running so it will never suffer from loss of oil in the dampening chamber. Perfect—what could go wrong with a design like this?

Well, it is a pretty bulletproof design, but nothing is perfect under all conditions. The one small flaw with this system is that the tiny oil line that goes from the cam oil line to the tensioner can break and pour oil all over the rear of the engine. Now this doesn't happen often but it does happen. There are a few things that will accelerate the failure rate of this line:

- High RPM engine use
- Racing, or other track use (AX, TT, DE)
- Solid or semi-solid engine and/or transmission mounts
- Engine vibration (for multiple reasons)
- Oil feed line trauma due to over-tightening or twisting of the fittings
- High engine mileage or line corrosion

The problem is these very small lines have fittings attached on each end, and with the effects of age and vibration they eventually fail between the tubing and the fitting.

We can't stop the aging process on ourselves or our cars but we can stop the vibration. Porsche came up with an anti-vibration kit for these lines to reduce the likelihood of failure.

I have never seen these lines fail when replaced in conjunction with the anti-vibration kit.



The anti-vibration kit consists of 6 parts (2 brackets, 2 clamps and 2 screws) and is about \$25 total.

2- PCG51117402 Clamp.

2- 9001905902 Screw

1-93010734100 Bracket (Left-long)

1-93010734201 Bracket (Right-short)



Here is a right side tensioner feed line without the bracket. (This picture is on a 3.0L racing engine for simplified view—on a street engine this area would be completely covered by the air conditioning compressor and bracket.)

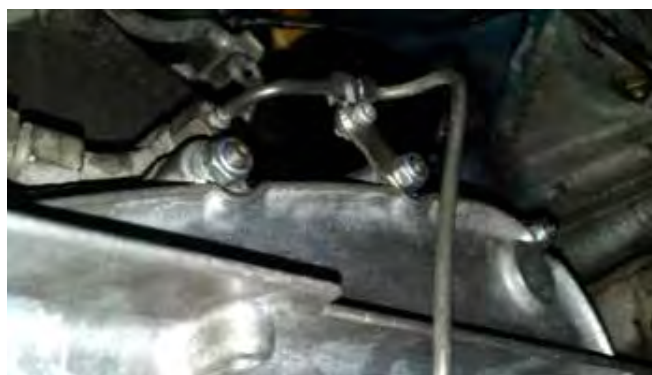


Here is a left side tensioner feed line without the bracket. (This picture is on the same 3.0L racing engine)

Remember it is always a good idea to replace the oil feed lines as well. Just because they are not broken does not mean they have not suffered damage. If they are on a gently driven street car you are probably OK, but if your car experiences two or more issues from the above list be sure to replace the lines as well.

1-930.107.347.02 Left side short line about \$40

1-930.107.348.09 Right side ling line about \$50



Here are the left and right oil line brackets installed on an '86 Carrera during a rear engine reseal job. The right side bracket is buried under the A/C bracket, so this should be left until some sort of servicing or repair is being performed.



Here is what you will see after you remove the A/C compressor and lower mounting plate. The tensioner feed line is right under the center of this bracket on 84-89 Carrera engines.

The last thing to inspect when replacing the cam tensioner feed lines is the banjo bolt that screws into the chain tensioner. This is a hollow bolt with three large oil feed holes so it can't be torqued very tightly before damage will occur. If it is over-torqued the bolt will stretch, the holes will

elongate and the bolt will eventually snap in two, resulting in a huge loss of oil.



Here is a picture of two banjo bolts. The one on the left has been Over-tightened and the bolt has stretched. The holes are also elongated and twisted so it has lost its strength and will fail in short order. The bolt on the right is a new replacement bolt. (N 021 073 1 - banjo bolt)

It is imperative to replace the sealing washers on the banjo bolts when replacing them or just removing the line. There are four washers required and their part number is 90012311530. The washers should be coated in anti-seize compound when being reinstalled. If they are put in dry, the bolt could twist the banjo fitting at the end of the line and bend it, or even worse, crack or fracture the line.

The problem Fred was facing was twofold. Because the failure happened in a racecar, we know the oil lines are subjected to extreme vibration. The other problem occurred when someone replaced the right cam oil line on his car and they let it twist under the final tightening procedure, kinking the tensioner feed line at the fitting.



Notice how the cam oil line twisted and fractured the tensioner feed line. This line was living on borrowed time.



Here you can see the newly installed tensioner feed line. Fred has corrected the cam oil line angle so as not to cause any distress on the line, and has the anti-vibration kit properly installed. This should be the last time he has to deal with this failure.

With new hard lines installed and a complete vibration kit to top it off, you will have one more thing that you won't have to worry about on your 911. Now get out and drive that car! There is a PCA event with your name on it—whether you drive it there at the speed limit or wait for the green flag to drop at your first Club Race.

Steve Grosekemper is the San Diego Region Technical Advisor, member of the Forum Administration team, and is part of the newly expanded service team at Black Forest Porsche/BMW/Mini. He can be seen and quizzed for technical advice at just about any SDR driving event, as well as a handful of social events. Or go straight to his inbox at techadvisor@pcasdr.org and you just may find your story in an upcoming Windblown Witness article.





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January Board Meeting

Board Minutes

The January 2014 Board of Directors meeting was held at the home of Don and Bunny Middleton. In attendance were Jim, Keith, Don, Dan, Jerry, Mark, & Bev. The meeting was called to order at 7:05, and the December minutes were approved.

Treasurer's Report

Discussed 2014 budget. We have a tax burden from 2013. BLUF – Expenses in 2012 ended up as a tax for us in 2013. We were neutral when viewed in both years. We ended up with a profit except for the late costs in 2012.

All approved Treasurer's report – M/S/P

President's Report

Jim wants one-stated goal from each BOD members for 2014:

Dan – suggests that we offer the option to send Windblown to members electronically or hardcopy. There would be some cost savings involved in this option.

Keith – suggests that we solicit possible improvements to club business via an electronic suggestion drop box.

Mark – recommends recruiting/certifying more instructors at all our driving events.

Bev – ensure our financial processes remain in line.

Kudos to Martha for resolving our Board e-mail "alias" malfunction.

Provided brief overview of Nov. 2013 Zone 8 Presidents meeting:

PCA club is healthy – 110K members – largest club in world.

National HQ is working on standardizing procedures for various events. We should see new guidelines soon.

Insurance is a big issue with National – Make sure we have proper paper work, that insurance is in on time, and we follow all rules.

Keith – Waiver Form ... don't write on the bottom line where the witness signs.

Don't forget to post driving events/observer reports/incident reports.

Region Procedures Manual (RPM) has been e-mailed to BOD- all read and become familiar with procedures. New 2014 edition will be distributed to all chairs when received.

Car fire at AX on 4 Jan. did not meet stated criteria for an incident report but, better safe than sorry. When in doubt complete the incident report and let National make decision as to utility.

Keith will be the POC for Tire Rack Street Survival program for kids.

Zone 8 report

Concluded a great year (2013). Reviewed upcoming events.

Social w/ National staff meeting in SD in Feb.

Chair Reports

Autocross: 22 Jan Mtg: At Mike Brown's home.

4 Jan Ax – 120 drivers – a very successful day.

AX Driver's meeting – standardize the sequence of driver briefs and ensure Safety Chair gives the brief during the Driver's Meeting.

CDIs: New e-mail addresses for CDI San Diego AX and away TT /DE events /PDS 7-9 Mar.

Charity: Two Monarch school dinners – Apr. & Sept. w/ two sock and underwear drives in 2014.

Car shows: Still need 2014 Car Show Chair (Sun 18 May), a park and party. Keith has volunteered to chair this event.

Martha received info on the Village Walk/Car show and request we participate – Sun 8 June – need 20 cars in place M/S/P

Concours: Need 2014 Concours Chair help – Dale Sommerfeld has offered to chair with Steve Lopez as co-chair. Event is 2 Aug. at Spanish Landing. Details to follow.

e-Master: E-blast – Will try to reduce the volume and periodicity.

Goodie Store: Need 2014 Chair

Historian: Pat Scanlan trophy – a perpetual award to be shown at the Installation Dinner.

Membership: 21 new members. Angela will assist in training membership for the next month (late Feb.).

Military Liaison: A most successful Wounded Warrior Tour 2013. Thanks to all who participated!

Big Kudos from Capt Duncan Smith. (Navy SEAL) concerning the club's participation and giving spirit.

Windblown article completed to be submitted for the Feb. WW.

Rally: Planning on one Rally School and one Rally event for 2014 – dates to be submitted by Paul Young

Safety: AX Dave Malmberg & Gary Burch / TT & DE is Mark Rondeau

Sponsor Liaison: Dealership Status/ Sponsorship team. Keith – why not bring the Doughnuts to the dealers instead of the drivers to the doughnut shop – big win for the dealer. Jim will discuss with dealers

Sponsorship Team Meeting 6:30 PM 29 Jan.

Social: Matt is now on the social committee.

Mystery Weekend 8–9 Feb. – 40 couples signed up. And don't ask the destination.

Valentines Party 15 Feb. with PCA National Staff. Acquired the Williams sternwheeler. Will include dinner, cruise the harbor, dancing. Tickets = \$55/person

Installation Dinner – 11 Jan. – full house.

St Patrick's Day – 17 Mar. for a movie date to see "300" M/S/P

Progressive dinner – in N. County (1st) 26 Apr., Sat.; then the E. County (2nd dinner event) M/S/P

Pre-parade Social – (registration 11 Mar.) Irish pub in Carlsbad combined w/ last Tuesday Social – 25 Feb. M/S/P

Porsche Parade Concours 101 Prep to be held at TCs Garage 15 Mar. M/S/P

Tech Sessions: 25 Jan. Nomad Slot Car Racing. May - Hoehn – Tech session will introduce the all new Porsche Macan. GT3 & performance technology at PofSD – details TBA

TT/DE: 18-19 Jan. Chuckwalla

Club Racing: Wrap up 2013 club race/2014 planning.

Buttonwillow Club Race –close to break-even event.

Hold two SDR club races this year: Willow Springs and Buttonwillow M/S/P

Tours: Sun, 16 Mar. – M/S/P (later shifted to 23 Mar.)

Sun, 1 Jun. – M/S/P

Vintage Racing: Coronado Speed Fest at Navy Air Station North Island – 19-21 Sept.


Witness Billing: Need more Witness pubs printed – motion for 10 more magazines – M/S/P

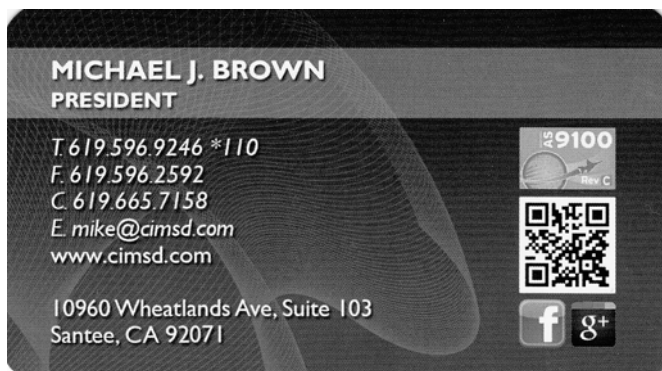
Unfinished Business

Installation Dinner 11 Jan. Update: Bev – 102 for installation dinner; still gathering auction items. 4:30PM presidents' mtg. Auction items – Keith – include 10 AX passes or/and PDS tickets. M/S/P

Chair Positions still open: Goodie Store Chair.

Adjournment

Thanks to Don and Bunny Middleton for hosting. Next Meeting: Javier & Victoria Varon home, 5859 Ranch View Rd., Oceanside. 



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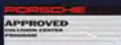
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Membership

New Members

Jim Almand
San Diego, CA
1985 911

Kit Cheves
Poway, CA
2008 Cayman Coupe

Jason Clement & Ted Booth
San Diego, CA
2010 Panamera Sedan

Pete Fowler & Valerie Fowler
Rancho Palos Verdes, CA
2014 Cayman S Coupe

Joe Gannon & Nicholas Gannon
San Diego, CA
2005 987

Ted Gurnee
La Jolla, CA
2002 911/996 Cabriolet

Bill Hermann & Pat Hermann
San Diego, CA
2001 Boxster

Doug Hicks & Rhonda Salvestrini
San Diego, CA
2006 Carrera S

Rakesh Jain & Meenakshi Jain
San Diego, CA
2014 Cayenne SUV

Brett Kerkhof & Mielle Kerkhof
Escondido, CA
2006 911 Sport Coupe

Aaron Ling & Andrea Dammer
San Diego, CA
2008 Cayman S

Stefanos Makris
Del Mar, CA
2004 Boxster S Roadster

Terry Morhous
Carlsbad, CA
1958 Speedster

Arvin Narula & Ajit Singh
San Diego, CA
2009 Porsche Coupe

Carolyn Nespolo & Jim Davidson
Ramona, CA
1974 911 Targa

Charlie Persico
Rancho Santa Fe, CA
2010 Cayman S

Jerry Porter
Encinitas, CA
2014 911

David Ross & Lisa Lammens
San Diego, CA
2010 Panamera 4 Sedan

D Sloan & Kathey Sloan
San Marcos, CA
2012 997 Coupe

Larry Vernec
Encinitas, CA
2011 911 4S Coupe

Dave Wegmann & Lynn Wegmann
San Diego, CA
2014 911 C2S Coupe

Anniversaries

Five Years...

Thomas Bruff
Shawn Grover
Sean Hutchins
Rudy Iribe
Jan-Thomas Limpo
Michael Luther
Michael Oliver
Dale Sommerfeld

Ten Years...

Bill Earon
Morgan Falkengren
Daniel Lewis
Matt Schmidt

Fifteen Years...

Anthony DiLanzo

Twenty Years...

Mike Avitt

Twenty five Years...

William Cass

Forty Five Years...

Bob Lampert

Membership for January 2014

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Secondary Members:	1071
Total Members:	2574

Classifieds

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1974 914 1.8l \$9,600 One California Owner then His Brother, Mostly Original Paint over Rust Free Body, Complete Mechanical Overhaul 2004/5, Very Well Running Factory F/I, Corbeau Forza Seats 5Point Harnesses, Beautiful Interior Stored, New Falken ZiexZE512 Tires EMPI 8Spoke Wheels, Toyo R888 Tires 6.5" Minilites, Koni's Front Anti-Sway Bar, 165#Rear Springs, Innumerable Extra Parts (858) 692-9105

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1980 911SC 142K Miles SOLD 3rd owner; lowered, red, good condition, \$4K recent engine work. Nu Michelins \$10,000. SOLD!, Russ or Melissa 404 4333992 619 540 9030

1984 Europ. Spec. 911 Carrera

Immaculate Targa-231 hp 3.2 Liter Euro Spec 911. Black/Black Targa. 73k. Records, Collector owned. Fresh Yokohamas. Needs nothing. Not available for sale to CA residents due to ROW VIN. Price just reduced to \$USD 17,500 -Baby coming. Mike 858 337 5001

1987 Carrera Coupe 26,900 57K MILES, Beautiful original paint, Red with guards. Black leather, , everything looks, works like new. 225/40 and 255/35 F-1 18' turbo wheels (760) 716-4486

1993 928 GTS Auto., polar silver/light grey, exc. cond. new timing belt & water pump, 83000mi, 38,000 (619) 429-5328

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2001 Carrera Coupe 46000 miles, 6 speed, Guards red/ black, sport exhaust, new Dunlop Direzas, immaculate ridiculously well maintained car. \$35k. (760) 436-7556

2003 996TT X50, Tip Mint condition, one of a kind, aero pkg, Silver, Black leather, Good service history, Clean Carfax, 71K mi, \$50K firm, mxnmtber@gmail.com (858) 663-2070

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964 Bilstein Coilover Was autocross and race set up on 911. Very stiff. Springs are H&R, socks are Bilstein's. \$850 for complete set. 858-531-2335

964 Magnesium Cup1 RS Wheels 7.5&9x17et55 good condition no curb rash, true & straight. Very rare. 858/531-2335 \$10,500 firm. marouf_usa@yahoo.com

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Wanted: Porsche or other car memorabilia/automobilia/parts. Also

wanted, Porsche 356 or early (pre 1974) 911. John 619-667-3826 or www.johnstraub.blogspot.com

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Tech Quiz Answers

1. False
2. D'leteren
3. 1950
4. All of the above
5. 1957
6. False
7. False
8. True
9. False

10. Ferdinand
11. True
12. Silver
13. True
14. Wing
15. All of the above
16. False
17. True
18. Glasspar

19. 13
20. True
21. False
22. Alfred Teves
23. True
24. False
25. Ferral



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Saturday	7 am to 5 pm	Qualcomm Stadium	Driving exercises
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San Diego Region
and Black Forest Automotive

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No prior performance driving experience is required. Current PCA membership is a requirement. 16 and 17 year old children of PCA members may participate with a valid driver's license and parent consent form. MEALS ARE INCLUDED.

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For display advertising contracts and billing information, please contact:

Tom Gould

witnessads@pcasdr.org

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All rates are quoted per month with a minimum commitment of three months. Ads may be prepaid or automatically billed to credit cards.

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

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Zone 8 website: zone8.pca.org/

National website: www.pca.org/

AX & TT Results: results.pcasdr.org/

Online registration: pcasdr.motorsportreg.com/

Forum: forum.pcasdr.org/forum/

National Calendar: www.pca.org/calendar/pcacalendar.aspx

National Tech Q&A: www.pca.org/techqa/techqa.aspx

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SATURDAY, MARCH 8, 2014 7:00am – 5:00pm

Qualcomm Stadium: Driving Exercises

SUNDAY, MARCH 9, 2014 7:00am – 5:00pm

Qualcomm Stadium: Non-competitive Autocross

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To:

Susan Brown, Editor



MOVING? Send change of address for the *Windblown Witness* to:

PCA Executive Office, P.O. Box 5900, Springfield, VA 22150 or submit change via WWW.PCA.ORG.

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