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WINDBLOWN WITNESS

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

March 2014



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On the Cover



Keeping it Klassy at Krispy Kremes.
Photo by Eric Hanauer

WINDBLOWN WITNESS

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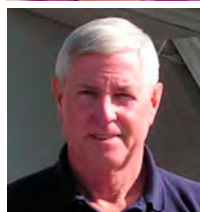
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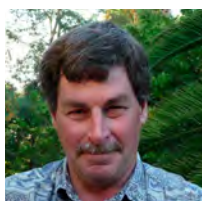
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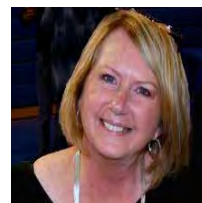
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Stay on Track

By Jim Binford, SDR President

We are now well into the 2014 schedule of events that have been provided by our able Chairs with a little bit of something for everyone to enjoy in our dynamic club. We have successfully completed a Time Trial/Driver Education event at the Chuckwalla track, and the Feb. Streets of Willow track event will have been held by the time you read this edition of Windblown Witness. In addition, we have already conducted two successful autocross events, and it's of note that the new Porsche 991's have performed admirably (and naturally their drivers), so you might want to check one out at one of our two San Diego area dealerships that also sponsor many of our events. The 2013 Driver's Award Dinner was held on the 1st of February and it was a resounding success thanks to Katina Rondeau and Tammy Ibbetson, who organized the event. It was rewarding to see so many time trial and autocross participants receive so many awards. Our Time Trial Driver of the Year was justly awarded to one of our board members—Mark Rondeau. Well done, Mark! The Autocross Driver of the Year was awarded to Adam Gill, one of last year's Chief Driving Instructors, again a well deserved award. There were several other individual awards which will be noted in a separate article, but I would also like to mention Steve Grosekemper, who won the Good Samaritan award for always helping others at the track with their car problems. Many thanks Steve for keeping several of us running on track. Also a special thanks to Mike Brown of CIM, INC., who manufactured the time trial and autocross trophies, which were appreciated by the recipients, as well as to Porsche of San Diego, who sponsored the autocross series and trophies.

The social side of the club is rapidly moving out with a good attendance at the Saturday "Krispy Kreme and Cars" and "Cars and Coffee" informal get-togethers, where members can show their cars and discuss all things Porsche or whatever stimulates the conversation. It's also an opportunity for new members to meet some of the longer affiliated club members, as well as board members, and learn more about PCA-SDR, as well as the cars themselves. Of particular note the club just completed a very successful Mystery (no longer) Weekend to Santa Barbara. I unfortunately was unable to attend, but feedback indicates the attendees enjoyed the trip and accommodations arranged by our dynamic Social Chair, Victoria Varon.

The calendar is now pretty much filled up in the first half of the year with a PCASDR event every weekend, so you should have no excuse not to start up that Porsche and come out and meet your fellow club members and have fun. In addition there are many Zone 8 region events you may want to attend, so don't forget to look at the Zone 8 calendar also. I would also encourage you to plan to participate in the upcoming Zone 8 Festival of Speed, 4-6th of April, at Autoclub Speedway Fontana, either as a driver, volunteer, or observer, since this event is the biggest Zone 8 event of the year, with something for everyone to participate in and enjoy. See the Festival of Speed flyer and enjoy the activities.

For those of you who want to better experience the driving capabilities of your Porsche and be a better driver on the highway, I recommend you sign up ASAP for the Spring Performance Driving School, 7-9th of March—hopefully there will still be

some space available by the time you read this column. Details are in the Windblown Witness.

In closing, I again encourage you to look closely at our calendar of events and participate in a fun event of your choice. And don't forget, in March we also have scheduled a 15 March Concours Parade Preparation 101; St Patrick's Movie Night 17 March; and a North County Tour 23 March; in addition to another autocross 29 March. If you are a new member attending these events, be sure to introduce yourself so we get to know you. For all members, I encourage you to provide any board member feedback on what you like, and any constructive suggestions about how we may make an event better. And we are always looking for volunteers to help us run our events—we still need a Goodie Store Chair. Safe driving and see you on the road heading to another PCA-SDR event.

Cheers, Jim



March 2014

01 Saturday Monthly Breakfast Social

Time:
9:00 A.M.

Place:
Pit Stop
3825 Mission Ave D1,
Oceanside, CA 92058

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:
Keith Verlaque/Martha McGowan Home
2270 Nielsen Street
El Cajon, CA 92029

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.

07-09 Friday –Sunday Performance Driving School

Details:
This three-day school is your opportunity to learn driving skills that can be applied to any driving situation in any vehicle. You'll safely learn the limits of your Porsche in a controlled environment with the guidance of experienced instructors. Add to your Porsche driving enjoyment with significantly improved road skills. This will be an educational, fun and rewarding weekend.

No prior performance driving experience required.

Available only to PCA members at a cost of \$375. Limited to 48 entrants. You may still register if this number is reached, and you will be waitlisted and notified of any cancellations. First priority is given to PCA members driving Porsches. Second priority is given to PCA members driving non-Porsches. In the event the school is not at capacity, the Chief Driving Instructors may allow non-members to be admitted. This includes the 16 and 17 year old minor children of members—as one must be 18 years old to be a PCA member.

Online registration paid with a credit card is required. There is no option for mail-in registration or payments by check. Register at motorsportreg.com. Proudly sponsored by Black Forest Automotive: <http://www.blackforestautomotive.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.

15 Saturday Concours Parade Prep School

Time:
9:00 A.M. - 3:00 P.M.

Place:
TCsGarage
1315 Hot Springs Way, #105
Vista, 92081

Details:
Meet at TC's Garage from 9AM-3PM. Cost is \$20 which includes lunch and beverages. Register at motorsportreg.com: <http://msreg.com/concoursprep>, or email Bev Gould at bev@tcsgarage.com. Registration closes March 13.

Experienced volunteers will show you how they prepare a car for Concours. This session will have an emphasis on how to prepare a car for a Parade Concours. They will show you tips on car care, tricks they have learned, shortcuts and answer your questions on car preparation.

17 Monday

Movie Night

Time:
6:00 P.M.

Place:
Cinepolis Luxury Cinemas – La Costa
6941 El Camino Real
Carlsbad, 92009

Details:

The cost of the event is \$35 per person. Your ticket package includes a ticket to the movie “300: Rise of an Empire” where you can recline in plush, oversized seating, enjoy a non-alcoholic beverage of your choice (alcoholic beverages are available at an additional cost), plus a candy or popcorn. Additional food options as well as alcoholic beverages are available for purchase (including dinner/entree items) separately from your ticket package purchase. For more information on Cinepolis, please visit: <http://www.cinepolisusa.com/>

Your purchase is non refundable. Should you need to cancel, you can transfer your tickets to someone else by letting Victoria Varon know at victoriavaron@gmail.com. We are requesting that all attendees register no later than March 5th but please do so ASAP as this event is sure to sell out in a hurry. Should you choose to mail in payment, please make checks payable to PCA SDR and send to:

Victoria Varon, 5859 Ranch View Road.
Oceanside, CA 92057

If you are mailing your payment (payable to PCA SDR), please email victoriavaron@gmail.com so we know to look out for it and keep the theater count updated.

23 Saturday

Tour

Time: 9:00 A.M.

Start from:
Hoehn Porsche
6900 Avenida Encinas
Carlsbad, CA 92011

25 Tuesday

Last Tuesday Social

Time:
6:30 P.M.

Place:
94th Aero Squadron.
8885 Balboa Avenue
San Diego, CA 92123

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.

29 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.



1969 Ford Torino Cobra Jet 428cid V-8 at the Auto Museum

Muscle Cars at the Auto Museum

Story and photos by Michael Harris

A lot to report this month, from new cars on display, the museum's 25th Anniversary Gala details, to the new "Muscle Car " display and a bit of history. The new cars include a classic 1930 Cord L-29, a freshly restored 1972 246 Dino GT on loan from Symbolic Motors, and an extremely rare NSU Wankel roadster. The Dino is a 2.4 liter V-6 coupe that Ferrari designed to compete with the Porsche 911S. Despite Ferrari's best efforts, the 911S was the superior road and roadracing car of the early 1970s. Both the 246GT and the 911S are a form of muscle cars, but clearly one thinks of American muscle cars when the term is used. The Automotive Museum display, curated by Kenn Colclasure, the museum's resident Research Director, provides not only the specific information about each display car, but also informs the viewer about some of the people responsible for the creation of muscle cars. Simply put, muscle cars were created in ever-increasing numbers in the 1960s because they sold like hot cakes and offered a good profit margin for their manufacturers. The Pontiac division of General Motors was run by several hot shots who were jealous of being in GM division sales leader Chevrolet's shadow, and decided to do something about it. GM corporate philosophy at the time was not to be involved in racing and to limit larger horsepower and displacement motors to the full size cars, while medium size or "B" bodied cars received the mid-size displacement and horse power V-8s. Compacts received the smallest motors. The story goes that in 1964, John Z. DeLorean, Pontiac's chief engineer, liked to take "experimental" cars up Woodward Avenue in Detroit late at night to see what Chrysler and Ford

had to offer. The mid-size Pontiac was named Le Mans and was powered by a peppy 326cid V-8. DeLorean realized the larger and more powerful Pontiac 389cid motor would fit right in the Le Mans coupe's engine bay. As GM had a policy prohibiting large displacement motors in smaller cars based on a weight to cubic inch formula, DeLorean offered the larger motor package as an "option." This option included a 4-speed manual floor shift and higher ratio rear end gears, with either a four-barrel carburetor or three two-barrel carbs. This option was known as a GTO. The initial plan called for 5,000 cars being thus equipped. Once the announcement was made, the 5,000 cars sold virtually overnight and a phenomenon was created. Each American manufacturer, including small American Motors, soon responded with their own special cars.

The origin of the muscle car could be applied to many different makes and models. Clyde Barrow, the infamous Midwest bank robber of the 1930s, wrote a letter to Henry Ford praising Ford for building such a fine car with a powerful V-8 motor. Barrow informed Mr. Ford that he always chose to steal a V-8 Ford as a getaway car when he and Bonnie were robbing banks. (The original of this letter is on display at Ford's Museum in Dearborn, Michigan.) The San Diego Automotive Museum points to the 1949 Oldsmobile as being a good example of an early American muscle car. A large photo poster of a 1949 Olds two-door sedan in NASCAR trim with Buck Baker at the wheel is on display. GM's Cadillac and Oldsmobile divisions offered an overhead valve V-8 engine as powerplants for their cars starting in 1949. The lightweight and smaller Olds dominated NASCAR racing in 1949 and 1950. In stock trim the Olds displaced 303ci, and with a two-barrel

carburetor it produced 135bhp. In 1950, Florida sportsman Briggs Cunningham took a modified 1950 Cadillac Series 61 Coupe de Ville with ohv V-8 and three speed manual transmission to France and ran it in the 24 Hours of Le Mans race, finishing 10th overall. In 1955, Chrysler offered their first 300 model two-door hardtop with a hemi V-8 and two four-barrel carbs as an option. David E. Davis, Jr. a former editor of *Automobile* magazine, joked about being a navigator in a California Mille-type rally in a dual carb hemi-powered 1955 Chrysler 300. The car was very fast, but with the two-speed automatic transmission, the gas mileage was terrible. They were always looking for a gas station in order to refuel. In 1957, GM's Chevrolet division produced a 283cid high compression engine with fuel injection, high compression heads, and Duntov racing cam that produced 283hp, one horsepower per cubic inch. And the horsepower wars were on in earnest. Ford responded with a 312cid V-8 with cam, high compression ohv heads, and dual four-barrel carburetors rated at 270hp, called the Police Interceptor. Pontiac also put the Rochester fuel injection unit on their Bonneville. In 1958, multiple carburation systems were offered on Chevrolet, Pontiac, Oldsmobile and Cadillac autos.

The growth of muscle cars in the 1950s could be attributed to the fact that gas was cheap, the cars were simple and easy to work on, even for people without any formal mechanical training, and street and organized drag racing was popular. Young people were able to make good money in a variety of jobs after school, or in lieu of school. Remember the lyrics from the Beach Boys song "409"—"I saved my pennies, I saved my dimes, and I bought my brand new 409." By the



1969 Chevy Chevelle SS in Daytona Orange with 396 Big Block V-8 and 4-speed



1930 Cord L29 Brougham—straight-8, front wheel drive, and years ahead of its time

1960s, drag racing grew from racing for trophies to racing for prize money, and many new car dealers saw that racing and winning on Sunday sold cars on Monday. The Auto Museum has 15 wonderful examples of various marque muscle cars on display, from American Motors, Ford, Dodge, Plymouth, Chevrolet, Buick, Oldsmobile, and Pontiac. The cars include an early 1964 Ford Fairlane "R code" 289cid HP V-8 and 4-speed manual transmission; 1965 Pontiac GTO; Ford Torino; 1968 Dodge Coronet 440 V-8; Dodge Charger; Dodge Dart GTS; Plymouth Satellite/GTX 440 with a 727 Torqueflite transmission; 1969 Chevrolet Chevelle with a 4-speed and 396cid big block V-8; AMC AMX; AMC SC Rambler (390cid V-8, 4-speed and air induction system in a red, white and blue paint scheme—you definitely stand out in this car); 1970 Buick Grand Sport Stage 1 with a Buick 455cid motor; an Oldsmobile 4-4-2, and several more.

Opening day for this event was Friday, 7 February, at the museum in Balboa Park. Kenn Colclasure took the Museum Docents around the car displays and explained some of the history. A number of the owners were there as well. Of the four owners who told us about their cars, all now live in the San Diego area and were longtime car enthusiasts. All had drag raced their cars in the past, and one still took his car out to Barona Raceway for fun drags against other car club members. He was a MoPar (Chrysler Motor Parts) man and had a hemi-Charger, 440 wedge Plymouth Satellite, and a Plymouth Road Runner. Most of his cars have automatic transmissions except for one manual 4-speed car. In his teens he had drag raced at the track under dealer sponsorship. He opined that manual 4-speeds were more fun to drive on the street, but the 727 Mopar Torqueflight automatics were faster on the strip because they launched better, faster, and with less wheel spin than the manual

transmission cars. Your reaction time and launch time were faster with the automatic. He also noted that he was sold on MoPar products because after years of drag racing, he had never suffered a failure with a Chrysler product. Several of the cars were low mileage examples with only one or two prior owners. All of the owners there with their cars were relatively handy with tools and had done some of the restoration work themselves.

You will note that most of the muscle cars on display are mid-60s to very early 70s. Why? The 1960s were the days of stock and super stock drag racing. As competition grew tighter, more tricks were used to increase speed and reduce elapsed times—higher compression, larger motors, multiple carburation, and lighter cars. Some cars had aluminum and fiberglass parts. These parts were technically available to the public as factory parts, but unless you were "Dyno Don" Nicholson or "Grumpy" Jenkins, you could not find them at your local dealer. The 1970s saw a huge change in car manufacturing. Beginning in 1968, increased federal legal pressure created new safety standards, reduction of smog output and an eye on improved vehicle economy. Porsche was always ahead of the big American car companies. While GM complained that it was impossible to make cars emit fewer emissions and be more fuel efficient, Porsche was able to increase their vehicles' performance while reducing emissions and improving fuel economy. GM continued to build large, heavy cars with huge inefficient engines, but reduced compression and horsepower, in order to comply. Federal standards also mandated the elimination of lead from fuel. By 1973, performance "Muscle Cars" were pretty much in the past. Even Chevrolet eliminated the four-speed manual transmission from the Corvette and horsepower numbers continued to decline. The 1970s was the most difficult decade


for American car companies. Next month we will have more of the history of the muscle car and more complete descriptions of the specific cars.

New to the collection this month is a stunning 1930 Cord L29 four-door Phaeton in pristine restored condition. With the 1931 and 1932 Cadillacs, and the 1935 Lincoln four-door sedan and 1937 Lincoln Zephyr coupe, you can see some outstanding examples of 1930s luxury automobiles. As the decade of the 1930s saw continued unemployment and growing poverty in America, luxury car manufacturers were closing their doors. Auburn, Cord, LaSalle, Graham, and Pierce Arrow were just some of the builders that closed their doors in the thirties. Another new vehicle is a custom built off-road replica racer similar to Parnelli Jones' Oly Racer. This thing is huge. A viewer the other day asked if it were a prototype Hummer. Be your own judge. A most interesting vehicle indeed.

With the completion of the museum's 25th Anniversary Gala on Saturday evening, 18 January, the museum staff will all have an opportunity to draw a deep breath and relax a bit. Not only was a good time had by all, attendance and purchases set a record. Over 180 people attended. The big sale item was a nicely maintained 1967 Morgan +4 two-place Tourer that sold for \$34,000 after a lot of spirited bidding. Speaking of Morgan, a lot has been going on at the Morgan Company in Malvern Link, England, in recent months. Morgan is a privately-held company with most of the shares being held by members of the Morgan family. Grandson of the founder, Charles Morgan, is the largest single shareholder with 30% of the shares. Charles had brought the company into the 21st Century by building a successful racing program that united Morgan with BMW and resulted in aluminum supercars in the Aero 8 and GT, wherein the cars

are the first Morgans to be built of aluminum chassis and bodies with modern alloy V-8s, being either BMW quad-cam 4.4 or 4.6 engines, and 6-speed transmissions. After increasing production of the four-wheeled cars, Charles also brought back the famous Morgan Three Wheeler as a modern sports car. Sales numbers have been consistently higher than ever before, with modest net profits showing an increase. The most shocking news was that the board joined together to remove Charles from any

management responsibilities. The justification, or reasons, dealt with Charles' alleged failure to follow the board over the company's racing program and refusal to follow the board's directions. What does this have to do with the museum's sale of the 1967 Morgan? With real uncertainty over the future of Morgan Cars, there has been a recent trend in increased values for older and newer Morgans. In 1967, Morgan sports cars sold new for less than an MG-B or a Triumph TR-4a in England. The new Morgans

are priced in the 911 range, and more. Better hang on to your Morgan. Talk to you again next month. 



Bird's eye view of new Muscle Car display

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)

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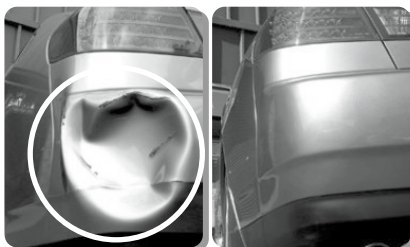
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Driver Awards Party

Text by Katina Rondeau, with contributions from Martha McGowan. Photos by Greg Phillips.

Porsche of San Diego sponsored the 2013 Driver Awards Party, held in the Private Keg Room in downtown San Diego's Yard House. A little shy of 100 were in attendance.

Upon arriving, guests were greeted by Jacob and Will Ibbetson. They greeted them with charming smiles and handed each guest a couple of drink tickets. Thank you Will and Jacob!

There were two tables filled with a beautiful display of trophies. The 2013 TT Series winners received a custom tire pressure gauge and the AX Series received a custom steering wheel. All trophies were manufactured by Mike Brown of Computer Integrated Machining. Great job Mikey!

Wonderful staff provided us with drinks and put out a spread of food that included crab cakes, coconut shrimp, seared Ahi tuna, wings, pasta, sliders, pizza, and plenty of other gourmet goodies.

The awards presentation began with the Time Trial Series for the 2013 season. It is said that behind every good driver is an incredible woman. In the 944 SPEC class Chuck Sharp took 1st, followed by that incredible wife of his, Debby Sharp, and David Diamond placed 3rd. In the CC05 class it was Paul Young Sr. who placed first, and his worthy competitor, William Ripka, placed 2nd.

Jokingly our emcee for the evening (me) notified everyone that Dan Hockett was not in attendance that evening because he was suffering from severe shock. Yes Dan DEFEATED his brother in last year's TT series, with

a 7-point lead. Dave Hockett was all smiles and kindly accepted both the 1st and 2nd place trophies.

Glenn Orton placed 1st in his class. It is said that many fear Mr. Orton and they dare not race against him. One gal, Jasmine, did however compete against him but did not have enough qualifying events as she started the season late. Looking forward to see what happens next season.

Dennis Power dominated the CC08 class and placed first. Rochelle Booth followed with a worthy second place. Sadly she was not in attendance-sometimes the "BU" is just too beautiful to leave, Malibu that is!

Now we come to the highly competitive CC09 class. I must say that Greg Phillips was only able to complete 5 events. Had he completed the 6th, he might have taken both of his competitors. However, it was Mark Rondeau that placed first with 115 points. His mechanic, Steve Grosekemper likes to jokingly say that he's got a cheater car and that's why he wins. Steve Grosekemper placed 2nd, followed by Greg.

Jerry Hoffman has moved up in the series and showed great improvement. Jerry took 1st place in CC10 followed by his fierce competitor, Don Middleton.

Daniel Carusillo is PCA-SDR's current treasurer. Maybe that's why he seemed to dip deep into the treasury and buy his 1st place trophy in the CC11 class. Actually, he earned it by driving consistently well at all of the events. Dan Chambers drove so hard at Buttonwillow that he broke down, affecting his final season standing. It was Phillip Strong, Dan Chambers, and Craig Booth taking 2nd, 3rd, and 4th, respectively.

In CC12, Neil Heimburge took first place, followed by Jim Duncan in 2nd, and Frank Powell in 3rd. All of the above were very happy that Jad Duncan was unable to attend all of the events.

CC14, AKA, The Smurf class, was hotly contested this year by two drivers in the same car. When asked what makes 2014 PCA-SDR President Jim Binford so tough to beat, Mike Brown said, "It's because he's old and tenacious." It must be true, because Jim ended the season in first place followed by Mike Brown in 2nd place.

In the X Class, our X-Men Jack Miller and Robert Baizer battled for ultimate supremacy all year. At the end, it was Jack in 1st and Robert in 2nd place. Jack and Robert are our excellent TT/DE chairs who manage to run these events and still have time to drive and enjoy the tracks.

Special Awards in the 2013 Time Trial series went to Chris MacDuff as Rookie of the Year for coming out and impressing the team with his good driving right away. Mark Rondeau was named Driver of the Year, and Neil Heimburge received the John Deere award for best spin out.

Jerry Hoffman was most improved driver in the TT series and it showed in his times throughout the year.

Steve Grosekemper was given a special award this year to commemorate all of the hard work he does at the track to keep as many of us as possible running throughout the weekend. Many times he has sacrificed his driving time to work on another driver's car. For this reason, he received a special "Good Samaritan" award from our Time Trial chairs.

The 2013 AX Series proved to be especially contentious this year.

Here's a list of the winners by class:

944 SPEC: 1st- Jackie Corwin, 2nd- Leigh Rayner, 3rd- David Diamond
CC01: 1st- Peter Lefebvre, 2nd- Paul Young Jr., 3rd- Kim Lefebvre
CC02: 1st- Jess Osterberg, 2nd- Jerry Bumpus, 3rd- Adriano Bortolin
CC04: 1st- Bastain Blake, 2nd- Bill Behun, 3rd- Tom Wagner
CC05: 1st- Hassan Zaidi, 2nd- William Ripka
CC05 Ladies: 1st- Martha McGowan
CC06: 1st- Chris Harris, 2nd- Kenta Sasaki, 3rd- Don Auten
CC07: 1st- Keith Verlaque, 2nd- Terry Barnum, 3rd- Carl Scragg
CC08: 1st- Dave Waddell, 2nd- Christopher Riordan, 3rd- Steve West
CC08 Ladies: Julieann Billings-Riordan
CC09: 1st- Herb Meeder, 2nd- Chris Chiappinelli, 3rd- Gary Samad
CC10: 1st- Daniel Carusillo, 2nd- Philip Strong
CC11: 1st- Martin Reinhardt, 2nd- Jennifer Reinhardt
CC12: 1st- Craig Hill, 2nd- Michele Hill
CC13: 1st- Chad Carnevale

CC14: 1st- Jim Binford, 2nd- Michael Brown

SS04: 1st- John Kinkaid, 2nd- Rick Richardson, 3rd- Rodney Chandler

SS05: 1st- Michael Ma, 2nd- Tim Peterson, 3rd- Tom Sharp

SS07: 1st- John Mellor

SS08: 1st- Andy Arvai

Trophies in the X class are not awarded in the Autocross Series. However, I wanted to include the season standings for that class too:

X Class: 1st- Mike Avitt, 2nd- W.T. Wong, 3rd- Sean Dynes

The Autocross Team recognized Adam Gill as their Driver of the Year.


It was a special year in that here were two Rookie Drivers of the Year, Julieann & Christopher Riordan.

Peter Lefebvre was named Autocross Enthusiast of the Year. Congratulations to everyone and to all the volunteers that make both series possible!

To attend all Autocrosses for a season is impressive. These drivers earned themselves a FREE AX entry:

Jess Osterberg, Jerry Bumpus, Mike Avitt, Blake Bastain, Kenta Sasaki, Martha McGowan, Keith Verlaque, & Christopher Riordan... Way to go guys & gals!!!

A big, huge, THANK YOU to Tami Ibbetson for always making the Driver Awards Party a tremendous success. She covers all the little details and is a great partner to have as we plan these events.

Looks like we'll be moving the DRIVER AWARDS PARTY to Stone Brewery, at Liberty Station, for next year. Save the date—we typically party the day before the Super Bowl. 



Katina Rondeau & Tami Ibbetson



Martin & Jennifer Reinhardt



Aspasia Zouras & Chris MacDuff



Jasmine Tripodi & Julie Kaesberg



Mike Brown and Jim Binford



Dan Chambers and Robert Baizer



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Non-member, business, or commercial ads are charged at 40 cents per word.

All classified ads must be placed through the club's web site: www.pcasdr.org.

The classified ads service is managed by the AD2AD Network (www.ad2ad.com).

2014 Parade in Monterey

Monterey is the site of our 59th Porsche Parade, to be held this June 15 through 21, 2014. This is PCA's annual extravaganza of competitive and social events. Only minutes away from the beautiful Pacific Ocean, we'll be treated to drives on the famous Pacific Coastal Highway, to some of California's legendary vineyards, and through the hills and valleys of northern California. Of course, Parade has a long history of friendly competition and that will continue this year with the always challenging Concours d'Elegance, TSD rally, autocross, and the tech-quiz.

Registration

Registration will open on April 1st (new date!), and there will be a link to register on pca.org and parade2014.pca.org. This Parade will be very popular, but we will accept ALL entries. We can accommodate all entrants for each of the banquets and all competitive events, as well as most activities. Tours on some days will sell out, however.

Upon checking out of Parade registration, you will receive an email with the link to our host hotels and discount codes. We have blocked rooms at five area hotels, and we do expect hotel rooms to fill up quickly.

Check In

Parade entrants should check in for Parade on Sunday, June 15 between 9AM and 5PM. This is the only time when all the event chair-people will be all together in one place to check you in, answer all your questions, and make sure you have the banquet seats you want, pick up your meal tickets, and are classified properly for the competitive events you've entered.

That is when you get your Parade goodie-bags and volunteer t-shirts. Late check-in is available throughout the week, but we recommend getting to Monterey on Sunday.

Banquets

We have five banquets, our Welcome Party on Sunday the 15th, the Concours banquet on Tuesday, TSD banquet on Wednesday, AX on Friday, and our Victory banquet on Saturday. You can sign up for all of them, or individually, through registration.

Competitive Events

The Porsche Concours d'Elegance is the showcase of the week's activities and gets started early on Monday, June 16th, on the beautiful fairways of the Monterey Hyatt. We have classes for every Porsche and stage of preparation—from "Full" preparation to "Street" class, where only the interior and exterior (including wheels and tires) are judged.

The Mobil TSD Rally on Tuesday June 17th takes us in and around the beautiful vineyards, hills, forests and beaches of the area in a rally that's sure to become the stuff of legend. We'll be offering the TSD Rally School on Monday evening, June 16.

The Michelin Autocross is on Wednesday and Thursday, June 18 and 19, at nearby Marina airport.

Whether you study-up or just show up, the Technical/Historical Quiz on the morning of Friday, June 20, is always a great way to show what you know about our favorite cars...or to face what you don't.

Parade Kids

The Parade Kids program has become a favorite of our family of enthusiasts, with many of the kids forming enduring friendships and looking forward to Parade each year. The 2014 Parade Kids program will have plenty of fun and adventure, true to the California spirit of fun, adventure, and learning in Monterey.

Hospitality

The Hospitality area is always one of the best places to hang out at Parade, whether you're perusing the various vendors, partaking in the planned Beer or Wine tastings, or just looking to visit with friends before heading out to dinner.

Gimmick Rally

The Gimmick Rally will be held Thursday, June 19th, and is designed to provide a scenic and entertaining outing for everyone, children included. The route showcases the 17-Mile Drive, the Lone Cypress, Carmel and its famous Mission, historic John Steinbeck sites and much, much more. The choice of this year's gimmick will be unique, and provide both fun and challenge, along with capturing the amazing scenery and character of the Monterey Bay area.

Tours

Throughout the week you will have an opportunity to go on a different driving tour each day. In addition, most driving tours will run more than once during the week in the event you commit to another activity on a particular day. All tours include a

variety of points of interest and a destination.

Tech Academy

The fifth annual Parade Tech Academy will be held Friday, June 20th, immediately following the Tech Quiz. Once again, we have an exciting mix of our outstanding PCA Technical Committee and outside speakers. By attending more than one session, you become eligible for "Tech Academy Accreditation" of various levels, depending on the number of sessions you attend:

- Five Sessions equals a "Doctorate"
- Four Sessions earns a "Masters"
- Three Sessions takes a "Bachelors"
- Two Sessions starts you with an "Associate"

Michelin Drive and Compare

Another great event at Parade is the Michelin Drive & Compare and this is your chance to take a couple of thrill laps around the course in two identical Porsches with two different types of tires.

Golf Tournament

Please join us on Wednesday, June 18, for the annual Porsche Parade Golf Tournament. We will be playing at the Pacific Grove Golf Links, on the tip of the scenic Monterey Peninsula, overlooking Point Pinos and the Pacific Ocean, just a short 5-mile drive from the Hyatt.

Parade of Porsches

The final driving event of Porsche Parade will give you an opportunity to Parade your Porsche and take in the spectacular scenery of Monterey and Pebble Beach. You'll take in breathtaking views of the coast and hills surrounding Monterey and provide a great view to the locals of all our beautiful Porsches cruising by.

Art Show

The art show is one of Parade's "must see" events, providing a great venue for our talented and creative members to show off their vision, creativity, imagination and skill. This Parade event continues with categories in fiber arts, jewelry, painting, crafts and photography (both amateur and professional divisions). All Parade entrants may participate, including children. We have an expert judging committee as well as our favorite people's choice award. Take some time during the week just to see the amazing talent of our PCA artists and craftspeople from around the country.

Driver Education

One of the most asked questions about this year's Parade: will there be a High Performance Driver Education event at nearby Mazda Raceway at Laguna Seca. The answer is yes—June 21–22. For more details, be sure to visit the Parade website. Space will be limited!

5K Run/Walk

One of the best ways to finish off your week at Parade is the 5K run/walk. The event will be held the morning of June 21st, with age classes from 10

years to 80+ years and awards for top male/female in each class, T-Shirts, and a commemorative item for each participant. Please join us!

R/C Cars

The R/C contest has become a favorite in recent years with kids young and not-so-young. If you have a "ride" get entered. If not, then come and watch. It's a blast!

Goodie Store

Everyone who's ever been to Parade knows this is a must-do on your shopping schedule. Whether it's for this year's logo designed outerwear, special jewelry, Porsche-themed books, or to add to your miniature car collection, the 2014 Porsche Parade Goodie Store will have a great array of products.

Volunteering

For "normal" people, vacation is the time to relax and be served. Porsche Parade is 99% volunteer-supported! That's how all of us from all over the country get to know each other, by working a couple of four-hour shifts during the week with other PCA members. As a thank you, you will be eligible to attend the exclusive **Volunteer Party Luncheon on Saturday, June 21st**—there are numerous door prizes too!

Registering for Parade

Ensure you have an account for the member-only portion of www.pca.org. You will need to login to register for Parade. Check to see that all your

information is up-to-date and current, especially your e-mail address. All pre-Parade materials are sent to you via e-mail, and are posted on the Parade website <http://parade2014.pca.org>.

Registration Fees

Everyone signing up for Parade must pay an entrant fee of \$169, which covers the entrant and co-entrant.

Fees for the four major competitive events are:

Concours -- \$30 per car,
Autocross -- \$30 per driver,
TSD Rally -- \$15 per car, and
Tech/Historical Quiz -- \$15 per person.

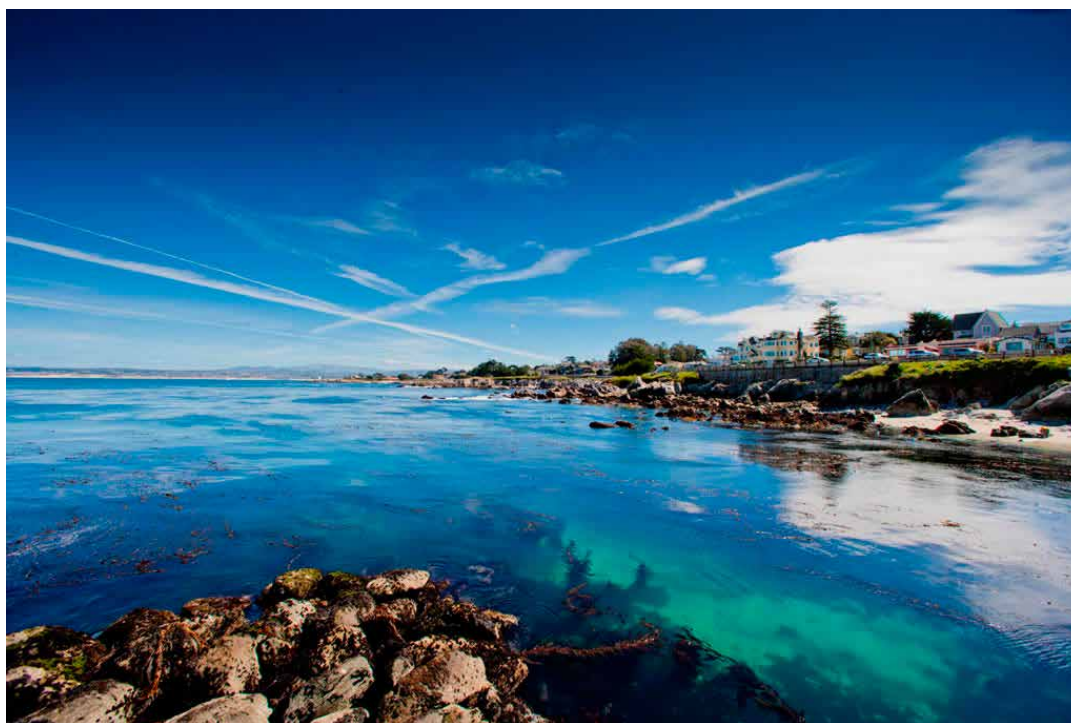
Entrant fees for guests are as follows:

JPP/CAFP -- \$20,
Child age 13-15 -- \$15,
Child under age 13 -- \$10.
Adult guests -- \$40.
Additional fees apply for banquets and for selected other activities.

Advance Registration is mandatory—there is no on-site registration during Parade. Parade registrations are not transferable. Fifty percent of your registration fee and 100 percent of your banquet fees will be refunded if your e-mailed cancellation request is received on or before June 10. There is no refund for cancellations made after that time. You may make changes to your registration at any time before June 10.

Questions?

If you have questions regarding Parade, please consult the Parade website at Parade2014.pca.org. If you are unable to find your answer there, email Kathleen Behrens, Parade Registrar, at registrar@pcaparade.org or call 503.579.3423 (please leave a message).





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February Board Meeting

Board Minutes

The February Board of Directors meeting was held at the home of Javier and Victoria Varon. In attendance were Jim, Don, Dan, Jerry, Mark, Paul, Bev, (Keith on travel). The meeting was called to order at 7:00, and the January minutes were approved.

Treasurer's Report

- Dan: Thanks to Bev for organizing budget and projections and thanks to Porsche of San Diego for sponsor funding for Wounded Warrior and Driver's Autocross trophies.
- We're at or under budget; looking good now and a bit further ahead than we were last year. Thanks to event chairs for staying on budget.
- Treasurer's report approved.
- Bev: Card Reader. Would like to see expansion of usage even at AXs—it is less expensive than the credit card machine.
- Jim: We're tracking well now but ensure all bills go to the treasurer.

President's Report

Jan. Zone 8 Presidents meeting:

- Email of slides sent to Board. We are adhering to Zone 8 guidance but can still do some process improvement. We get a rebate from National on some events and want to continue those events so as to receive income. Consider in future some "joint" Region events which can receive minor subsidy.
- Many good people in club, we want to reward them, so we need to be thinking about nominees now so

we can push to National for rewards and recognition

- Board members review 2014 RPM on National website. Read and consume the info. Any questions, Tom can help clarify
- Retention—help make our new members feel welcome and part of the club. Help explain the rules and events. The reason most people leave the club is no one socializes with them.

Other Inputs

- Chair submitted events thru June are approved.
- Weekend calendar almost full. If you have an event to add, first look at the weekdays.
- Cars & Coffee socials at Dealership: May move couple of the events (Krispy Kreme only) to the dealerships. Same informal scenario but at the dealership site. Thoughts—Good at PofSD but may not work at Hoehn due to parking constraints. Try a test case first at PofSD so we can evaluate for an event at Hoehn. and get feedback from members.
- Volunteer positions: Chairs need to script a job description for each of the volunteer position so new volunteers know what to expect

- E-mail: Still having some issues with distro of PCA-SDR e-mail alias. Hiccups continue! Also be alert for malware and unsolicited spam.
- Keith's goal of suggestion box for members input. Mark suggested an on-line Suggestion Box. Jim asked all to consider options and report next BOD meeting on recommended implementation.

Zone 8 report

- Zone 8 President's Meeting had great turn out!
- Festival of Speed: this year is going to be bigger than last.
- Valentine's day Bahia Hotel gathering with National Board attending.

Chair Reports

Witness Billing: All good but lost one sponsor.

Web Team: Mark's been doing a great job.

PCA-SDR Advertizing: SDR Forum procedures—we can use the forum for advertisement under certain conditions where activity is for the benefit of the club and submitted from an official source with permission from the board.

TT/DE: Going well.

Tours: 23 Mar. Hoehn start / 1 June North County. We will alternate start points: dealership and somewhere else.

Tech Sessions: Macan 18 May

Sponsor Liaison: Dealership Status good. Sponsorship Team had first meeting and looking to expand to the next level of advertisers/ sponsors. Need to socialize with our sponsors to improve relationships; offer benefits and rewards for the sponsors—a work in progress. All-hands effort in expanding advertisers / sponsorship.

Social: Victoria - status Feb. events.

- Mystery Weekend Feb 8/9; Sold out less one couple

- Valentine Cruise 15 Feb.; Hit our minimum, break-even point. Registration closes on 7 Feb.
- Last Tue. Social & Parade Overview 25 Feb. In Carlsbad, O'Sullivan's pub. Need to get the word out! Susan Brown, Parade Chair, will brief. The most fun!
- Movie night on St Patricks day.
- New events Progressive Dinner 26 April–North County; 2nd PD in South County. Looking for volunteer homes to support.
- Padres Game 10 May – 2 games this year. #2 is TBA
- Check returned from Catamaran for \$1100—a very successful installation dinner. Well done to Victoria!!!

Safety: We're safe!

Rally: Rally school 17 May at Paul Young Sr's Home.

Military Liaison: Need to brief the new NASNI CO.

Membership: turnover status going well/review new member letter.

Goodie Store: Still need chair. Recommend shooting for 2 members for each chair responsibility, a primary and a back up.

eMaster: Doing a good job. Good info and good flow. Keep up the good work. Bev needs to have more descriptive commentary for the e-blasts.

Concours: 15 March – TCs Garage is giving the demo for prepping your

car for Parade with emphasis on Concours events.

Car Shows:

- Park & Party now 13 April – can have multi sponsors.
- Eastlake Village 8 June – Martha is coordinating.
- MCRD SD car show 22 June – This may be worth while. All on board. Jim will research
- Charlie's Foreign Auto – Thu., 21 Aug – Free to all who show. Room for 50 to 100 cars.

Charity: Requested events for May & Sept. for Monarch School Friday dinner serving – dates TBA.

CDIs: PDS Status from Chuck: 25 people so far. Last two weeks prior to the event is the big run. Need to advertise before the event and get the word out.

Instructor Rewards:

- Objective is to improve recognition for instructors in part to improve retention but also a genuine desire to thank the volunteers.
- How best to reward the instructors –will require further deliberation.
- Motion to restore \$1000 to PDS previous budget submit for March School with added provision CDI submit recommendation. April BOD meeting to enhance Instructor recognition. M/S/P

Autocross: 29 March & 24 May now

Zone 8 events. 2 additional Z8 AX in 2nd half of 2014. 115 pre-registered for Feb. 9th. Can't pre-set the course on Sat. so early go with AX volunteers at 0530 Sun.

Auto Museum Report by Michael Harris:

- New display opens Friday, 7 Feb., featuring "Muscle Cars" factory hot rods of the 60s and 70s.
- Museum's 25th Anniversary Gala was well attended with over 150 guests. Biggest ticket item was a very nice Morgan +4 2-place Tourer with 40,000+ miles selling for \$34,000. You missed a good chance at a very nice car.
- Balboa Park annual "Explorer Pass" selling for \$199 per family, half for a single person. The pass gets you into 17 museums in Balboa Park free for a year. Auto Museum-only membership/passes are selling for \$25 single, \$35 family for car club members; good for a year including subscription to "Autoweek." Email Michael if interested.

Unfinished Business

Member Suggestion Box – next BOD meeting.

Adjournment

Thanks to Javier & Victoria. Next Meeting: McGowan & Verlaque home.





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Southwest Soapbox

Text by Tom Brown, Zone 8 Representative

2014 has started off with a bang! Our second annual Zone 8 Weekender was an amazing success, combining a driving tour, a Concours, and the Zone 8 Awards Banquet in beautiful Palm Springs. Our host venue was the Omni Rancho Las Palmas Resort, which provided a gorgeous spot for the competing Porsches, as well as a fun venue for a delicious dinner. Our emcee for the evening was Mark Shevitz, PCA's National Parade Emcee. His warm wit and sharp tongue made for a very entertaining evening as we distributed awards, appreciation gifts, and door prizes. Mark does a fantastic job with the microphone, truly turning any club event into an exciting yet family gathering.

Jeff Zwart was the special surprise guest speaker for the evening. For those of you who don't know of him, Jeff is famous for both his photography and filmmaking skills (having made a career out of producing advertising for Porsche and other large companies), and for his racing skills (seven time Pike's Peak Champion, to name a few accolades). In fact, most interviews with him either start or end with the interviewer stating something to the effect of "I want to be Jeff when I grow up." Believe me; you'd recognize the Porsche print ads and TV commercials he has produced. In addition to his delightful story-telling, we were the first to see a couple of new videos he produced, one on his latest Pike's Peak win, and one about his 356 Gmund Coupe (which you've seen on the cover of Pano). Thank you, Jeff, you were a terrific addition to the event.

A very important part of the evening is our tradition of recognizing the best of the best for the year. The 2013 Zone

8 Enthusiast of the Year, from the Los Angeles Region, is Colleen Stein. Colleen has only been a member of PCA for three years, yet she jumped in with both feet and has never looked back. She regularly attends Concours events around the zone, both as an entrant and a judge. She has chaired many LA region events. She always volunteers at every event she attends, she engages new members, participates with most of the regions in the LA area, and is always bubbling with enthusiasm. Thank you, Colleen, for everything you do to make this club great.

Please also join me in congratulating Golden Empire Region, the 2013 Zone 8 Region of the Year. Golden Empire had a terrific year with a wide variety and large number of quality events, which speaks highly of the health of the region. The sheer number of members that attend most every event (and volunteer at them) is incredible. This region is very strong and dynamic, and is channeling its energy into a lot of fun events. Both Colleen and Golden Empire are very deserving of these honors!

I would also like to thank Don Roof, national Region Web Coordinator, for hosting a web and newsletter seminar for our zone webmasters and editors. Finally, I am reminded to give a warm and appreciative thank you to our sponsor, Auto Gallery.

The zone's first club race of the year, our California Festival of Speed, is coming up quickly. Mark your calendars for the first weekend of April, the fourth through the sixth. Those of you who attended last year know this event has grown leaps and bounds, and this year will prove to be no different. In addition to an incredible weekend of racing, the "festival" aspect of this event will be bigger and

better than ever. We will have even more vendors, a food truck court (better food!), and of course the Porsche Concours and Corral. Parade laps, driving simulators, mini-auto-cross, swap meet, cars for sale, it will all be back. This year's timeline will feature the 4-cylinder Porsches along with 928s. (If you want your car in the show, please contact Bruce Herrington, bherrington@telis.net). On Sunday, the plan is to ask the vendors to bring in all their customers and demo cars for our "Super Car Paddocks," which will show off a variety of exciting and modified exotic cars. Mark your calendars now, don't miss out on this fantastic weekend. For more information, email: info@calfestival.org. To volunteer (We need you!) email: volunteer@calfestival.org.

Looking farther down the road, PCA is bringing the Werks Reunion to the Monterey Historics week. This Porsche only Concours and Corral will finally give Porsche and PCA the spotlight they deserve during this annual tradition of automobile excess. The Werks Reunion will be held on Friday, the same day as the BMW club's Legends of the Autobahn. (I hear that Concorso Italiano is moving to Saturday, so they will no longer conflict). Bring your Porsche and be there, it promises to be a great event! (As if you didn't already have enough reasons to go to Monterey in August...)





Concours held at the Omni resort in Palm Springs, site of the Z8 dinner



Tom Brown, Zone Rep, with 2013 Zone Enthusiast of the Year Colleen Stein and previous Zone Enthusiast of the Year winners Paul Young, Suesan Way, Vince Knauf, Skip Carter, Bev Gould. Photo by Greg Lush

I LOVED THE
CARDIOTRUCK ON
THE LAST RALLY.
WILL IT BE
BACK?



NOT LIKELY.
MAYBE A
CLUE IN
A BOX?



THE GIMMICK RALLY

SATURDAY, APRIL 26, 2014

We'll meet at Rusnak Porsche Westlake at 8:00 a.m. for a light continental breakfast and enjoy some time eating and socializing with our fellow PCASBR members. We will leave promptly at 9:00 a.m. on the first leg of what promises to be a hilarious Gimmick Rally, designed and written by PCA/SBR Gimmick Rally Masters Jerry & Pam Lasnik.

Our drive will take us through familiar territory as well as over some surprising out-of-the-way roads, not far from where many of us live. The rally will take just over two and a half hours of scenic and fun driving. No racing on this rally...only careful powers of observation and clever thinking will put you in the winner's circle. The top three teams, as determined by the highest number of correct answers, will be our winners and receive prizes.

You will need a driver in a Porsche, a navigator, and a clipboard with pen or pencil. Water, sunglasses, and sunscreen may come in handy, too.

Our rally will end at Conejo Creek Park North at Creekside in Thousand Oaks, located behind the Thousand Oaks Library. There we'll be treated to a wonderful, catered BBQ lunch of tri-tip and chicken, green salad, potato salad, beans, garlic bread, and drinks.

The cost for this great day of fun, including breakfast, a scenic and enjoyable rally, a delicious lunch, drinks, and SBR activity fee, is only \$29.50 per person.

This is always a popular event, so sign up early. We only have room for a limited number of participants at the tables in the park.

Complete the form below and send it with your check (made out to PCA/SBR) to: Jerry and Pam Lasnik, 25 Marimar Street, Thousand Oaks, CA 91360. jerry@lasnik.net No refunds after April 18th.

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EUREKA

Saturday, March 29, 2014

What?

Time to **Go For The Gold!** In honor of the Olympics, rallymaster Jeanne English has designed this year's Eureka to be a rally decathlon. Each leg will be a different type of rally (you might see trap, tour, tulip, stickmap, crossword puzzle, maybe even rally math problems). Awards at the finish in each class.

Where?

Start is behind the Bank of America and the Post Office at Sepulveda and Devonshire in Mission Hills near I-405 and CA-118 freeways (the usual FFN start, for SMSCC regulars).

When?

Saturday, March 29, 2014. Registration opens at 9:00 am, first car out at 10:01 am. Beginner orientation at 9:30 am. Rally will be 4½ to 5 hours.

How Much?

\$40 at the Start. **DISCOUNT AVAILABLE:**
\$10 off if we receive your entry and payment by March 26th.

Want more information?

Contact Jeanne English at 310-372-7168 or email ean21@juno.com.
Also see www.smscc.org.

To enter, send this form to Jeanne English (Registrar) at 30 13th Street, #E, Hermosa Beach, CA 90254.
Make checks payable to SMSCC. *Get it in by March 26th and save \$10!*

Driver: _____

Navigator: _____

Address: _____

Address: _____

City/St/Zip: _____ / _____ / _____

City/St/Zip: _____ / _____ / _____

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PCA Club Racing | Time Trials

Pirelli Cup Racing

Food Courtyard

Parade Laps on Track

SATURDAY - SUNDAY

Vendor Park

Mini-Autocross

SATURDAY

Porsche Timeline Display

Porsche for Sale Platz

Porsche Corral

Porsche Swap Meet

Porsche Concours

SUNDAY

Supercar Sunday Paddocks

Club Corrals



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Membership

New Members

Robert Atienza & Flerine Atienza
San Diego, CA
2014 Cayman S Coupe

Tiffany Avitt
San Diego, CA
2014 911S Coupe

Bill Bodensadt
San Diego, CA
2011 Carrera S

Kym Bradley
Carlsbad, CA
2014 Cayman Coupe

Iris Carbonell & Phil Rabourne
San Diego, CA
2014 Boxster

Anne Copp & Bob Copp
Bonita, CA
2013 991 Coupe

Robert Dees & Sara Dees
San Diego, CA
2014 991 C2S Coupe

Mike Dodd
Carlsbad, CA
2007 Cayman S

Timothy Gage
Poway, CA
2006 Cayman S

Chris Glenn
San Diego, CA
2014 Cayman Coupe

Peggy Hagberg & Kip Hagberg
Temecula, CA
2001 Boxster Roadster

Bob Haig
La Jolla, CA
1964 356 C Coupe

Greg Howard
San Diego, CA
2012 991

Jerry Jones
Carlsbad, CA
2002 Boxster

Rocky King
Encinitas, CA
2007 911 CS Cabriolet

Vinh Ly
San Diego, CA
2010 Carrera

James Pasto
San Diego, CA
1965 356C Coupe

Eddie Pico
Carlsbad, CA
1982 911SC Coupe

Nasir Raza & Madiha Elahi
San Diego, CA
2009 911

Sean Riggins & Mary Riggins
San Diego, CA
2010 Boxster Roadster

Mark Rogge
San Diego, CA
2009 911

Tim Rout
La Jolla, CA
2009 997 Cabriolet

Matt Short
San Diego, CA
2004 911 Turbo

David Spinelli
San Diego, CA
2014 Boxster S

Andy Tieu & My Tieu
Carlsbad, CA
2013 Carrera S Coupe

Myles Vives
San Diego, CA
2012 Carrera S Cabriolet

Anniversaries

Five Years...

Christopher Baratta
Jeff Ghilardi
Charlie Harrison
Thomas Hopson
Robert Joe
Gregg Kunkel
Sohaib Kureshi
Pat Locantore
Steven Pachorek
David Polk
Marc Riesenbergs
Ronald Wilson

Ten Years...

Gordon Cruse
Mark Garriott
Michael James
Laura Manz

Fifteen Years...

Russ Dickerson
Chris Friddle
Jose Galeano
Ron Ramirez
John Simone
John Turk

Twenty five Years...

Ed Allen

Thirty Five Years...

James Strawn

Membership for February 2014

Primary Members:	1504
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Classifieds

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1987 Carrera Coupe 26,900 57K MILES, Beautiful original paint,

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2000 911 Carrera 4 Coupe Millennium Edition, number 86 of 911, 34k miles, recent tires, new coolant tank, new ignition switch, \$31,000 (760) 546-8201

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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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Display Advertising

For display advertising contracts and billing information, please contact:

Tom Gould

witnessads@pcasdr.org

Rates

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

Type	Width x Height	Monthly
Full	7¼ x 9¾"	\$200
Half	7¼ x 4¾"	\$125
Quarter	3½ x 4¾"	\$75
Eighth	3½ x 2¼"	\$50
Key Position		\$325

Sizes are strictly maintained. Bleeds are available only on full or half-page ads.

Submissions

We prefer that materials be submitted in .JPG, or .PDF formats. Please send files to editor@pcasdr.org. We reserve the right to edit or refuse to print any ad.

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

Link Index

PCASDR website: www.pcasdr.org

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

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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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