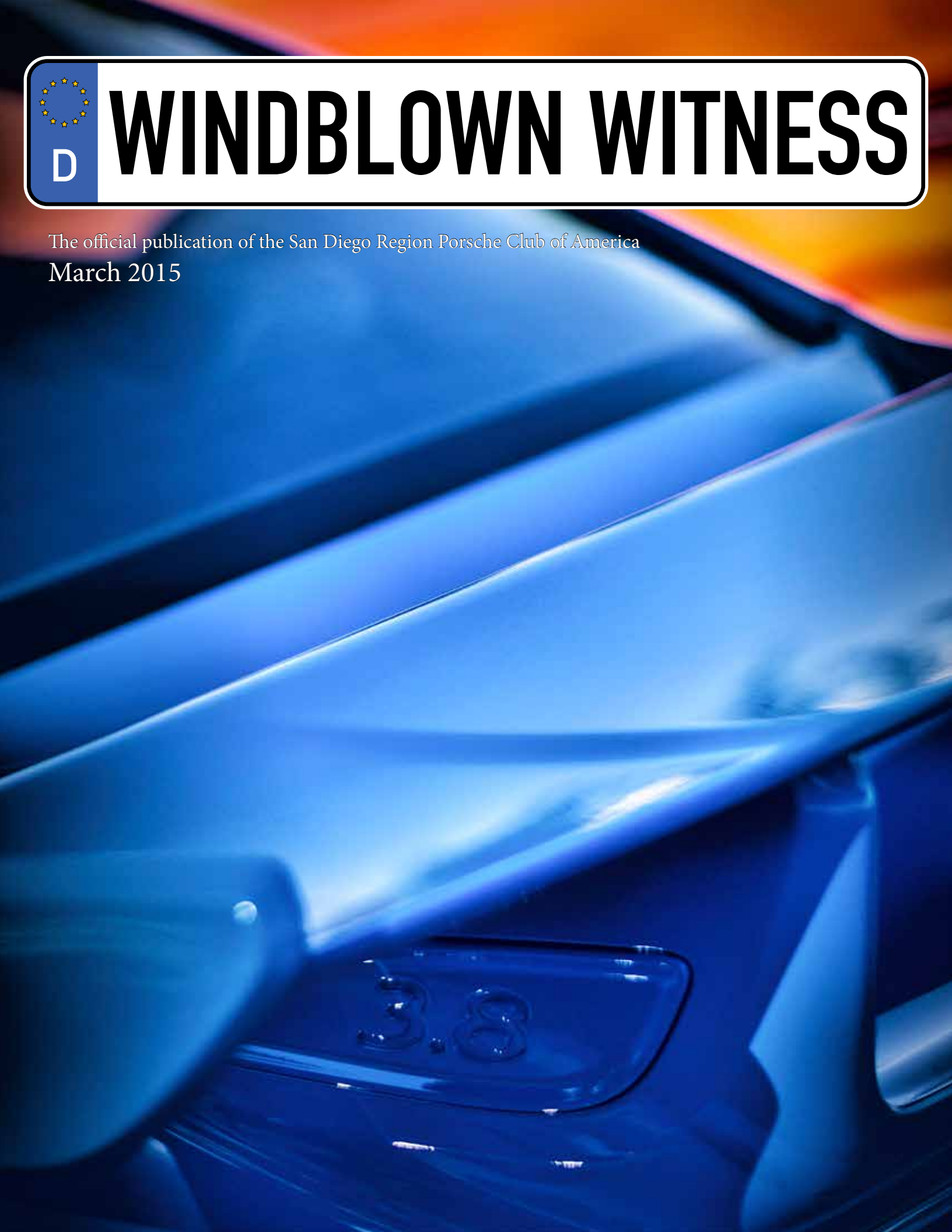




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The official publication of the San Diego Region Porsche Club of America
March 2015



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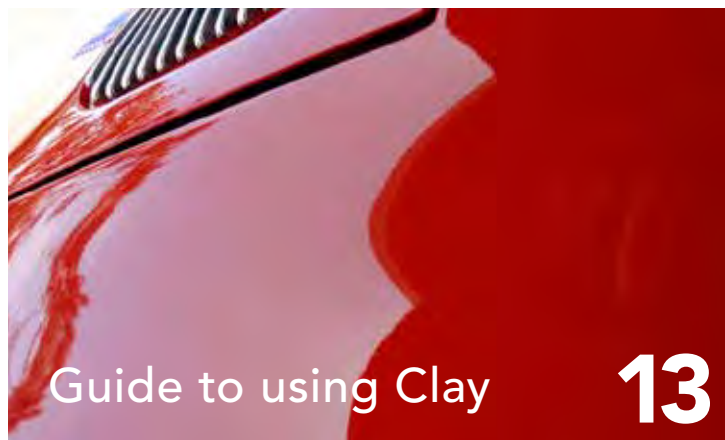


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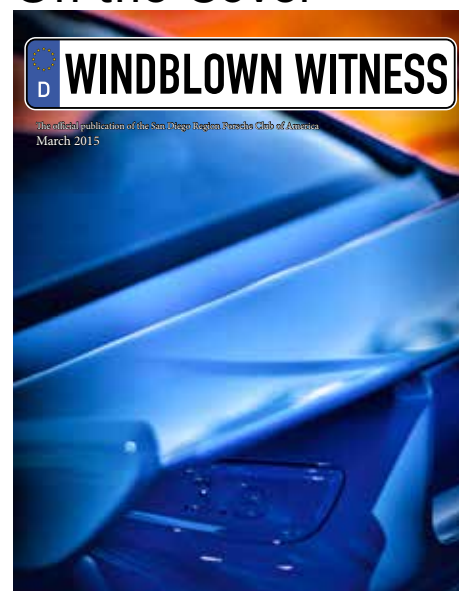
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On the Cover



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San Diego Region

2014 Committees

<u>Archivist</u>	<u>Event Flyers</u>	<u>Panorama Articles</u>	Keith Verlaque
Tom Brown	Gary Burch	Greg Phillips	<u>Tech Sessions</u>
<u>Auto Museum</u>		<u>Policies/Procedures</u>	Jim Binford
Michael Harris	<u>Event Insurance</u>	Tom Brown	<u>Tours</u>
John Straub	Cathy Young	<u>Rules</u>	Keith Verlaque
<u>Charity</u>	<u>Goodie Store</u>	Russell Shon	<u>Volunteer Coordinator</u>
Lori Chesley	Bob & Betty Hallet	<u>Rally</u>	Sara Gengler
Martha McGowan	<u>Historian</u>	Paul Young Sr.	<u>Yearbook</u>
Maya Tanaka	John Straub	<u>Scrutineer</u>	Greg Phillips
<u>Concours</u>	<u>Legal Affairs</u>	Steve Grosekemper	<u>Web Team</u>
Steve Lopez	Jim Ryan	<u>Social</u>	-General
Guy Finlan		Victoria Varon	Tom Brown
<u>Coronado Speed Fest</u>	<u>Membership</u>	Katie Kinninger	Martha McGowan
Katie Kinninger	Giselle Gonzalez	Katina Rondeau	-Photos
John Bell	Genette McGowan	<u>Sponsor Liason</u>	Marc Riesenberg
<u>eMaster</u>	<u>Military Liaison</u>	Jim Binford	-Forum
Bev Gould	Rick Richardson	Terry Barnum	Steve Grosekemper
		Bev Gould	Tom Tweed

Autocross/QDE

<u>Chair</u>	<u>Safety</u>
Mark Curran	Gary Burch
<u>Chief Driving Instructors</u>	<u>Tech Inspection</u>
Peter Carides	George Taylor
Dave Malmberg	<u>Tech Advisor</u>
Christopher Riordan	Steve Grosekemper
<u>Pre-registration</u>	<u>Timing</u>
Martha McGowan	Herb Meeder
<u>Registration</u>	<u>Equipment</u>
- Qualcomm Events	Keith Rampmeier
Katie Kinninger	Matt Sparks
- Away events	Marcus Kramer
Robert Baizer	
<u>Corner Working</u>	
Adriano Bortolin	
<u>Logistics</u>	
Bruce Wing	
Bruce Blumer	

Driver Education/Time Trials

<u>Chairs</u>	<u>Safety</u>
Jack Miller	Mark Rondeau
Robert Baizer	<u>Tech Inspection</u>
<u>Chief Driving Instructor</u>	Mike Brown
Jack Miller	Dan Carusillo
<u>Club Racing</u>	<u>Tech Advisor</u>
Greg Phillips	Steve Grosekemper
<u>CDI/DE Schools</u>	<u>Timing</u>
Dan Chambers	Robert Baizer
Jim Abbott	
<u>Equipment Chair</u>	
Frank Powell	
<u>Pre-registration/Registration</u>	
Robert Baizer	

To reach committee chairs, use the following email addresses. All emails end in @pcasdr.org

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automuseum
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yearbook

This Month in the Witness



While I was thinking about what I wanted to write for this month's column, it occurred to me that this isn't a magazine about cars, or even a particular kind of car. This is not about a Porsche. Sure, everyone holding a copy of this in their hands drives (or at least dreams about driving) a Porsche. This is a magazine about people! It's about people who are delighted by these machines. We name them (Miss Scarlett), we caress them (Bev Gould's article), we race them (Greg Phillips writes about last month's TT), we admire them (Martha McGowan writes about the Concours at the Zone 8 meeting), we use them to better the community in which we live (Breakfast with Santa, Feb 2015).

Keith writes about one of the premier club events of the year that's coming this month, the Performance Driving School. The weekend is about learning what you can do with your car. But think about how we do that: club members teaching other club members about the joy we feel when driving. Where else can you find that kind of connection?

And those are the stories you'll see here. Your stories. The best times — and worst — you've had with your cars. The dream journeys; the victory laps at Buttonwillow; the good times with friends; the search for the perfect Porsche; tuning the engine and getting exactly the right note when you turn the ignition.

That's what this magazine is about.

Welcome to the March issue of the Windblown Witness!

A handwritten signature in black ink, likely belonging to Mark Waller, the editor mentioned in the text.

About the picture;

The evolution of automotive technology is increasingly bound up in the evolution of communications tech. Last year, Qualcomm announced they would sponsor an entry in a new class of race cars, the all-electric EF-1 class. Porsche engineers are moving in that direction with the 918 and 919 and its other hybrids. As long as it's got four wheels and a motor there are going to be race cars. Wouldn't it be cool to see an EF-1 class Porsche? or an all-electric 911? I hope I live to see that day!

Editor

Mark Waller writes:

Thanks for the write up in the February Windblown Witness.

Just an FYI: We own a 1983 911SC (not a 71) and this was our first Concours with this car. We had only done one prior with a different car over the past 15 years with owning 3 Porsches. But we all worked on them!

Either way we won our category and we truly enjoyed meeting everyone.

Many thanks,

Mark and Lisa Waller

[From the Editor: Argh! You can blame it on the reporter(me!). Congrats on the win! I'll do better on the details when you take the prize at Parade.

jwn2]

Letters to the

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*By Keith Verlaque, SDR
President*

The February repast.

During February there was a tasty menu of events of all kinds. There was a feast to sate just about every appetite. We had great food and great fun at the Drivers' Awards at Stone Brewery. San Diego Region awards were presented for competition in the 2014 Autocross and Time Trial series. There were also a few special year-end awards and honorable mentions for stand-out participants and contributors.

In Time Trial, the following awards were given: "Rookie of the Year" - Peter Lefebvre; Most Improved Driver - Dan "Man Down" Carusillo; Driver of the Year - Mark Rondeau; Instructor of the year - Dr. Greg Phillips. But my personal favorite big track award, the John Deer Trophy, for the most time spent in the wilderness —as in - off track —went to Neil "Dusty" Heimburge.

In Autocross, the 2014 Enthusiast award went to Marcus Kramer; Rookie of the Year Award went to Peter Archibald Carides and Driver of the Year was Mark Curran. Mark is heading up this year's autocross team.

Our monthly Krispy-Kreme and Cars informal gathering of the Porsche faithful was a lot of fun - give this event a try! Just saddle up the P-car and tell the Mrs. you're out to do donuts in the parking lot. Personally, I'm secretly hoping "Cars and Coffee" evolves into "Porsches and Pie"!!

The last Tuesday social at Khan's Cave offered a broad spectrum of interesting dishes, drinks and desserts with a crowd of merry-makers.

Heads up From The Hot Seat!

I see a common thread weaving throughout our February events — it appears that we enjoy the finer things in life such as good food, fine wine, camaraderie and Porsche cars! If you are able to appreciate all of the above, then life is indeed good.

The menu for March

In the headlights for March, is one of the year's best events that SDR provides for our members. You have achieved the significant milestone in your life of becoming a Porsche owner. The joys are many-fold. Things we appreciate about our P-cars appeal to all of our senses:

Sight — many of us begin the affair based on looks. The great shape, the stance, the visual flow of the lines and let's not forget the car color.

Touch — the feeling of being solidly planted and totally connected to the road, the support and comfort of the seat, the finish of the interior, to solid gear shift or paddle shifter.

Sound — not just the sound of the engine or the sporty exhaust constantly giving you feedback as you progress on your journey, but the quietness of the interior, the solid, satisfying "thunk" as the door closes.

Smell - the new-car smell, perhaps the aroma of the leather interior, or even the smell of hot brakes well used.

Taste - Who of us can resist wanting more once you have had even a small taste of the performance! Not necessarily at the limit but perhaps cruising through a long sweeper, moderating the gas pedal to extract the maximum smile from the driver's face.

Many believe it just doesn't get any better than that.

From firsthand experience I can assure you, whoever those "many" are, they're just plain wrong!

The Porsche — any Porsche, irrespective of age or model, is a tool for a job. In fact I believe it is the very best at the job for which it was designed. And that job is driving.

I believe buying a Porsche —ANY Porsche —and never doing any kind of driver training in it, is akin to paying top dollar for a thoroughbred racehorse, then keeping it in your backyard and only riding it around in circles on a lead rope. Just like a thoroughbred begs to be raced, a Porsche begs to be driven.

A taste of things to come:

All of these ways of enjoying your car are valid — in fact, right here in San Diego Region, we offer many ways to combine your senses to help you realize just how good the darned thing is, however

There is nothing more important in helping you understand what a Porsche is truly about than attending a well-executed Driving School. San Diego Region's Performance Driving School (PDS) is, without doubt, one of the best — if not THE best of its type.

Owning a Porsche can be one of the great joys of life. But it is just the bottom rung of the ladder for getting pleasure out of it. After completing our PDS, many long time Porsche owners, have said, "I had no idea that my car could do that!"

It is both a humbling and exhilarating experience to begin learning the capabilities of your Porsche in a safe, controlled environment with the one-on-one guidance of an experienced instructor. You do not need to be a competitive driver, this is NOT a racing school — there is no competition.

All you need is the desire to learn how to properly use the perfect tool for the job.

The Performance Driving School is not a place to learn to drive. You are expected to already know how to drive. We define performance driving as having the knowledge, understanding and ability to SAFELY and expertly drive any vehicle. Driving, like any skill, requires both practice and feedback. If you are willing to commit one weekend of your time to improving yourself, you will get more out of Porsche ownership than you can imagine. Being a part of the team dedicated to improving the personal skills you use every time you drive your P-car is more rewarding than you might think.

It is indeed food for thought.

So ... how hungry are you?

Go to our webpage www.pcasdr.org and scroll down to view the events calendar and read about the PDS on March 13/14 and 15 and find links where both instructors and students can sign up.

I look forward to seeing you there.

Keith V.

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March 13,14,15

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San Diego Region
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Automotive



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This is an opportunity to learn driving skills, that can be applied to any driving situation, in any vehicle. Your improved skills will significantly enhance your ability to enjoy driving your Porsche.

PDS : 3 Day Schedule

Friday	6 to 9 pm	Black Forest	Classroom chalk talk (car control & dynamics)
Saturday	7 am to 5 pm	Qualcomm Stadium	Driving exercises (accident avoidance,braking,slalom, skid pad,apexes,pitch & catch, etc.)
Sunday	7 am to 5 pm	Qualcomm Stadium	Non-competitive autocross (track driving)

To register : <http://pcasdr.motorsportreg.com/>

For more info contact: CDIQ@pcasdr.org



February Board Meeting

Call to Order

The February meeting of the PCASDR was called to order at 7:11p.m.

Present were board members: Keith Verlaque, Dan Carusillo, Bruce Wing, Karen Garcia Raines, Rick Richardson, Javier Veron and Jim Binford. Don Auten was out of town. The meeting was hosted by the Raines.

It was moved, seconded and approved to accept the minutes of the January 2015 meeting.

Treasurer's Report

Committee chairs are not getting all their financial information from their co-chairs. In the future, copies of reimbursement requests will go to all relevant committee chairs.

President's Report

Keith presented a list of potential committee chairs and volunteers. The board was asked to approve these assignments. It was moved to accept the assignments. The motion was seconded and passed.

Members of the board need to commit to assignments for mentoring of chairs. This is to facilitate communication between the various committee chairs and the board.

The Installation Dinner went very well. The entertainment and food were excellent. Victoria and her committee did a great job.

A reminder for chairs and board members to use email alias in the Send field for email.

Camaraderie event will try to unite the various functions of the club (social, autocross, racing, concours) in a single event. The target date is August with a possibility of a link with Concours. The event team is Keith Verlaque, Victoria Varon, Matt.

A reminder, according to San Diego Region bylaws, alcohol costs for meetings will not be reimbursed by the club.

SDR has participated in the Eastlake Village car show for 5 or 6 years. They pay \$200 for 20 or more cars. It was proposed that Rick Richardson take over planning for the event. SDR will participate June 21. It was so moved, seconded and passed.

Quest membership of \$40 allows use of the PCA website. Quest membership does not allow participation in PCA member-only events. A Quest member number is not distinctive, but the card is distinctive. A suggestion was made to adjust SDR web site to stress that member-only events require full membership.

Chairs are asked to write articles for their events and give them to John Noerenberg for Witness

Thanks to Greg Phillips for so much content in February Witness.

Zone 8 Report

The Zone 8 Weekend meeting on January 17-18 went well. 118 people attended the banquet. A 918 Spyder was displayed at the concours.

Tom is attending Annual National PCA Board meeting Feb 6-7 in Baltimore.

The California Festival of Speed will be April 10-12 at the Auto Club Speedway in Fontana. The Porsche Driving experience will be expanded, we hope. The food trucks will be back. Volunteers are needed for all aspects of the weekend.

Unfinished Business

Legal advisor Jim Ryan recommended the board have electronic recording for all board meetings.

The Secretary will put out a notice for the board to debate Jim's recommendation before the next meeting.

Chair Reports

Archivist: Tom Brown reported that the Membership Roster is printed and available. Keith recommended only chairs who deal with large numbers of volunteers get a copy.

Autocross: Mark Curran reported the January 3 AX had 91 attendees. The attendance was in line with last year. As of board meeting time, 116 had signed up for Feb. AX. The cutoff for registering and canceling is the Monday before the event at midnight. Mark proposes May 17 AX as a Zone 8 event.

The BMW AX is the day before ours. The AX committee is discussing using their track and cones for Sunday. The BMW track map is not available right now.

Volunteers needed for track setup the night before.

Autocross Tech: Steve Grosekemper reported the planned tech school is getting attention around the zone. The event is going to be larger than originally conceived and will have a cap of 50 attendees. SDR membership will get priority entry. The June 6 school will cover AX and TT instruction.

Auto Museum: John Straub noted the San Diego Automotive Museum has 15-20 cars on display commemorating the Balboa Park Centennial.

CDIs: Christopher Riordan presented the Spring Performance Driving School budget. The food budget is increased to provide hot breakfast for both days. A motion was made to accept the budget as presented. It was seconded and passed.

Christopher proposed two dates for instructor dinner: March 3 or March 5. The bBoard sanctioned both dates, with the CDIs to choose based on availability of restaurant.

Charity: Lori Chesley reports the Charity team has proposed two dates for the region to provide and serve dinner at the Monarch School: June 26 and Oct. 23. This is a small group activity, likely not to conflict with other region plans.

This year will mark the 9th year the region has conducted Sock and Underwear drive for the Monarch School. The region will collect items at events conducted from May 1 through June 14. Members are asked to bring new socks and underwear for donation to events during this time. The Monarch School serves at-risk students ranging from first to 12th grades. All sizes are needed.

The charity team proposed region collects toys for Rady Children's Hospital from November 1 through mid-December. Rady guidelines for toys will be published at a later date.

Concours: Steve Lopez is joining the

Concours team. Steve Lopez and Guy Finlan gave the Concours report. Saturday Aug. 22 was proposed as the region concours. This will be a Zone 8 event. Reservations have been made with the Port Authority. A motion was made for the board to accept this date. It was seconded and passed.

Concours Judges School will be March 28 at TC's Garage in Vista. The class is free, and limited to 30 attendees.

TC's Garage also requested May 9th and August 8th to conduct two Concours Preparation schools. It was so moved, seconded and passed.. Please note the August 8 date is tentative until AX dates are scheduled for the second half of the year..

Goodie Store: Bob Hallet and Betty Hallett announced they are adding new items to the Goodie store. These items will be for sale at the PDS.

Insurance: Cathy Young reported that The backcountry tour insurance is in place. Chairs are reminded that events with moving cars need three weeks in advance to get insurance.

Membership: Gisela Gonzalez and Genette McGowan gave the membership report. SDR has 2,482 members, down 86 members. SDR gained 11 on primary memberships. The loss was supplementary memberships.

Membership is organizing mailing campaign to contact expiring and expired members.

Military Liaison: Rick Richardson: proposed a budget of \$325 for MCRD Military Car Show, to be held on Sunday June 28. For the region members who are active duty or retired military, the club will pay \$10 (half) of the entry fee for the 40 members to register. Attendance is free for spectators. The car show is a benefit for the base morale, welfare and recreation fund. A motion was offered for the board to approve the entry fee

plan and budget. The motion was seconded and passed.

Sponsor Liaison: Jim Binford stressed the need for prospective sponsors to meet the ideals of the club.

Jim has negotiated a signed Memorandum of Understanding from Porsche San Diego for support for the Coronado Speed Festival and the Warrior Tour. Porsche San Diego will host a tech session for air-cooled Porsches and to display the remodeled dealership..

As there are no new car models for this year to feature for a tech session, members are asked to share ideas for events at Hoehn. A couple of possibilities suggested were starting the Mardi Gras tour, having new member event or camaraderie event at the dealership.

Social: Victoria Varon described several current and upcoming events.

The installation dinner had an attendance of 103 people.

The Ladies Spa Night is scheduled for Feb. 5.

The Mardi Gras wine tasting tour has space remaining for 10 couples. The registration deadline is Feb. 14th. The Tour will be March 7-8. The event will start with a back road tour to the Temecula Creek Inn. The group will be driven in two coaches to wineries for tasting. Snacks will be provided on the coaches. The group will return to the inn to prepare to drive to the dinner location downtown.

Victoria proposed April 18 as date for progressive luau. Three houses are needed for the event: one each to serve appetizer, dinner and dessert. A motion to accept the proposal was made, seconded and passed.

Victoria proposed two dates for Padres game April 26 or May 31. She will schedule according to the availability of the box seats. A motion to accept the Padres game dates was made, seconded and passed.

Tech Sessions: Jim Binford reported Modern Image will host a tech session on Feb 11 at 6 p.m. Modern Image provides paint protection and decals.

Jim is planning a March 11 tech session with Five Point Detail to tour their facility and get a product demonstration.

TT/DE: Jack Miller and Robert Baizer: requested \$2,100 for 48 long sleeve cotton t-shirts for instructors. Requesting two shirts per instructors as most events are two days. This will give consistent look across the instructor corps. A motion to grant the request was made, seconded and passed.

Club Race: Greg Phillips reported that Rennsport's date change conflicts with the planned Willow Springs Club Race, Sept 26-27. Greg observed it is

unrealistic to have club race concurrent with Rennsport and recommends we cancel that race. The board concurred.

Tours: Keith Verlaque announced The first tour of 2015 will be Feb. 22, meeting at Edwards 15 theater in Rancho San Diego. The tour will finish for lunch in North County Fair area.

Web Team: Marc Riesenberger has retired from Web Master. Keith wants to create a Web team, to replace Web Master.

Web/Forum: Steve Grosekemper reported the SDR forum has 857 members. Steve reminded committee chairs to use the forum to advertise events

Witness Editor: John Noerenberg is looking to members for ideas for articles. He is preparing an editorial calendar to insure the Witness is covering events in timely way.

New Business

Karen is working with PCA and the Zone 8 rep to create a Social Media Policy for Zone 8. With that in place as a blueprint for the Regions in Zone 8, Karen recommends SDR create a Social Media chair. And suggests this might work better as a co-chair position. Karen and John Noerenberg will likely be part of the social media team.

Jim Binford to resume making an overall Region calendar as an aide to Board meetings and planning for chairs..

Concluding Rites

Announcements: The club thanks Andrew Raines and Karen Garcia Raines for hosting the February board meeting.

Next Meeting: Verlaque / McGowan Home 2270 Nielsen Street, El Cajon, CA 92029

Adjournment: 9:34 p.m.



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Guide to using Clay On Your Car

By Bev Gould Vice President TCsGarage Parts & Accessories

The environment can be tough on the exterior of your car; acid rain, pollution, exhaust, salt, pollen plus a plethora of other airborne contaminants. Over time, these surface contaminants make their way into the surface of the paint that regular washing doesn't remove.

For many, claying is a magical and mysterious process that only the professional detailers use. They have heard that using a clay bar will remove contaminants and provide a very smooth finish, but they are reluctant to try it.

Claying is actually quite easy and not too time consuming, there are a few important steps to be aware of before trying it – but you'll have the hang of it in no time. Your first time might take about an hour, it depends on the size car you're doing. How often you do it depends on how you use your car, but typically a couple times per years should do it.

You will need the following before claying the car:



Clay Bar – Fine grade

I have used Zymol Brand, but any good quality fine grade brand will work, I usually like to use the same brand clay and lubricant combination.

Clay Bar Lubricant

I recommend using a Clay Lubricant over a spray detailer; the lubricant

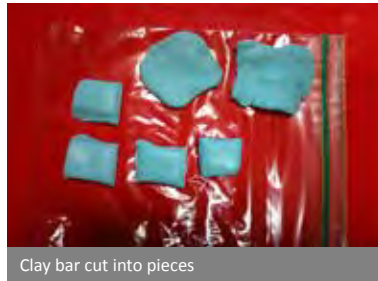
provides some cleaning power and little or no protective properties. However, in a pinch I have used a Quick Detailer with good results.

Microfiber towels

Use good quality microfibers, not the big box all-purpose ones. Good quality microfibers will last you a long time and are softer on the paint.

Let's get started.

Before using clay on your car, make sure it is washed and dried to remove the majority of contamination from the paint. Pull your car into a shady area, like the garage, to keep the surfaces cool.



Make sure the surfaces are cool before getting started, your lubricant won't dry out as fast and it is easier to work on a cool surface.

Next cut your clay bar into 4 or 6 pieces. Now take one of the pieces and flatten it out so it's easily held with about 3 fingers. One way to do this is to shape it into a ball and then flatten in your palm.

If you drop a piece of clay – **Throw It Away!!** Clay will pick up anything that was on the ground, another good reason to cut into pieces.

Working in a small area (example 18"x18") spray your clay bar lubricant over the Paint surface you will be working on. Make sure the entire working area is covered with lubricant. This is needed to glide the clay bar over the

paint – a little like a slip and slide. If you miss a spot, the clay will stick to the paint, so make sure you have coverage.

Work in small sections so your lubricant doesn't have a chance to dry out.

If you run out of lubricant, a quick detailer works in a pinch.



With light pressure, gently glide your clay bar over your working area, using overlapping passes going up and down or left to right. Make sure you go in the same direction for the other areas as well.

You do not want to rely on a lot of pressure to clean the paint. You should allow the clay to absorb the contamination by gliding it across the paint. You can actually hear the difference between an area that has been clayed and one that has not.

Keep the area you are working on moist, spray more lubricant on as needed.

You always want to keep a fresh side of the clay on the paint, so be sure to inspect it often. Flip it over if it looks contaminated, or after claying a section.

You can also fold the clay a few times, knead it, and then re-flatten it out to make sure you have a clean piece. Make sure there are no heavy pieces of debris in it that could harm the finish.

Typically the worst areas of the car are the horizontal surfaces, the back end, and the areas directly behind the wheels.

Continue working on an area until all the contamination is removed. You can tell this has happened because the clay will slide effortlessly across the paint.



Tip: You can also use clay to thoroughly clean exterior windows and wheels as well.

Wipe off the excess clay lube with a microfiber towel.

Once you have clayed an area, glide your fingers over the clayed surface and then over the un-clayed surface – you'll feel the difference right away.

Continue working in small areas until the entire car is properly clayed.

I like to do a quick wash afterwards to make absolutely sure that any debris is removed along with any leftover lubricant.

You've done it!! Now the cars surface is clean of contaminants and very happy indeed. On the 911E, I used 3 pieces of clay, 3 plush microfiber towels, and ½ bottle of lubricant.

So what is next? After claying and re-washing the car, I move on my next steps which are paint cleansing and waxing. For paint cleansing I use a paint cleanser like Zymol's HD Cleanse or P21S's Paint Cleanser, these are non-abrasive cleaners that prep the paint for wax. Then I wax the car, again in smaller sections to eliminate over drying. There are so many brands out there all promising to

do the same thing, so we offer those we have experience with. I like the results I get from Zymol, P21S and Einszett brands.

Bev Gould has been showing her cars for over 24 years. Her 1970 911E has won many awards in both PCA and Non PCA Concours d' Elegance shows. Bev is Vice President of TC's Garage which she owns together with her husband Tom and can be reached at bev@tcsgarage.com .



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SATURDAY - MAY 9, 2015

Experienced Volunteers will show you how they prepare a car for show or Concours. They will show you tips on car care, tricks they have learned, shortcuts & answer your questions on car preparation.

Cost: \$20 (includes refreshments & lunch) - Class is Limited to 35 people

Registration: <http://msreg.com/CPS59> or registration email bev Gould@me.com

Time: 9:00 am - 3:00 pm

Questions: E-mail bev Gould@me.com

Location :

TCsGarage Parts & Accessories, 1315 Hot Springs Way, Suite 105, Vista, CA 92081 760-295-3330

(drive around back for the School)

Take the 5 Freeway to Palomar Airport Rd. Turn Left on Melrose, Turn Right on Sycamore & Right on Hot Springs Way (1st light). Turn Right at the 1st Driveway & drive around back for the school. Just look for the Porsche's behind the building.

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Display only:	Contact:
\$15(\$20 after 3/27)	Dick Douglass
	ddouglass356@gmail.com



ZONE 8 CONCOURS JUDGES SCHOOL

SATURDAY - MARCH 28, 2015

If you are interested in judging at a Zone 8 Concours or are an Experienced Judge needing bi-yearly education credits to maintain your judging status, this is the school for you!

Expert Judges will take you through each of the judging areas, what to look for and tips on judging. After the presentation, there will be a judging practice for entry level judges & break out session for experienced judges.

Cost: \$FREE (includes refreshments & lunch) - Class is Limited to 30 people

Registration: <http://msreg.com/Z8CJS2> or email bev Gould@me.com

Time: 9:30 am - 2:30 pm

Questions: E-mail concours@zone8.org or bev Gould@me.com

Location :

TCsGarage Parts & Accessories, 1315 Hot Springs Way, Suite 105, Vista, CA 92081 760-295-3330
(drive around back for the School)

Take the 5 Freeway to Palomar Airport Rd. Turn Left on Melrose, Turn Right on Sycamore & Right on Hot Springs Way (1st light). Turn Right at the 1st Driveway & drive around back for the school. Just look for the Porsche's behind the building.

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March 2015

Sat 28 Feb — 01 Mar Sunday **Spring Mountain Motorsports Ranch TT**

Place: South Highway 160, Pahrump, NV 89048

Details:

In late February we make our triumphant return to Spring Mountain running in their brand new southeast Hunt Course.

For those not wanting to be timed or not qualifying for Zone 8 TT, the Grand Prix Region will host a pure DE during the event.

04 Wednesday **Monthly Members and Board Meeting**

Time:

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

Place:

Verlaque Home

2270 Nielsen St.

El Cajon, CA 92120

Phone: 619-938-2697

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 are provided before the meeting. Bring your own beer and wine. All members are welcome.

07-08 Sat-Sunday **Mardis Gras Weekend**

Place:

Temecula Wine Country

Details:

Our weekend begins on Saturday, March 7th with an optional tour through the back roads to Temecula at 8am. All participants will meet at 9:45am at the Temecula Creek Inn and Golf Resort. We will park our cars at this hotel where we will be spending the night. Our two private coaches will pick us up at 10:00am and whisk us away for a day of Mardi Gras bead wearing and wine tasting (snacks included). After our palates are full and happy, we will return to the Temecula Creek Inn to check into our rooms.

We will reconvene in downtown Temecula for a delicious New Orleans style dinner and optional dancing (dinner and dessert included, alcoholic beverages not included but available for purchase). The next day, you are free to explore with your loved one . . . golf at a special Porsche Club rate at the Temecula Creek Inn Golf Resort (\$65/pp), visit Old Town Temecula for some shopping, eating and entertainment, or head back out to wine country to check out the wineries you want to hit up before heading back home.

The cost of the Weekend is \$375 per couple, which includes the back roads tour, a one night stay for two, wine tastings, snacks, and transportation, dinner for two, and fun, fun, fun!

WE CAN ONLY ACCOMMODATE 25 COUPLES . . . SO, please register NOW at <http://msreg.com/mardigrasgetaway>

11 Wednesday **Tech Session: 5 Point Mobile Auto Detail**

Place:

5745 Kearny Villa Road Suite 107 San Diego Ca 92123

Time:

6:00 -8:00PM

Phone:

619-972-6524.

Details:

This Tech Session will showcase the innovations in new polishes / polishers and the advancements in Paint Protection, specifically Ceramic Pro to make your Porsche shine on the road. See the 5 Point Auto Detail Ad in the Windblown Witness for a listing of all their services. Reminder - they have just moved to a new location (listed here) and are looking forward to showcase their shop to PCASDR. Food and beverages will be provided.

13-15 Fri-Sunday Performance Driving School

Friday, March 13th:

Place:

Black Forest Automotive
8066 ENGINEER ROAD, SAN DIEGO,
CA 92111

Time:

6-9 p.m.

Sat-Sunday, Mar 14-15th:

Place:

Qualcomm Stadium West Parking lot
Details:

This three-day school (Friday evening, Saturday and Sunday) is your opportunity to:

- Learn driving skills that can be applied to any driving situation in any vehicle.
- Learn the capabilities of your Porsche in a controlled environment with the guidance of experienced instructors.

- Add to your Porsche driving enjoyment with significantly improved road skills.

The fee for the school is \$395. This is an educational, fun and rewarding weekend. This school historically sells out so don't delay. Meals are included. Spread the word to your Porsche Buddies!

Available only to PCA Members. No Prior Performance Driving Experience Required.

14 Saturday Krispy Kreme and Cars

Time: 8:30 a.m. — 10:30 a.m.

Place: Outback Steakhouse Parking Lot
Clairemont Square Shopping Center
4180 Clairemont Mesa Blvd
San Diego CA

Details:

Join your Porsche friends for Krispy Kreme and Cars on the second Saturday of the month. Show up for food or coffee and be prepared to make Porsche friends and see their cars

28 Saturday CBAD Cars (Carlsbad)

Time: 7:00 — 9:00 a.m.

Place:

5620 Paseo Del Norte #124
CARLSBAD, CA, 92008

Details:

Join PCA-SDR members and all Porsche enthusiasts at this event on the last Saturday of each month.

28 Saturday - 29 Sunday

Club Racing – West Coast Series – Thunderhill Raceway

Place:

Thunderhill Raceway - 5250 California
162, Willows, CA

Details:

Registration questions:

GGRRegistrar@gmail.com

Student or Instructor questions:

GGRDEcdi@gmail.com

Club Race questions:

GGRRaceReg@gmail.com

GGR DE/TT Chair:

GGRTTChair@gmail.com

Or, visit the GGR Online Community for some on-line bench racing:

<http://bbs.pca-ggr.org/phpbb3/index.php>

Keep up to date regarding all GGR events! Sign up for the GGR email list to ensure you are receiving the latest information: <http://www.pca-ggr.org/about/connect-with-ggr/> "<http://msreg.com/SMMR15>."

31 Tuesday Last Tuesday Social

Place:

Firenze Trattoria

West Village Shopping Center,
162 S. Rancho Santa Fe Rd
Encinitas, CA 92024,

Phone:

(760) 944-9000

Time:

Cocktails at 6:30, dinner at 7pm.



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Living the Dream at the PCA Zone 8 Banquet

Article and Photos by Martha McGowan



Zone 8 Time Trial award winners (left to right):

Chuck Sharp, Debby Sharp Patrick Sloan, Greg Phillips Paul Young Sr. and Neil Heimburge

PCA is composed of 141 Regions throughout the USA and Canada. Regions are grouped geographically into 13 Zones. Twice a year, in the fall and spring, the Presidents of the Regions gather to share ideas and discuss PCA events and issues in their Zones. These gatherings are referred to as Zone Presidents' meetings.

Here in Southern California, SDR is one of 13 PCA regions in the Southwestern United States that comprise Zone 8 encompassing Southern California, Arizona and Southern Nevada. In January this year the Zone 8 Presidents' meeting was combined with other Zone events and generally referred to as the Zone 8 Banquet.

Other events during the Zone 8 Banquet included a social media instructional session, a Concours, and the presentation of zone awards. It

took place on January 16-17 at the Temecula Creek Inn located in Temecula.

About 100 people from all around the Zone arrived on Friday afternoon ready for fun. On Friday evening, the PCA Zone 8 Representative, Tom Brown, had reserved a room for 20 people at Luke's restaurant. Luke's is on Temecula's Old Town Front Street on the fifth floor of a brand new 5-story building. The view was sensational and the food was delicious. This year's Banquet had a special guest – National PCA President Caren Cooper who spent time meeting the Zone 8 crowd. The evening was a wonderful start to the upcoming weekend of PCA camaraderie, including the presentation of year-end competition awards at the banquet and an awesome Zone 8 Concours on Saturday.

SDR President Keith Verlaque's Saturday started with the Zone Presidents' meeting. SDR past president, Jim Binford, and Keith's second-in-command Vice-President, Dan Carusillo, also both attended and, along with presidents from other regions, discussed many aspects of running a PCA Region in Southern California.

Because I manage the calendar for the SDR website I was invited to the Zone 8 Social Media meeting. I've never really thought of myself as a "calendar girl" but ... if the shoe fits :o). The meeting was conducted by SDR's very own Karen Garcia Raines, who is also the Zone 8 Web Master. In the interest of full disclosure, I feel I should begin by saying I am currently not connected to social media in any way. As far as media gadgets go, I have a 2005 flip phone and I do

not text. I don't have an iPad, iPhone, Smartphone or any other media device newer than my 2005 flip phone. I don't twitter, I don't Pinter, and I don't know what that pound hash-tag thingy is, but . . . I found this meeting fascinating!

I walked into the meeting (unfortunately, a little late) all eyes turned to me lugging my 10-pound "laptop" computer in its carrying case. I sat down and looked around. Everyone! - let me repeat that . . . everyone else had an iPad or a Smartphone or one of those skinny little fold in half one-pound laptops that you can carry around with two fingers. I was so embarrassed I didn't even open my giant computer case and just calmly (hopefully discreetly) strolled to the back wall and set it there. I think I saw the wall bend a little bit and I'm sure I heard it groan. One good thing is I don't think anyone noticed – they

were all intently glued to their modern-day devices their thumbs a blur in the mid-morning light. Even if they had noticed, I was mentally prepared with a rapid-fire response about just arriving and deciding to leave my luggage at the back of the room.

I learned so much about Twitter, Instagram, Hashtags, and Pinterest and when to use them in the context of the club's social media. There was a great deal of sharing of ideas and regional newsletters among the group. SDR's new Witness Editor, John Norenberg, was also in attendance and we left with a lot of new ideas for SDR. Karen did a great job of relaying the social media information - particularly since she had been asked to conduct the meeting only a week prior when the original MC had backed out due to a business commitment. I have now vowed to buy a new phone and either an iPad or one of those tiny laptops

(IT guru Tim Gage – are you reading this? Consider yourself now officially put on stand-by for assistance).

After the Presidents' and the social media meetings had concluded, the Concours cars began to stage on the front lawns of the Golf Resort. Virtually every model of car was on display in every category from "wash and shine" to "street" to "full concours" on up to "Ubergang" – which I decided is German for "everyone else." Not surprisingly, the stunning, brand new 918 Spider drew the most attention with Porsche fans standing mesmerized just staring dreamlike at its amazing pearl white bodywork. SDR's Mike and Angela Avitt had just purchased a beautiful metallic blue 2015 GT3 that was turning heads. Bev and Tom Gould displayed their amazing 1970 911E Targa and Tom Riding and Lisa Taylor displayed their matching "his and hers" Gulf blue and bright orange



Roger Bush takes 1st in CC01 AX and Rookie of the Year



Tom and Bev Gould win 2nd in C-3 Full Concours

GT3s and of course wearing car-color matching shirts and displaying license plates that matched their cars.

That evening an impressive list of SDR members collected awards.

We came - We drove - We trophied!

In the 2014 **Zone 8 autocross** series, drivers needed to compete in five Zone 8 autocrosses to qualify for an end of year award! There were 14 drivers who qualified this year! Out of those 14, around half were from SDR. Roger Bush finished first in CC01 and was named Zone 8 Autocross Rookie of the Year! Well done, Roger! He competed in 13 autocrosses in 2014, 10 of those Zone 8 events. He demonstrated his dedication to the pursuit of fun and sharing his sportsmanship with many Regions in the Zone. Other Zone 8 autocross trophy winners from SDR included Adriano Bortolin first in class CC02, Jerry Bumpus second in CC02, Peter Carides first in CC05, Mar-

tha McGowan (your calendar girl) first in CC05L, Keith Verlaque first in CC07 and Carl Vanderschuit first in CC10. Congratulations to you all!

In **Zone 8 Drivers Ed** (DE) the Driver of the Year was SDR Autocross chair Mark Curran. The DE Instructor of the year was none other than Dr. Greg Phillips – our SDR principal photographer and Club Race Chairman.

In the **Zone 8 Time Trial** series, Peter Lefebvre was first in CC01, Bill Behun first in CC04, Bill Ripka second in CC05, Paul Young first in CC06. He was the West Coast Club Racing GT5 class winner, Mark Curran second in CC06, Jasmine Tripodi first in CC07 and Ralph Linares second, in CC09 it was Mark Rondeau in first, Steve Grosekemper second and Greg Phillips third, Don Middleton first in CC10, Dan Carusillo first in CC11 with Dan Chambers second, Jad Duncan first in CC12 with Neil Heimburge sec-

ond, Jim Duncan first in CC13 and Ron Palmer first in CC14. Chuck and Debbie Sharp finished 1, 2 in the 944 Spec class. Congratulations one and all!

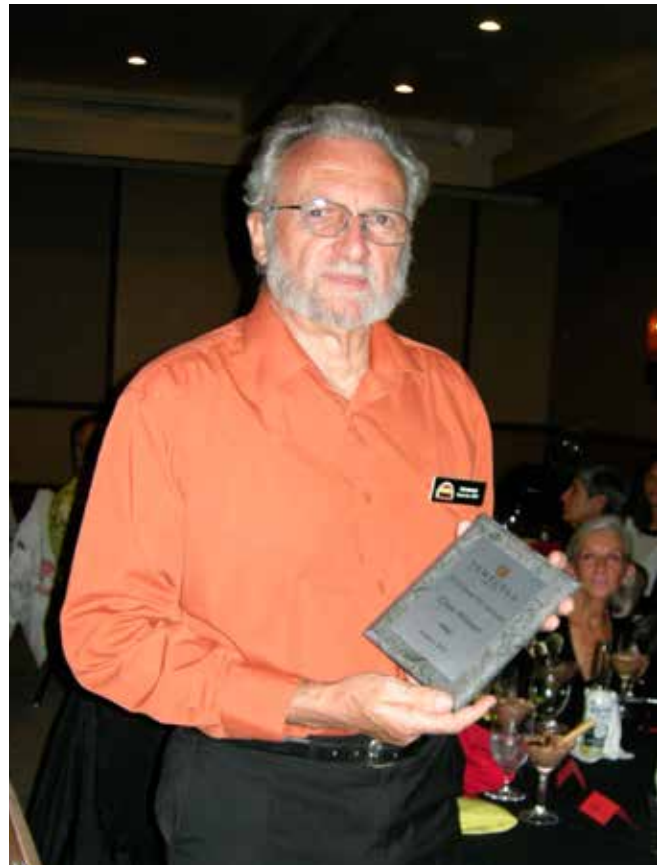
In **Concours**, Bev and Tom Gould, with their 1970 911E Targa, came in second in C-3 Full Concours class losing a 1st place tie breaker. Bruce Wing and Ted Myrus were class winners.

In **Rally**, SDR's Jack Rabell and Dick Rafter won first overall in Class A.

All in all, it was a wonderful, fun-filled weekend. It provided an opportunity to meet and talk with members from around the Zone. I would highly suggest that you attend one of these banquets at some point in your PCA-SDR experience. You will be surprised by the breadth and depth of involvement in PCA and, if you're like me . . . you will sleep comfortably at night dreaming of your new Pearlescent white 918 Spyder.



Bruce Wing wins a Concours class award



Ted Myrus with his class Concours award



Keith Verlaque AX Award 1st in CC07



Martha McGowan AX Award 1st in CC05L



Paul Young 1st in CC06 TT & West Coast Club Racing GT5 Class Winner



Rally Award - Jack Rabell and Dick Rafter 1st Class A

Chuckwalla Season Opener

Story and photos by Greg Phillips



While much of the country was digging out from under snow, it was time to head out to the desert for the start of the PCA SDR time trial season. The caravan headed out on I-15 with the SC trailer patrol of Dan Chambers, Mark Rondeau and Mark Curran following Steve Grosekemper and my 911SC to Indio with Sharon Grosekemper pacing the group in her Camry. We stopped in Indio at the El Campanario Restaurant for lunch and some great fresh tortillas before gassing up the trucks, cars and gas cans for the drive to Chuckwalla Valley Raceway.

After we arrived and checked in, it was time to unpack the car and truck and get the trailer ready for the weekend's habitation. Since Ethan Dahlkamp's trailer was getting serviced, it was our turn to pay back his hospitality and he was staying with us in the rental trailer. There were a few small hiccups with a gas leak and getting the generator rebooted and

the electricity on but we were soon able to move in for the weekend. Mark Curran's RV was on one side and Dan Chambers' pop-up tent on the other side with Mark Rondeau and his dad's camper.

Dinner was a nice potluck with sausages as the main course with Mark doing the cooking on the grill. After dinner, the motel people headed back to Indio before the gate closed and the campers were soon turning in for the night.

Saturday morning started early as tech inspections commenced when the gates opened up. The great turnout for the opening event also meant there was a lot of work to get everyone through tech in the morning before the drivers meeting. Jack Miller's Lotus was still not ready but he had come out to help Robert Baizer for the event. At the meeting we also met the corner workers for the event and I met my student Daniel Rozenblatt who was driving a BMW

M coupe.

His Green group was up first and we headed out for his exercises of follow-the-leader in the counter-clockwise direction. After his session it was time for Steve to head out with Red. We were starting on used Nitto tires and Steve took a few laps to get the pressures set and had a best lap of 2:04.34. Michael Brown (CC14) was leading the pack at 1:57.32 with Jad Duncan (CC12) at 1:58.61, Jerry Hoffman (CC13) at 1:59.62 and then Ethan's CC11 Boxster at 2:00.40. I was up next in Orange with my student and after the two yellow flag laps we started picking up the pace and with the cool morning air I was at 2:05.60. Chris Nolan's GT3 RS (CC13) led the session at 2:03.71 and Terry Perkin's X car at 2:04.20 and Martin Mania's CC10 Cayman S at 2:05.56.

The morning went quickly as we went from the side-by-side exercise followed by the passing exercise in Green and I had a couple of more

Orange sessions with my student. I kept the car clean, but Steve brought it back a little dirty after a spin coming out of turn 4. My 3rd session before lunch was my fastest with a 2:03 before I got caught up in traffic.

After lunch it was finally time for Daniel to get some free laps in his M coupe. He did very well as he had already been doing track days with other groups including GPX and showed a good line as well as car control for his first session. Steve did not have such good luck in his session. He was chasing Robert's Lotus when he lost drive at Turn 8 and had to pull to the side and then get towed in. Steve did a quick check and found the problem was the inboard CV joint in the rear axle. The good news was that Dan Chambers had a spare axle so it did not take too long for Steve, with Sharon helping, to get it mounted and ready for the track and I only missed the 4th session.

While Steve was making repairs

I was able to take some more track photos and also check out the cool ride that the Avitt's had driven out for the day. Mike had sold his Corvette and his GT3 and bought a new 2015 GT3 with PDK. It was a beautiful blue with dark interior and red stitching.

My next session was a fun chase of B. Craig's GT3. I was lined up behind him at the start and was chasing him from the beginning. He would pull out on the straights and I would come back in the tighter sections, then we would catch traffic and I was behind again as I cleared the next obstacle. The chase went on for several laps until I got stuck in traffic with a long wait until a passing zone and I could not reel him back in. His best lap was 2:04.94 to lead the session and my best was 2:05.74 for 5th place, just ahead of Jim Hicks' 944 Spec at 2:05.88. Mark Rozenblatt, Daniel's dad, had his best laps and was 4th at 2:05.02 in aCC14 Turbo. I had been able to pull away in earlier sessions,

but now he was learning the track and had a better pace.

Daniel was also improving and had another good session so after checking with Robert he went out solo on his last session. He did fine, but his BMW did not as his clutch started slipping and he stopped early. Since it was his daily driver he decided it was time to stop for the weekend so he could nurse it home and get it fixed without too much problem. His next problem was fuel so we had him use one of our cans so he did not have to stop on the way or run out of gas on the way back to Indio.

Steve's last session had fewer drivers as the sun was low and several drivers skipped it. Justin Salzman's CC13 was fastest at 2:01.69 with Charles Liu next at 2:02.29 and Frank Powell at 2:02.60. Mark's 2:03.96 and Steve's 2:03.98 showed that they were neck and neck at the end of the day.

My last session of the day was also



fun as Bruce Wing had put on better tires and had picked up his pace. The sun was low and difficult in some corners and Bill Behun found himself off at Turn 7 as he lost sight of the track. Bruce chased me most of the session and had his best lap of the day at 2:05.97 for 3rd place. Marcus Kramer led the session at 2:04.43 with Martin Mania at 2:04.64.

As the light was fading Steve was finishing final car checks and meal preparations were started as chicken cacciatore was the main course in the potluck. Scott Mann, the zone CDI was taking some drivers on a track "hayride" to review the line. Ethan had skipped the last session and hit the shower to clean off. After most of the motel people had left, I took advantage of the facilities to get ready for dinner. We also put up a screen and were showing some of the day's videos during dinner and into the desert which included ice cream from the local grocery store Magoo's. After dinner and some adult drinks, the party headed over to the Hockett bus and, although the weather was cool, they had much of the band together and the music and dancing continued

into the night. But our trailer turned in to get another early start for Sunday.

Sunday was easier as minimal tech was needed and there was no morning drivers meeting but when the sun was up we slowly rolled out of the trailer and started breakfast. We prepped the cars for the day and set up the Contour video cameras. We had also put on another set of used slicks to try out. We had run a set of used Hankooks on new (to us) Forge-line wheels Saturday afternoon and although the wheels fit well, the tires had lost their grip, especially in the rear. And even with sway bar adjustments we had oversteer.

Steve was out first in Red and was able to run a 2:03. Jad turned a 1:57.43 to lead the group with Philip Strong next at 1:59.29 in his CC14 996 and Ethan dropped under 2 flat at 1:59.48 for his best time of the weekend. Mark Rondeau was at 2:02.49 for the session, but he had to stop early with his 3rd gear broken and he was done for the weekend. My Orange session went smoothly as the Yokohama slicks had good grip although they were not that wide. Jim Duncan led

with at 2:03.29 and Terry Perkins was next at 2:03.91 and then my 2:04.61.

Steve made some sway bar adjustments before session 8 in Red and it worked out well as he had several laps at 2:00 and then a 1:59.06 on his last lap for 3rd place. Jad still led and now was down to 1:56.27 and Michael Brown at 1:58.81 was next with Dave Elsner also under 2:00 at 1:59.43. I was hoping for faster laps in my session but had problems with traffic and my best lap was 2:05.23. Bruce Wing improved to 2:01.80 with new tires in his CC12 car. In the Hockett Brothers battle, Dave was leading Dan 2:08.73 to 2:08.45 and Ralph Linares was just ahead of Jasmine Tripodi 2:10.91 to 2:11.06.

Now we had another tire decision to make. Although the slicks were fast, they were not legal for us to run in CC09. We were planning on using Hoosier R7s for timed runs and had planned on putting them on after lunch for warm up and then timed laps. But since we were not sure of our suspension and pressure settings, we decided to put them on now to get the pressures and sway bar settings correct for timed runs.



Steve had success in his session and turned another couple of laps under 2:00 before hitting traffic that slowed him down. I started with a couple of 2:04 laps and then had traffic for the rest of my session. Bruce Wing continued to lead at 2:02.90. Mike Rozenblatt continued to do well at 2:05.39 and Diane Hutnyan was figuring out her new GT3 and dropped to 2:05.78.

Lunch was another great sandwich from the track deli; today it was a cheeseburger after sharing Sharon's turkey sandwich on Saturday. We finalized our tire pressures and then had our drivers meeting to discuss timing procedures. The instructors also met and voted Julie Kaesberg as most improved student.

I skipped the last session to save some Hoosier tire wear and Steve just took a couple of laps to get the tires up to temp and then it was time for timed runs. The big dogs were sent out first with Jad the first driver out with Michael Brown, Dave Elsner, Steve and then Phil Strong. Jad (CC12) took away any doubt as he turned a 1:52.96 on his first lap! Unfortunately, they had waited too long to send Phil Strong and Jad was catching him

after the first timed lap. He saw his time and took a victory lap to cool down the car for Jim Duncan. The first three were right on the money as Michael (CC14) turned a 1:57.39 for 2nd and Dave (CC15) turned 1:57.79 for 3rd. Steve (CC09) had his best lap at 1:58.99 and ended up 7th overall. Frank Powell (CC11) took 4th at 1:58.03 with Ethan Dahlkamp (CC11) next at 1:58.79 and then Jim Duncan (CC16) at 1:58.85. Rounding out the top ten were Dan Carusillo (CC11) at 1:59.29, Chris MacDuff (CC12) at 2:00.30 and Phil Strong (CC14) at 2:00.56.

After Steve came back in it was my turn to buckle in and get ready. I was flagged off and after the warm-up lap I was pushing to pick up some more speed. My first lap was 2:03.17 and I started the second lap hoping to improve, but I was picking up a heavy tire vibration coming out of the bowl and on the back straight so I slowed I down and just stayed ahead of the car behind me and came in early and settled for my first lap, which was my best lap of the weekend.

In 944 Spec Jim Hicks turned a 2:04.79 to beat Dave Diamond. In CC05, Dave Hockett turned 2:07.85

to beat Dan's 2:08.25. In CC06 it was Mark Curran at 2:10.64 as he improved significantly through the weekend to beat Bill Ripka and Aspasia Zouras. In CC07 Jasmine Tripodi took the Caywoman car to a class win at 2:08.44, ahead of Glenn Orton's Cayman and Ralph Linares' Boxster, Ross Pobanz's Boxster S and Annette Linares. In CC10 Don Middleton's 1985 Carrera at 2:01.28 beat Dennis Power's Boxster S, Marcus Kramer's Cayman S and Vince Knauf's 944 Turbo. In the X-men it was Robert Baizer's Lotus Exige Cup at 2:00.82 to beat Russell Shon's Exige S.

We quickly packed up the cars on the trailer and were soon heading back to San Diego and looking forward to the next leg of the 2015 season. We are heading back to Spring Mountain in Pahrump, Nevada to try out the new "Hunt" course. 2010 was the last time SDR ran an event there and we are expecting another great event.



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Matthew Evert
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2004 911 Turbo Cabriolet Cab

Jason Grenevitch
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Lisa Iavelli
La Mesa, CA
2015 911 Carrera 2015 Porsche 911 Carrera Coupe Pdk

Royce Kam
San Diego, CA
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Kevin Kennedy
Jamul, CA
2012 911 Turbo S Cabriolet 997

Salo Nizri
Rancho Santa Fe, CA
2008 911 Turbo Cabriolet Cv

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Ricardo Olimon & Alexis Olimon
Chula Vista, CA
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John Picot & Julie Picot
Valley Center, CA
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James Reynolds
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1996 911 Carrera Cabriolet

Carlos Trujillo Navarro
San Diego, CA
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Rich Velazquez
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Tom Gould

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John Neorenberg, Editor

To:

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