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Rundschau
January 2014

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FEATURES

8 Remembering Bob Nikel
Legendary Racer, ARPCA Member and Friend

12 ARPCA Holiday Cocktail Party
Pictures from 2013's Holiday Cocktail Party

16 2014 ARPCA Officers Announced
Leadership for 2014

16 Inside The Helmet
G-Whiz - Car Capability Exceeds Driver Willingness

DEPARTMENTS

3 Ghute Fahrt
4 Lederhosen
6 Monkey Business
7 Membership
10 Calendar of Events
18 What You Missed
20 The Mart - ARPCA Classifieds

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On The Cover
356 Sleeping By The Barn
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SUBMISSIONS
The editor encourages club members to submit tips, technical information, favorite Porsche experiences, amusing ramblings, graphics, and photos. Please send submissions via mail or email to the editor. All items must be received by the 15th of the month prior to publication.

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Gute Fahrt

by George Patterson, *ARPCA President*

The calendar has turned... Welcome to 2014 ARPCAers! This is the time of year to reflect on the past year's events and plan for new and interesting events for the coming year. Many of our P-Cars are nestled in for a warm winter's nap, but that doesn't mean there is nothing to do! The coming year will offer new events, new people and new fun. I have to tell you that my first year as the ARPCA President was highly satisfying. I've met so many new members and we as a group have come to new heights as a club. As always, it wouldn't work without the dedication of those who plan, execute and participate in our events. So again, my thanks.

December was a fun month. First we had our Holiday Cocktail party at the Double Wide Grill in Mars, PA. Automotive theme with an ARPCA twist was on the menu that evening. Thanks to Steve Zumoff, the DW Grill's owner and fellow car enthusiast. And thanks to his staff who were terrific [although rumor has it that they over-served on the wine...]. We had great food and drink. We also had a new kind of charity auction... Attendees brought their NOS [new old stock] and NSNS [not so new stock] Porsche and Porsche Club memorabilia. There was wall art, clothing [with various iterations of our club logo], car models, a Porsche Teddy Bear, repair manuals and dash plaques from the last 25 years of the PVGP. As my 7-year-old daughter demonstrates frequently, other people's stuff is far more interesting than your own. We should do this again... And we raised $1500+ for the UPMC toy drive. If you have a charity you'd like supported, just let us know at a business meeting.

People who braved the weather were also able to enjoy a superb year-in-review presentation. Thanks to all contributors and Rob Hoffman for putting that together. In the 20 years I've been a member, I've never seen such a wonderful production [by any region]. Such a cool way to review a special year. If you haven't see it, go to our web site and check it out. Also a BIG thanks to Rob and Missie for running our club's Goodie Store. That is a major effort and I know from other region's that we have one of the best. Our monthly meeting was held at the Zielinski manor, which is simply a holiday pictorial out of Architectural Digest. Bill and Sandy are consummate hosts and we thank them for their hospitality. Again, we saw new members at this meeting. I know I sound like a broken record, but please come out to our business meeting to see what goes on. ALL are welcome. And ALL ideas are welcome. The January meeting was held at the Sewickley Car Store [Thanks K.C.!] in the BMW building's upstairs conference room. February Meeting - TBD.

January is a great month. As mentioned, we had our business meeting on the 16th. On the 18th, there was a special Porsche Club Zone 4 [our zone] viewing of Porsche's latest offerings at the Detroit Auto Show. Then at month's end, an ever growing contingent of Allegheny Region folks are heading down to Daytona for the 24 Hour Race. This year's race will be the first of the unified sports car series now called the Tudor United Sports Car Championship. If you're going to that event, please email me [pres@arpca.com] as I'm compiling email addresses and mobile phone numbers.

February will be exciting as well. The club business meeting will occur on the 13th. Our Mid-Winter party will happen on the 22nd. And I'm sure that some other impromptu events will happen... They always do... Just check the web site and look for email blasts [if you're not receiving the email blasts, pls shoot me your email address. It will ONLY be utilized for these e-blasts]. March will bring the return of Formula 1 racing with the first race of the year in Australia on March 16th. I'm betting there will be a gathering somewhere to catch the first race... Stay tuned...

With that my friends, I wish you a new year of excellence, both personal and professional. I am proud to be a part of such a great group. The cars bring us together, but the people are what keep us coming back. See you at the next event.

NEW GERMAN WORD

"Excellence" translates as " Vortrefflichkeit "

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Get the most up to date information at www.arpca.com or "like" us on facebook: Allegheny Region Porsche Club of America ARPCA.
You can also watch club videos on our YouTube page: AlleghenyRegionPCA

Lederhosen

by Cindy Monyok, *Rundschau Editor*

With the tragic passing of Paul Walker in his beloved Carrera GT, I decided to take the opportunity to look at the connections between celebrities and their Porsche.

Paul Walker isn't the first celebrity to die while driving such a superior automobile. We all know the story of James Dean in his 550 Spyder. Ryan Dunn died in 2011 while driving his Porsche 911 GT3. Bobby Phills, who played for the Hornets, lost control of his 1997 Porsche 993 Cabriolet on January 12, 2000.

Vasek Polak, a noted Porsche dealer, racer, and racing team owner, crashed while driving a 911 Turbo S on a German Autobahn in 1997. He later died from injuries sustained from that crash.

While these celebrities perished, many other celebrities have learned that failure to respect a Porsche will leave you twisted alongside the road. Take Chris Brown for example, he crashed his Porsche in Beverly Hills and Lindsay Lohan totaled her rented 911 into the back of an 18-wheeler.

Jay Leno lost control of a Carrera GT while entering into turn 3 at Talladega Superspeedway. Leno brushed off the incident like a seasoned pro and went on to say, "racecar driving is a lot like sex, all men think they're good at it."

Jerry Seinfeld is an automobile enthusiast and avid collector; he owns a large Porsche collection. One tally has Seinfeld owning 46 Porsches from multiple 911s, 10 Boxsters, and a 1955 550 Spyder. He owns the first and last air-cooled Porsche 911 produced.

David Beckham drives a 911 Turbo Cabriolet while Patrick Dempsey adores his GT3RS. Jim Carrey and Sylvester Stallone share their love and passion for the Panamera. Michael Dell

enjoys his 2004 Porsche Boxster and Carrera GT. Tiger Woods adores his Carrera GT. Ellen DeGeneres owns a 911 Turbo S.

I recently heard an interesting story about Bill Gates, who reportedly attempted to smuggle a Porsche 959 into California, where it was subsequently impounded. The "Gates 959" is an infamous car, theses cars had not been approved by regulators and did not a Department of Transportation and Environmental Protection Agency approval. The "Gates 959" was stored for 13 years by the Customs Service at the Port of Seattle, until regulations were changed and the "Show and Display" law was passed.

While it is fun to own a Porsche, we all need reminded that accidents can happen at any time. There is a certain respect that needs to come with owning a Porsche, road accidents tend to happen to novice drivers who lack the skills needed to drive some Porsche models smoothly and safely at high speeds. A Porsche needs to be taken serious. The ARPCA offers multiple sources to learn your car. Drivers Education (DE) teaches you how to drive your car the way Porsche engineers designed it to be driven. On a closed road course in a safe environment, an in-car instructor (familiar with your type of vehicle) will teach and help you learn skills needed for high performance driving. ARPCA sponsors three DE events at some of America's greatest tracks each year including Watkins Glen, Mid-Ohio and at our western PA local, PittRace.

A second avenue for learning more is Autocross (AX). AX is a timed competition where drivers navigate one at a time through a defined course. You not only learn how to handle your car at speeds you drive daily, but also gain confidence in your driving ability combined with your car's capabilities.

Finally, our Car Control Clinic, held each May, teaches drivers what to do when something goes wrong in the car and provides the opportunity to practice these maneuvers in a safe environment. This one day course, great for new and seasoned drivers alike, includes: threshold braking, accident avoidance, inducing and how to overcome under-steer and over-steer plus classroom instruction.

Please take advantage of what our club has to offer by signing up for one the programs so you can learn how to enjoy more of your cars potential in a safe environment. If you are not sure which one to choose, please ask any one of our instructors (chief.instructor@arpca.com) . They can definitely steer you in the right direction.

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Monkey Business

by Paul Nickoloff, *Commercial Director*

Happy New Year to all! As everyone is counting down the days until spring, keep warm!

There are new plans for advertisers this year. There will be more information in the upcoming issues, however, if you know of any businesses looking for an incredible amount of exposure over the 2014 season, please let me know.

As always:

As ARPCA Members, can you help us get more advertising? Do you know someone who would want to advertise in our newsletter and on our website? WE NEED YOUR HELP WITH ADVERTISERS!

For those of you thinking about it or think you know someone who would be interested in advertising / supporting this publication, we have added a block in the publication with the current rates and contact information. The rates are very reasonable for the publication demographics. In addition, if you are an ARPCA member, you also qualify for special pricing.

For those who support the Rundschau through advertising, we certainly appreciate it. Your support helps keep this publication going.

Remember, we have a new item for the Rundschau – an Advertiser's Spotlight section. Our advertisers count on you to use their services – here is another way you can get to know our advertisers. Each month, we will showcase one of our advertisers – I think you will find this informative and helpful.

If you have any comments, potential advertisers, or suggestions, please send these to me: pgn@fotorecord.com

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Membership

Happy Anniversary!

These Allegheny Region members are celebrating membership anniversaries this month

John Wean III	46	Thomas A. Kasper	13	Roy G. Dorrance	7
Anthony Berarducci	23	Mark T. Perna	13	Michael D. Kweller	7
Charles G. Aftosmis	20	Jay Policastro	11	James L. Sherman	7
Thomas A. Karet	20	Kenneth W. Thomas	11	Victor Zarilla	7
Andrew L. Helgeson	19	Paul A. Russ	10	Eric Haberman	6
Hans J. Sack	15	Geoffrey J. Bond	9	Philip R. Roberts	6
Dean Makricostas	14	Alan L. Yuvan	8	Beth Ann Brady	5
Max Baer	14	Sanjeev Bahri	8	Clifford B. Corson	5
William A. Gergely	13	Mark K. Cicacci	8	Members with Less than 5 years	11

Welcome New Members!

Matthew K. Braksick	1986	944
Peter M. Chiste	1998	Boxter
Jon K. Hammock	1999	Boxster Cabriolet
Robert Keay	2013	BOXSTER
David Kim	2013	911S
Don R. Miller	2008	Cayman S
Chris Tooker	2014	Cayman

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Affiliate Members 453
Total Members 1,063

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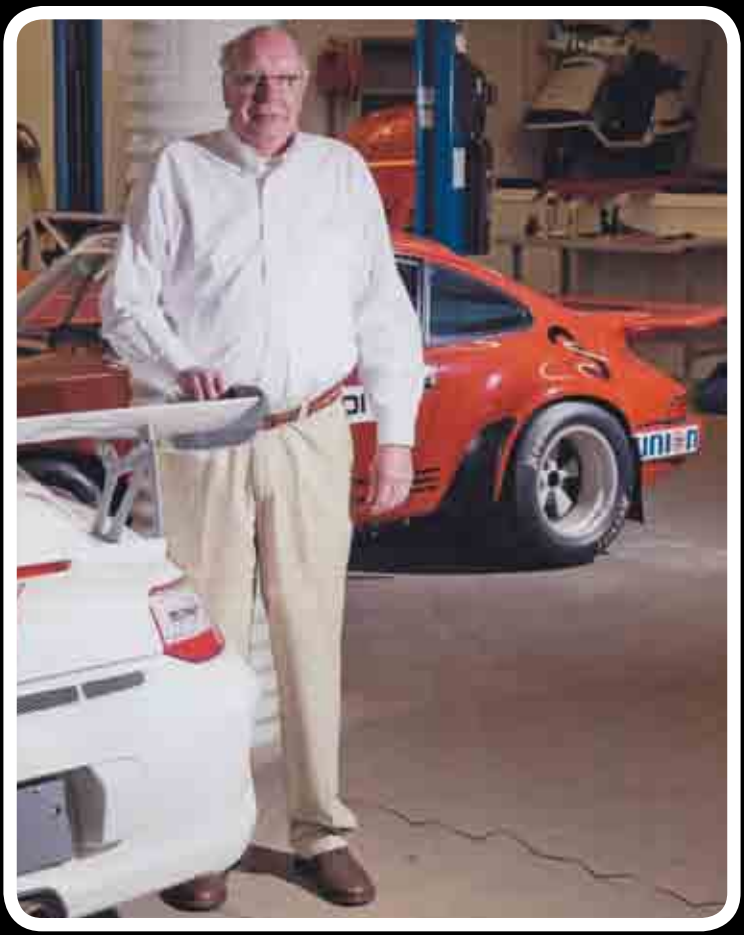

The ARPCA remembers Bob Nikel.
Legendary Racer, ARPCA Member, and Friend.

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Jan-14		Feb-14	
9 Thu	Business Meeting - TBD -7:30pm	**13 Thu**	Business Meeting - TBD -7:30pm
18 Sat	Porsche/PCA Breakfast - Detroit Auto Show	**TBD**	ARPCA Mid-Winter Party
25-26 Sat-Sun	Rolex 24 at Daytona		

2014 Calendar of Events

*Visit **www.arpca.com** for more info on events or*
*to register for events visit **www.arpca.motorsportreg.com**.*

Mar-14		Apr-14		May-14	
13 Thu	Business Meeting - TBD -7:30pm	**10 Thu**	Business Meeting - TBD -7:30pm	**7 Wed**	Business Meeting - TBD -7:30pm
TBD	Spring Detailing Session	**12 Sat**	Adopt-A-Highway Clean-up - I-79N @ I-376E Interchange	**9-11 Fri-Sun**	Watkins Glen DE - ARPCA
		TBD	All Member Dinner	**TBD**	ARPCA "Ladies Only" Event
		26 Sat	Road Tour to ???	**24 Sat**	Car Control Clinic
				25 Sun	Autocross #1
				26 Mon	Memorial Day

Legend	Business Meetings	Social	Track DE/AX	PVGP

ARPCA Holiday Cocktail Party

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2014 ARPCA Officers Named

Greetings ARPCAers! George Patterson, your faithful President here. Want to thank you for the past year and nod of support, friendship and great cars. It's my honor to serve again as your President. We have a unique club made of wonderful people. We have singular events that we enjoy together and that can add joy into others' lives. And of course, we have the cars. These marvelous machines that bring us together. I'm eager to keep the club rolling to new and exciting adventures. Gute Fahrt! ~ George

I have enjoyed serving as VP this in 2013 and look forward to 2014. Likewise, I am honored by the opportunity to serve again in 2014. The club leadership needs and appreciates your voice and, as always, welcomes any comments or suggestions helping make our club even better in 2014 and beyond. ~ Scott

I am happy to serve as Secretary of the ARPCA in 2014. My Husband Justin, Daughter Madison and I made the move to Pittsburgh exactly one year ago and have been happy about our decision. Meeting great folks like you have certainly helped our transition. I am excited to be a part of the ARPCA and will hope to serve you all well in the role of Secretary or any other capacity. All the Best! ~ Susan

My husband, Drake, and I have been ARPCA members since 1991. We've been active with DE events for the past several years. I've had the pleasure to meet many members over the years at the DE events and most recently at the business meetings. It has been my pleasure and honor to serve as the appointed treasurer in 2013 and I look forward to serving in 2014.
~Beth

2014 Mid-Winter Party

Cost is $15 per person and includes an evening of snacks, refreshments, friends and fun. Please join us for this annual ARPCA kick off event. Learn more and register at ARPCA.com.

February 22, 2013

Club Event

AUTO PALACE

4627 Baum Blvd
Pittsburgh, PA 15213

Inside The Helmet - g Whiz

Car Capability Often Exceeds Driver Willingness

by E. Paul Dickinson

Getting around a course QUICKLY is art.

Michelangelo used hammer and chisel.

Rembrandt used paint and brush.

Juan Manuel Fangio used throttle, steering wheel and brakes.

All were artists and ALL became legends.

Sculptors and painters easily can chart their progress. Their successes and mistakes can be viewed in stone or paint. A driver needs a record of those split-second maneuvers that evaporated as they happened.

A driver needs something that can be examined to determine, "THERE is where I can improve," and "THAT needs to be changed." With such a tool, he can accelerate his search for the Art and hone the Science in his driving performance.

Data acquisition systems provide such a record.

A stopwatch or winner's flag helps gauge skill, but the input stops there. Miles and seconds are units of measure; units by which we have grown accustom to judging performance.

"g" is a unit of measure. It is equivalent to one unit of acceleration. It relates to the measure of force exerted on a vehicle when it is accelerated or decelerated in all directions. g loading is the result of all the external forces exerted on a car: tire contact patch, aerodynamic forces in the horizontal plane and at times, obstacles encountered.

Data acquisition systems graph the magnitude and direction in g of longitudinal, and lateral adhesion. One integrated software package simultaneously defines longitudinal g, and lateral g. The "g-g diagram," commonly called a friction circle, is a tool capable of charting driver performance in summary.

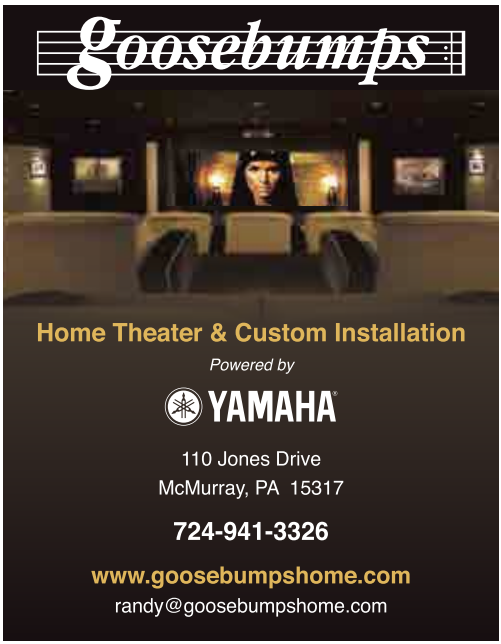
A friction circle graphically describes the amount of acceleration, allowed by the total grip of all four tires, a car can achieve under existing circumstances. The friction circle's limits expand with higher grip levels. The vertical and horizontal axes designate the four performance systems: braking and accelerating, left and right cornering.

Combinations of any two, like braking while turning left, or accelerating while turning right, measure "shared g," a vector, recorded in one of the four quadrants. The g-g diagram is a picture, in vector plots (dots), of just what the driver was asking the car to do, and what was done if the car did not react as anticipated.

An important function of using a g-g diagram is establishing the limit of tire traction during braking and cornering—the car's capability at that moment. Not necessarily its optimal capability. To predict that limit is not easy. Fortunately one thing is predictable, and that is a racecar driver will find the limit and a g-g diagram will display it.

If conditions were perfect and a driver responded with perfect commands, the car's maximum boundaries, its optimal capability, would look like a slightly distorted flat-sided circle. The tires would always be operating at their traction limits, except during acceleration when power is the limiting factor, which accounts for the flat side of the car's capability circle.

Vector plots characterize how successfully a



driver is carrying out the task. Driver willingness is seen in the g-g diagram by the unevenness in the vector plots to conform to the boundaries of the flat-sided car capability circle.

Driving a car as fast as possible is all about maintaining the highest attainable acceleration level on the optimal line. The objective in a corner is to give the car a velocity change while maintaining the optimal line. All the rest of the time a driver is applying acceleration to increase or decrease the speed of the car as much as possible.

Steering demand forces the front tires in another direction. Above six-tenths of a car's capability, steering demand generates yaw—a vehicles horizontal rotation about its vertical axis. This yawing motion sets the slip angle of the tires, which control direction-of-travel and productivity of grip. Driving a fast car faster depends on how you manage this grip. However, (discounting the perfectly balanced car in all conditions), if it feels like it is on rails, you probably are driving to slowly.

Yaw, that discomforting sensation of "sliding off the road," progressively intensifies as cornering speeds increase. When driver willingness is influenced by this natural sensation, anxiety raises in proportion to the cornering force exerted on the body. As cornering forces on the body rise (naturally), driver willingness decreases, and so does pressure on the accelerator (involuntarily).

Repeatedly, drivers take the same turn differently; relying on willingness-boundary they squander performance or, employing the kamikaze-quotient and spin. Mistakes, both. Worse—they know not where improvement is available, or what to change. The g-g diagram provides objective feedback, without real-time feelings and natural pressures.

Excess data quickly frustrates. Cut through the overabundance of data. Mentally overlay the color diagram in the example on top of your own best-lap g-g diagram. This "picture" provides an immediate electronic "X-ray" to quickly sort and decide, "THERE is where I can improve".

Subsequently, using additional integrated software, more detailed review of areas of interest provides a "CAT Scan" to determine "THAT needs to be changed."

Data acquisition systems speak to a driver who already can define driving at six-tenths and is hunting a road map to ten-tenths.

What You Missed

by Terri Mattock,
ARPCA Secretary

Call to Order - The meeting was called to order on December 12th, 2013 at 7:50pm by Vice President Scott Ishler, at the residence of Sandy and Bill Zielinski with 24 people in attendance: Scott Ishler, Justin & Susan Crickenberger, Craig Spink, Sandy & Bill Zielinski, Lisa & John Malobicky, Judi & Earl Seiler, Rob Hoffman, Scott Mores, Tim Hronek, Drake Core, Sean Hammond, Jack & Margot Minor, Kristi & Frank Gaus, Marty Smith, George and Nancy Patterson, Tony Sciullo, and Terri Mattock.

Treasurer's Report –Beth Core

- Exact figures are available at the business meetings.
- A thank-you note for the ARPCA donation was received from the Sentinels of Freedom.

Minutes – Terri Mattock – Copy of minutes from November provided. Reviewed with one correction: date of the minutes – 11/14/13. Motion to approve by Judi Seiler; second by Scott Mores. Approved by all.

Committee Reports

Advertising – Paul Nickoloff via Scott Ishler – Advertising packages are offered; information is available in the Rundschau or by contacting Paul. New advertiser: Tony Sciullo.

Dealer Relations – Paul Nickoloff via Scott Ishler – continued support from both Porsche dealerships. Scott and George will have lunch with Aaron and K.C. to thank them for their involvement.

Goodie Store – Rob Hoffman – Items are available online. More research regarding a ¼ zip pullover. Items will be available to purchase at the Mid-Winter Party. Merchandise will also be sold at the Hershey Swap.

PVGP – Ed Rice/Ken & Louise Jeremiah – Neighboring regions will be invited to join us. The first sub-committee meeting will be held in January.

Membership – Suzy Snyder - 608 primary members; 450 affiliate members. Total of 1,058. Three new members. Terri Mattock added that Scott Mores is a new member.

Newsletter - Cindy Monyok – Rob reported that he will meet with Cindy to discuss details. Content is always welcome from members. Editor's calendar and advertiser's calendar will be created. "Dealer corner" will become a new column.

Communications - Earl Seiler/Michael Skowvron – email blasts sent out as needed (2x per month).

Social –

- Holiday Party recap – Scott Ishler – Over $1,000 was raised from this event and donated to UPMC Children's Hospital Child Advocacy Center 2013 Toy Drive. Successful and fun event for all. Thanks to all those involved with the event. Rob Hoffman created and presented a 2013 video recap, which can also be viewed on the website.
- Mid-Winter Party 2014 – Jason Monyok, chair. Date is Saturday, Feb 22, 2014. Location needs to be confirmed. Sponsor needed.
- Detroit Auto Show in January 2014 - $10 for the show. PCNA presence.
- Cleveland Auto Show
- 24 Hours of Daytona – Jan 25-26. Email George Patterson if interested in going. There is a Porsche Hospitality Tent ($300/pp for three days).
- Porsches to the Opera – Lisa Malobicky/ Tony Sciullo – Saturday, March 29, 2014 – La Boheme $85-$125pp, optional reception in the South Lounge for $20pp (light hors d'hoevres, wine, speaker, social with other ARPCA attendees); tickets are discounted for our group; link for reservations will be on our website.
- Ladies' Night – Lisa Malobicky – options

are being considered for an outing or two. Wine event in Jan/Feb, pole-dancing lesson, high tea. [Not all on the same day.]

Tour/Rally – Tours-Jason Monyok/Rallyes (Iron Jack Purvis/ Fast Frank Bunecicky)
Spring Tour – longer tour is being considered; perhaps to Atlantic City, Erie, Chautauqua?
Late spring local tour will be done in late May/ June
Rallyes have been a fun event, typically done twice a year (Spring and Fall). More later.

Track – (Tim Hronek) / Drake Core

- DE events booked with contracts for 2014: Watkins Glen – May 9-11
  Car Control Clinic is Memorial Day weekend with autocross the following day.
- Perhaps another track event added?
- Pitt Race – August 9-10 (VDA Sat/Sun; also AX)
- Mid-Ohio – September 5-7
- A 2nd CCC will be held in September with the BMW club

Autocross – Rob Hoffman – 3 autocross events are planned; one day combined with the SCCA benefitting the Wounded Warrior Project. Cost of new basic timing equipment is $3,100. $1,000 has already been raised. Judi Seiler made a motion for $1,500 to go towards the equipment cost. Second by Marty Smith. All approved. It was noted that any equipment damaged during an AX event is to be paid by the driver that damaged it.

Website – Michael Skowvron /Scott Ishler – the website will have a new platform and new host for 2014.

Concours - Brian Strohmeier - Spring detailing session will be held in March.

P3 – Michael Coyne – George reported from Michael that military personnel serving abroad have benefitted from our donations. Several flags which have been flown over the bases have been given to us.

Old Business - The registration process for events was discussed. 100% of those that register for track events show up. Members are highly encouraged to register early for social events. MSR has been a good tool for event registration.

New Business –

- Voting results – Judi Seiler - 37 votes were received, with the nominated slate approved for 2014.
  - o President: George Patterson
  - o Vice President: Scott Ishler
  - o Treasurer: Beth Core
  - o Secretary: Susan Crickenberger
- Pitt Race dev – Earl Seiler - Permits are in place, with final approvals soon for the remaining work; April/May-new entry, work on paddock; Late spring 2015: completion & opening of the South Track.

Motion to Adjourn – Meeting was adjourned at 9:25pm.

- Many thanks to Sandy and Bill Zielinski for hosting our meeting at their beautifully decorated home for the holidays.
- Next business meeting: January 16th, 2014 at Sewickley Car Store.
- [This was my last meeting as secretary. I am happy to pass the minutes book to my friend Susan Crickenberger.]

Respectfully submitted,
Terri Mattock, a.k.a. "Tiny T"
Secretary

Note: This is an edited summary of the minutes, subject to approval. Limited snacks and beverages are available at our meetings and you are all welcome to attend and share in the unedited fun between our business discussions. We welcome your input and fresh ideas. "It's not the car… it's the people who make the Club."

The Mart - ARPCA Classifieds

Factory 911 engine/transaxle yoke w/stand on wheels; 964/993 Factory adjustable front strut brace, new, never installed; early Fabspeed stainless straight-thru mufflers for 993, perfect for track, possibly too loud for street; 944 Turbo S factory lightweight phone dial "Cup" wheels, 8 X 16 w/ 245/45 Kumho Victa racing tires w/ 1/2 tread.
Audi A4 front strut brace, fits B5 series 96 - 01, new, never installed; 4 factory 6 X 15 steel wheels, perfect for snows, fits 96 - 02 A4/S4 and 95 - 01 A6/S6, exc. condition.
Dic Sundra - dsundra@comcast.net
(412) 366 - 4950

Goosebumps #51 1982 911 sc euro for sale

Upgrades include: stock look fuel cell, emergency off switch, full fire system, Stable Energies full roll cage, Cobra seats, Schroth belts (Hans for driver), Vosstek aluminum pedals, Wevo short shifter, close ratio gears, Momo wheel, stiffer sway bars and torsion bars, front brake ducts, tail, corner balanced, two set of Fuchs wheels 7&8 and 7&9, new Hoosier slicks, several used spares. Engine rebuild by Chris at Autobahn Extremists in Ohio 3 years ago. Professionally maintained for ten years. Recent service by Dan Fowler at Fast Company includes new brake pads and rotors, brake fluid, oil change, battery, and exhaust manifold gasket. Never been hit, clean, dry, reliable and fun. Perfect DE car… get in and drive! Best offer in the $30K range.
Randy Evans 724-747-7366 randybbd@aol.com

1984 Porsche 911 Targa. Completely original. Everything works---All numbers match---Same owner last 22 years---All books and records---C&G Performance maintained--- car is perfect--- no paint---no dings---red with black interior---$30.000
724-337-6622
724-980-9805
Hillcrestbeer@verizon.net
ask for Tony

For Sale: Set of four 'TSW' 20" alloy wheels from '06 Porsche Cayenne, excellent condition. Currently mounted with Goodyear Fortera tires285 x 50 R20 with 9/32 tread. $550 for rims and tires. 412 831-5181 or matran9@aol.com

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930 RUF modified 911. This is a Porsche not a RUF factory car but includes the following RUF upgrades: 6 speed gearbox, 17" wheels, intercooler, turbos, cams, gauges, front spoiler, oil cooler. Also has twin outlet B&B muffler system, Recarro seats, and a harness bar. Asking $50,000. Brandon Steward - brandonstewart918@gmail.com

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2004 Porsche 911 Turbo
(VIN: WPOCB299X45675613)
- 6 Speed Manual Transmission
- 24,250 Miles, Clean Car Fax
- New Brakes At 18,000 Miles When Certified
- All Good 18" Tires And Rims
- Current Pa State Inspection

$52,500 David Taylor A.R.P.C.A Member
Cell: 814-483-0336/Email Davidcaterpillar@Live.Com

WINTER CAR STORAGE - Located in the Strip District. The building has 24 hour security an WINTER CAR STORAGE - Located in the Strip District. The building has 24 hour security and is heated. $60.00 per month. jeff@eldoradoink.com or phone 412-999-5525.

For Sale: 1983 Mercedes-Benz 380-SL, Blue on Blue, both tops, 54k miles, $17,900, Call Mike @ 412-977-7343.

1986 944 Turbo - 3' custom exhaust, Tial Wastegate, Lindsey Chip Set, Lindsey Manual Boost Controller (currently set at 20#) Adjustable Koni's on the rear, 30K 968 shocks in the the front. Would make a fantastic track car. $9,000 with Exhaust, $8,500 without. Rob @ 412-889-3495 or rob@77designco.com.

Porsche 911SC rebuildable front brake calipers for 1975-1983 model - $250
dmschiavo@gmail.com

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