

GABRIEL'S HORN

The Official Newsletter of the San Gabriel Valley Region of the Porsche Club of America
Summer 2014





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(Photo by Phil Cowan)



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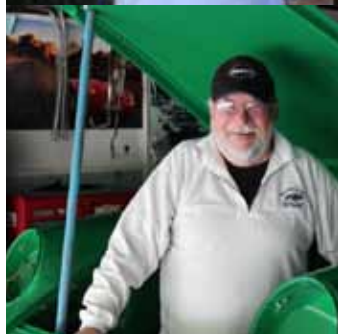
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(Photo by Bev. Gould)



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(Photo by Ken Wallace)



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TABLE OF CONTENTS

Page 2	Sierra Madre Collection
Page 3	BOARD MEMBERS AND CHAIRS
Page 4	TABLE OF CONTENTS
Page 5	LETTER FROM THE EDITOR
Page 6	UPCOMING EVENTS, Stuttgart DNA
Page 7	Porsche of Downtown L. A.
Page 8	SGVR Anniversary Dinner
Page 9	L A Dismantler; 59th Porsche Parade
Page 10	SGVR Route 66 Exhibit Tour
Page 11-12	RECENT EVENTS: GPX DAY AWAY FROM WORK
Page 12-13	Angeles Crest Tour
Page 14	EMPIRE 100
Page 15	LA LUNA NEGRA
Page 16	PCA San Gabriel Detail Clinic
Page 17	911 Design
Page 18-19	Eureka Rally; PMNA & Hertz announcement, LA Region Concours
Page 20-22	California Festival of Speed
Page 23	IDYLLWILD TOUR; HOUSE AUTOMOTIVE
Page 24	CONCOURS IN THE CANYONS
Page 25-27	SGVR Concours d'Elegance
Page 27-29	SGVR A³ Rally
Page 29	TACO TRUCK TOUR 2014
Page 29-31	b b i AUTOSPORT
Page 31-32	GPX 33RD ANNUAL CONCOURS
Page 32-33	OCR'S CONCOURS D'ELEGANCE; Collision Consultants
Page 34-36	Friends of Steve McQueen Car Show
Page 37	Van Nuys Plating
Page 38-39	SGVR June Board Meeting Minutes
Page 40	CLASSIFIED ADS
Page 41	SBR 50th Anniversary Raffle
Page 42	THE ANSWER...
Page 43	Riverside Region Timeline
Page 44	Schnell Autosports
Back Cover	ARTWORKS SPORTSCARS LLC



COVER PHOTO

You might well wonder what this photo has to do with PCA. Well, if you had attended the A³ Rally on May 3, and, if you had decided to stop by the Wende Museum, you might have seen this section of the former Berlin Wall that is there. The artwork is by Thierry Noir. Noir was born in Lyon, France in 1958. In 1982 he moved to Berlin, Germany, and began painting on the Berlin Wall in 1984.

Unless attributed to someone else, most text and photos by Alfred Abken.

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Submittal deadline for publication of the Fall issue is September 4, 2014. I encourage your contributions of articles, classified ads and photographs to Gabriel's Horn.

aabken@verizon.net

LETTER FROM THE EDITOR



Photo by Phil Cowan.

As this is being written, summer is just around the corner. As of this moment, there are 18 SGVR members, including family member, that will be attending Parade in Monterey this year. As I have only been in this Region since the fall of 2007, that is the greatest number of SGVR members to attend a Parade. Isn't it wonderful to have the event relatively close by? It should be a fantastic event. Look for coverage in the Fall issue of Gabriel's Horn.

This summer is going to be exciting. The opening weekend of Parade is also the weekend of the 24 Hueres du Mans. Porsche will be returning there with an effort to compete in the Prototype class.

That same weekend will be the usual SGVR breakfast at Coco's in Arcadia. Don't fret, if you are not attending Parade, the breakfast is still on, and there will be a tour up to Mount Baldy following breakfast. Plan on being at Coco's around 9:00 AM.

The Friends of Steve McQueen show will be history by the time this gets posted. It is a fun event, and supports a worthwhile organization. If you have never been there, and you missed it this year, look for it next year on the first weekend in June.

Also happening in June (the 28th), SGVR will be celebrating its 38th Anniversary at the home of SGVR members Heinz and Margrith Jaeggi. They will be having Swiss style German cuisine. It promises to be a fun evening, and the cost to members will be \$20 per person.

Moving along to July, SGVR Secretary Jim Alton has been in contact with the people at the Autry Museum, and we will be having a tour there following breakfast on Saturday, July 19. They have an exhibit on Route 66. Get your kicks on this tour. My apologies, I could not resist that.

August will be here before you know it, and once again, the Rolex Monterey Motorsports Reunion will be held in the Monterey Bay area. Just in case you did not have enough fun there for the Porsche Parade.

The weekend following the August 16 breakfast meeting at Coco's, we are planning a tour to the environs of northern San Diego County. This will take place August 23. Hopefully it will not be on fire again.

If you are out and about this summer, take a few photos, and write up a few words and send them in so they can be shared with other SGVR members. Please see the bottom of the previous page regarding the deadline for the fall issue.

Finally, as the current board is serving in their "lame duck" term, it is not too soon to be thinking about becoming a member of the club's board. We need new members to take over the positions of the board next year. Board meetings are held the first Tuesday of the month at Goody's Restaurant, 11357 E. Valley Bl., El Monte, 91776. We try to get started around 7 P.M., and meetings usually take about an hour or so. Hope to see you there soon.



UPCOMING EVENTS

2014

JUNE

3 TUE SGVR Board Meeting, Goody's Restaurant, El Monte
7 SAT Friends of Steve McQueen Car Show, Chino Hills, Ca
8 SUN LAR Auto X
15 SUN - 21 SAT PORSCHE PARADE, Monterey, CA
21 SAT SGVR Breakfast, Coco's Arcadia, Mt. Baldy tour after breakfast
28 SAT SGVR Anniversary Dinner @ Jaegis' residence
29 SAT OCR Auto X, El Toro

JULY

1 TUE SGVR Board Meeting, Goody's Restaurant, El Monte
4 FRI Independence Day
~~4 FRI SGVR Chartered 1976~~
19 SAT SGVR Breakfast Meeting, Coco's Arcadia, Autry Museum, Route 66 Exhibit
19 SAT SBR 50th Anniversary Celebration

AUGUST

2 SAT SDR Z8 Concours d'Elegance
3 SUN LAR Dawn Patrol Fun Run
5 TUE SGVR Board Meeting, Goody's Restaurant, El Monte
12 TUE Automobilia, Monterey
12 TUE Concours On The Avenue, Carmel
13 WED Automobilia, Monterey
13 WED Monterey Car Week's Rally
13 WED The Little Car Show
13 WED Carmel Mission Classic
14 THU Rolex Monterey Motorsports Reunion
14 THU Mecum Auction
14 THU Pebble Beach Tour d'Elegance
15 FRI Werks Reunion, Carmel Valley
15 FRI Legends of the Autobahn, Monterey

15 FRI Rolex Monterey Motorsports Reunion
15 FRI Mecum Auction
15 FRI The Quail, A Motorsports Gathering
15 FRI Bonhams Auction
16 SAT SGVR Breakfast, Coco's Arcadia
16 SAT Rolex Monterey Motorsports Reunion
16 SAT Concorso Italiano
16 SAT Concours d'Lecons, Monterey
16 SAT Gooding Auction
17 SUN Rolex Monterey Motorsports Reunion
14 SUN Pebble Beach Concours d'Elegance
14 SUN Gooding Auction
23 SAT SGVR North San Diego County Tour
24 SUN OCR Auto X, El Toro

SEPTEMBER

2 TUE SGVR Board Meeting, Goody's Restaurant, El Monte
3 WED Ferdinand Porsche born 1875
6 SAT 7 SUN GGR Club Race & TT, Thunderhill
13 SAT SGVR Lockwood Valley to Ojai Tour
17 WED SGVR Quarterly Dinner, Il Fornaio, Old Pasadena
19 FRI "Ferry" Porsche born 1909
19 FRI DRIVE YOUR PORSCHE DAY!
19 FRI SDR Coronado Speed Festival
20 SAT SGVR Breakfast, Coco's Arcadia
20 SAT SDR Coronado Speed Festival
21 SUN SDR Coronado Speed Festival
27 SAT RR PORSCHE Timeline, Lake Arrowhead



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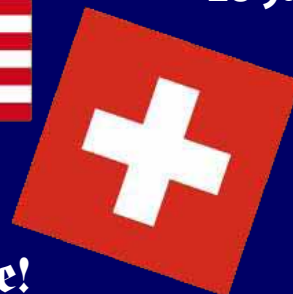
SALES DEPARTMENT HOURS

M - F 8:30 AM - 9:00 PM SAT 8:30 AM - 9 PM SUN 9:30 AM - 8 PM

SERVICE DEPARTMENT HOURS

M - F 7:00 AM - 6:00 PM SAT 8:00 AM - 4:00 PM SUN **CLOSED**

San Gabriel Valley Region, PCA 38th Anniversary Dinner



6:00 PM, Saturday,
28 June 2014

Oktoberfest in June, Swiss-Style!

San Gabriel Valley Region got its charter from PCA on the Fourth of July, 1976. To commemorate our 38th Anniversary, Margrith and Heinz Jaeggi will host us at their home in San Marino, so highlight this day on your calendar. The theme will be "*Oktoberfest in June, Swiss-Style.*" Dinner's at 6:00 PM. We'll be outside, so bring a jacket or a sweater.

The party's only \$ 20 (subsidized by the region)! Please [RSVP](#) by Saturday, 21 June 2014 to Margrith Jaeggi mammothfreaks@mac.com (she'll send you directions). There will even be some nifty door prizes from [911 Design](#), [TCs Garage](#), [Rusnak Pasadena](#), [House Automotive](#), [Downtown LA Porsche](#), [Sierra Madre Collection](#) and [Schnell Autosports](#)! want to improve your odds, get an extra raffle ticket with a contribution [Foothill Unity Center](#).

Food from Alpine Village:

- Bratwurst
- Potato Salad
- Sauerkraut
- Green Salad
- Pretzels
- German Rolls
- Apple Strudel
- And of course German Beer! (or bring your own wine)



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San Gabriel Valley Region, PCA

Rt. 66 Exhibit Tour

at the Autry National Center of the American West
Saturday, 19 July 2014 after our Breakfast Meeting

Discover the facts and the fiction surrounding the Mother Road through more than 250 extraordinary artifacts that trace the history of the route and its impact on American popular culture.

Connecting Chicago to Los Angeles, the 2,400-mile-long highway was a witness to history and a symbol for America on the move. *Route 66: The Road and the Romance* travels the iconic road from its inception in 1926 through the drama of the Great Depression to its heyday as a travel destination and the route's eventual displacement by the Interstate Highway System. The exhibition concludes with a contemporary look at the road and the movement for its preservation.

We'll make a short trip down the freeways to the [Autry National Center of the American West](#) in Griffith Park after our regular Saturday Membership Breakfast Meeting at Coco's in Arcadia. We'll have a one hour docent-led tour of the Route 66 Exhibit at 11:30 AM; we can explore the Autry Center on our own afterwards.

Please [RSVP](#) to Jim Alton Jim.Alton@ieee.org by Sunday, 13 July 2014 so we can get a head count to the Autry Center. Admission will be \$ 8 for adults and \$ 5 for Seniors.

You can find the Autry Center at 4700 Western Heritage Way, Los Angeles, CA 90027-1462; Phone: 323.667.2000; theautry.org

RECENT EVENTS

GRAND PRIX REGION'S DAY AWAY FROM WORK

BY JOE BEERER

On St. Patrick's Day, the Grand Prix Region again hosted the Day Away From Work Driver Education/ Autocross event. Despite high desert winds at the Streets of Willow Springs racetrack, the event provided Porsche owners a great opportunity to test their driving skills. The event attracted over 80 drivers. Thanks to the excellent team of volunteers under the leadership of Skip Carter, the event ran like clock work. For me, it was my first time on a track. Since last October I am a proud owner of a 2007 midnight blue Boxster and a new member of the SGVR.

A couple of weeks before the event I took my car to the Werks II Porsche shop in Burbank for the technical inspection. The car passed but it showed that my wheel alignment was not optimum so I had some toe-in and camber adjustments.



I booked a room at the Hampton Inn & Suites in Lancaster for Sunday night before the event since there was a "Ground School" for novice drivers that evening. I was one of 20 novice drivers who learned the basics of high performance driving: the braking system is the most powerful system of the car, and hence steering to the "late apex" offers the fastest line. We learned what the different flags meant and the protocol for passing: only in the two straightaways, and only after you get the "point-by" hand signal from the driver ahead of you.

I made it a point to get to the track early, about 7:15 AM, so that I could meet and talk to my instructor,

Dennis Neff of the Orange Coast Region. Dennis was the ideal instructor having much track experience and a good manner with a novice driver. He drives a 1987 Porsche 951 that he shares with his brother Richard.

One final car inspection was done before the driver's meeting at 8:00 AM where we got our final instructions. After the meeting I picked up my rental helmet and then went to my car to tape my number on the doors and to make sure all the loose items were removed.

The eighty drivers were assembled in four groups of twenty. Each group had four 20 minute "Driver Education" sessions on the track, two sessions in the morning and two in the late afternoon. Between the morning and afternoon sessions the autocross timed runs were run where each driver was timed on three separate single laps.

I was assigned to group three with many of the novice drivers. Since Dennis was in group two he suggested I go with him as a passenger to see the course before I drove it myself. The course is a 1.6 mile lap on the side of a desert mountain. It is quite challenging due to its many turns and elevation changes. For this event the counterclockwise direction was chosen. Agreeing to ride along was a bad decision as I was feeling carsick after only a few laps of the track. Somewhat embarrassed I had to ask Dennis to pull into the pits to avoid getting sick. He tried to make me feel better by telling me the same thing happened to his wife!

Soon it was group three's turn. I wasn't yet feeling 100% but I thought I'd give it a shot. I soon realized that high performance driving is not easy. While the high speed is quite intoxicating, it takes a lot of concentration and focus to follow the fastest line and to get the braking/acceleration correct. The turns come up very fast. For a novice driver having the instructor in the car is very important to get cues on proper driving technique. I finished that first session still feeling carsick. But fortunately an hour later when my second session came up, I was ready to go and I felt fine the rest of the day. In each session I got more comfortable in the car and more familiar with the track.

One of the biggest challenges on this course is negotiating the "bowl" at the upper end. This is a highly

banked sweeping left turn that is followed quickly by an off camber sharp right turn that is not visible when you are in the bowl. The down hill section of the course leading to the finishing straightaway has a series of tight turns that challenge even the most experienced driver. At the end of the day I felt that I had mastered the turns of the uphill portion but for the “bowl” and the downhill portion I still had much room for improvement. Being one of the slower drivers I got a lot of practice giving the point-by to those who wanted to pass me.

Track racing does have its downside. I noticed a significant amount of wear on my Michelin Pilot Sports and a few tiny paint chips on my front spoiler despite the painter’s tape. My instructor’s car developed some odd engine noises so he had to forego the afternoon sessions. And our Region’s Chief Driving Instructor, Glenn Orton, had a serious engine malfunction with his Cayman that ended his day of racing. Fortunately for my instructor he had trailed the car to the track so it was a simple matter to get the car home. For Glenn, it required a call to AAA.

Driving home I felt quite exhausted. But I was already thinking about my next track adventure. In addition to the exciting driving experience I will remember the many friendly Porsche enthusiasts that I met on those two days in the desert. All the volunteers who conducted this safe and fun event have my hearty thanks!

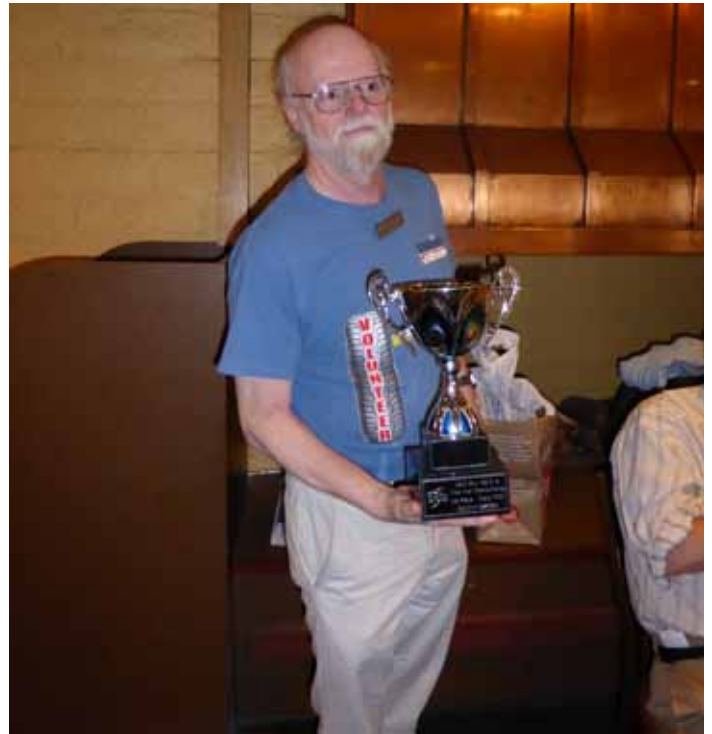


ANGELES CREST TOUR

Saturday, March 15 was a special day. It was yet another gorgeous late winter southern California day. Loren Beggs, of 911 Design, brought out his 2011 911 GT 3 Cup car and showed everyone attending some of its highlights.

Following Loren’s presentation, a group of SGVR

members headed up through the Angeles National Forest, with a stop at the Agua Dulce Winery. We ended up having lunch near by following visiting the winery.



SGVR Chief Driving Instructor Glenn Orton showed off his trophy for being the 2013 Zone 8 Champion in class CC07. Congratulations Glenn!





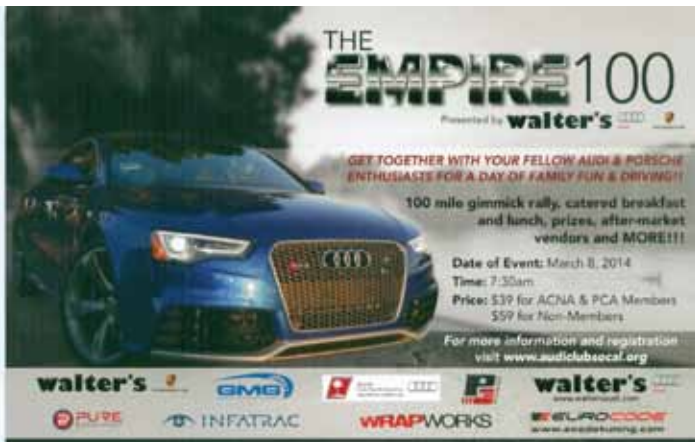
Above left: on Angeles Crest Highway.

Above right: David Mozilo answered the trivia question at breakfast correctly, and was the winner of the ***SGVR Red Cap.***

Left: Agua Dulce Winery.

Below: The entire group inside the winery.
(Photo by Steve Wizan)





Text and photos by Kevin Ehrlich

100 miles and almost four hours of driving through Riverside County can be quite an adventure! The Audi Club of Southern California hosted such a rally, called the “Empire 100”, and invited the Porsche Club of America to come along for the fun.

The event launched from the roof of Walter’s Audi & Porsche in Riverside on a sunny Saturday morning in March (the 8th) with over a hundred cars. Porsche cabriolets and turbos mixed in with a wide variety of Audi examples - some stock and some heavily modified.



Participants were given instructions to follow and launched two at a time. The route took participants through rocky canyons, orange groves, lake side roads, farmland, past March Air Reserve Base, and through downtown Riverside. Start and return times were recorded for each car.

In addition to the challenges of just navigating the specific route directions, the mystery was who could get closest to the ideal time. Organizers had run the route with multiple cars and averaged their times to get a single target time. This type of rally is known as a “blind” rally because participants don’t know the ideal time until after the finish, so they do best by specifically following the directions.

Some of the stops were unique. For example, each car needed to pick up a stuffed animal from Bud Lupino at Bud’s Tire and Wheel and deliver it at a Farmer Boys restaurant for donation to a children’s hospital. There was also a stop to pick up canned goods for donation to a food bank, a stop at a strawberry stand, a stop at March Air Reserve Base, and a quick hello to the locals at the Hitchin’ Post Market. A world War II tank memorial at Fairmont Park added a touch of history.



(This photo might be by Mary Fischer)

All of the goodies in Walter’s showroom were on display while entrants had a bite of lunch. A 911 Turbo S sat in front of a black Cayman coupe and a 50th Anniversary 911 coupe. Outside, sponsors displayed their own variety of wheels, tuning kits, cleaning products, show cars and other shiny things. Winners chose from a table of prizes such as gift certificates, oil changes, and detailing kits.

A beautiful sunny day and a 100 mile ride through the countryside with a group of enthusiastic friends. What could be better?





Wednesday evening, March 19, a group of SGVR members met at La Luna Negra in Arcadia for the first quarterly dinner of the year. A very nice dinner of tapas and wine was served, and enjoyed by all.

Kevin Ehrlich and Mary Fischer were given an award for hosting the A³ Rally last November. It was voted by the board as the 2013 Social Event of the Year. The second version of the rally was held this past May. If you missed the first two versions of this rally, Kevin and Mary have eluded to possibly doing another one next year. It is a lot of fun, and if the opportunity arises, it is definitely worth going to.

In addition to dinner, the restaurant also had a guitar player, and Flamenco dancer. The dancer even managed to coax our own Jorge Perez up to dance with her. My apologies for the photos not turning out any better.

Our next quarterly dinner will be Saturday, June 28. It will be at the home of Heinz and Margrith Jaeggi. More information about that event is elsewhere in this issue.




Above: Jorge Perez on the dance floor.

Left: Kevin Ehrlich and Mary Fischer.



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Good deals were available on Aero products.

Below: Lem explaining that not all micro fiber towels are created equal.

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Prior to our Concours event this year, Lem and Marge Libunao hosted a detail clinic at their place of business, Schnell Autosports, in Rancho Cucamonga.

Lem demonstrated how he and Marge have figured out how to prepare a car for the Zone 8 concours series. They have been rather successful in this regard.

It was a very informative morning.



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PCA San Gabriel Valley Region
and SMSCC present

EUREKA

Saturday, March 29, 2014

THE RALLYMASTER'S POINT OF VIEW

Text and photo by EAN21

Eureka ran on March 29, a combination SMSCC (Santa Monica Sports Car Club) and PCA San Gabriel Valley Region rally. Thank you to those of you who came out and participated. It was a great day for a rally, and I think contestants enjoyed it.

In honor of the recent winter Olympics, the rally was like a octathlon - eight legs, each in a different style or format. I also tried to find things named Gold, Silver, and Bronze or even Russia or Sochi. I managed to find a few of the metal/medal references, but Russia and Sochi were a lot harder. I did find a street named Sache in Agua Dulce - but it was a rough, rutted dirt road, and to get to it you had to drive on more dirt roads. Much as I wanted to use it, it was just not a car (especially Porsche) - friendly road.

As mentioned above, the eight legs were each different. The first leg, with the odometer check, used tulip diagrams to define the route.

The next leg was a modified Monte Carlo format in which you were given how long it should take you to get to the checkpoint and all you had to do was get there exactly at that time. There were a lot of good scores on this leg, even though there was a lettered instruction to tempt you to do a pause at "Gold", "Silver", or "Bronze". You did see a "Silver" sign, but since you were told exactly when to get to the checkpoint you could not do the pause because you would then get to the checkpoint at the wrong time.

The third leg was a stickmap, which I happen to really like. It looks intimidating, but once you figure out how to do it, it is actually fun. Also called a herringbone, the route is shown as a straight line with short lines going out to the right and the left. You have to imagine that the route is like a string that has been

pulled straight, and the short lines are roads that you keep to the left or right of your route. For example, a line to the left could be a left side road or the road to the left at a T (where you go right). Going straight at a crossroad would be shown as a line across your route, but a left turn at a crossroad would be shown as a K - two roads to the right of your route.

The fourth leg featured WOF (whichever occurs first) instructions. A few of them were there to entertain contestants, such as looking for a sign reading "Have you seen any traps?" Some of them were easy 'do whichever one you find first' with no trap intended. But there were also a few that were traps, such as 'L on Mentry or Scott'. You had to realize that the 'or' separated the two portions of the instruction so that the second portion only required you to observe Scott, not to turn left on it.

The next leg, leg 5, was my favorite. It was the 'Spot the traps in the parking lot' leg. If you read the instructions at the start, always a good idea, you should have spotted all of the traps on this leg. One was a lettered instruction to 'R on "Constellation"'. This should not have been done, because turning on a quoted sign could do serious damage to your car. Another was an instruction to pause 0.50 hundredths minute. If you didn't read it carefully, you might have paused for half a minute instead of the correct .005 minute - half a hundredth. And then there was the pause at "Poopy Meadow" - the sign actually read "Poppy Meadow".

The next leg had some rally math - but no phantom car problems, thank goodness! There was an instruction to drive half the distance to the next instruction at 45 and half the distance at 50, and you had both the beginning mileage and the mileage at the next instruc-

tion. Then there was the always popular 'decrease speed by 1/2', which meant to decrease your speed by 1/2 mile per hour, not 1/2 of your assigned speed.

The seventh leg looked like a crossword puzzle - with intersecting road names shown vertically and horizontally. When on a road, the next road to turn on would be the next intersecting road; if the name was shown vertical you turned left, if horizontal you turned right. (It was easier than it sounds here!)

And finally, the last leg was a long scenic drive on some fun canyon roads.

We finished at a great Mexican restaurant in Acton, where awards were the traditional gold mining pans. A big thanks to my workers, including PCA members Tom Gould and Revere Jones. They were planning to compete on the rally, but one of my checkpoint crews had a major car problem on the way to their checkpoint (can you say cracked radiator?). I asked Tom and Revere if they could work - it was a PCA rally after all - and so they ran the first two legs and then worked checkpoints the rest of the day. (To be honest, we had talked before the rally and I told them that I had enough workers so that they could run, but to be prepared to work just in case. Well, just in case happened!)

Again, thanks to all contestants and workers - it would not have happened without all of you.



SGVR members Janis and Dikk Jones took first place in Class D.



Porsche Motorsports North America & Hertz Announcement

Le Mans has its history of glory. The American race circuit is younger, but also demanding, and Porsche Motorsport North America is an important contributor to the entire fabric of "Porsche Intelligent Performance."

The Mobil 1 Twelve Hours of Sebring, in Sebring, Florida, marked the debut of an important addition - Hertz - to the formal partnerships Porsche racing has forged.

As Jens Walther, President and CEO of Porsche Motorsports North America put it, "We are always careful when we look to add new relationships to our current world-class Porsche Motorsport partners. It is imperative they bring with them the equal levels of enthusiasm and passion for excellence that is fundamental to Porsche racing. Hertz does not waiver in its pursuit of exceptional service and high standards."

One of those Hertz "high standards" is the company's Dream Cars rental program, which makes Porsche 911, Cayman, Panamera, Boxster, and Cayenne models available at over 30 Hertz locations across the U.S. Find out more at www.hertzdreamcars.com. Any of them would be a wonderful way to hustle down to our races at tracks like Sebring, Long Beach, Laguna Seca, or Petit Le Mans.

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Porsche recommends seat belt usage and observance of all traffic laws at all times.



California *Festival of Speed*

Once again this year, Zone 8 hosted their Festival of Speed at Auto Club Speedway in Fontana during the first weekend in April. After a little rain earlier in the week, the weekend of the event was beautiful, although a little breezy at times.

This year, a special display of four cylinder Porsches was presented on Saturday, which also included 928 models. Also on Saturday, a Zone 8 concours was held. CNC Exotics had a display area of some nice late model exotic cars from several manufacturers, including, but not limited to, Bentley, Ferrari and Aston-Martin. There was also a swap meet on Saturday, and this year quite a few food trucks were on site so there were quite a few options for finding something to eat.





Bruce Herrington (in big straw hat) organized the display of 4 cylinder cars this year.



Concours class winning 914.

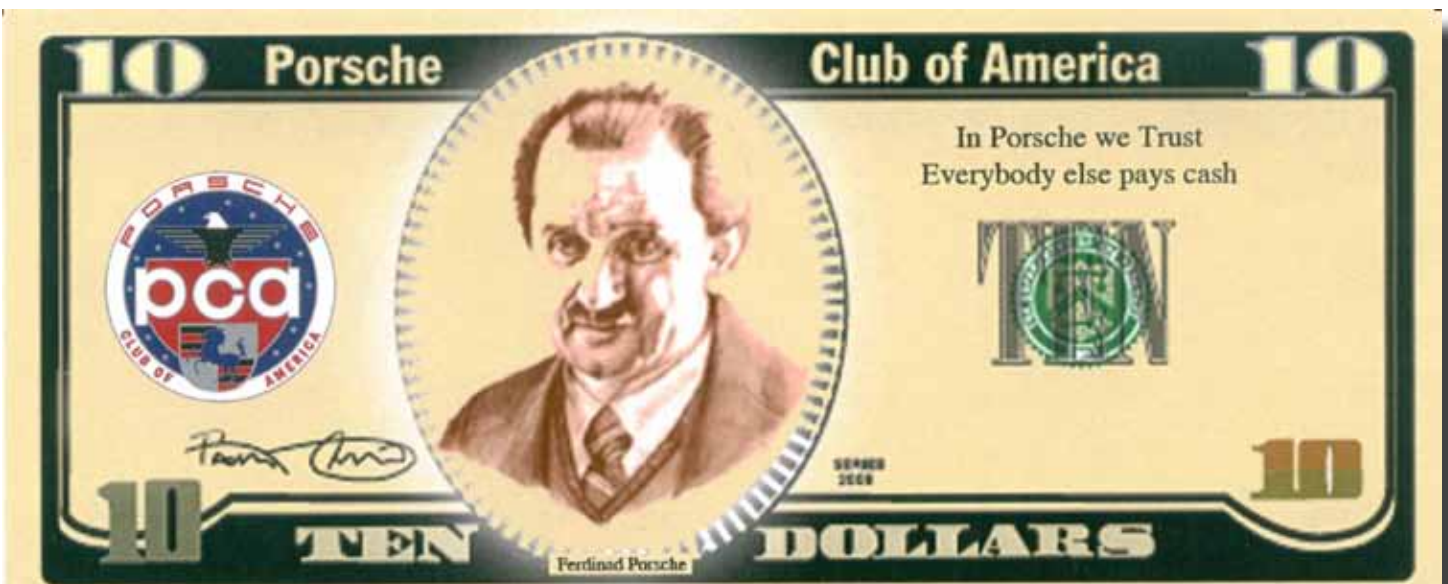


Looking for bargains in the swap meet.





Left, and above: Some of the cars in the car corrals.



IDYLLWILD TOUR

Saturday, April 12, a group met at the Coffee Klatch, in San Dimas to take a drive on some back roads of Riverside County, and up to Idyllwild for lunch. The morning started out cloudy, but as you can see from the photos, the clouds eventually cleared off.



Left: Parking lot outside of the Coffee Klatch in San Dimas.

Above: Sky starting to clear off.



Hey, that's not a Porsche!



Outside the Cafe Aroma in Idyllwild.

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PCA California Inland Region Presents the Zone 8

CONCOURS IN THE CANYONS

Date: Sunday, April 13, 2014

Location: College of the Canyons

26455 Rockwell Canyon Road, Santa Clarita, CA.

Exit 15 at Valencia Boulevard proceed eastbound to the first driveway (W Rd.) and follow the signs.

Sunday, April 13 Cal Inland Region held their Concours on a grassy berm of the parking lot of the College of the Canyons parking lot in Santa Clarita. It was not a good day to arrive fashionably late. In addition to the CIR Concours, there was also another car show at the other side of the parking lot. In addition to that, there was also a farmers market, and there was a track and field event going on as well. Aside from a little chaos in getting parked, things went pretty smoothly.



R2 Racing of Santa Clarita had a slightly modified Boxster on display. The rear tires are 302/25 20's!



On left, CIR President David Witteried presenting SGVR member Steve Hoskins with a ribbon for first place in class.



A very nice 928. At left, Steve Hoskins and his Targa.



2014 Concours d' Elegance

Presented by

Art Center College of Design

1700 Lida Street, Pasadena, CA 91103

Presented by

San Gabriel Valley Region I Porsche Club of America

Saturday April 26, 2014

Concours Division

C-1 All 250 (closed)

C-2 All 250 (open)

C-3 911, 912 (195-72)

C-4 911, 911 Turbo, 930, 912E (74-93)

C-5 911 Carrera + Turbo (78-90)

C-6 911 Carrera + Turbo (90-99)

C-7 911 Carrera + Turbo (GT2, GT3) (96-97, 99-12)

C-8 911-4, 911-6

C-9 All 911, 912, 930, 912E, 912

Ubergang Division

UG-1 Boxster

UG-2 Cayman

UG-3 911 Carrera (991, 2012-on)

UG-4 Cayenne

UG-5 Panamera

Special Categories

SC-1 Special Interest

SC-2 Current Competition

SC-3 Limited Production

Schedule:

7:00 AM: Car Placement Starts

9:30 AM: Judging Starts

12:00 PM: Lunch

1:00 PM: Design Studio Tour Starts

2:30 PM: Awards Ceremony

Street Division

S-1 All 250 (closed)

S-2 All 250 (open)

S-3 911, 912 (195-72)

S-4 911, 911 Turbo, 930, 912E (74-93)

S-5 911 Carrera + Turbo (78-90)

S-6 911 Carrera + Turbo (90-99)

S-7 911 Carrera + Turbo (GT2, GT3) (96-97, 99-12)

S-8 911-4, 911-6

S-9 All 911, 912, 930, 912E, 912

Wash & Shine Division

WS-1 All 250

WS-2 911, 912 (195-72)

WS-3 911, 911 Turbo, 930, 912E (74-93)

WS-4 911 Carrera + Turbo (78-90)

WS-5 911 Carrera + Turbo (90-99)

WS-6 911 Carrera + Turbo (GT2, GT3) (96-97, 99-12)

WS-7 911-4, 911-6

WS-8 All 911, 912, 930, 912E, 912

Unassisted Block Division

UB-1 All 250 (closed)

UB-2 All 250 (open)

UB-3 911, 912 (195-72)

UB-4 911, 911 Turbo, 930, 912E (74-93)

UB-5 911 Carrera + Turbo (78-90)

UB-6 911 Carrera + Turbo (90-99)

UB-7 911 Carrera + Turbo (GT2, GT3) (96-97, 99-12)

UB-8 911-4, 911-6

UB-9 All 911, 912, 930, 912E, 912



BY JOE BEERER

The San Gabriel Valley Region hosted its annual Zone 8 Concours d'Elegance at the Art Center College of Design on April 26. Over 30 beautifully prepared Porsches were shown at this event. Having never entered a concours event, I thought that I might have a leg up on my competition since I had attended the Zone 8 Concours Judging School at Rusnak's in February. There I learned what the judges look for: things you might have overlooked, such as cleaning around the lug nuts and valve stems.

I entered the Wash & Shine competition as this was recommended for a beginner. In this division the car is judged on the exterior and interior, including the glove box, etc. The engine, undercarriage, and trunk spaces are not judged. Being retired I was able to devote my full day on Friday to detailing my 2007 midnight blue Boxster. After a careful wash and vacuuming I gave the car a complete wax with Mequiar's NXT Generation Tech Wax 2.0. I cleaned the wheels and tires thoroughly with soap and water using a good scrub brush and sponge. The tires were still fairly black from a dressing I'd applied some weeks before. At the concours judging school I learned that you don't want to overdress the tires so I elected not to use a dressing this time.

The event was held on the beautiful campus and lawns of the Art Center College of Design. I was instructed to park my car with the others in the Wash & Shine division. I could see right away that the competition would be stiff. I used the time before the judging to go over the car with some spray-on wax to be certain there was no dust on the car. This had to be done a few times as there was a light wind on this beautifully sunny morning following the unseasonal rainfall the

previous night.

When the two judges approached my car I felt confident that I had done a good job of preparing my car. But it didn't take long to find that was not the case! The exterior judge, who happened to be the chief instructor at the concours judging school, showed me his dirty fingers after wiping them on the sidewalls of my tires. My soap and water scrubbing was insufficient; I needed to use mineral spirits to remove the brake dust. He then found some areas where I had left some wax residue. He found some dirt in the keyhole in the door handle and a small smudge on the inside of my windshield. The interior judge spotted some dust in the bottom of the driver's door storage compartment. Also I learned that the glove box should have only the owner's manual. No car registration form should be in the box as the car should be as it was when it left the dealership.

Steve Hoskins, the Concours Chair, presented the prizes after the judging was completed. Alfred Abken, our SGVR President, won his class with his beautifully detailed 1982 Porsche 924 Turbo. I wasn't too surprised when the announced winner of our class was the woman with the black Boxster from the Grand Prix Region. She had been handing out flyers for her Region's concours in a few weeks so I figured she had done the before. Her car did look immaculate!

[Editor's note: Linda Cobarrubias scored 129.5 points. Joe scored 129.2 points, so Joe, you were not that far behind. Great first effort!]

After the awards ceremony the concours participants were treated to a tour of the Art Center led by Stewart Reed, the Transportation Design Chair. This institute has a worldwide reputation for its advanced automotive designs. Several students were able to show us their recently completed projects. Some

students had completed internships with Porsche and BMW in Europe and their projects revealed advanced designs that we might see on these automobiles in ten years or so.



Class C-3, and Division (Full Concours) winners, Linda and Dave Yertzley with Steve Hoskins.



Chris Harrell was awarded third place in W&S-2 for his 1973 911. Chris, Roy Chiarot and Maury Winet all tied with 129.3 points. Maury was awarded first place via the tie-breaker process.



W&S-4 winner Steve Fox also won the Division with his 2006 911.



Class S-3 (Street) winner Marge Libunao for her 1970 911S.



UG-2 (Ubergang) winner Wyao-Chien Lee.



Roy Chiarot tied in W&S-2 (Wash & Shine) for his 1983 911. Roy was awarded second place.



Jenna Bertocci of Sierra Madre Collection raffled off a prize for Division winners. Mike Mansolino of OCR won the prize.



Left: Fero Tabak, recent graduate. On right is Transportation Chair Stewart Reed.



Not all of the students work is serious, as this model proves.

All in all it was a great day. As expected, I really enjoyed the time spent with other Porsche owners talking about our cars and admiring our work. I learned a lot and I know that I will give Linda Cobarrubias a tougher fight in our next competition.



A very nice 1969 912 in the display area.



**PCA San Gabriel
Valley Region Rally**



Saturday, May 3, 2014 – A³ Fun Rally
Automobiles, Aviation, and Aerospace

**Text by Kevin Eh-
rlich. Photos by
various partici-
pants.**

Early on the first Saturday morning in May, an enthusiastic group converged on the Rose Bowl and prepared to launch on a scavenger hunt across the greater Los Angeles area. The weather was sunny and clear and the

historic location provided gravitas to the second running of the Aviation, Aerospace and Automotive fun rally.

Not content to let the Porsches run alone, friends from other marques and clubs joined as well. Porsche models from Carreras to Caymans to Cayennes lined up along Mercedes, Miata, Volvo and Cadillac friends.



Over 70 possible stops awaited visits from the entrants - each entrant selected their own stops and route. Most stops had a connection with the theme, and rally sponsors also hosted stops. Collision Consultants on La Cienega sponsored breakfast at the Rose Bowl and many entrants stopped by their shop to claim a business card and meet the crew. In front of the Taza coffee shop in Arcadia was a large “hello Porsche Club!” sign, and they even served coffee to some who called ahead for an order to go!

Part of the fun of the rally was checking out locations previously unknown. “Wow! We’ve lived here for years and we never knew that was there,” was heard from more than one participant. There is hidden history to find around every corner.

The Art Center School of Design is nestled in the hills above the Rose Bowl where automotive designers of the future develop their skills. This was a popular stop where entrants could see examples of student work on display. Pasadena offered stops at places like the Carnegie Observatories, the wind tunnel at Cal Tech and Tournament Park. Burbank had options like the Bob Hope Airport, Grand Central Air Terminal, the Space Shuttle Memorial at the Pierce Brothers cemetery, and a Lockheed F-104 on display.



Monument in Tournament Park commemorating the completion of the first transcontinental airplane flight, November 5, 1911. Calbraith (Cal) Perry Rodgers left Sheepshead Bay, New York September 17, 1911.

Some participants got adventurous and reached to claim Presidential combination points for visiting both the Reagan Library and Nixon Library. Others favored a rocket theme and stopped at SpaceX in El Segundo and Rocketship Park in Torrance.

Junior navigators in some entries added some youthful exuberance. One Cayenne entry was spear-headed by three-and-a-half year old twin girls. A 993 coupe had a copilot only a year away from getting his

license. A 356 Speedster outlaw had a young blond-haired navigator keeping an eye on things and undoubtedly looking forward to driving dad’s car one day.



A wide range of entrants produced a wide range of approaches. Some entrants looked to maximize points or stops. Others used the rally as an excuse for a morning drive to check out some new finds. Regardless, everybody finished and met up at the Spitfire Grill on the fringes of the Santa Monica airport for lunch.



After points were tallied, prizes were awarded for top finishers. The defending champion once again claimed a decisive victory. Various 911 models swept the top three spots. A silver 997, a black 993 and a white 991. Aside from the top finishers on points, Bentley Publishing donated Boxster and 996 repair manuals for the highest scoring examples of each model. The highest scoring non-Porsche model and the entrant coming from the furthest away claimed awards as well.

In addition to Collision Consultants, Taza Coffee Shop and Bentley Publishing, other sponsors pitched in with prize donations - Beckham Grill & Bar and Twin Palms Restaurant in Pasadena, BIOTEST in Encino, and Central Care Pharmacy in Brentwood. Huge thanks to all for their support.

Thanks very much to all the participants for their enthusiasm and sense of adventure! Sound like fun? Want to make sure you don't miss the next one? Have questions? E-mail rallya3@yahoo.com



The prize table.



Kevin and Mary tabulating the scores at the rally's conclusion.

Another fabulous event!

TACO TRUCK TOUR 2014

This year's Taco Truck Tour, once again led by John Barrone, happened in the midst of an unseasonable heat wave. With temperatures still near the century mark when we met in the parking lot of Coco's in Arcadia, the turn out was a little less than anticipated, but in the end, it was well attended.

John's theme this time around was the "Best Tacos in Los Angeles", as proclaimed by Jonathan Gold of the Los Angeles Times.

Originally, there were four locations on the list, but Janis Jones announced she did not feel like driving to the first location in Montebello. So, we made our first destination Senor Fish, in South Pasadena. This is a rather unassuming looking place from the outside, as it is in a small strip mall. However, judging by the salmon burger I had, the food was fabulous! Judging

by what other people ordered, this place is definitely worth going back to. As an added plus, it was air conditioned, although as warm as it was, that meant it was only about 5-10 degrees cooler inside, than outside. Still it was a pleasant place to start our culinary tour.

What turned out to be our final stop was actually at a taco truck. We have visited this truck before, and it is definitely worth a return visit. Arturo's is in the parking lot of the Goodyear store at Fair Oaks and Bellevue in Pasadena.

When I left Pasadena at 8:15 to drive home, the temperature was still in the low 90's. Aside from the heat, it was still a wonderful evening.



John and Dikk Jones in line at Arturo's.



BY ROSIE ARNTZEN

On Saturday, May 17, after our monthly fun-filled SGVR breakfast at Coco's, a group of us caravanned down the 605 and 405 freeways to visit b b i Autosport in Huntington Beach. They are famous for preparing Jeff Zwart's Porsche that he drives in the annual Pikes Peak Hill Climb, the second oldest auto race in the U.

S.



Earlier that day at breakfast, Margrith Jaeggi got the trivia question answered correctly, and won the **Red Cap.**

cars in b b i's facility. After a very interesting tour by its owners, there was a question and answer period. These fellows are very enthusiastic and informative, even for those of us who are not involved in the mechanical aspects of cars.



Betim showing plans for adding a GT3 engine to a Cayman. The body will be 5 inches wider to accommodate 12" wide wheels in front, and 13" wide wheels in the rear.



L-R b b i Autosport owners Betim Berisha, Joey Seely and Rosie Arntzen. Jeff Zwart's car is in background awaiting alignment tweaking.

Jeff Zwart is a commercial film director and will be entering his 14th Pikes Peak Hill Climb in his tenth different Porsche again this year in June. The 12.42 mile course, which used to be all gravel, is now fully paved, with 156 turns. Preparing a race car for this altitude (over 14,000 feet) is a challenge. I remember being terrified driving up Pikes Peak years ago when I lived in Colorado...and I was not even racing!

Jeff Zwart's Porsche 911 GT3 Cup race car is getting race-ready by b b i Autosport and we actually saw the car he will be racing, as well as other high performance



Jack Arntzen and Nick Friesen.

After the tour, we headed to Old World Village for a delicious German lunch and Deutsche bier, also a bit of shopping in their German market.



A great big thanks to Alfred for arranging a great day!

GRAND PRIX REGION'S 33RD ANNUAL CONCOURS

Sunday, May 18, Grand Prix Region (GPX) once again held their concours on the lawn in front of the Lakewood Country Club. Auto Gallery Porsche of Woodland Hills not only brought out a new Macan, but also a 991 Turbo S. These two cars served as book ends to Bob Weber's 1977 Brumos 934.5. This car was the second of ten of these models that Porsche built.



SGVR's secretary Steve Hoskins' 1968 911T.

Below, Steve with his trophy for second place in Street-3.



ORANGE COAST REGION'S CONCOURS D'ELEGANCE

Sunday, June 1, Orange Coast Region again held their annual Concours event at Lantern Bay County Park. If you have never been down there, it is on a bluff overlooking the harbor, and the Pacific Ocean. It is quite the idyllic setting for such an event. This year OCR had a record breaking turn out of not just judged cars, but also cars on display. There were even a couple of reproduction cars in the display area, and a Porsche Junior tractor as well. TAG Motorsports of Vista brought up a 991 Turbo S. That is one wicked looking car....



Marge & Lem Libunao's 1970 911 S. They were awarded first place in class Street-3. Below, Marge and Lem with their crew.



In addition to the usual display and judging of cars, OCR also has a picnic display. The winner this year was Michael Kerns of OCR with his grass skirt and coconut bra decorated 996 Targa.



Are you familiar with the limited edition 914's Porsche built in 1974? How long has it been you last saw one? Well, there were two Can Am Limited Edition 914's on display in Dana Point. And they had successive chassis numbers. At first, I thought I was seeing double, and I hadn't even had my first drink of the day yet! Remarkable.

SGVR member Steve Hoskins took first place in his



Bruce Brown's (GPX) very nice 1958 356A Speedster.

class.



Steve's 1968 911T above. Below, Steve accepting his award from the mayor of Dana Point, Lisa Bartlett.





Saturday, June 7, the 356 Club of Southern California once again teamed up with Boys Republic and held their 7th annual Friends of Steve McQueen car show. This year they celebrated the movie *The Thomas Crown Affair*. On the field were the 1967 Rolls Royce and the Ferrari NART Spyder (photo, right) that were in the film. Bruce Meyers also had on display a recreation of the Meyers Manx with Corvair power that was also in the film.



A very small sample of some of the items in the silent auction.



To the rear of the 1967 Rolls Royce, you can see the Meyers Manx recreation from the film, *The Thomas Crown Affair*.





Hood ornament of a 1947
Triumph 1800 Roadster
owned by Tom Leonard.



Someone with a Mini has a sense of humor. (Photo by Jim Alton)



Are you ready for Porsche's return to Le Mans this year?



Quite a few Meyers Manx cars were on display.
Certainly more than I have ever seen in one place at
one time.



Once again, Phil and Mary Leatherman and Ex-
treme Automotive of Corona had "Wild Thang" on
display. Need an eyebrow singe?





The very first Meyers Manx made by Bruce Meyers.
(Photo by Jim Alton)



A 1956 Chevy Nomad and a Shasta trailer from the same year.



For a nominal additional fee, you could go up for a ride in a glider. There was also a couple of gliders on display in the lawn this year.



This is a c1916 Frisco Standard Marine Engine. It is a single cylinder producing about 5HP at 400 RPM. The bore is 5.75 inches and the stroke is 6.5 inches.



Kerry Morse now owns this 1997 Porsche GT1. Chassis number 101.



Tom Ridings' 1991 Turbo has been featured on the cover of *Excellence* magazine. At right is close up of the hood crest.

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About Van Nuys Plating, Inc.

David Rumph, with his wife Lydia by his side, had a desire and dream to start his own plating business back in the early 50's when he landed his first job in California at a fireplace equipment mfg. co. They plated in house and so he had on the job training to begin to learn this trade. From then on, David began taking night classes, learning all the skills needed to set up, open and run a plating shop. Van Nuys Plating, Inc. incorporated in 1954. My mother and father were a beautiful team.

Customer service and satisfaction were always a priority. He was a forerunner in waste treatment & minimizing. He could see the writing on the walls for California's environmental concerns and began purchasing and experimenting with equipment prior to being mandated. Their integrity and work ethic were exemplary.

David was always thinking of ways to improve the business Lydia was thinking about getting invoices out, money in, payroll met and bills paid. Having 3 children, 2 boys and a girl, they were raised in the business. They took over the business with the heart of their mother and father. Maintaining a quality product and keeping up with the environmental changes as well as the governmental is what they strive for each day. Customers over the years love to tell stories of the level of commitment and love for the business they saw with David & Lydia. Speaking first hand as the daughter I can testify to the love and appreciation we have for our customers and how we would not be here today without them. We thank God for this business and our parents. Giving us the opportunity to make a living and serve our customers in this way has been a blessing. Lord willing, we plan on being here years to come.

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Email: info@vannuysplating.com



San Gabriel Valley Region

Porsche Club of America

Board Meeting Minutes - 3 June 2014



Location

Goody's Restaurant, 11357 Valley Blvd. El Monte, CA 91731

Attending

Alfred Abken, President
John Barrone, Vice President
Steve Hoskins, Treasurer
James Alton, Secretary

Robert Friedman, Past President
Greg Gustafson, Membership Chair
Karen Yuen

Called to Order at 19:08 PDT, Tuesday, 3 June 2014

Past President's Report (Robert Friedman)

Robert reported that he's made some progress with our tax forms.

Membership Chair (Greg Gustafson)

Greg had no membership data to report. PCA no longer e-mails membership reports to the regions - we need to download the data from www.pca.org. However, PCA has a new website and we can't find this data (which is restricted to a few region officers).

President's Report (Alfred Abken)

Alfred mentioned that there's an "Ignite" website builder targeted at PCA regions. It might work for San Gabriel Valley Region.

Alfred brought the USFS "Adventure Passes" left over from Escape 2013. There may have been a court ruling that these are no longer required. We'll take them on the Mt. Baldy Tour in case any members want to park in a USFS lot (assuming they're still required).

Treasurer's Report (Steve Hoskins)

Steve Hoskins presented a written report. We made a small profit on the region's Concours d'Elegance.

We need to clarify the expenses and reimbursement for the A³ Rally.

Note: On 6 June 2014 Steve Hoskins provided a revised balance sheet clarifying the expenses and reimbursement for the A³ Rally.

Vice President's Report (John Barrone)

John asked if he should buy any door prizes for the Anniversary Dinner when he visits the Porsche Design Store in Glendale. Given the great success we've had in getting donated door prizes the board felt it unnecessary to buy any. There's no problem inviting Gilda from the Porsche Design Store to attend the dinner.

The board approved selling additional Anniversary Dinner Door Prize tickets for \$10 each, to be donated to Foothill Unity Center.

Panorama declined to publish coverage of our Concours d'Elegance.

Tom Brown asked John to help find a speaker for the next Zone 8 Banquet. John was thinking of Stuart Reed of the Art Center. Another possibility: someone from Gooding & Co. to talk about auctions (not just cars). Alfred suggested someone from Singer Vehicle Design.

John confirmed that we have PCA insurance for the Mt. Baldy Tour after breakfast on 21 June 2014.

Karen Yuen

Karen passed along an invitation from Assemblyman Holden's office to participate in a block party in Pasadena on 26 July 2014. Karen's acquainted with the Assemblyman's field Representative. Folks showing their cars would get a free lunch and the region could have a table to "represent".

It will be on Jackson Street in Pasadena between El Molino and Los Robles. It was very well attended last year.

Karen will be OPR¹ (with Susan Friedman's assistance) for the 17 September 2014 Quarterly Dinner at Il Fornaio in Old Pasadena.

Secretary's Report (Jim Alton)

The board approved the minutes of:

- . The 1 April 2014 board meeting
- . The 6 May 2014 board meeting, and
- . The 17 May 2014 special board meeting.

New Business

No additional new business was proposed.

Adjourned at 20:03 PDT.

Approved

Alfred Abken
President

Submitted

James H. Alton II
Secretary

¹ OPR is a military acronym for "Officer of Primary Responsibility."

CLASSIFIED ADS

If you have any items taking up space in your garage, perhaps you would like to try to find a new home for them. Please send submissions to: aabken@verizon.net

Deadline for the Fall 2014 issue will be September 4, 2014. The price is right for PCA members.



Is your "other" car a Mercedes-Benz? I have one AMG plated 8 1/2 X 17 wheel. MBZ #HWA1704010202. \$100 O.B.O.
Contact Alfred Abken
aabken@verizon.net
or (562) 696-6090.

This next item was submitted by our own Jim Alton. It came in a bit too late to make the Spring issue, and qualify as an April's Fools joke, but sit back, relax, and look at what folks were paying for Porsches in 1975. As for me, I was attending San Francisco State University, and Porsche ownership for me was just a dream in those days. These are from *Porsche Panorama*, February 1975.
Dream on....

1951 1500 Coupe #1111, Eng #30069, orig. Reutter emblem, hood ornament, banjo steering wheel, glass int., bumpers, later 16" tires & wheels. Minor rust & some body work required. Engine in reassembly stage. Photos on request. \$1200. ...Healdsburg, Calif.

1963 Carrera 2 GS deluxe Coupe #123597. All orig. & extra clean, strong engine, AM/FM, chrome wheels, Hellas, Permatune CD, \$7400. ...Newport Beach, Calif.

1968 1600S Speedster, fresh engine by Jim Wellington, all orig., no rust, second owner, 50,000 mi., always garaged, \$5500. ...Vallejo, Calif.

1967 911S Coupe, 5-spd, air, new paint, plus numerous new parts, has undercarriage rust but otherwise in exc. Cond. Will sell outright or trade for 912. ...Bowling Green, Ohio.

1967 911S #3078365, Eng. #961508. Exc. Optically & mechan., signal yellow (new paint), black int., factory mags CD ign., tinted glass, coco mats, Q1 headlights, rear windshield wiper, Recaro seats, fog lights, Konis. \$5500./best offer over. ...Santa Barbara, Calif.



AS PART OF OUR REGION'S 50TH ANNIVERSARY CELEBRATION, WE WILL CONDUCT A RAFFLE DRAWING AT THE COMMEMORATIVE LUNCHEON ON JULY 19, 2014.

ONLY 500 TICKETS WILL BE SOLD FOR A CHANCE AT THREE AMAZING PRIZES!

FIRST PRIZE

A seven-day, all inclusive European Treffen Porsche Driving Tour FOR TWO, including roundtrip coach airfare. Tour conducted by Fast Lane Travel in September 2014 or May 2015 (your choice). Or, you may select the alternate cash prize of \$10,000.*

SECOND PRIZE

A three-day, all inclusive weekend FOR TWO, including roundtrip coach airfare, to the Porsche Sport Driving School in Alabama. Or, you may select the alternate cash prize of \$5,000.*

THIRD PRIZE

A set of four, brand new tires for your Porsche. Or, you may select the alternate cash prize of \$1,000.*



The price for each raffle ticket is only \$100.00.

Complete the coupon below and submit payment (payable to PCA/SBR) ASAP. First come, first served.

Remember **ONLY 500 TICKETS WILL BE SOLD, SO THE CHANCES OF WINNING ARE EXCELLENT!**

Name: _____	Phone #: _____
Email: _____	Cell # _____
Number of tickets @\$100 each: _____	Payment enclosed: _____
Checks made payable to PCA/SBR. Mail completed coupon and funds to: PCA/SBR, c/o Nicolas Liakas, 5910 Grey Rock Road, Agoura Hills, CA 91301 A portion of the net proceeds from this raffle will be donated to Santa Barbara's Unity Shoppe.	

(*)Winners need not be present at drawing to win. First Place Prize must be claimed and completed by 6/1/2015. Second Place Prize must be claimed and completed by 12/31/2014. Incidental expenses are not included in any prize. Third Place Prize must be claimed and completed by 12/31/2014. Tire brand and size are OEM specified for your Porsche model and year, and will be fulfilled by California Tire Co., Newbury Park, CA. Winners of all prizes will be required to execute liability waivers to the benefit of PCA and SBR prior to travel or purchase. SBR reserves the right to cancel the raffle drawing and refund all funds received in the event that at least 400 tickets are not sold by June 19, 2014. Checks will not be cashed until the minimum number of tickets (400) are sold.

THE ANSWER TO THE QUESTION NOBODY ASKED

PART 1.

Well, I have asked the question several times, and I have never been satisfied with the answers I have gotten. What is the question? Since I started down the road to modify my 1982 924 Turbo (931), I thought the ultimate thing to do would be to add a 968 drivetrain to it. Through the past years, I have asked two members of the *Porsche Panorama* technical committee what steps would be necessary to carry out this transplant. Neither of them gave me a direct answer to the question. Then, I was at a PCA event a bit over a year ago, and asked someone who claimed to be a Porsche mechanic if it could be done. He said no problem, it was a direct bolt in.

Fast forward to February this year. I stopped into Parts Heaven in Hayward. They had a wrecked 968 sitting out front, and it was a 6-speed car. The engine appeared not to have suffered much from the shunt, so the following weekend I found myself renting a pick up truck and making the drive back up north to purchase the 968 drivetrain.

After I got the pieces unloaded into my garage, I could see from the differences in the front cross member, that it was not going to be a direct bolt in. None the less, my plans were to start on the project this summer after I got back home from the Monterey Historics weekend. (I know that is not the current name of the weekend these days, but that is not what this story is about...)

Then, driving home from our concours event on April 26 at the Art Center College of Design, the car died. So, what to do? Throw a band-aid on it and get it running, or just take it somewhere to change the drivetrain? I chose the latter route, and am now glad I did. I had thought I would start with the transaxle, and when I got in over my head, I would see about farming out the rest of the work. Well, judging by the welding on the bracket to install the transaxle, I am glad I had the car taken to 911 Design where Loren Beggs and his crew are carrying out the work. I had done some oxyacetylene welding in a metal shop class I had in college around 1975, and I have not done any since then, so I don't feel I am qualified as a welder. I have never done any MIG or TIG welding, nor could I tell you the difference is between the two. At least now there is progress being made on the install.

Will it be done in time for Parade? When I first called Loren, he thought it might be possible. However, six days had passed between when I first asked and

when I got the car up to his shop. Right now, it is pretty doubtful I will have the car back in time for Parade this year. But, who knows?



In the foreground is the bracket 911 Design fabricated to install the 968 transaxle. Behind it is the front cross member from the 931 that is in the process of being modified to accept the 968 engine mounts.



Close up of front cross member with welding completed. Photo by Loren Beggs.



Transaxle mounted in 931. Photo by Loren Beggs.



The intake manifold will have a concave piece welded into the hole that was cut to make clearance for the brake booster.

Stay tuned in for Part 2 in the Fall issue...



When

Saturday 10:00AM - 3:00PM, September 27th, 2014
Placement of Cars, 7:00AM - 9:30AM

Where

Lake Arrowhead Village
28200 HWY. 189
Lake Arrowhead, CA 92352

Online Registration

\$25 at <http://MSReg.us/Timeline2014>
Includes (1) Timeline T-shirt, Your Car's Data Sheet, and Reserved Timeline Parking Space

Day Of Registration (Subject to Availability)

\$40
Day of Registration only available for Porsche years need for complete Timeline

Additional Information

Ed Maurer, Timeline Chair, Riverside Region
HIS96T8@gmail.com

Summary

The Porsche Timeline Exhibition features cars which illustrate the evolution of Porsche automobiles from the early 1950s to the present. Cars are displayed in chronological order along the Lake Arrowhead waterfront and throughout Lake Arrowhead Village. The exhibit includes placard which discuss the features of the various models. Each car has a data sheet, which includes specific historical and other information of interest. Participants have a chance to relax in a pleasant location, display their cars to other exhibitors, to other members of the Porsche Club and to the public, as well as having the opportunity to discuss the significance of their cars with all who attend. As the Village is celebrating Oktoberfest during this Exhibition, there is always great food and merchandise available from the local vendors.

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