

GABRIEL'S HORN

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

Fall 2014



Model: 911
Year: 1987
Color: Champagne Metallic

Only 282 of these cars were built in "Spain" and they carried "Rueda" serializations.
This "Rueda" serial was originally delivered to the 1987-1988 models of 911. These cars have been



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(Photo by Chuck Roehm)



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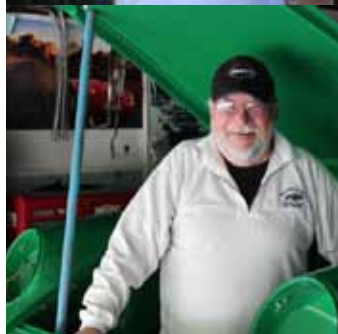
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COVER PHOTO

Paul Hesselgesser of Las Vegas, Nevada brought his Champagne Metallic 1987 959 to this years inaugural Werks Reunion, held at the Rancho Canada Golf Course in Carmel Valley.

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

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

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LETTER FROM THE EDITOR



As you can see from the above photo, my little Frankenstein monster of a car made it up to Monterey in August. It finally completed its transformation at 911 Design in Montclair. More about that will appear near the end of this issue.

It is that time of year again to be thinking about electing new members to the club's board of directors. Ballots will be emailed out mid September, and will need to be returned by the middle of October.

The following members have volunteered to lead the club through the next year, or two: Steve Hoskins, President; Tim Topp, Vice-President; Karen Yuen, Secretary; and Heinz Jaeggi, Treasurer. There will also be an option to write in your choice for any of these positions, should you feel so

inclined.

The quarterly dinner for this month has a new venue. I am hoping that this will be posted before the 17th. The location will be Capital Seafood, 333 E. Huntington Dr., Arcadia, 91006. The plan is to be there about 6:30, or so. I hope to see you there.

Upcoming later this month is Riverside Region's Timeline event at Lake Arrowhead. I believe they have sold out spaces for display cars this year, but if you can not get into the display, it is a nice drive up out of the smog to a beautiful lake side setting with lots of fabulous cars parked around the lake, and throughout the village. Lake Arrowhead has their Oktoberfest celebration which should also be going on.

Once again we will be holding our Holiday party at Beckham Grill & Bar in Pasadena. Last years event there was well received. If you have some items to donate for the silent auction, let any of the current board members know.

Summer is rapidly drawing to a close. Although from the current heat wave, that seems hard to believe.

In honor of the 105th birthday of Ferry Porsche, September 19, 2014 is drive your Porsche day. Get out and drive it.



UPCOMING EVENTS

2014

SEPTEMBER

17 WED SGVR Quarterly Dinner at Capital Seafood in Arcadia
19-21 FRI-SUN SDR Coronado Speed Festival
19 FRI Ferry Porsche born 1909 "Drive Your **PORSCHE** Day"
20 SAT SGVR Breakfast, Coco's Arcadia
20 SAT SAR Autocross, Central AZ College
20 SAT CCCR Autocross, Santa Maria
27 SAT RR Timeline, Lake Arrowhead
27-28 SAT-SUN SDR Club Race, Willow Springs
28 SUN LAR Autocross
28 SUN SDR Z8 DE-TT
30 TUE R.I.P. James Dean, 1955



OCTOBER

4 SAT GEM Concours
5 SUN GEM Autocross
6 MON GPX Day Away From Work AX & DE Streets of Willow
7 TUE SGVR Board Meeting, Goody's Restaurant, El Monte
11 SAT SGVR Big Bear Lake & Oak Glen Tour
12 SUN SBR Z8 Concours
12 SUN LVR Gimmick Rally
18 SAT SGVR Breakfast Meeting, Coco's Arcadia
18 SAT SAR Car Control Clinic
18 SAT LAR Tech Day at McKenna Porsche
18 SAT CAI Photo Rally
19 SUN OCR Autocross, El Toro

NOVEMBER

1-2 SAT-SUN SGVR Santa Barbara/Solvang Overnight Tour
4 TUE SGVR Board Meeting, Goody's Restaurant, El Monte
5-9 WED-SUN ESCAPE TO MAGICAL ORLANDO
9 SUN SDR Autocross
9 SUN LAR Autocross
15 SAT SGVR Breakfast, Coco's Arcadia, Rancho de Philo After Breakfast Tour
15-16 SAT-SUN SDR Z8 TT & Club Race, Buttonwillow
15-16 SAT-SUN LVR DE, Spring Mountain
15-16 SAT-SUN SAR DE Inde
16 SUN OCR Autocross, El Toro
21 FRI PCA LA Auto Show Preview
22 SAT Tech Tactics
22 SAT SDR Autocross, Qualcomm
23 SUN Z8 Presidents Meeting
28 FRI HBTM
29 SAT LAR Art Center Tour

DECEMBER

2 TUE SGVR Board Meeting, Goody's Restaurant, El Monte
6 SAT SGVR Joshua Tree Tour
7 SUN OCR Autocross, El Toro
11 THU F. A. "Butzi" Porsche Born 1935
14 SUN SGVR Christmas Banquet
20 SAT SGVR Breakfast, Coco's Arcadia
25 THU MERRY CHRISTMAS!!
22 MON 356th Day
31 WED New Years Eve

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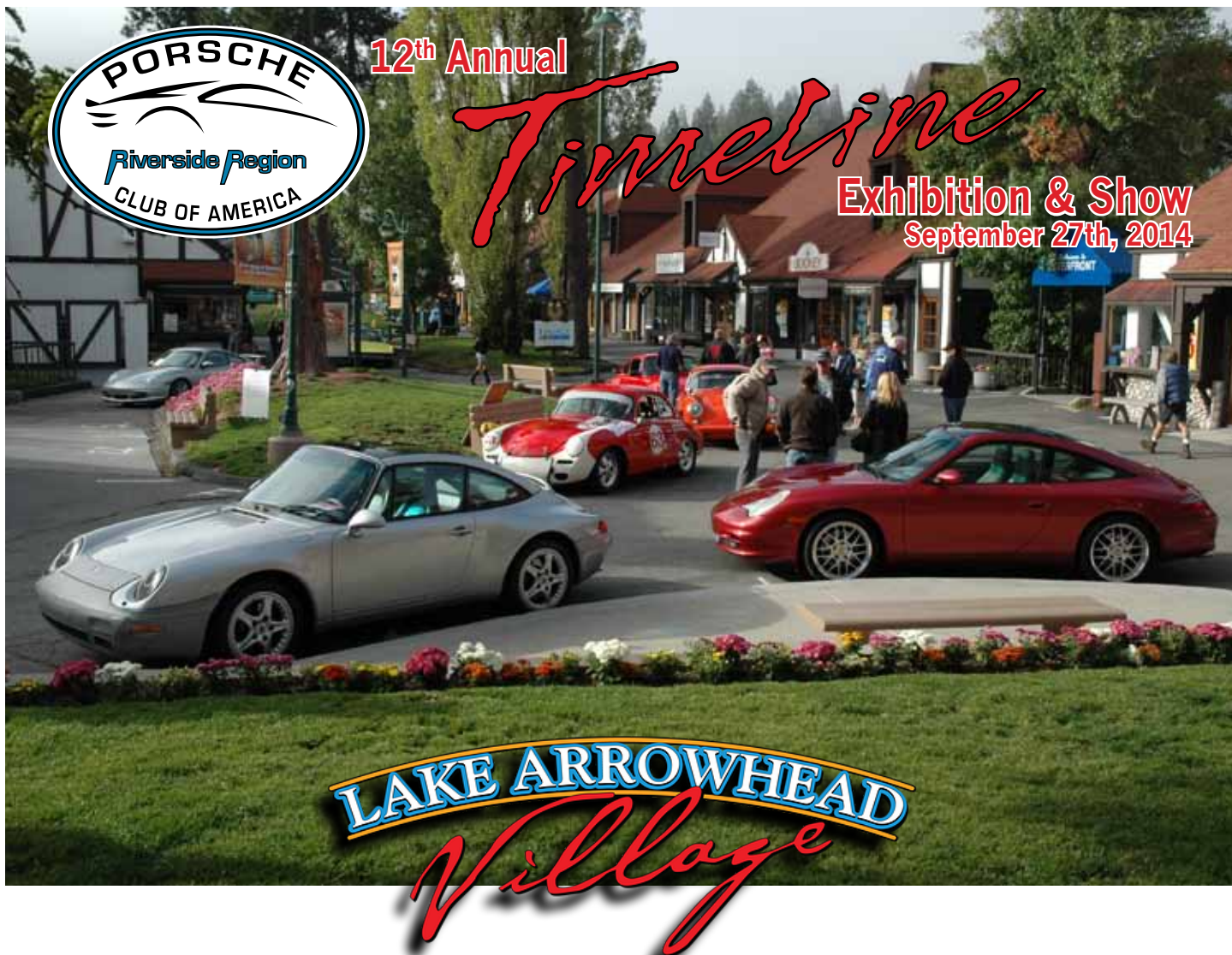
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SALES DEPARTMENT HOURS

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**



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.com/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

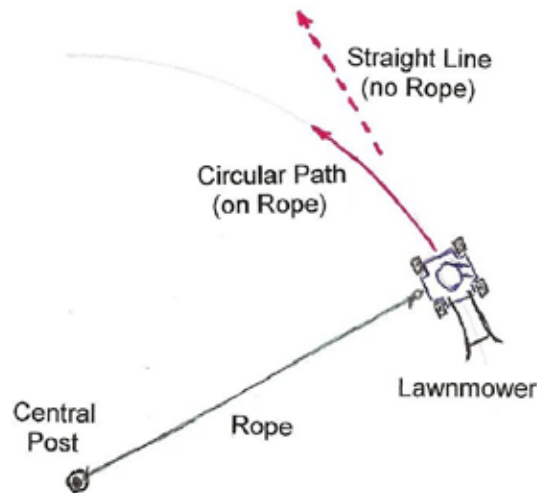
Summary

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.

Introduction to Vehicle Dynamics and Weight Transfer by Dave Yerzley

During normal driving on the street, a driver never approaches the performance limits of a modern automobile. However, these limitations may be reached in some emergency situations and are often encountered when a car is being driven competitively on the track. Car control clinics and autocrosses provide drivers with opportunities to explore the performance limits of their automobiles safely, under controlled conditions.

If a car is said to be moving on a flat and horizontal surface at 30 miles per hour then the speed of the car has been specified. If the information that the car is moving north is also provided, then both the speed and direction of motion have been given; this information, speed and direction, is the velocity of the car. Isaac Newton realized, approximately 400 years ago, that in the absence of a force, any object moving at constant velocity would continue to do so, unchanged, and that any acceleration or change in velocity could only be produced by a force acting on the object. This is not always obvious in the real world because some forces, caused by factors such as air resistance and friction, are almost always present. From the definition of velocity it should be apparent that a change in velocity takes place whenever either the speed or the direction of motion is changed. Consequently, an acceleration (either positive or negative) takes place whenever a car's speed is increased or when it is braked to a stop or slower speed, or when the car changes direction at constant speed. Additional forces must be generated to cause these accelerations.

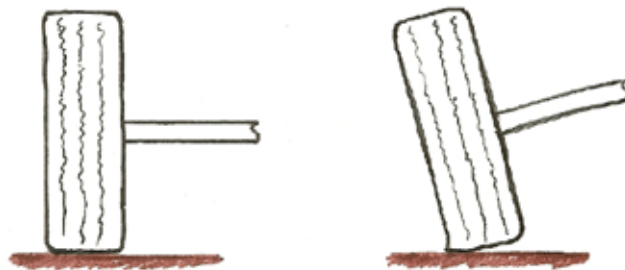


Motion of a Lawnmower Pivoting Around a Post
Figure 1

It should be apparent that the forces required to produce an increase or decrease of speed when a car is traveling in a straight line must be applied in the same direction as the motion of the car. However, the direction of the force required to negotiate a curved path, such as along a circular arc, is not as obvious. Figure 1 shows a self-propelled lawnmower on a flat and level surface, with a rope attached to one side extending perpendicularly from

the mower to a metal ring placed over a vertical post some distance away. Once the mower is started, it will move in a circle around the post at constant speed. If its motion were not constrained by the rope and post, the mower would instead move in a straight line tangent to the circle at the point where the mower first sat. A rope can only exert a force in tension along its length. Consequently the force required to alter the path of the mower from a straight line to a circle at constant speed must be perpendicular to the direction in which the mower is moving, pointed directly at the center of the circle, since this is the only direction in which the rope can exert force. A similar argument could be constructed using the example of a mass on the end of a string being twirled overhead in a horizontal circle. This is, in fact, true for any object moving at constant speed around a circle, regardless of how the required force is generated or applied to the object.

Manipulation of the throttle, brakes or steering wheel by the driver produces forces at the tire contact patch, which is the interface between the car and the road or track surface; the driver expects these forces to produce the intended acceleration, deceleration (negative acceleration) or turn. At the limits of performance, the driver may be surprised unless he or she understands the basic factors which govern the ability of the car to respond to these inputs. The total force which can be generated at the tire contact patch depends on the geometric relationship between the tire and the surface as well as numerous other factors such as the tire compound, the tread pattern, the material and condition of the surface (rough or smooth; dry, wet or icy) and the temperature of the surface and the tread. The maximum available force also increases with increasing weight on the tire. For a given set of conditions, the maximum force available at the contact patch is approximately independent of direction, so that the same magnitude of force is available for cornering as for forward acceleration or braking. Figure 2 shows two different geometric relationships between a tire and the road surface; these two configurations would be expected to be capable of very different maximum levels of force at the contact patch.



Different Geometric Relationships Between Tire and Road Surface
Figure 2

Optimization of the geometry at each wheel is the job of the car's suspension, which also has the task of providing an acceptable ride to the occupants. These two requirements are, to some extent, incompatible with each other and so the suspension designer must make compromises, choosing how much handling performance to sacrifice in obtaining acceptable ride quality. These compromises vary depending on the mission intended for the car design; Buick engineers, for instance, make choices quite different from those

made by Porsche engineers. One of the driver's tasks when trying to obtain maximum performance from a car is to help its suspension optimize the forces which can be transmitted by the tire contact patch. After the driver has determined that the suspension system has been adequately maintained and adjusted and that variables such as tire pressure have been properly set, he or she must then be aware of the effects that weight distribution has on the ability of the contact patch to generate force and understand how this weight distribution may be affected by various maneuvers.

When a car is at rest only one force, due to gravity, acts on the car (neglecting such things as wind), with weight distribution depending on the position of the center of mass (often referred to as the center of gravity, or CG). Front-engine cars typically have more weight on the front wheels than the rear, particularly for cars with front-wheel drive. Mid-engine cars usually have approximately equal weight on front and rear wheels, a distribution commonly considered optimum. Rear-engine cars, like the 911, may have 60% or more of their weight supported by the rear wheels.

As stated above, the forces required to accelerate or stop the car or guide it around corners act at the tire contact patch, in the horizontal plane of the road surface. Aerodynamic forces, resulting from the movement of the car through the air, act directly on the body and structural elements of the car; they can have significant effects on the performance of the car at high speeds but will not be considered further in this discussion. The center of mass of the car is located above the road surface, so forces at the level of the tire contact patch result in a torque which would set the car spinning about an axis through the center of mass if rotation were not prevented by the road. Instead, this torque is offset by a phenomenon often referred to as weight transfer, the apparent redistribution of weight of the car on the tires. The degree to which weight transfer occurs increases as the height of the center of mass increases above the road surface. This is one reason why cars driven on the track are lowered and otherwise modified to make the center of mass as close to the ground as possible. The basic principles which govern weight transfer apply to all cars, although the consequences vary between different car configurations.

	Rear-engine Car		FWD Car	
	<u>Front</u>	<u>Rear</u>	<u>Front</u>	<u>Rear</u>
At rest:	1000	1500	1500	1000
0.5g acceleration:	780	1720	1280	1220
1g braking:	1440	1060	1940	560

Weight Distribution in Pounds on
Front and Rear Tires for Two
Different Car Configurations.

Table 1

Two contrasting examples are given in Table 1, each for a car weighing 2500 pounds with a wheelbase of 90 inches and the center of mass located 16 inches above the ground. The first car is a rear-engine rear wheel drive car and the second is a front-wheel-drive (FWD) car. Three different conditions are tabulated: rest, 0.5g acceleration and 1g braking. Acceleration of 0.5g corresponds to a time from zero to 60 mph of 5.5 seconds, achievable by many modern high-performance street automobiles. Braking at 1g corresponds to stopping from 60 mph in 121 feet, also a level of performance reached by some modern street cars. In both cases, the result of 0.5g acceleration is the transfer of 220 pounds from the front of the car to the rear, whereas during 1g braking 440 pounds are transferred from the rear to the front.

The apparent shift in weight is actually generated by a slight rotation of the car around a horizontal axis parallel to the ground and passing through the car's center of mass perpendicularly to the long axis of the car (the pitch axis) in response to the forces applied at the contact patches. This rotation compresses the suspension's springs at one end of the car, generating more downward force on the tire contact patches at that end of the car, and decompresses the springs at the other end, decreasing the forces on the tire contact patches there. Thus, under acceleration, the nose of the car will rise, giving the appearance of shifting weight to the rear, and during braking it will fall. Cars with softer springs will show greater amounts of rise or fall of the nose than cars with stiffer springs, but the amount of weight transfer which occurs with a given acceleration is the same for all cars with the same weight, wheelbase and center of mass height.

The significance of the weight transfer is quite different for the two cars shown in the examples. During acceleration, weight on the driven wheels is increased for the rear-engine car, but decreased for the FWD car. Consequently, weight transfer in the rear-engine car during acceleration favors production of force at the driven wheels, but does not do so for the FWD car. During braking, significant weight remains on the rear wheels in the rear-engine car, whereas in the FWD car almost all the weight is carried by the front wheels. Hence, both front and rear wheels can provide significant deceleration in the rear-engine car but in the FWD car, the rear wheels can contribute very little braking action. This difference explains why, if a number of cars with similar power and weight are tested for straight line acceleration and braking, such as the time required for zero to 100 mph to zero, the 911 will usually have the best time. It also shows some reasons why the FWD configuration is not generally employed in high-performance cars.

It is important to stress that the phenomenon of weight transfer is related only to the forces necessary to offset the torque resulting from force applied at the level of the road surface rather than at the height of the center of mass. The position of the center of mass of the car remains constant as long as objects in the car are not free to shift position during acceleration, except that it may shift somewhat as fuel is burned off.

The effects of weight transfer are very real and explain, for instance, the ability of motorcycle riders to do wheelies. The usual wheelie occurs as a result of rear weight transfer by acceleration sufficient to shift the entire weight of the motorcycle and the driver to the rear wheel. Top fuel dragsters exhibit the same phenomenon at the beginning of

their runs. If a motorcycle rider brakes hard, particularly just with the front wheel, then all the weight may be shifted forward. If the amount of weight transfer required is more than the vehicle can generate, then it may flip end over end. This occasionally occurs, for instance, when a car moving at sufficient speed runs into a low barrier. It should be apparent that, in the cases of the motorcycle wheelies, slightly more acceleration (in the case of the wheelie) or braking (in the case of the front wheelie) would cause these motorcycles to flip.



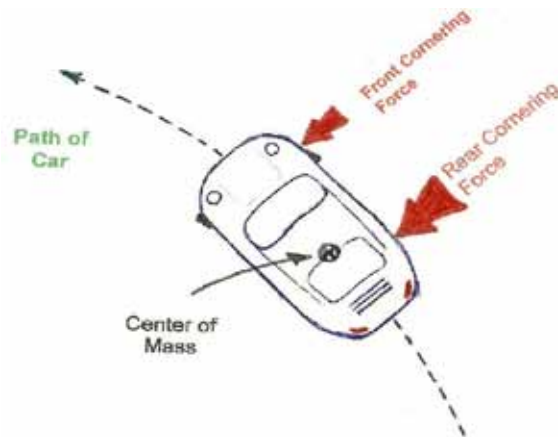
Wheelie resulting from weight transfer to the rear



Front wheelie resulting from forward weight transfer

Figure 3

The force required to move the car in a circle at constant speed must be generated at the tire contact patches. The total force depends on the mass and speed of the car, with its distribution depending on the position of the center of mass, so that in a car with the center of mass near the rear, for instance, the rear contact patches must develop more of the total force required to negotiate the curve than the front contact patches, as illustrated in Figure 4 below. The distribution of the total force between front and rear tires required to negotiate the corner successfully depends on the position of the center of mass with respect to the front and rear axles. It is independent of any weight transfer which might result from braking or acceleration occurring while the car is making its turn.



Cornering Forces on a Rear-engine Car

Figure 4

The significance of this fact is that, although the forces required to be generated by the front and rear tires for successful negotiation of the turn depends only on the position of the center of mass, the ability of the tires to generate those forces can be significantly affected by factors such as weight transfer. Since the ability of the tire contact patch to generate force increases with increasing weight on the car, then for a car with center of mass near its rear to achieve maximum-performance cornering more than 50% of the weight must be on the rear wheels if they are to generate more than 50% of the cornering force. If significant braking is occurring during the corner, then weight is being transferred forward and the rear tires may not be able to generate the cornering forces required to negotiate the turn. Under these circumstances the back of the car will move toward the outside of the turn and the car is likely to spin. This analysis should convince the 911 driver not to enter a turn at a speed higher than can be maintained safely all the way around to the exit from the turn.

If a rear-engine car is undergoing significant forward acceleration in a corner, then the acceleration may consume so much of the contact patch's force-generating capability that not enough remains to support the cornering, and under these circumstances the car may also spin. A small degree of acceleration, however, maintains weight distribution near the optimum.

Although the examples in the preceding two paragraphs describe effects on rear-engine cars, the underlying principle applies to all configurations of cars. That principle is that if, for any reason such as deficient weight distribution, the tire contact patches are unable to supply the forces necessary to maintain the car's course as it travels around a corner, then the driver will lose control of the car. The exact nature of the loss of control depends on a number of factors including the position of center of mass of the car and what the car was doing immediately prior to the loss of control. The examples given in this discussion tend to stress rear-engine cars because, of the various configurations used by Porsche in its cars, the 911 exhibits the most extreme departure from what is generally considered to be the ideal CG position, and so the effects of weight redistribution are likely to be more noticeable in a 911 than in other Porsches.

The examples given above illustrate the basis for the following recommendations for driving a 911:

- 1) When approaching a curve or corner from a straight section, brake to a speed at which the corner can be negotiated safely before entering the corner.
- 2) While in the corner, use a small amount of throttle to assure that adequate weight is present on the rear wheels.

The values of weight distribution in Table 1 apply to steady-state conditions. During a transition from one set of conditions to another, the suspension takes some time to adapt to weight shifts. If the transition happens quickly enough then the response of the suspension may include transient phenomena such as mechanical oscillations which make car behavior during the transition much more difficult to predict than if the transition were to occur in a somewhat longer period of time. This unpredictability may be minimized by

making transitions smoothly, increasing pressure on the brake pedal or throttle over a few tenths of a second rather than abruptly jamming either one to the floor.

Although the numerical examples given in Table 1 illustrate weight transfer fore and aft during braking and acceleration, weight transfer also occurs in response to the lateral acceleration required to steer a car around a curve. The leaning of a car toward the outside of a turn is the most obvious sign of this weight transfer. In this case, the car rotates around the roll axis, a line through the center of mass and extending longitudinally down the length of the car. In a corner, more than half of the weight of the car is carried by the outside tires. However, if a constant-radius curve is being negotiated at constant speed, no weight transfer between front and rear tires occurs.

Many newer Porsches are equipped with stability management systems. These systems appear to provide significant benefits, including greater safety for the occupants of the vehicle, by allowing vehicle control to be maintained over a greater range of circumstances. However, they may obscure the underlying handling characteristics of the car at its performance limits, so at least initially, when a driver is exploring the car's limits under controlled conditions, he or she should defeat such a system. The driver may find it interesting, after mastering a maneuver, to re-engage the stability management system to evaluate its impact on the car's performance.



PORSCHE OPEN HOUSE **2014 TECH TACTICS** **NOV 22-23**

PCNA's annual Tech Session
hosted by Porsche at their training facility in
Ontario, CA

REGISTRATION OPENS
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Discover Porsche from the inside out. The latest cars, engines,
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Speakers from Porsche and PCA National Committee

DAY AWAY FROM WORK



October 6, 2014 — Monday
Streets of Willow

Grand Prix Region
Drivers ED & Zone 8 Autocross

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Colleens01996@gmail.com

For other help:
Skip Carter — (619) 992-9927
SkipCarter@pobox.com

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\$105.00 double occupancy with breakfast (mention Porsche Club)

Early Registration Fee: \$125.00 per driver
(\$145.00 if paid after September 30 --- At event \$170.00)

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Morning practice — 20 minute continuous lap DE sessions

Mid day — Autocross timing — 3 timed laps

Afternoon – Two more continuous lap DE sessions

Entry level event — no special equipment needed for stock classes

Run groups determined by experience and performance

Instructors available (required for novice drivers)

See http://zone8.pca.org/events_de.php for rules, car classification info, tech station locations, etc.

Cars need to be tech'd at authorized Tech Station within 30 days of event

Required Sunday afternoon Ground School for novices (at hotel)

Registration and Tech available at hotel Sunday afternoon

Helmets available for rent/purchase

Breakfast & Lunch: coffee, donuts, breakfast & lunch available at concession stand

INSURANCE NOTE: Liability insurance is provided by PCA's traditional insurer. A copy of the Certificate of Insurance is available at registration. PCA insurance does NOT cover damage to your car or damage that YOU cause to the facility or other cars. You are responsible for this. Please see the PCA website (www.pca.org) and go to the insurance page for more information.

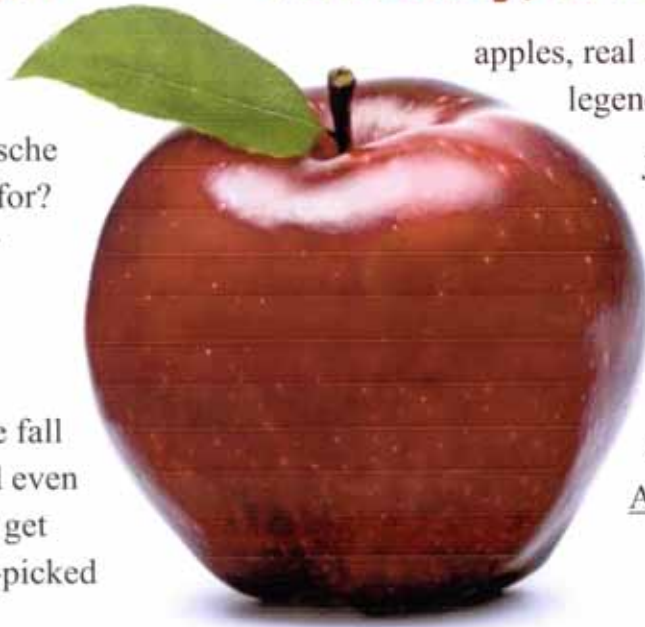
Please review your personal car insurance to verify what coverage it provides, if any.



San Gabriel Valley Region, PCA Big Bear-Oak Glen Apple Tour

9:45 AM **Saturday, 11 October 2014**

What
more
could a Porsche
Owner ask for?
Spectacular
views,
sweeping
turns, good
food, a little fall
foliage, and even
a chance to get
some fresh-picked



apples, real apple cider, and the
legendary apple burrito!

Just show up at the [Coffee Klatch](#), 806 W Arrow Hwy, San Dimas, CA 91773 in time to top off your gas tank, have some coffee, sign the waiver and be ready to roll at 9:45 AM.

If you can, please [RSVP](#) to Jim Alton <Jim.Alton@iecc.org> so we can keep you updated.

The Tour:

- We'll leave at **9:45 AM** from the [Coffee Klatch](#) in San Dimas. Click [here](#) for a map.
- Take the 210 Freeway to Rt 18/Waterman Avenue
- Stop 1½ miles north of the 210 at Wildwood Park (Rt 18 & 40th St) to regroup, stretch our legs and put the tops down
- Check the view from the vista at 25400-25536 Rim of the World Hwy and grab a quick group photo.
- Lunch at [Evergreen International Restaurant](#) overlooking Big Bear Lake
- We'll take Rt 38 out of Big Bear over Onyx Summit and down towards Yucaipa
- Once you get to [Oak Glen](#) you're on your own—choose whichever orchards and shops you wish!



Click [here](#) to see the route on Google Maps. The total length is 190 miles to get back to the starting point.

RECENT



Text & Photos By Rosie & Jack Arntzen

Thank you to all the many volunteers who ran the Parade. Monterey is a beautiful setting, cool weather, many restaurants. What a Thrill it was to be standing in front of the Hyatt Regency Hotel (we were lucky to be able to get a room there) and watch Porsches coming in, all models and colors. So many Porsches in one place!!



Although Jack and I were able to spend only a few days at Parade, we did get a great sampling of the event. We attended the Pirelli Welcome Party held at the historic Custom House Plaza in downtown Monterey and walked the Monterey pier before dinner, we attended the Porsche Concours Banquet at the Hyatt, drove down Highway 1 with the group to Big Sur with a lunch stop at Ragged Point with gorgeous views overlooking the Pacific Ocean.



EVENTS

Our room at the Hyatt was on the golf course, and at 4:30 in the morning of the Concours, we were awakened by flashlights and cars already starting to get in place!

On the Hyatt grounds we enjoyed the Art Show (Alfred Abken, had two photos on display, one of his entries is attached), shopped at the Goodie Store, radio controlled racing and an ice cream social, watched the Le Mans Race on TVs that were set up outside in the court yard with coffee and goodies.



Text & Photos By Kathy & Steve Hoskins

It is amazing how many different cars can be labeled "Porsche". At the Parade you get to see nearly all of them from the very newest to the early 356 models. Every color is there spread across the golf course with the Hyatt Regency in the background.

It is great to get to talk with others who have similar cars. Our 1960 B car was in the concours right next to another silver B of the same year. The owner had never entered hers in a concours so we helped her with tips that we have learned over the years. However, we both lost to the other more perfect cars in our category.

We enjoyed our week participating in several events including the tour of Canepa Motors with the delicious catered lunch and the gimmick rally that took us native Californians to areas we had never seen.

In all, it was lots of fun.



I would like to thank Rosie and Jack Arntzen, and Kathy and Steve Hoskins for the photos and information they shared from the recent Parade. Following are some of the photos I shot while there. -Ed.



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The Concours was held Monday, June 16. Bruce Canepa from Scotts Valley had nine of his cars on display with the historic race cars.



Mid, above, Steve Hoskins (in big hat) with his 1960 356 Coupe. The 914-6 belongs to Fred and Carole Weideman.



Tuesday, June 17, numerous driving tours were held. The TSD Rally was also run, and the Concours Banquet was held that evening. David and Linda Yertzley won their class in the Concours with their 1973 911S.



Arriving at Hearst Castle, via bus.



Larry Domasin preparing to leave for one of the tours.



L-R, Hans Peter Porsche, yes, *that* Porsche, and Paul Gregor, Manager, Porsche Clubs of America for PCNA arrive in time to drive the Big Sur tour.



On Wednesday, and Thursday, the autocross was held at the Marina airport. Also on Wednesday evening, the Rally Awards Banquet was held at the Monterey Fairgrounds. Fred and Carole Weideman were 25th in the Unequipped Class, and Cathy Robson was 2nd in the Unequipped Nav. Class.



Friday morning the Tech Quiz was offered. That evening, the Autocorss Awards Banquet was held at the Carmel Mission.

Saturday morning the 5K run/Walk was held. That was followed by the Volunteer worker lunch. A Parade of Porsches was held at Mazda Raceway Laguna Seca. Before the cars took to the track, a group photo was taken. Finally, the Victory Banquet was held that evening, and the week of Parade came to a close. It was a wonderful week. Next years Parade will be in French Lick, Indiana from June 21-27. 🇺🇸



Mt. Baldy Tour

Saturday, June 21

Text by Jim Alton. Photos by Jim Alton, Noel Muyco, Tom and Eileen Scanlon

The weather after our Saturday, 21 June 2014 breakfast meeting was perfect for a tour up into the San Gabriel Mountains: moderately warm, clear, and with just a few high wispy clouds decorating the sky.

The tour had been in doubt: the U S Forest Service had closed both Glendora Mountain Road and Glendora Ridge Road for Memorial Day Weekend, then Glendora Mountain Road was closed for filming the upcoming “major motion picture” *San Andreas*. The Film didn’t finish as planned on 11 June and they extended the closure to 19 June. Fortunately, the closure ended on the 18th and we were able to enjoy Glendora Mountain Road and its views instead of taking the alternate route (San Gabriel Canyon to East Fork).

Before leaving Coco’s we had a quick briefing to cover some unusually quick turns and remind everyone that the route is full of blind turns and has plenty of bicyclists and fallen rocks. With the PCA insurance waivers signed to make us official, we were on our way. The tour began with an uneventful trip east on the 210 Freeway to Glendora. The freeway run was short enough that we could prioritize keeping the group together over finding the fastest lane.

Noel Muyco from Orange County wanted to make the tour with us but couldn’t come to the breakfast at Coco’s. Noel waited for us in Glendora and we called him while getting off the Freeway. He managed to form up with the group as we rolled by. We still stopped near the beginning of Glendora Mountain Road to let any stragglers catch up and let the Cabriolets and Boxsters put their tops down.



With the tops down, sunscreen applied, and GoPros running, the scenic and twisty part of the tour began with a climb up Glendora Mountain Road. Glendora Mountain Road is popular with bicyclists and motorcyclists. But the first three motorcycles we passed were coming down the hill with some extraordinary lean angles. Soon after, we passed three skateboarders. The remainder of the tour we only saw bicycles and a few motorcycles with less impressive lean angles.



About two thirds of the way up Glendora Mountain Road, we stopped for a few minutes at a turn-off which Google Maps says is at “Newman Point”. That’s where Les Bidrawn took the cover photo for the August 2013 *Excellence* magazine. We snapped a few photos of the group, admired the view of the San Gabriel River Valley and its East Fork.



After a few minutes at Newman Point we were back on our way climbing the rest of Glendora Mountain Road and then onto Glendora Ridge Road. We covered the twisty road without incident and gave the bicycles plenty of room. Glendora Ridge Road was unusually free of fallen rocks. After several miles of

twisties we reached Mt. Baldy and our planned lunch at Mt. Baldy Lodge. We enjoyed our lunch in its wilderness roadhouse ambience with a World Cup Soccer game on the TV. The lunch was the end of the tour; most of the folks went straight down Mt. Baldy Road to the 210 Freeway.



June Red Cap Club

Text and photo by Jim Alton

Yao-Chien Lee correctly answered the June trivia question, and received the Red Hat of Knowledge. Yao-Chien knew the answer to: Why did Porsche pick the numbers 14 and 20 for the 919 Hybrids at the 82nd running of the 24 Heures du Mans?



Answer: To celebrate Porsche's return to the top class at Le Mans in 2014.



JUNE QUARTERLY DINNER

June 28, Heinz and Margrith Jaeggi graciously opened their home in San Marino to host the summer quarterly dinner. It was a festive evening, with food from Alpine Village in Torrance. The club's sponsors donated some wonderful items and services for door prizes.

Look for the next quarterly dinner to be held Wednesday, September 17 at Capital Seafood in Arcadia. To RSVP, contact John Barrone at: barrone@earthlink.net.





Our hostess, Margrith.



July Red Cap Club

In July, Loren Beggs got the answer to: The Macan Turbo has a twin-turbo V6 gasoline engine. What kind of engine does the Macan S have?



Loren knew the Macan S also has a twin-turbo gasoline engine. (The Macan Turbo has a 3.6 L, 400 HP engine. The Macan S has a 3.0L, 340 HP engine.)



Saturday, July 19 was a special day, indeed. My 1982 924 Turbo made its debut with a 968 drivetrain that was installed by the folks at 911 Design in Montclair. Loren Beggs showed up at breakfast that morning with his unmolested 924 Turbo. (It is third from the left in the above photo.) Then, Loren won the trivia question. I swear it was not a fix!

Following breakfast, a group of SGVR members braved the L A Freeway system and drove to the Autry Museum near Griffith Park. They had a special exhibit about Highway 66. Upon arrival, we were split up into two groups and had a docent led tour through the exhibit. It was a very pleasant day. If you missed the tour, and would like to get some further information about the exhibit, the Wall Street Journal had a very nice review of the exhibit. You can try to copy this into your browser: <http://online.wsj.com/articles/exhibition-review-route-66-the-road-and-the-romance-1407274816?KEYWORDS=david+littlejohn>



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Our 38th Annual Concours d'Elegance Sunday, October 12, 2014

At the beautiful Four Seasons Hotel Westlake Village
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C-1 All Closed 356
C-2 All Open 356
C-3 911, 912 (1965-1973)
C-4 911, 911 Turbo, 930, 912E (1974-1983)
C-5 911 Carrera & Turbo (1984-1989)
C-6 911 Carrera & Turbo (964, 993, 1989-1998)
C-7 911 Carrera & Turbo, GT2, GT3 (996, 997, 1999-2011)
C-8 914-4, 914-6
C-9 All 924, 928, 944, 968

STREET DIVISION

S-1 All Closed 356
S-2 All Open 356
S-3 911, 912 (1965-1973)
S-4 911, 911 Turbo, 930, 912E (1974-1983)
S-5 911 Carrera & Turbo (1984-1989)
S-6 911 Carrera & Turbo (964, 993, 1989-1998)
S-7 911 Carrera & Turbo, GT2, GT3 (996, 997, 1999-2011)
S-8 914-4, 914-6
S-9 All 924, 928, 944, 968

UNRESTORED STOCK DIVISION

UR-1 All Closed 356
UR-2 All Open 356
UR-3 911, 912 (1965-1973)
UR-4 911, 911 Turbo, 930, 912E (1974-1983)
UR-5 911 Carrera & Turbo (1984-1989)
UR-6 911 Carrera & Turbo (964, 993, 1989-1998)
UR-7 911 Carrera & Turbo, GT2, GT3 (996, 1999-Y-10)
UR-8 914-4, 914-6
UR-9 All 924, 928, 944, 968

UBERGANG DIVISION

UG-1 Boxster
UG-2 Cayman
UG-3 911 Carrera (991, 2012-On)
UG-4 Cayenne
UG-5 Panamera

WASH & SHINE DIVISION

W&S-1 All 356
W&S-2 911, 912 (1965-1973) 911, 911 Turbo, 930,
912E (1974-1983), 914-4, 914-6
W&S-3 911 Carrera & Turbo (1984-1989)
911 Carrera & Turbo, (964, 993, 1989-1998)
W&S-4 911 Carrera & Turbo, GT2, GT3
(996, 997, 991 1999-On)
W&S-5 All Boxster, Cayman
W&S-6 All 924, 928, 944, 968
W&S-7 Cayenne, Panamera

SPECIAL CATEGORIES DIVISION

SC-1 Special Interest
SC-2 Current Competition
SC-3 Limited Production

Complete rules at Zone 8 website:

<http://zone8.pca.org/rules/2012/2012Z8Rules.pdf>

Concours Pre-registration \$80 - includes one buffet lunch

Display Only Pre-registration \$55 - includes one buffet lunch

Extra Lunches \$45 each (\$50 day of event)

Schedule Car placement 7:00 a.m.
Judging begins 10:00 a.m.
Awards presentation 2:15 p.m.



PCA/SBR 38th Annual Concours d'Elegance Registration Form

Name: _____

Address: _____ City/ST/Zip: _____

Phone: _____ Email: _____

Concours Class Entered: _____ Porsche Model: _____

Model Year: _____ Body Type: _____ Color: _____

PCA Member? Yes: _____ No: _____ Region: _____

Additional Lunches: _____ TOTAL AMOUNT ENCLOSED: _____

Concours Questions? - Kenny & Tara Brundrett at calliforniasat@gmail.com or (805) 405-5733

To register: Fill out the registration form (also available at pcasb.org), make check payable to PCA/SBR and mail to: Tara Brundrett, 1064 Burtonwood Ave., Thousand Oaks, CA 91360

Cancellations within 48 hours of this event will not receive a refund.



AUTRY MUSEUM TOUR

By John Barrone

After the breakfast meeting in July we adjourned to the parking lot and went to the Autry Museum of Western Heritage to see an exhibit on Route 66. The San Gabriel Valley Region has a connection to Route 66 as one of the restaurants we held our breakfast meetings was on Route 66. Jim Alton set an efficient route there and made the entrance to the exhibit like we were VIPs. The Exhibit had many artifacts including a Red Corvette, a Model T engine, and original typewritten scroll of Jack Kerouac's On the Road, which was a single sheet of paper. I was overwhelmed by not only the quality but the care used by the curators in choosing which artifacts to be displayed.

The Mother Road was one of the original interstate highways built by President Eisenhower starting from Chicago and ending in Santa Monica. It was responsible for the majority of the Western Migration in the 20th Century. The Highway was decertified in 1985 but has undergone a rebirth in the early part of this Century. One cannot travel the whole route but can travel many stretches. Some works closely associated with The Mother Road are: The Grapes of Wrath, a book by John Steinbeck, and a movie directed by John Ford, about the migration from the Oklahoma dust bowl to California. The popular song "Get your Kicks on Route 66" was written by Bobby Troup about the Highway, and a character of Jack Kerouac's On the Road. Recently, the Disney movie "Cars", used Route 66 and it's demise and recertification as a background for the story.

A road trip on The Mother Road is a popular event for travelers of all ages.



Porsche Club of America San Diego Region presents its

First PCA Willow Springs CLUB RACE Fastest Road in the West & **Time Trial** September 27 & 28, 2014

Time Trial Registration: Motorsportsreg.com

Registration is OPEN <http://register.pca.org>

The points races at this Club Race will earn points towards the West Coast PCA Championship Series as well as the PCA National Championship



NEW KID ON THE BLOCK

Text by Karen Yuen. Photos by Karen Yuen and Phillip L. Sanchez

Porsche pride is one thing that I have witnessed since day one of joining the San Gabriel Valley Region of Porsche Club of America. I have listened with enthusiasm, wonder and amusement, as those around me have exchanged stories and their experiences on various road trips and events. Unfortunately, I always had none to share. However, I was determined to start doing more, and getting out more often with my beloved Porsche. As a proud Porsche owner for about 8 months, I have a guards Red 1986 Porsche 911 Cabriolet; my confession is that the purchase was completely serendipitous. Since I still felt like then new kid on the block (pardon the pun), a block party seemed like a safe start to show the world my car.

The 15th Annual Community Block Party for Assembly member (41st District) Chris Holden was held on Saturday, July 26, 2014 from 11 AM - 3 PM. The Pasadena event brought local government, agencies and non profits together with residents to provide information to assist them in interfacing with State and local government. It was also a fun way to connect neighbors with neighbors, when Mr. Holden's Pasadena field representative, Gerald Phillips II, contacted me about having my Porsche at their car show. He also asked me to share the event with other SGVR club members, as well as my colleagues at JPL.



He had assured me that it would be a modest event, where car lovers could simply enjoy showing off their cars and engaging in conversations with other car enthusiasts. I was happy to participate because one, it seemed like something fun to do; and two, any excuse to not participate just rang lame in my own ears.

There were a total of 7 cars shown that were parked neatly off Madison, between Jackson and Mountain in

Pasadena. It was too bad that some SGVR members and JPL colleagues could not make it due to last minute circumstances, but one SGVR member whom I had not met before named JR, brought his 2007 Porsche Turbo S. The other cars included two Cadillac de Ville's from the 1960's, a 1968 Dodge Coronet, a 1971 Volvo 1800 Sports Coupe, and a 2011 Tesla Roadster 2.5 Sport.

We had quite a bit of foot traffic on the street and admirers for all the cars. The residents and locals were very friendly and asked various questions about our cars. But the best part was talking to the other participants, and hearing them talk about their cars. It was a wonderful experience to be with other people who share your passion and desire to share that passion. We all knew the quirks of our cars and we chuckled over our patience and attention to maintaining the cars. All the hard work did pay off in one sense because my car was even tweeted by the police chief himself!



The block party organizers were kind and supportive. We received plenty of water, lemonade from Robin's Woodfire BBQ and a free lunch. And to thank us for our participation, we were also given a California Legislature Assembly Certificate of Recognition. It was not a bad way to spend a hot Saturday.



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Thursday, August 14, I was up and out the door early to drive up to the Monterey Bay Area for the second time this summer. This time, I was driving the 924 Turbo, that no longer has the turbo engine in it. It was nicer than driving the Volvo. I made my way first to the Inn at Spanish Bay to check out the Retroauto exhibit.



After checking out what the vendors had on display, and the McLaren and Ferrari across the courtyard, I headed to the Rancho Canada Golf Club to help set up for Friday's first ever, PCA Werks Reunion. There was quite a large group of volunteers stuffing the goody bags, and setting out the locations for the cars that would be on display Friday. We were there until just about sunset. There was a remarkable display of cars at the Baja Cantina as I went by, but I was hoping to check into my hotel in Salinas before it got dark, so I did not stop. I did return for dinner Friday evening though.



Up again early Friday morning, it was clear and dry in Salinas. That did not last very long. However, the moisture in the air driving over the Lauroles Grade was a blessing in disguise as the front of my car was then wet enough to wipe off all the dead bugs from the drive up the day before.



If you have been up to the Monterey Bay Area within the past 5 years, there has been an event called Legends of the Autobahn. Actually, that still continues. The BMW Car Club of America and the Mercedes-Benz Club had asked PCA to attend several years ago, and last year Audi cars were added. This year Porsche had the entire area to themselves, and the Legends show was held at a different location. It was quite a remarkable sight to see. There were 500 Porsches registered for the event. About a fourth of those were judged in the concours area, and the remainder were parked in the corral area. PCA has signed a contract to hold this event in the same location for the next two years, so if you missed it this year, you still have a chance to get there next year, or the year after.



Michelin had a Carrera GT and a new 918 Spyder on display.

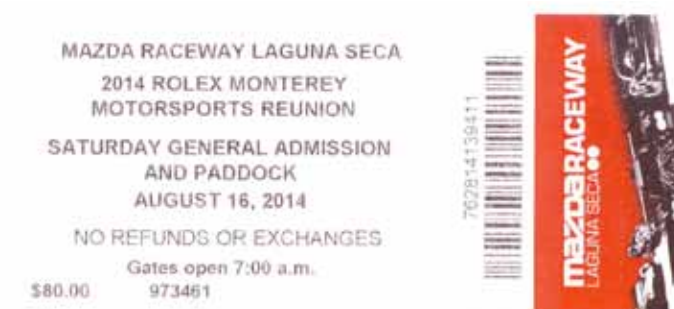


Stanley Gold, from Burbank displayed his 1952 steel bodied America Roadster. This is the only such model made with the steel body. It was the predecessor of the Speedster models.

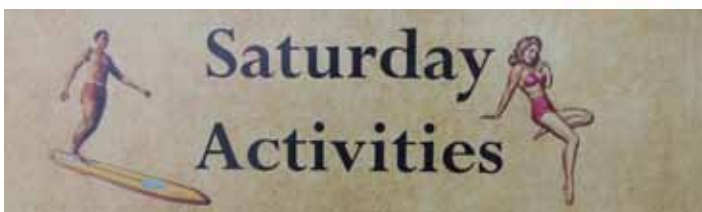


Jerry Seinfeld had on display both the last 356 built, and the first 911. In June of 1966, Porsche made a special run of 10 cars for the Dutch Police force. The white car above is the last one of those built. Below that is the first car to be designated 911. When new, it was Ferry Porsche's personal car. Jerry Seinfeld purchased the car in 1996, and it was sent to Porsche AG in Zuffenhausen for a two year restoration.

From the top, a 2005 Carrera GT; a 1987 959 in Champagne Metallic; the early 911 concours class; and finally, the Ingram Collection had this 1981 924 GTS Clubsport on display, along with quite a few other 911s.



cars would be running, but I had other plans for Sunday. More about that will follow. Before things get busy on the track, it is fun to walk through the paddock and see the cars there, so let's see what was there. One drawback to getting there early is a lot of the cars are covered, but plenty aren't.



Car #28 is a 1914 Mercedes Grand Prix car.



Can you believe it? This 1935 Bugatti Type 57S is licensed for the street!

Another day, another early morning. This time I was off to Mazda Raceway, Laguna Seca. On this day, there would be pre 1940 sports racing and touring cars; 1927-1951 racing cars; 1955-1962 GT cars; 1963-1966 GT cars over 2500cc; 1973-1981 FIA, IMSA GT, GTX, AAGT, GTU; 1955-1961 sports racing cars over 2000cc; and 1966-1972 Trans-Am cars taking to the track. Sunday, similar cars, plus the Can-Am and Formula Atlantic



This years featured marque was Maserati, which has now been in existence for 100 years. In the foreground is a 1928 Tipo 26B. Behind it is a 2015 Gran Turismo MC Centennial Edition, and to its left is a MC 12.



Can you imagine having one of these coming up in your rearview mirror?

On left, the recently restored 1969 917. Below it is a 2015 918, and below that, as above, is a 2014 919.



2014
Rolex Monterey Motorsport Reunion
Porsche Corral Participant

For quite a few years, Monterey Bay Region of PCA has organized the corral parking area for those showing up in their Porsches. 2014 will be the last year they will be doing this as PCA National will be taking over the duties. I hope they can be as successful as MBR has been.

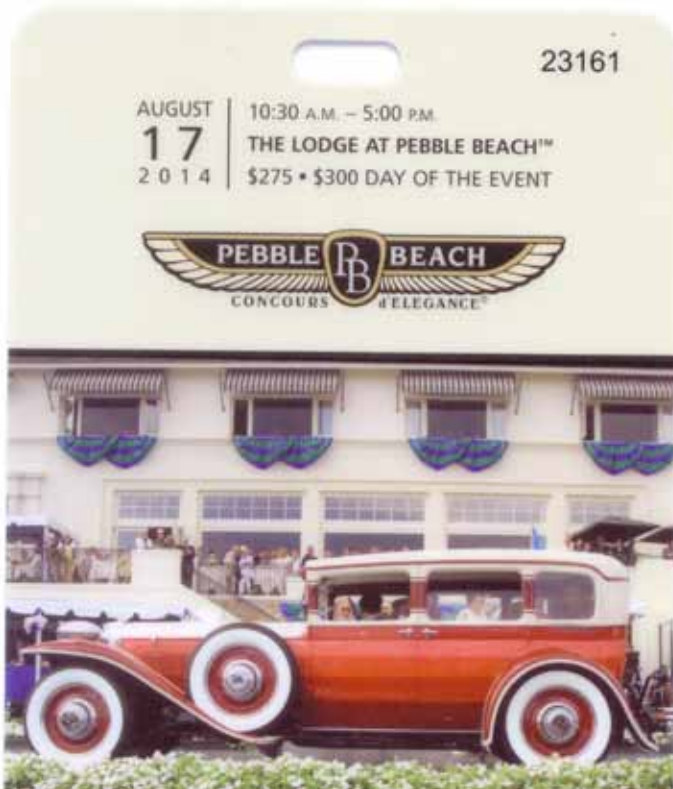




Top left is the 1935 Bugatti 57S; beneath that, group 3A getting underway: #49 1961 Porsche Abarth Carrera, #74 1961 Ferrari 250GT SWB, #441 1956 Alfa Romeo Sebring Spider; #57 1961 Porsche Abarth GTL, #49 1961 Porsche Abarth Carrera (white car) 1960 Alfa Romeo SZ (green car) 1958 Turner 950S; #50 unidentified 356; #12 Bruce Canepa's 1979 Porsche 935; #16 1980 Porsche 935 K3 chasing down a 1977 Porsche 911 IROC; #93 1976

Porsche 935K3; #6 1973 Porsche 911 RSR behind a 1969 American Motors AMX; #51 Porsche 914-6.

coachwork by Fernandez et Darrin, streamlined Tatra, there was a class of Ferrari 250 Testa Rossa's, Maserati's Centennial of Racing, 1914 French Grand Prix and eastern European motorcycles, in addition to the usual classes of open and closed classic cars.



Sunday morning, and I am up and on the road early again. This time I am headed to Pebble Beach for their Concours d' Elegance. Although the ticket mentions they start at 10:30, you can get there much earlier if you would like a respectable place to watch the awards ceremony from. I arrived there at 7:30, which is a bit later than I would have preferred, but I found a pretty decent place to leave my blanket and beach chair. The featured marque this year was Ruxton. There were 16 on the field this year. One of them is featured on the ticket shown above.

Other featured marques were early steam cars,



The nice thing about arriving early, you not only get to see cars like this 1937 Bugatti Type 57SC Atalante drive onto the field, you get to hear them as well. This car has a very distinct exhaust note.



I was surprised that this very striking 1908 Rolls-Royce Silver Ghost Barker Roi des Belges "Silver Dawn" did not win any awards.

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Just a few of the 20 Ferrari 250 Testa Rossa's that were on display.



This 1938 Maserati Tipo 8CTF Monoposto finished first in both the 1939 and 1940 Indianapolis 500. It also raced there in 1946 and 1947 where it finished 3rd and 4th. It appeared again in 1949 but failed to finish.



They sure don't make cars like this anymore. This is a detail of a 1907 White Model G Runabout Prototype.



In foreground is a 1936 Tatra T77 Aerodynamic Limousine. Behind it is a 1938 Mercedes-Benz 540K Streamliner.



On the left is a 1934 Hispano-Suiza K6 Fernandez et Darrin Coupé Chauffeur. On the right is a 1934 Hispano-Suiza J12 Fernandez et Darrin Coupé de Ville.



I am somewhat familiar with Tatras that look like the 1947 Tatra T87 Aerodynamic Saloon above left. I had never seen one of these later versions before. It is a 1966 Tatra T603 Aerodynamic Saloon.



Mercedes-Benz AMG Vision Gran Turismo.



What a difference a year makes! Last year there was a Porsche 918 on display, and you could not get near the car. This year there appeared to be hardly any interest in this one at all.



Jon Shirley, of Medina, Washington not only won first in class for the Ferrari Grand Touring class, he also won the Art Center College of Design Award, and Best of Show. The car is a 1954 Ferrari 375 MM Scaglietti Coupe. It is the first post war car to win Best of Show at Pebble Beach since 1968.



Finally, a chance to get up and have a chance for a leisurely breakfast. Monday, I took the long way home. I drove up to Danville to stop in at the Blackhawk Museum for their open house. If you are ever in or near northern California, it is well worth a stop. Because the floors are black marble, it makes shooting with flash a big challenge, unless you have a very powerful flash. Aside from the fact that the Museum is downsizing their collection somewhat, it is still a remarkable place to stop. As a bonus, if you stop in the Monday following Pebble Beach, the admission is free, and they also provide a catered light lunch. Quite a few years ago, three of the Alfa Romeo B.A.T. cars were on display at Pebble Beach. They were supposed to return to Italy, but somehow they ended up at the Blackhawk Museum. They are still there.



Above, the 1951 Talbot-Lago Grand Sport Saoutchik Coupé. Beneath that is a 1961 Jaguar/Cunningham XK-E Factory Lightweight Race Car.

I finally headed for home in the early afternoon. It sure is nice having air conditioning in the Porsche!



PS Here are a couple items about upcoming events going on at the Blackhawk. If you happen to be up that way, and have the time, they are well worth the time.

 **BLACKHAWK**
AUTOMOTIVE MUSEUM

Saturday Morning
Speaker Series



Larry Crane
"The History of Car Design"
Saturday, September 20 10:30am – Noon

 **BLACKHAWK**
AUTOMOTIVE MUSEUM

Saturday Morning
Speaker Series

Peter Giddings



Europe's Finest Grand Prix Car 1926 Delage 15-S-8
Saturday, October 11 10:30am—Noon



Grand Prix Region Fontana Infield DE / Zone 8 Time Trial November 1 - Saturday

This is an entry level event open to novices

sponsored by:

CIRCLE

PORSCHE
Long Beach, CA
CirclePorsche.com

\$125.00

\$25.00 for TT (if eligible)

Garages available \$20.00

Registration at:

PCAGPX.MotorsportReg.com

August Red Cap Club

Text and photo by Jim Alton

Betty and Gary Baker teamed up to answer the Red Hat Trivia Question:

In Model Year 1955, every Porsche 356 [pre-A] coupé and cabriolet that came to the U. S. had “Continental” script on the front fenders. When Ford put a stop to that, Porsche put a different script on a handful of Model Year 1956, Porsche 356A coupés, and cabriolets (all built in Calendar Year 1955). What did that script say?



Answer: “European”



We immediately turned onto the 57 south to the I-10 east then onto the I-15 south. This is not the shortest path to Corona, where I have been accustomed to accessing the I-15 south, but the 71 and 91 that I usually use have both been totally jammed at almost anytime in recent months.

Segment One, which used-up one of our three hours, ended after paralleling Lake Elsinore to its southern end at the Clinton Keith off ramp and with a rest stop at a shopping center immediately around the corner.



At the first rest stop.

Segment Two (Seg 2) was the real reason for this tour labeled the “North San Diego County Tour”. Seg 2 soon leaves residential type areas behind and launches into a “high planish” type scenery thence to some miles of hilly, curvy roads. At one point the road drops off rather steeply. The beginning of the declension is at 1,800 feet. After some drops and winding roads, the numeral “1,000” shows on the altimeter.



Seg 2 follows through valleys, along streams and past avocado groves. One area is green and canopied by oaks; this could have been mistaken for a rural hill country road in Northern California - except this one

North San Diego County Back-Country Tour

By Dikk Jones

At 9:00 AM on Saturday, August 23, eight Porsches, and their occupants, assembled at the Coffee Klatch in San Dimas prior to making a tour that would traverse some freeway, some backwoods scenic, curvy roads and would ultimately end with a lunch stop at the Stone Brewery in Escondido.

The tour took three hours with stops breaking the time into three geographically different segments. How long the tour was going to take was uncertain when we set off and until we actually got out on the road in Saturday morning traffic.

was paved all the way.

Route Instruction (RI) #8 (Digression #1)

FOLLOW TENAJA STRAIGHT ONTO VIA VOLCANO

Don't turn right with Tenaja!!

Turning right would get a person off-course--which is how I discovered a wonderful little valley which everyone I have been there with has thought would be an ideal place to live and to raise horses, etc.

There is a fabulous Friesian Horse ranch at the very end of Tenaja Rd. This is indeed an ideal place to spend forever--unless you have bad flashbacks or are allergic to the sound of cannon fire from Camp Pendleton which is just beyond the south hill that enclose the valley.

Meanwhile back to the planned tour route. Tenaja successively became Avocado, became Los Gatos and became Carancho with no need for thought by the driver, all in two right angle turns and in less than half a mile.

Then we came to De Luz Canyon Rd. which runs for some miles in De Luz Canyon. It's very pretty country, and the roads are worthy of a Porsche's suspension.

Janis and I have run the route in our 1982 and 1988 911s and several times in the Cayenne. All handled the road wonderfully. The 2014 Panamera loaner we ran the course in prior to finalizing the RIs, while handling brilliantly, bottomed at one of the many sections of the road that served as ford crossings in rainy weather.

Somewhere, possibly halfway into Seg 2, there was a sign, that I had never noticed before. Said sign announced that we were entering San Diego County. So, technically, the "North San Diego County Tour" was actually the "South Riverside/North San Diego County Tour".

Segment 3 was an uneventful hour of driving in built-up mostly citified areas. It did get us to the ultimate destination.

Stone brewery is a widely recognized brewery. Google gives the address as 1999 Citracado Parkway, Escondido. There is no building on that street with the number 1999. There is a large shiny black building with no sign or number at all where it seemed the brewery should sorta oughta be. Somehow one just has to know that the big black building with unmarked entry is Stone Brewery.

Once one wanders uncertainly inside, it is all Stone Brewery, the product, the many T-shirts and other stuff. The restaurant has great food and a beer list that must run to half a hundred. Recommended.



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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 - 9 September 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
- . Greg Gustafson, Membership Chair
- . John Kinikin
- . Robert Friedman, Past President
- . Margrith Jaeggi, Social Chair
- . Heinz Jaeggi

Called to Order at 19:36 PDT, 9 September 2014

Note, the meeting was delayed one week because of some board members' travel commitments.

Vice President's Report (John Barrone)

Alfred Abken asked John Barrone if he was able to confirm a slate of candidates for the 2015 Board of Directors. John was. The slate is:

President.....Steve Hoskins
Vice President.....Margrith Jaeggi²
Treasurer.....Heinz Jaeggi
Secretary.....Karen Yeung

It was moved, seconded and unanimously approved that this slate of candidates be presented for a vote of the members.

Our Quarterly Dinner will be a Capital Seafood in Arcadia. It will cost \$42/head¹. The board was concerned with the high price. We are currently working to resolve a tax bill from California and can't subsidize the meal. John Barrone couldn't find a new date for the Lockwood Valley-Ojai Tour so it's been cancelled. It might replace a future tour on our calendar, possibly the Joshua Tree Tour.

John Barrone noted the Dave Bouzaglou of [TRE Motorsports](#) is going to do a [Targa Baja](#) which will take place 31 October to 2 November 2014.

2. After the board meeting, Margrith Jaeggi talked to Tim Topp and both agree that Tim Topp should run for Vice-President. A majority of the board approved the change. (Updated 15 September, 2014.)

1. Note: After the board meeting, Karen Yeung was able to arrange a much cheaper, albeit somewhat less authentic menu.

Social Chair (Margrith Jaeggi)

Margrith wants to build up our social activities next year. We'll need to be creative to control costs.

Treasurer's Report (Steve Hoskins)

Steve Hoskins presented a written report.

We got a letter from the State of California demanding tax money. The board decided to seek the help of an accountant or tax attorney-we sent an e-mail on 12 September 2014 to our members asking if someone could help. John Barrone will also speak to a friend who is a tax attorney.

Steve resolved some confusion over a \$400 item from our gimmick rally.

President's Report (Alfred Abken)

Alfred Abken asked Robert Friedman to text PCA Executive Director Vu Nguyen about a drop in our quarterly rebate.

San Gabriel Valley Region now has 305 primary members.

Membership Chair (Greg Gustafson)

No report.

Secretary's Report (Jim Alton)

The board approved the minutes of the 7 August 2014 Board meeting.

New Business

No additional new business was proposed.

Adjourned at 20:56 PDT.

Approved

Alfred Abken
President


Submitted

James H. Alton II
Secretary



Buttonwillow Double Crown
PCA TT & Club Race - November 15 & 16
DE Test & Tune November 14 Central Coast Region
The points races at this Club Race will earn points towards the
West Coast PCA Championship Series as well as the PCA National Championship.

www.pcasdr.net for latest information
Registration will be:
motorsportsreg.com for Time Trial
<http://register.pca.org> opens Monday Sept. 29

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 Winter 2014 issue will be December 4, 2014. The price is right for PCA members.

WANTED:

I am a PCA member (O.C.) and am looking for a driver quality 1970-1971 911S. One that has been driven and needs some TLC. My wife and I are Porsche enthusiasts and she has given me the thumbs up on adding to our other Porsches. A Coupe would be ideal, but I realize that the right car might be a Targa. History/story of the car means more to us than Coupe vs. Targa. We are realistic on that these cars are hard to come by and may need lots of work (my wife owns a 928 S4). I am hoping to deal with a PCA member who is a Porsche enthusiast and not with a dealer. We still stay in contact with previous owners of Porsches we own, some became great friends of ours.

Kenny Kim PCA #2014021511.

My cell number is: (619) 251-9901

Kenny@kkimfinancial.com

FOR SALE:



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.

1982 924 Turbo 5 speed Transaxel for sale. Unknown mileage. Most likely at least 140K. Syncros are not too noisy. This shifts well, and holds all gears without popping out of gear. \$150. Delivery not available.

1981 924 Turbo engine. The engine was rebuilt around the year 1997, with .030 over bore. Block was milled, intake manifold, head and exhaust manifold were extrude honed. Aftermarket wastegate (Turbonetics). I believe I might still have the OEM wastegate. Boost is adjustable. There is an Web Cam Racing Camshaft available for an additional \$100. It presently is not installed. Specs of cam available upon request.

The engine was removed because of an electrical issue. \$200 takes it, as is. The engine was plumbed for a 944 intercooler. That also accompanies the engine. I am not sure if I still have the OEM pressure ducting for turbo.

Contact Alfred Abken

aabken@verizon.net

or alabken@gmail.com

(562) 696-6090.



THE ANSWER TO THE QUESTION NOBODY ASKED

PART 2.

When I left you in June, work was in progress installing the drivetrain from a 1994 968 into my 1982 924 Turbo. As mentioned previously, this was in no way a direct bolt in. Well, the car was not ready to drive to Parade in June, so I drove the Volvo up to Monterey.

I finally got the car back in July, but it just did not feel as peppy as I would have hoped it would. So, after driving the car to breakfast in July, and to the Autry Museum, it was back up to 911 Design in Montclair. They discovered the ignition wires ends were very corroded, and those were replaced. This helped immensely.

I was not aware that the State of California needed to certify the engine swap in a case such as this, so there was a small compliance issue with that as well. That was also resolved favorably.

I next drove the car up to the Monterey Peninsula in August. I was experiencing some shake in the front end around 2600-2800 RPM in 6th gear. This had been going on for some time, but it had never been so pronounced. However, when running the engine up to 3200 RPM it ran real smooth.

My next drive was on the North San Diego County Tour on August 23. The car basically ran fine, but it was making some noises in the front end that sounded like the bearings in the alternator were worn out.

So, it was back up to 911 Design again. I had asked them to try to rebalance the front wheels, which they did. Unfortunately, this did not resolve the front end shake issue. They also adjusted the front wheel bearings, which although helped the situation, it did not resolve the issue. They then swapped a different set of wheels and tires on the front end, and voila, no front end shake. A new set of tires were installed, and a new alternator were installed. Now the car is running fine.

I have driven this car for about 12 years now, and it is nice to once again have air conditioning installed. It sure makes long drives up I-5 in the summer more tolerable.

Below, left is a photo by Loren Beggs of the new hole cut into the firewall for the wiring to the ignition electronics that are mounted in the passenger compartment.




Another photo by Loren Beggs. This was one of the early shots when the engine was first fired up. The air filter has since been relocated since this was shot.



This was shot in my driveway after I got home with the car the first time. Notice the air filter is no longer visible. Also, the strut tower brace has since been replaced. It had been installed in a 944 previously, and was too long to fit in my car. 911 Design shortened it to get it to fit here.

So, the work is completed, the car works. The car works very well. Would I ever do it again? Should I have done it in the first place? Is it worth it?

Interesting questions that I am not sure I really need to answer. It makes me smile when I push the loud pedal. I think that makes it all worth while, and that is good enough for me. 



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LAST WORD

This information is from the SEMA Action Network (SAN). More information about them can be found at: semaSAN.com



Not Too Late to Apply for California's New Legacy License Plates

As you are aware, legislation was enacted in 2012 to establish the California Legacy License Plate Program. The plates have been available for pre-order using the form attached at the link: [California Legacy License Plate Pre-Order Form \(REG 17L\)](#) The plates cost \$50 for non-personalized or personalized plates.

Consumers may choose from one of three classic designs from the 1950s-1960s. However, the law only allows until January 1, 2015 to reach the required minimum 7,500 pre-orders for any one of the plate styles. Currently, only one of the plates (Yellow lettering on black background) has reached the required number of applications.

Black lettering on yellow background: *2,158 applications received*
Yellow lettering on black background: *10,931 applications received*
Yellow lettering on blue background: *1,745 applications received*

If 7,500 applications are not received by Jan. 1, 2015 for the plate of your choice, any fees paid for the California Legacy plates will be refunded to the applicant.



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