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

Winter, 2014

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(Photo by Kathleen Morales)



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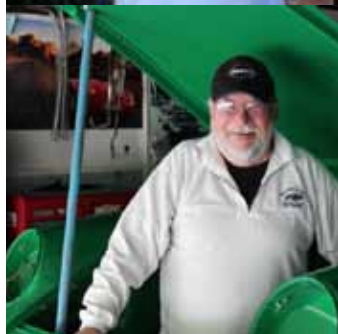
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(Photo by Bev. Gould)



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(Photo by Kathy Hoskins)



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(Photo by Ken Wallace)



ZONE 8 REP. TOM BROWN
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Back Cover	Artwerks Sportscars LLC

COVER PHOTO

At this year's L A Auto Show preview, PCNA had four new GTS models lined up nose to tail. In front was the new 911 Carrera GTS, followed by the Boxster GTS, Panamera GTS, and Cayenne GTS.

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

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Submittal deadline for publication of the Spring issue is March 5, 2015. I encourage your contributions of articles, classified ads and photographs to **Gabriel's Horn**.

aabken@verizon.net

LETTER FROM THE EDITOR



Photo by Fernando Bautista III

Here it is December again already. This will be my final editorial as the club's President. When the prospect came up for me to serve as President, I felt woefully inadequate. However, the two years I have served went by really quickly, and turned out to be quite a pleasant experience. I hope the experience for you all was half as rewarding as it was for me.

Our next President will be Steve Hoskins. He has been the club's Treasurer the past two years. Steve has been working to resolve some tax issues the club has had, and hopefully those will be resolved soon, and we can continue to enjoy our favorite cars with other like-minded folks.

As another new year is just around the proverbial corner of life, our yearly planning meeting will be here soon

too. Once again, Steve Hoskins has graciously agreed to host the event at his home in Altadena. The planning meeting will be held Saturday, January 10, 2015. Plan on trying to arrive about 11:00 AM, and bring along some suggestions for what you would like to do next year.

Next year will be the 60th Anniversary of PCA, and there will be several celebrations honoring this milestone. One will be at the Parade in French Lick, Indiana. Another will be at Rennsport Reunion V, to be held again at Mazda Raceway, Laguna Seca, in Salinas. This was a fabulous event when it was held there four years ago, and it should be at least as spectacular next year. Tickets for the event went on sale through the M.R.L.S. website on December 3.

The opening of the Porsche Experience Center in Carson had been rumored to be completed by the end of this year. There were some delays with construction, and now they are saying that it should be open sometime during the fourth quarter of 2015. Whenever it is finally ready, it should be quite the facility.

The one that is being built in Atlanta, Georgia is expected to open early next spring. 🇺🇸

UPCOMING EVENTS

2014

DECEMBER

14 SUN SGVR HOLIDAY DINNER at
BECKHAMS GRILL, Pasadena
20 SAT SGVR Breakfast, Coco's Arca-
dia
20 SAT Jack Staggs 356 Day Party
25 THU **MERRY CHRISTMAS!!**
22 MON 356th Day
28 SUN Horseless Carriage Club 59th
Annual Holiday Motor Excursion
31 WED New Years Eve

JANUARY

2015

1 THU TBD New Year's Day Drives
7 WED SGVR Board Meeting, Mal-
bec, Pasadena
10 SAT SGVR Planning Meeting, Al-
tadena
17 SAT SGVR Breakfast, Coco's Arca-
dia
17 SAT Z8 Concours d'Élégance
17 SAT Z8 Presidents' Meeting
17 SAT Z8 Banquet, Temecula Creek
Inn
(Registration opens Dec. 20, 2014)
24-25 SAT-SUN SDR Z8 DE/TT
Chuckwalla

FEBRUARY

4 WED SGVR Board Meeting, location
TBD
21 SAT SGVR Breakfast Meeting,
Coco's Arcadia
28 SAT GPX DE Spring Mountain
28 SAT SDR Z8 TT Spring Mountain

MARCH

4 WED SGVR Board Meeting, location
TBD
5-6 THU-FRI Open House at several
independent Porsche facilities
7 SAT L A Lit and Toy Show, L A Air-
port Hilton
7 SAT Open House at more indepen-
dent Porsche facilities
8 SUN So Cal All Porsche Swap and
Display at Phoenix Club, Anaheim
9 MON GPX Z8 Day Away From Work
AX & DE, Streets of Willow
14 SAT SGVR Z8 Concours Judging
School, AERO, Bellflower
21 SAT SGVR Breakfast, Coco's, Ar-
cadia

APRIL

1 WED SGVR Board Meeting, location
TBD
1 WED All Fools Day
18 SAT SGVR Breakfast, Coco's Arca-
dia
26 SUN SGVR Concours d'Elegance,
Art Center College, Pasadena

*[Please note, calenders for 2015 are still being set. At
this time, dates and events are approximate.]*



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Porsche Club of America San Gabriel Valley Region Holiday Banquet December 14, 2014



Beckham Grill & Bar
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5:30 Cocktails & Hors d'Oeuvre (Cash Bar)
6:30 Dinner, Choice of:

Prime Rib of Beef

Napa Salad, Yorkshire Pudding, Garlic Mashed Potatoes, & Creamed Spinach

Halibut Filet

Napa Salad, Baked Potato, Ginger Carrots

Grilled Chicken Piccata

Napa Salad, Red Roasted Potatoes, Sautéed Fresh Vegetables

Cash or Check at Event \$40/person

Credit Card at Event \$42/person

valet parking service charge \$4.50

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Please RSVP by December 7, 2014 to

Susan Friedman

susan@friedmanarchitects.com

626-665-9271

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JUDGED ENTRY \$40
(both include lunch)
additional lunches \$24**

**AFTERNOON EVENT-
AWARDS AT THE ZONE 8 BANQUET**

RECENT

Red Cap Club


Question and answer by James H. Alton II



Lem Libunao won the September Red Hat by knowing:

Question: The Porsche 911 Turbo, aka the 930, was introduced in 1975 (U. S. sales started with a 1976 model year car). When did the 930 get an intercooled engine?

Answer: 1978 (From Excellence Was Expected.)

The intercooler dropped the intake charge temperature by about 50° C and enabled a 1/2 point increase in compression ratio to 7.0:1. The 3.3 liter engine made 300 H.P. 

12th Annual



EVENTS

Saturday, September 27th, Riverside Region once again held their Timeline event in Lake Arrowhead Village. It was another gorgeous Southern California day after the morning fog burned off. This year, in addition to their typical whimsical categories for awards, such as “Most Likely To Get A Speeding Ticket”, and “Would Look Best In My Garage”, to name just two, they also gave awards for best of each decade, from the 1950’s, to the 2000’s. All voting is done as people’s choice, with no real judging. It makes for a low key, enjoyable day.



It was a little cloudy early in the morning for the drive up to Lake Arrowhead.



As you can see from this photo taken early in the morning, before the cars were arranged around the lake and village, it was almost a cloudless day.

This event also coincided with Lake Arrowhead’s Octoberfest celebration.



Top: Walter's Porsche of Riverside had a 2015 991 Turbo on display. Lower left: Paul Maurin brought out his 2014 50th Anniversary Edition 991.





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THE WORLD IS FLAT

Monday, October 6, Grand Prix Region (GPX) held another of their Day Away From Work DE-AX events at Streets of Willow in Rosamond, Ca. Once again, they were blessed with gorgeous weather. Although some malfunctioning timing equipment prevented timing all of the cars for the auto cross part of the program, it was a well run event.



Skip Carter, of GPX, waiting to start the next driver.



SGVR Big Bear - Oak Glen Apple Tour

Saturday, October 11, Jim Alton lead a group from the Coffee Klatch in San Dimas up to Highway 18 and to the Evergreen International Restaurant in Big Bear Lake for a delightful lunch. Following lunch, we continued on over the Onyx Summit (elevation 8443 ft.) via highway 38 to the apple orchards of Oak Glen.



Photo by Paul & Eve Phelan.



Photo by Joe Beerer.



Bottom four photos by Thomas Jeffries.



SANTA BARBARA REGION 38th ANNUAL CONCOURS d'ELEGANCE

Sunday, October 12, Santa Barbara Region held their 38th Annual Concours d'Elegance at the Four Seasons Hotel in Westlake Village.



Marge and Lem Libunao were also rewarded with a first in Class and Division for their car as well.



All the hard work paid off for Dave and Linda Yerzley, as they not only received first in Class, but also first in Division.




From the front of the building, you would never know this existed. It is the view from the patio where lunch was served. And what a lunch it was! In my fairly limited experience, I think SBR provides the best lunches for their Concours.

The lunch consisted of: a salad of mixed organic

greens, with tomato, cucumber and shallots; seasonal fruit salad with Balsamic vinaigrette; broccolini with aged cheddar; seasonal root vegetables with rosemary; mashed Yukon potatoes with crème faïre and chives. A vegetable lasagna with Swiss chard, eggplant and Ricotta and Fontina cheese. Entrees were slow roasted chicken breast with parsnip cherry moustrarda; grilled tri-tip, green peppercorn porcini jus, brioche bun with horseradish cream sauce. Desserts consisted of homemade cookies: chocolate chip, oatmeal and black & white; homemade apple pie and peach cobbler with Chantilly cream. They also had live entertainment as lunch was finishing up.



To say it was a fabulous day is a gross understatement! 

A LAAR-GRUP TOUR ON OLD HIGHWAY 66 TO SANTA FE

By Dikk Jones

A few years back about five groups of old folks in the San Gabriel Valley Porsche Club formed a subset; the LAAR (Layabouts and Retirees) GRUP. Our first group outing was a midweek in Death Valley: five couples, five Porsches.

Old folks persist in touring west.

Hence LAAR Grup's recent tour involved only two Porsches, and a mufti (we had to go outside the Porsche Club for this one) set off on Tour 6-6.

Our goal was to go on all of the original two-laned Highway 66 that still exists from Los Angeles to Albuquerque.

One morning in October the three cars with six people set out for Barstow on the freeway. Large stretches of the original 66 remain between Barstow and Needles, and we planned to cover every mile of that stretch.

Somewhere east of Barstow, we rolled off the freeway at the first place where we could drop south to intercept Old 66. We came up against a large roadblock and sign declaring "ROAD CLOSED".

So it was back to the I-40 heading further east to then next opportunity to catch Old 66. Same result; road securely closed.

We were halfway to Needles before we could get onto the original 66 two lane "Mother Road". It is hard to believe (and to remember) that this narrow asphalt path was the main artery from middle America to California for everyone going west: tourists, desperate "Okies", and the long-haul truck traffic. It was a perfect width for a 911 sort of Porsche however.

Crossing the Colorado River at Needles, we had the option of I-40 or 66 in going to Kingman, Arizona. We, of course, opted for the 66 which passes through old-westy, touristy Oatman with its famous burros wandering the main street.

The 66 continues on to Kingman, Arizona on some of the windiest roads one could imagine for a trans continental highway. (It was a real effort for my dad in 1943 moving construction stuff from one airbase project to another. Sometimes, three back and fill exercises were required to get around and up a curve on the "Mother Road".)

The 66 continued right through and out of Kingman and continued happily, largely traffic-free, for hours through pretty prairie country north of I-40 before there was no option but to rejoin the I-40 west of Winslow. You know Winslow, it's the place with The Corner and the flatbed Ford.

There is no reason to stop in W'low except the La Posada Hotel, a fabulous one-time Harvey House... and The Corner.

The Corner. There once was a three story building on a corner in Winslow. It burned or some such thing and was totally demolished with the exception of one long wall facing one of The Corner's streets. The brick and stone wall was buttressed and reinforced on the side away from the street. The street side had 70's period signs and windows painted very realistically: an upstairs window showed an embracing couple while a street level painting of a large showroom window depicted a red flatbed Ford circa about 1958 I think. It's a very dramatic monument to a few words of a now forgotten song. It, however, along with a bronze statue of a man with a guitar case, must draw thousands of camera-toting tourists every year. We all had our photos taken barely in time to get clear when a tour bus

unloaded a batch of visitors, speaking no language I could recognize. They had cameras at the ready and broke for The Corner or for the souvenir shop.



Dikk, holding Appy, and Janis Jones. *Photo by Vicki Bond.*

1945 and re-begins with the flat bed Ford rounding the corner sometime in the early '70's.

The remainder of the eastward meander followed the I-40 into Albuquerque for an overnight stay before following the compass north to Santa Fe.

We only had two days to spend in Santa Fe which is at least a week too little time there.



Photo by Anon.



Bob and Vicki Bond. *Photo by George Fuller.*

After we did the wall thing, it was across the street to the souvenir shop for tee shirts.

It was a large shop with one large rack of tees, placards and other memorabilia commemorating the Viet Nam War experience. I asked the owner where the Korea rack was. He seems never to have heard of a Kohreea. Apparently history in Winslow ends about

Everyone went to the Georgia O'Keeffe Museum except me. And Appy. As dogs aren't permitted there, Appy and I wandered through shops eyeing very expensive stuff until Appy became hungry.

We, Appy and I, went into a cafe where I ordered a plain take-out meat patty for Appy and a coffee for me. We went across the street into the city square, the renowned Plaza, where I opened the patty box and saw a large diameter, thick meat patty. I broke off a piece at a time to hand feed Appy. The meat was a perfect pink with a great appearing texture so I tried a bite. We sat on a bench with me feeding Appy and having an occasional bite myself. When Appy had enough, I finished the patty breaking off a bite at a time by hand (no fork had been included in the box), as I had with Appy.

We were both happily enjoying watching people and enjoying the atmosphere when an erect early-thirty-ish man carrying two boxes that seemed to be doughnut boxes but which weren't pink.

"Sir, are you a Veteran"? he asked me.

"Guess so", I replied, "been some 60 years since."

He asked me a few questions about my service, told me about his eight years of fighting in about every

engagement there had been in Iraq and Afghanistan.

Then he held out a box and said, "Have one".

The "doughnut box" held about a dozen bowl-shaped tortillas filled with meat, beans and cheese.

"What's this?" I asked.

"I'm feeding hungry people and Veterans get first shot at it".

I thanked him, told him that there were people more in need than Appy and me.

He was a bit insistent that I take a package, but I told him we'd already eaten.

He snapped a very correct salute and thanked me for my service. I returned what must have seemed a sloppy salute, and he continued on his quest for hungry people in the Plaza.

The LAAR tourers of each car had differing ideas about their routes home so we split-up as we left Santa Fe. Janis and I aimed south and went right through Albuquerque en route to Socorro to take two-lane highway 60 across central southern New Mexico. It's a little-traveled road over plains past the Great Array (a large number of radio telescopes pointed into space) and through Quemado (roughly, locally translated as "the land of God knows where").

Then there was Pie Town. It's a single restaurant that serves pie and little else. For some reason this little place seems to draw a wide clientele. As we left pie-sated, the retired graduate electrical engineer, who seems to own the place, along with all the rest of the staff and apparent dropped-by friends were peeling apples by hand.

Our last stop in New Mexico on Highway 60 was a cafe with food other than pie. There were about a dozen Highway Patrol cars in the parking lot.

Inside uniformed and civvy-suited people mixed in an open side room.

"That's a State Police meeting. Every state patrol car west of Socorro has been here all afternoon", the waitress said.

Janis had a happy but evil expression on her face as she slipped behind the Cayenne's wheel relishing the idea of an unpatrolled 60 mile run to the state line and patrol-heavy Arizona.

"They didn't mention that County Sheriffs might be abroad", I mentioned.

Janis frowned, gave me a nasty look and laid the hammer gently down to a measly 70 or so.



Red Cap Club

Question and answer by James H. Alton II



Heinz Jaeggi was the winner of the red cat at the October breakfast meeting. He knew the answer to the following question:

New Porsches don't have spare tires, they have a bottle of sealant and an air pump. What's the shelf life of a bottle of sealant?

Answer: Four years.

Porsche's Major Maintenance schedule includes replacing the tire sealant every four years. The tire sealant's part number is 955.722.631.00 and it costs about \$60.

If you use the tire sealant, you'll probably need a new Tire Pressure Monitoring System (TPMS) sensor and a valve stem as well as a replacement for the flat tire. These aren't warranty items. For a 981 Boxster, a sensor's around \$80 and a TPMS-compatible valve stem's about \$25.

There's a "sell by" date code on the bottom of the sealant bottle: 010817 = 1 August 2017.





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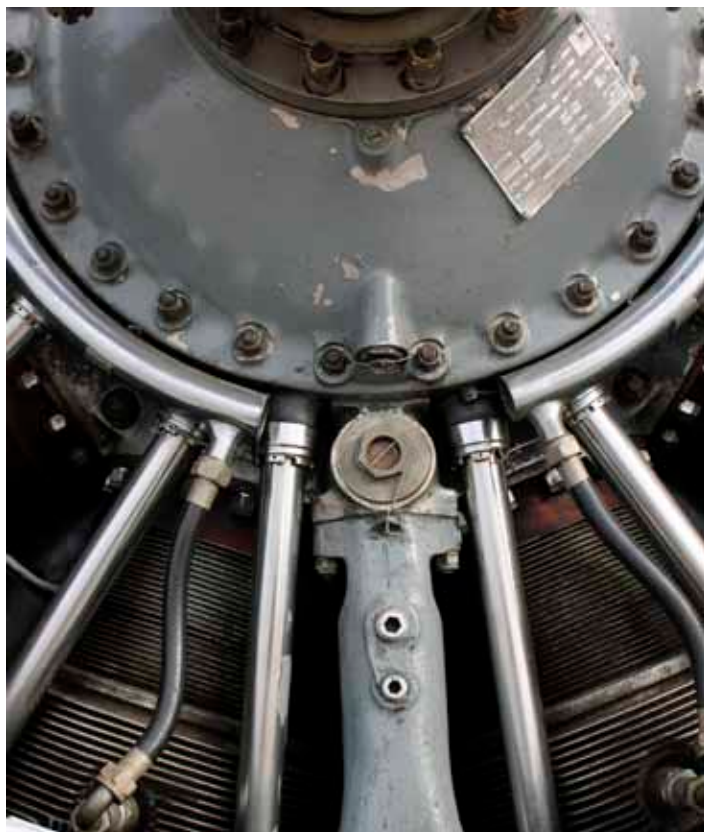
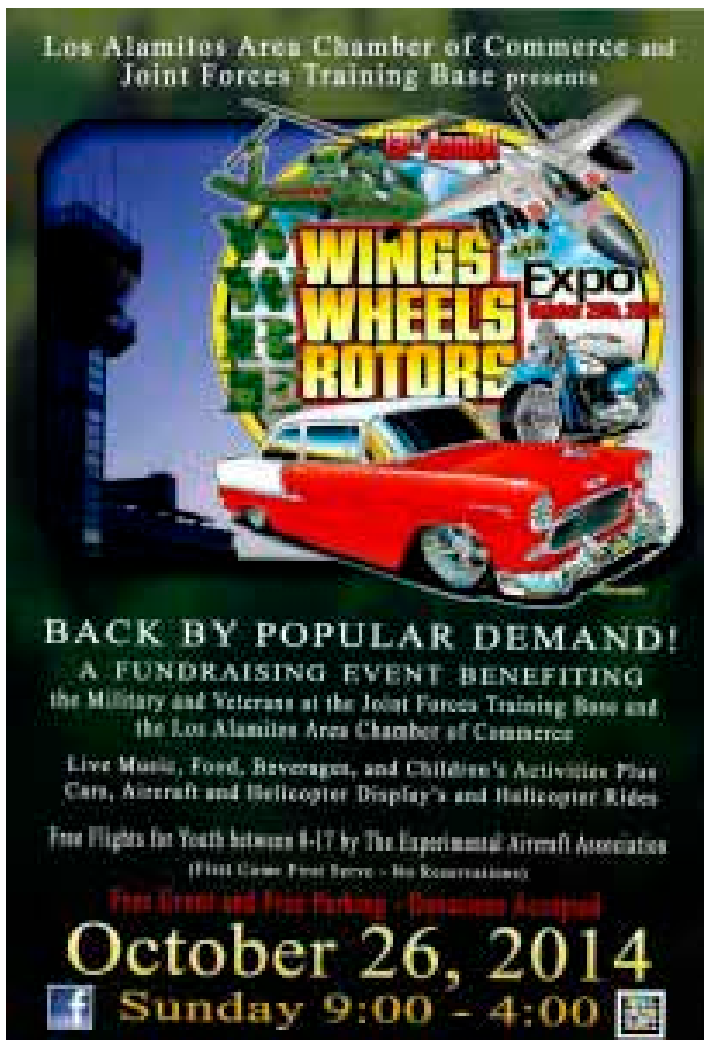
Saturday afternoon, October 18, Los Angeles Region, and McKenna Porsche teamed up to hold an open house event at their Norwalk dealership. It turned out to be quite the nice event. I got to crash a GT3 on the simulator at Mazda Raceway Laguna Seca. They also had some interesting cars on display and provided some very nice door prizes.



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

This is an entry level event open to novices

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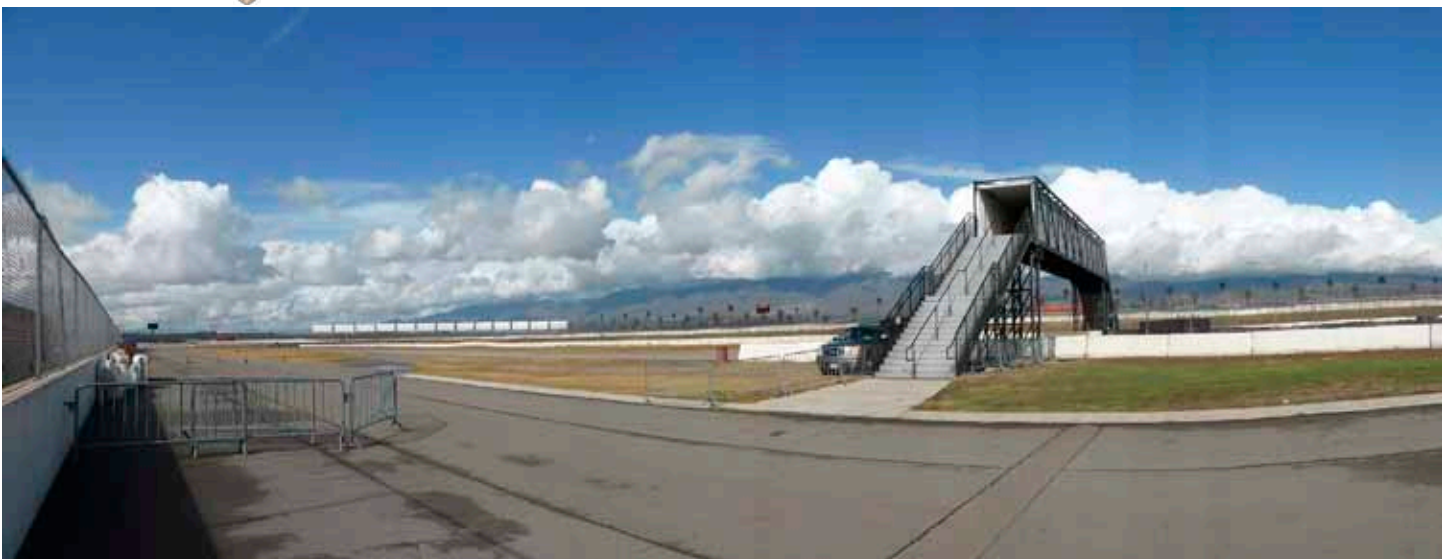
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PCAGPX.MotorsportReg.com



Here is a switch for you. Usually I am fortunate to be able to report that events are held with glorious sunny weather. Well, not quite this time. It rained late Halloween night, and it even came up and rained a couple of times out at Fontana on Saturday. In between the rain showers, there were some spectacular clouds. As I had volunteered to help work that grid, I did not have much time to take photos, so there are only a few here. 🏁



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They also had a section of "other" cars. There were some interesting vehicles there. One of my favorites was an Austin Healey that had an Alfa Romeo 2000 cc engine in place of the original 6 cylinder engine.

I have been wanting to attend the **BEST OF FRANCE AND ITALY** car show for several years now. In the past, it seems the date always conflicted with another PCA event. So, Sunday, November 2, I made my way out to Woodley Park in Van Nuys to check it out. I was not disappointed. Although I can not recall the last time a new French car was actually available for sale in the U. S., they are certainly plentiful in Europe.

When I first got to the park, the first cars I noticed were two Alfa Romeo Giulietta Sprint Speciales sitting next to each other. I can not recall ever seeing one before, but I think they were the two best looking cars at the show. (See below.)





Above is a 1954 Hudson Italia. It was purported to be the car that was on display at the 1954 Paris Auto Show. One of 26 such cars that were built. 22 are known to exist at this point. The current owner bought the car in Sweden in 1999.

In addition to cars on display, they also had a swap meet area.

Jay Leno also made an appearance with a pre-WWI Fiat.



My "New" Car:

Text and photos by Tom Stone



Here are a few pictures of Ellen Carroll's 1978 911SC at its new home! My PCA Spec Boxster race car is behind the SC under the car cover (and yes, that is a four-post lift). I also have a 1999 996 C2 and a 1988 944 Turbo.

I have already ordered new leather to have the seats reupholstered, a new steering wheel that is more period correct (but not the factory wheel which I dislike), and everything needed for a DIY tune up, oil change, and valve adjustment.



Since buying the car, I've had the car tuned up and smog tested, added an Abarth sport steering wheel, seats reupholstered with new leather, and added a Bluetooth adapter to the original Blaupunkt stereo system (which is still perfectly intact).



In January it will go into the shop to drop the engine for oil leak repairs.

Overall, this is a wonderful car and I love driving it!





HIGH ROLLER



Date: 11/3/2014

Valid after 6:00 PM only

Night Ticket TR

Total Rewards
\$34.95

Non-refundable Non-transferable

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11/3/2014 23:28:00
2-1232285

ALFRED ABKEN
EDITOR

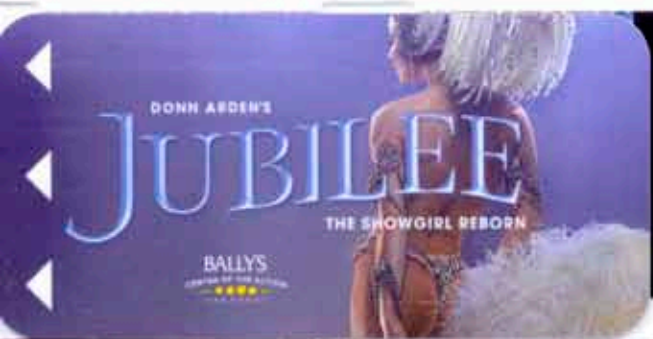
SAN GABRIEL VALLEY REGION, PORSCHE CLUB
WHITTIER, CA

EDITOR/WRITER
23 - 825 - 11



RC: MED BH: GRN

REG: 238251 JD: EW



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TIX 4 TONIGHT

Cirque Du Soleil - Love
Cat 3 Code EF Assigned

Mid/Rear Upper Orchestra

Must Be Ages 5 And Up

Must have Photo ID

TIX 4 TONIGHT

Show Date:
MONDAY 11/3/2014

Show Time: 09:30 PM

Show Location:

Mirage

Take directly to showroom
door for Reserved Seating

Sale #: 6714504



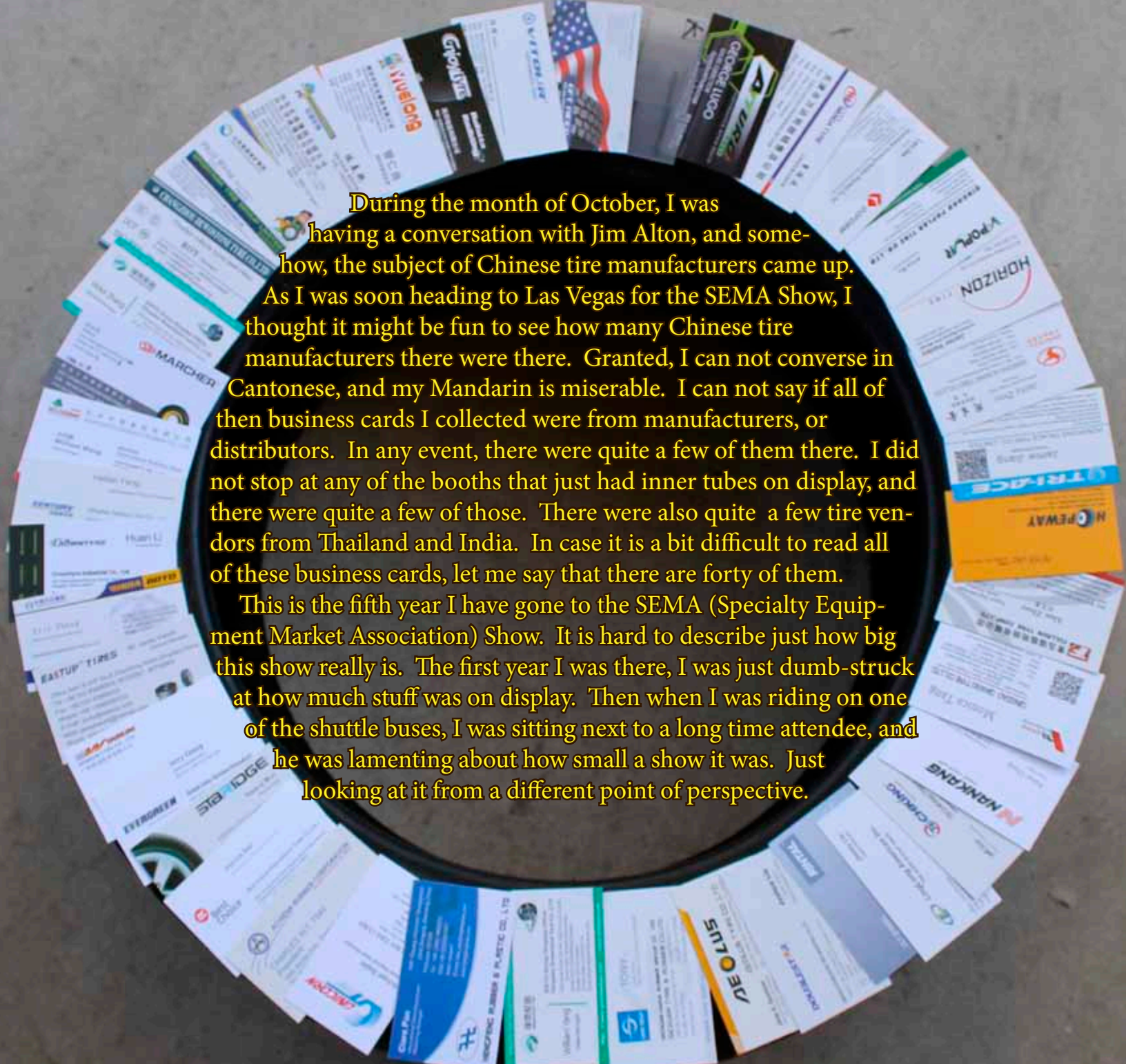
THE OFFICIAL SEMA SHOW AFTER PARTY

The LINQ Las Vegas
FRIDAY, NOVEMBER 7, 2014
4:00 p.m. - 10:00 p.m.

INDUSTRY VIP

DREAM.BUILD.DRIVE.





During the month of October, I was having a conversation with Jim Alton, and somehow, the subject of Chinese tire manufacturers came up. As I was soon heading to Las Vegas for the SEMA Show, I thought it might be fun to see how many Chinese tire manufacturers there were there. Granted, I can not converse in Cantonese, and my Mandarin is miserable. I can not say if all of then business cards I collected were from manufacturers, or distributors. In any event, there were quite a few of them there. I did not stop at any of the booths that just had inner tubes on display, and there were quite a few of those. There were also quite a few tire vendors from Thailand and India. In case it is a bit difficult to read all of these business cards, let me say that there are forty of them.

This is the fifth year I have gone to the SEMA (Specialty Equipment Market Association) Show. It is hard to describe just how big this show really is. The first year I was there, I was just dumb-struck at how much stuff was on display. Then when I was riding on one of the shuttle buses, I was sitting next to a long time attendee, and he was lamenting about how small a show it was. Just looking at it from a different point of perspective.

But this year, things were definitely bigger. They added a tent to the parking lot across the street from the north hall that contained mostly first time vendors. That tent also held the stage for the Velocity Channel TV show *Overhaulin'*.

This year they were expecting about 2500 exhibiting companies. Like last year, they also had companies exhibiting in the Westgate Las Vegas Resort and Casino (the former Las Vegas Hilton). They have about 1500 vehicles on display in exhibitors booths, and around the Convention Center.

So, do you have your best walking shoes on? There were a few items on display that might be of interest to PCA members, not counting all the tire and wheel manufacturers. The first one was from Motorsports Fuel and Equipment, from Burnsville, MN. They are marketing a product to turn pump gas into race gas. They claim it is safe enough to ship via UPS.

Motorsports Fuel and Equipment
 2180 Cty Rd. 42W Burnsville, MN 55337
 (855) 722-3427 www.race-gas.com



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If you track your street car, you might be interested in this next product. They have very limited availability for this item for Porsches, but if you are really interested, you might contact them. If you are willing to make a trip up to Prunedale (north of Salinas) they might be able to work something out for you. "Sto n sho" is a bracket that bolts beneath the bumper of your car, and there is a release pin you push to remove your front license plate. It is a much more elegant alternative to placing masking tape over your front license plate. Oh course, the approximate cost of \$90 would buy a *lot* of masking tape.

Who We Are

About Us

Big Mike's Performance Parts, a California based business, is owned and operated by Mike McKinney, a Retired Disabled Veteran of the United States Air Force. Mike had two goals in mind when he designed the **STO N SHO™** aftermarket quick release front license plate bracket. The first goal was to create a bracket for those customers who want to maintain the look and character of a high performance vehicle without doing permanent damage to the front of their vehicle. The second was to comply with state laws of those states requiring a front license plate to be displayed at all times. Mike designed the **STO N SHO™** aftermarket quick release front license plate bracket for high performance vehicle owners that want the ability to **STO** the front license plate from time to time to **SHO** the beauty and performance of modern muscle cars on the road today.

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355 Echo Valley Rd
Prunedale, CA 93907



STO N SHO

Quick Release License Plate Bracket

Another item that might be of interest to the dedicated track junkie might be a Lithium battery. These are not inexpensive, but a battery that weighs less than ten pounds is something truly remarkable. They also have AGM (Absorbed Glass Mat) batteries.

LITHIUM TECHNOLOGY



ML9C
Weight 3.7lbs/1.67kg
LWH: 5.8"x3.4"x4.25"
PCA: 893
12Ah 36 LAH
Left Positive

ML14C
Weight 4.5lbs/2.04kg
LWH: 5.8"x3.4"x5.75"
PCA: 827
14Ah 42 LAH
Left Positive

MLF1T
Weight 11lbs/4.9kg
LWH: 7"x1.3"x2.3"
PCA: 150
3Ah 9 LAH
Left Positive

ML20C
Weight 6.1lbs/2.7kg
LWH: 6.8"x3.4"x6.0"
PCA: 1152
16Ah 48 LAH
Right Positive

B128L 12V
Weight 8.8lbs/3.98kg
LWH: 10.0"x3.25"x6.5"
PCA: 1482
30Ah 90 LAH
Right Positive

ML30C
Weight 9.3lbs/4.2kg
LWH: 6.8"x5.2"x6.88"
PCA: 1658
28Ah 84 LAH
Right Positive




I48CE GROUP 48
Weight 18.5lbs/8.4kg
LWH: 13.9"x6.8"x5.5"
PCA: 2418
20Ah 75 LAH
Right Positive

I34CE GROUP 34
Weight 9.7lbs/4.2kg
LWH: 10.4"x6.8"x5.5"
PCA: 1320
20Ah 75 LAH
Left & Right Positive

RACE BATTERIES

I49CE GROUP 49
Weight 14lbs/6.3kg
LWH: 13.9"x6.8"x4.5"
PCA: 2418
60Ah 180 LAH
Right Positive

INTENSITY

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SUPER-SIXTEEN

B168LC
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PCA: 1925 20Ah 60 LAH
Tested at 12v Lead Acid Equivalent
25 AMP CHARGER INCLUDED

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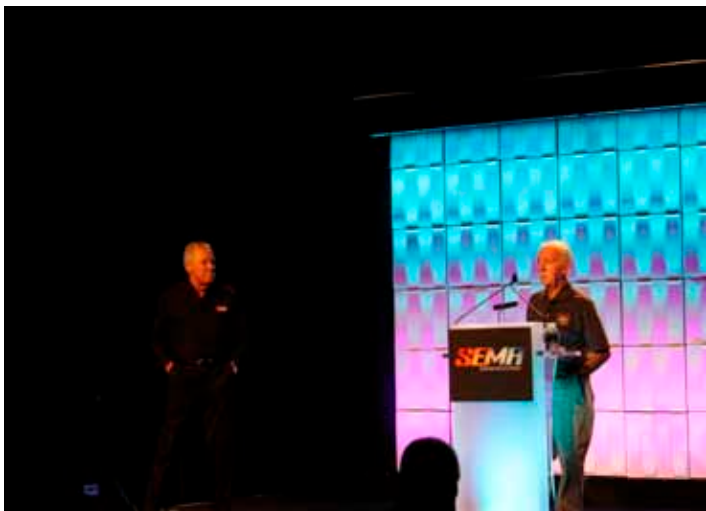
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Are you ready for clear wheels with LED's that change color????



At the New Product Awards Breakfast, Barry Meguiar (L) presented Ed Pink with the Robert E. Petersen Lifetime Achievement Award. Ed is a long-time engine builder who not only built engines for drag racing and Indy cars, but he was also quite successful in building Porsche 962 engines. Ed's shop is in Van Nuys, California.



The NHRA breakfast this year celebrated 50 years of NHRA drag racing finals at Pomona Raceway. The panel this year consisted of (L-R) Antron Brown, Tony Schumacher, NHRA Announcer Bob Frey, John Force, and Gary Scelzi.



The SEMA Show ran from November 4-7 at the Las Vegas Convention Center. The AAPEX (Automotive Aftermarket Parts Express) Show is at the Sands Convention Center, and it ran from November 4-6. Above is a 1954 Mercedes-Benz W196 that was on display at the Bosch booth at the AAPEX Show.





Bisimoto, of Ontario, California once again had several cars on display. As did bbi Autosport of Huntington Beach.



Mobil 1 had Magnus Walker's 1967 911T work-in-progress 911 S RT on display.



This year, for the first time, on the final Friday night of the SEMA Show, they had an event called SEMA Ignited. The general public was invited. Food trucks were present, along with cars from the Ultimate Street Car Challenge. The event was held in the parking lot adjoining the High Roller.



The above two photos are of actual unlimited builds that were on display at the SEMA show this year.

A bit of history: In June, the SEMA Cares Committee held a Pinewood Derby event in Pomona at the Fairplex Convention Center. There were several classes that could be entered. The two choices of bodies were either a Mustang, or a pickup. I chose the Mustang body, and with a coping saw, and some files I made something that more closely resembles a 911. I re-sized some 1/43 scale decals for the windows and rear engine grill. I made my own SGVR decal for the roof, and tail lights, also the stripes along the side. I had some old decals I used for the head lights. As I was not sure what they would be using for a scale to weigh the cars, I kept the weight down on my car. In retrospect, I should not have worried. They were using a very accurate digital scale to weigh the cars. At least I did not come in last place. I came in 4th out of six cars in class. Not too bad for my first Pinewood build. 🏆 P. S. My car was *not* on display in Las Vegas.



What is Elio "Motors"?

What does \$6,800 buy you?

Text by Larry Holt

All this talk of discounts and deals got Elio thinking. Elio knows \$6800 is a great deal for a brand new vehicle with a 3-year 36,000 mile warranty. Throw in the fact that the Elio will get up to 84 M.P.G. and it's clear that the vehicle makes economic sense for millions of people. Is it??



Just how good of a deal is it? Elio set out to find some other interesting things that you can get for \$6800. Here are some of what they found.

Want to spend \$6800 on education? Elio knows our Elio fans aim high, so Elio looked at Harvard - where for slightly less than the price of an Elio you can attend for one month. It costs \$240,000 for a four-year undergraduate degree. (Assuming you'll take summers off to take that Wall Street internship.)

Even a public university is costly. Michigan State University, for example, costs nearly \$100,000 for a four-year degree. For \$6800 you can go for half of one semester!

Perhaps you could borrow Michelle Obama's J. Mendel capsleeve jacket that she wore to Buckingham Palace in 2012. It was a mere \$6800.

Is it?

A new watch... the John Varvatos Limited Edition Chronoscope goes for - you guessed it - \$6800.

Are sports more your thing? If you and a buddy want season tickets to the worst team in the NBA, you can sit on the baseline and see all 41 Philadelphia 76ers home

games for just \$6970.

Make your reservations today! 84 M.P.G. highway. \$6800 includes A/C, power windows, locks, AM/FM radio and a 3 year, 36,000 mile warranty. Anticipated 5-star crash test rating. Made in the U. S. A.



eliomotors.com



Red Cap Club

Question and answer by James H. Alton II



The above three photos were taken by Tim Topp at the November breakfast meeting at Coco's in Arcadia. Following breakfast that day, a small group of members drove out to Alta Loma to Rancho de Philo.



Robert won the red cap at November's breakfast meeting. This time, the question was a little different. Three members were asked, and the highest guess not going over the correct answer won:

Between S's, GTS's, Hybrids, Executives, etc. Porsche has a lot of different models. How many different Porsche models appeared on the www.porsche.com/usa website on 14 November 2014?

Alfred Abken guessed 14

Dikk Jones guessed 50

Robert Friedman guessed 18

Answer: Bosxter -3

Cayman -3

911 -20

918 -2

Panamera -12

Macan -2

Cayenne -6

Total: 48

Dikk Jones was by far the closest, but rules are rules.





Photo by Alan Tibbetts. L-R Dikk Jones, Janis Jones, Tom Scanlon, Eileen Walpole, Carl Stewart, Alfred Abken at Rancho de Philo. 🏰



Fernando Bautista III checking out the new Boxster GTS. 🏰



Whenever the top of the new Targa was either raised, or lowered, it drew a crowd of onlookers.



This was the world premiere of the new 911 Carrera GTS.

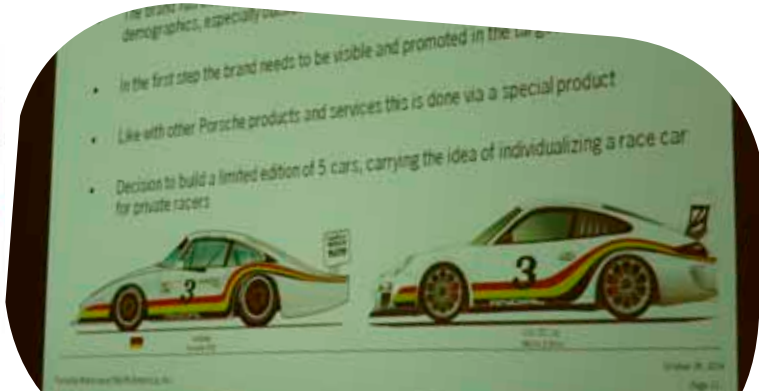


I know it is not a Porsche, but I thought the Mini Superleggera -Vision- was too cute not to include. 🏰

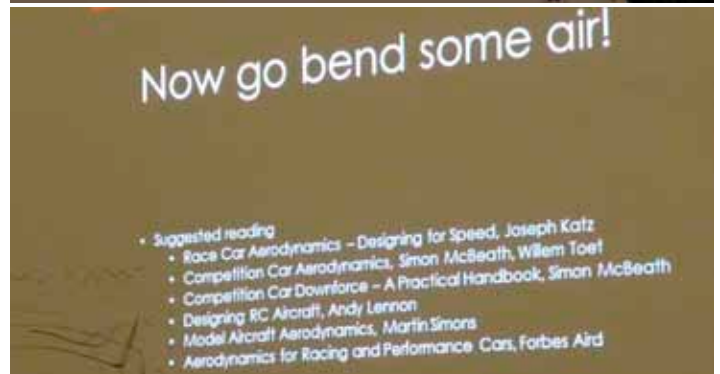




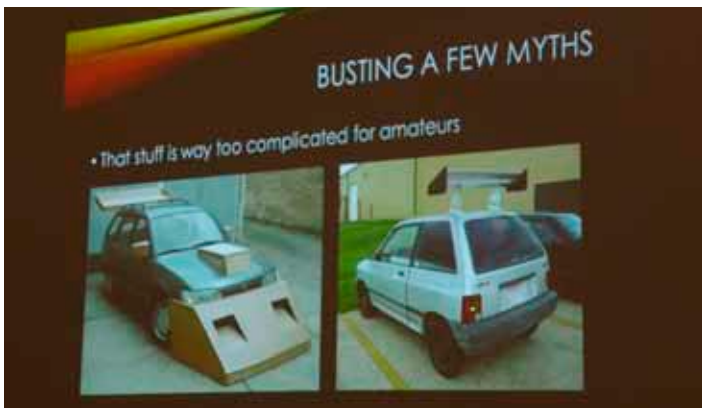
Saturday, November 22, PCA held Tech Tactics at the Porsche training facility in Ontario. This years speakers were Steve Calder from Michelin, talking about new tire technology. Allan Caldwell, PCA Tech Committee did a presentation on 51 years of 911 Up-Fixen. Tony Callas, Callas Rennsport, Torrance did a presentation on Porsche Diagnostic Secrets. Darrick Dong of PFC Brakes on the theory of braking. Andrew Lennon of PCNA did two different presentations. One on the 918, the other on new technologies. Michael Mulligan, of Mulligan Racing Development, Vista did a presentation on the aerodynamics of race cars. Larry Neely, from ClearPlex did a demonstration on installing their clear protective film on a windshield. Chris Powell, also on the PCA Tech Committee, spoke about Porsche Transmission Secrets, and Jens Walther, president of Porsche Motorsports North America, and Klaus Vijanmaa, PCA Wichita Region, spoke about the ANDIAL Motorsports program. They were joined by two of the surviving original members of ANDIAL; Dieter Inzenhofer and Alwin Springer.



L-R left photo, Jens Walther Alwin Springer and Dieter Inzenhofer presented a brief history of ANDIAL. More info about the 2011 997 GT3 Cup car above is in the October 2014 issue of *Panorama*. Above that is Klaus Vijanmaa.

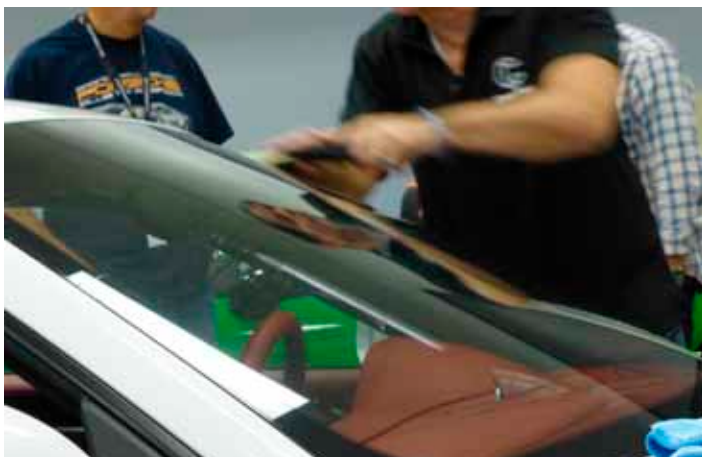


Above left, Pete Tremper, PCA National DE Chair introduces Mike Mulligan. Above, some suggested reading material.



Above R., Larry Neely of ClearPlex doing the install of their film.

Right, I found it amusing that the event was held on November 22. 🇺🇸



THE SAGA OF THE MALFUNCTIONING SEAT BELT RETRACTOR

By Dikk Jones

A while back, on a moderately long tour, the seat belt retractor on the Cayenne locked in the open position. You know, as in I couldn't pull the belt back out of the wall. Putting it in perspective, the seat belt functioning of the 2005 Porsche was as useful as the installed belts of the 1905 horseless carriage. (They didn't exist then.)

We toured four more days sans seat belt; all that while I spent imagining how being thrust, unrestrained, through a windshield might disfigure me.

I sighed in relief when we took the car to the Riverside Porsche dealer for belt replacement or some such operation a long five days later.

While they had the Cayenne in the shop analyzing the problem, we were given (actually lent) a 2014 4-door Fiat to drive the few hours they projected that it would take to replace the retractor.

When we rolled back into the dealership in our Fiat three hours later, the bad news was that the only source of the needed replacement was in Atlanta, (Ga, USA).

They didn't have the needed replacement part in stock. Bummer!

I had made unfavorable noises about Porsche owners being forced to be seen in public in a Fiat. Also I glorified Janis' road rally achievements, adding only a few distorted numerical positions and years of rallying.

The good news, for whatever reason, they rolled out a 2014 Panamera that was apparently a lease return or maybe repo or something else; who cared - it only had 6,000 miles or so on the odo. We left in the Panamera knowing that the malf retractor replacement wouldn't be in their shop in a week.

I had in my possession a clipboard with the rough draft of a Porsche tour that we had planned to checkout.

Riverside was, well, a half hour closer to the starting point of the rally then home so off we went.

The tour was through the back country roads of southwestern Riverside County and northwestern San Diego County. You know how those roads tend to be: narrow, winding with steep declines and climbing twists. We had time constraints to consider so had moved along in a spritely manner. We only bottomed out once.

Five hours later we pulled into our driveway as neighbors stared at us with amazed expressions on their faces. (That is no big deal, they did it the first few times we

drove the 1911 Cadillac in from outings.)

Two days later we made a little lunch run up to Santa Barbara: 350 miles round trip, 20.08 m.p.g. Not bad for a three litre, twin turbo four door sedan.

Then one day we had to turn the red shoes in and return home in an aged SUV (Cayenne) that never bottomed out.

But we had those few glorious days in the sun to remember forever!



I hadn't been down to Irvine yet this year for the Cars & Coffee get together, so Saturday, December 6, I was up and out the door early for the drive down to O. C. There seemed to be quite a lot more Porsches in attendance than I recall seeing before. Jeff Zwart was there with his 1949 Gmünd coupe. I heard after the fact that this location will be closing down in a couple of weeks. If you plan to go down there in the near future, it might be a good idea to check their website first to make sure they are still there.

As I was leaving, the Southern California Woodie Club were handing out flyers for a Toys for Marines Annual Toy Drive to be held Saturday, December 13. So, they should be there at least one more week.



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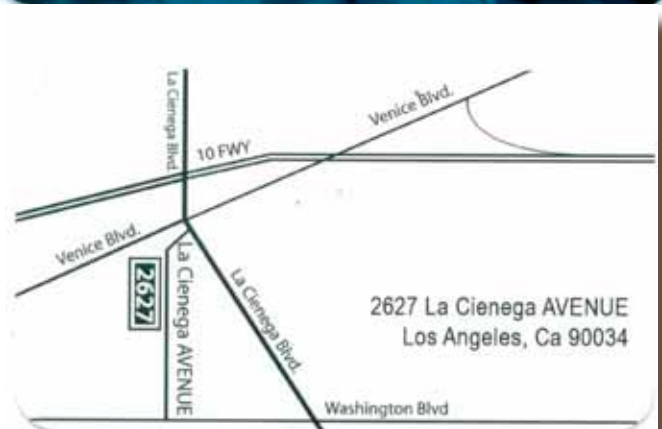
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About Van Nuys Plating, Inc.

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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San Gabriel Valley Region

Porsche Club of America

Board Meeting Minutes - 2 December 2014



Location

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

Attending

- . Alfred Abken, President
- . John Barrone, Vice President
- . Steve Hoskins, Treasurer & President Elect
- . James Alton, Secretary
- . John Kinikin
- . Karen Yuen, Secretary Elect

Called to Order at 19:09 PDT, 2 December 2014

Membership Chair (Steve Hoskins for Greg Gustafson)

We now have: 5 new members

2 new affiliate members

463 Total members

Treasurer's Report (Steve Hoskins)

Steve Hoskins presented a written report

We made \$68 this month with the 50/50 drawing. We spent some money on the Zone 8 assessment: \$2 each for each concours and rally entry. We also paid the accountant who's been helping us straighten out our tax status. Steve will finish the Federal Tax Forms before Heinz Jaeggi takes over as treasurer in 2015. The new board will have to make sure Heinz has signature authority on our bank account.

Vice President (John Barrone)

John just signed up for our holiday banquet. Susan Friedman had reminded us we need 10 more attendees.

Secretary Elect (Karen Yuen)

Karen Yuen mentioned her visit to the L A Auto Show.

Karen has looked into "business cards" for our Region. These cards will be used to recruit PCA members.

Karen will talk to vendors to refine our options and prices.

John Kinikin

John Kinikin brought a calendar a friend of his did for Diablo Region. We can get similar calendars printed by CostCo for about \$10 each. The board decided to try to get suitable Porsche-related photos from our members.

Secretary's Report (Jim Alton)

The board approved the minutes from 7 October 2014 and 11 November 2014.

Red Hats. We're down to one *red hat*. Members of the 2015 board are leaning to offering alternative prizes for the monthly trivia question at our breakfast meetings.

Schnell Autosports had agreed to sponsor our next batch of *red hats* but we didn't pursue this given the idea of changing prizes. The board felt we should continue to award *red hats* but that we may offer alternative prizes to winners, particularly those who already have hats.

Karen Yuen and Alfred Abken will check with two vendors to get prices for new hats.

President's Report (Alfred Abken)

Alfred attended the Zone 8 President's Meeting on 23 November 2014.

- . There was discussion of the accounting methods for the Festival of Speed.
- . The Festival of Speed subsidizes the Zone 8 Awards Banquet but no longer provides funds to Regions.
- . California Central Coast Region suggested any Region planning a tour into their area contact them. They can offer route suggestions.
- . We should carry PCA Incident Report Form¹ on our tours in addition to the insurance certificate and insurance waivers.

New Business

No additional new business was proposed.

Adjourned at 20:56 PDT.

Approved

Alfred Abken
President

Submitted

James H. Alton II
Secretary

¹ There's also an [Incident Report - Non-Driving Events](#).



Ron Wachtler
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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 Spring 2015 issue will be March 5, 2015. The price is right for PCA members.

FOR SALE:

Front bumper 1975-6 914. Very good condition with no rips or tears. It was removed from the car in 1993 and has been stored in my garage since then. Also have the shock absorbers. \$250.00

Rear Bumper 1975-6 914. Very good condition with no rips or tears. It was removed from the car in 1993 and has been stored in my garage since then. Also have the shock absorbers. \$250.00

Generator bearings for a 356. I have two p/n 111 903 221A bearings for the front and rear of a generator for a 356. These are brand new and were purchased for my 1962 B Super cabriolet which I no longer own. \$8.00 pair.

1975 914 1.8 liter engine. This engine was in my '75 914 when I bought it in 1993. It was replaced with a 2.0 liter engine the same year and sat in my garage for six years before being installed in a '73 914 while it's 2.0 was being rebuilt. It had 86,000 miles on it when it was removed from my car and has less than 10,000 miles since then. It has been out of the cars since 2011 and was running fine when it was removed. This is a complete engine that includes the fuel injection and exhaust pipes. Flywheel not included. \$500.00. (Local pick-up only on the bumpers and engine)

Air filter for 911 Carrera, non-turbo 3.2 liter. 1984-1989. New, in box. \$12.00

Air Filter, Mahle, for 1983-86, '88-89 944; 1987-88 924S. New in box. \$7.00

Factory workshop manuals for 944 in red factory 4 ring notebooks. Manuals for engine, transmission and electrical systems are complete. Chassis section is complete. Body section is missing group #51 (body, center section) and group #74 (seat covers). Group #53 (rear body section) is a copy. Air conditioning section is complete, but is a copy. \$75.00.

Haynes shop manual for 1983-86 944, including turbo. Very good condition. \$10.00.

Past issues of *Porsche* magazine (Later *Excellence*). Jan/Feb, Mar/Apr, May/June, July/Aug & Sep/Oct 1987. Very good condition. \$5.00 for all.

Past issues of *Excellence* magazine

1987; all issues. \$5.00 for all.

1988; Feb, Apr, June, Aug, Oct & Dec. \$5.00 for all.

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1992; Feb, Apr, June, Aug, Oct & Dec. \$5.00 for all.

1993; Feb, Apr, June & Aug. \$3.00 for all.

Or \$25.00 for all *Porsche* and *Excellence* magazines.

All are in very good condition.

All items are "plus shipping".

Mike Forest

Cal-Inland Region

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