

# GABRIEL'S HORN

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

Winter 2012



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Other models available!



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Other models available!



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Visit us at the LA Lit & Toy Show and SoCal All Porsche Swap Meet on March 2-3!

For more details about upcoming events, please visit our Facebook page: [www.facebook.com/SierraMadreCollection/](http://www.facebook.com/SierraMadreCollection/)

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1055 East Walnut Street • Pasadena, California 91106







SGVR President, Robert Friedman  
(626) 484-5251  
robert@friedmanarchitects.com



SGVR Past President, John Barrone  
(323) 899-2081  
barrone@earthlink.net



SGVR Vice President, James H. Alton II  
(310) 993-5264  
Jim.Alton@ieee.org



SGVR Treasurer, Susan Friedman  
(626) 665-9271  
susan@friedmanarchitects.com



SGVR Secretary, Alfred Abken  
(562) 696-6090  
aabken@verizon.net  
(Photo by Kevin Webster)



SGVR Membership Chair, Greg Gustafson  
(626) 376-7417  
gre.a.gus@gmail.com



SGVR Driving Chair, Glenn Orton  
(626) 447-5556  
Glenn.Orton@jpl.nasa.gov  
(Photo by Bev Gould)



Zone 8 Rep. Tom Brown  
zonerep@zone8.org

# TABLE OF CONTENTS

Page 2 . . . . .	Sierra Madre Collection
Page 3 . . . . .	Board Members and Chairs
Page 4 . . . . .	Table of Contents
Page 5 . . . . .	Editor's Letter
Page 6 . . . . .	Upcoming Events
Page 7 - 9 . . . . .	A Series of Unlikely Events...
Page 10 . . . . .	<b>Zone 8 Concours d' Elegance</b>
Page 11 . . . . .	Zone 8 Banquet
Page 12 - 13 . . . .	Fall Quarterly Dinner
Page 13 . . . . .	<b>Apple Tour</b>
Page 13 - 14 . . . .	<b>Mulholland Tour to the Mullin Museum</b>
Page 15 . . . . .	Descanso Gardens
Page 15 - 17 . . . .	SEMA 2012
Page 18 - 19 . . . .	<b>ESCAPE TO THE OZARKS</b>
Page 19 - 20 . . . .	Sherry Tour
Page 20 . . . . .	SGVR/GPX DE/TT
Page 21 . . . . .	<b>TECH TACTICS</b>
Page 22 . . . . .	HOLIDAY BRUNCH
Page 23 . . . . .	CLASSIFIEDS, California Festival of Speed
Page 24 . . . . .	Artwerks Sports Cars



Cover: SGVR members waiting to get into the Mullin Museum, Oct. 27.

Photo by Alfred Abken.

# Editor's Letter



Photo by Kathleen Morales

The fact that it is now December is proof positive that we must be having fun. In less than a month, we will be celebrating the arrival of a new calendar year, and with that new year, we will usher in new board members to the San Gabriel Valley Region of the Porsche Club of America. I, Alfred Abken, will be the new President. John Barrone will be the new Vice President. James H. Alton II will be the new Secretary, and Communications Chair. Steve Hoskins will be our new Treasurer. Greg Gustafson will continue as the Membership Chair. Glenn Orton will be our Driving Event Chair, and Chief Driver Education Instructor. New to our board, Margrith Jaeggi has volunteered to be our Social Chair for the coming year. Thank you to all who are volunteering their time to our club.

The past few months have been very busy, with a wide variety of activities. More information about them will be found elsewhere in this issue. Our club's planning meeting for events next year will be held at the residence of next year's Treasurer, Steve Hoskins. The meeting will get underway at 1:00 PM on Saturday, January 12, 2013 at 1414 E. Palm, Altadena, Ca, 91001. Please plan on attending if you would like to

help plan an upcoming event, or get advanced notice of any upcoming events. Calendars of upcoming events will be available as things develop. Some of the BIG events that already have dates set are: Zone 8 Driving Tour to Justice Brothers Museum, Concours and Annual Banquet will be at the Pomona Fairplex January 19. The Concours will be held indoors at the new Convention Center. Look for the L. A. Literature and Toy Meet again on March 2, preceded by a couple of days of open houses, and the all Porsche Swap and car display at the Phoenix Club in Anaheim on March 3. The Festival of Speed will again be held at Auto Club Speedway in Fontana. The dates are April 5-7. Also in April, the ALMS will be at the Long Beach Grand Prix April 19-21. Next years Porsche Parade will be June 23-29 in Traverse City, Michigan. Is that too far away for you? Stay tuned, the 2014 Porsche Parade will be in Monterey, California from June 15-21. Also in 2014, the Escape will be in Orlando, Florida. In August, 2013, the Rolex Monterey Motorsports Reunion will celebrate the 60th anniversary of the Chevrolet Corvette from the 16th-18th.

Then, from October 24-26 we will cohost the Escape to Los Angeles. 2013 should be a spectacular year!

Last quarter, I did not print an article that was supplied by our own Glenn Orton. You may have seen it in either the Porsche Owners Club, or Grand Prix Region's newsletters. The article will appear in this issue. As this is written, Glenn's car is back on the road. Glenn has promised a follow up article, and hopefully that will appear in the Spring issue of *Gabriel's Horn*.

In closing, Merry Christmas to everyone. And if you don't celebrate Christmas, have a joyous whatever.

Happy New Year too! See you next year.

# UPCOMING EVENTS

## DECEMBER 2012

15 Sat. SDR-Z8 Autocross

15 Sat. SGVR Breakfast, Coco's Arcadia.

22 Sat. Jack Staggs 365th Day Party

25 Tue. CHRISTMAS

30 Sun. SGVR Rose Parade Float Tour

31 Mon. NEW YEARS EVE

## JANUARY 2013

1 Tue. NEW YEARS DAY

5-6 Sat.-Sun. SDR TT/DE Streets of Willow.

12 Sat. SGVR Planning Meeting

12 Sat. SGVR Board Meeting

19 Sat. SGVR Breakfast, Coco's Arcadia

19 Sat. Zone 8 Tour to Justice Brothers

19 Sat. Zone 8 Concours d' Elegance, Fairplex, Pomona

19 Sat. Zone 8 Presidents Meeting

19 Sat. Zone 8 Banquet

26-27 Sat.-Sun. SDR TT/DE

## FEBRUARY 2013

5 Tue. SGVR Board Meeting

16 Sat. SGVR Breakfast, Coco's Arcadia

16 Sat. NNL West, Santa Clara

16 Sat. 16 SDR-Z8 Concours School

23-24 Sat.-Sun. So. AZ DE

28 Thu. Open House, California

Porsche Restorations

## MARCH 2013

1 Fri. Open Houses, Sierra Madre Collection, + many other shops.

2 Sat. L. A. Lit Meet. Airport Hilton

2 Sat. Open House, Jim Liberty, European Collectables

5 Tue. SGVR Board Meeting

7 Thu. SGVR Deadline for Spring Gabriel's Horn.

8 Fri. SDR DE Fontana

16 Sat. SGVR Breakfast, Coco's Arcadia

18 Mon. GPX Day Away, Streets of Willow

## April 2013

2 Tue. SGVR Board Meeting

5-7 Fri.-Sun. Festival of Speed, Fontana

13-14 Sat.-Sun. So. AZ DE Tucson

20 Sat. SGVR Breakfast, Coco's Arcadia

20 Sat. SBR Rally School

27 Sat. SBR Autocross



# A SERIES OF UNLIKELY EVENTS (How a Nerdy Astronomer Became a Nerdy Astronomer Who Tracks a Porsche.)

By Glenn Orton

“Oh my God, you are absolutely the last person I would expect to do anything like this!” This was my big sister’s reply when I called her January 30, 2011 to tell her that I was driving my 2007 Cayman on a track. Yes, driving on a track. Not wheel-to-wheel racing, but against a clock and with other cars. Yes, I *really* was driving my Cayman on a track. After a pause of a few seconds, she added, “Good for you. It’s about time and you deserve it!”

I’m living the dream of my 7-year old self by becoming an astronomer with a specialty in planetary atmospheres (think of it as a more sophisticated version of my science-fair projects). I’m working at America’s lead center in planetary exploration, Caltech’s Jet Propulsion Laboratory (JPL). I’ve had the privilege of working in several interplanetary spacecraft projects and observatories in space. So there is a very fuzzy line between what I do for work vs. what I do for fun - I’m really being paid to do my hobby. My 8-inch Celestron is gathering dust in the back closet, but I’ve gathered data from almost all of the world’s giant 8- and 10-meter telescopes. My wife is a laboratory molecular spectroscopist, whom I met at JPL, where we still both work. She also loves her own research, so we find ourselves “playing” at JPL on many weekends -particularly now that we’re “empty nesters”.

Just owning a sports car was way “out of the box” for me. It started with a chance quip from my son during a family dinner on his winter break from college in 2008, commenting on a few changes in my habits that might more-or-less define a mid-life crisis (which I hope means that I’m living to 120) and worthy of a story in itself. He said “Dad, I just don’t know you anymore. What’s next - a trophy wife and a sports car?” I assured him that I’d had the trophy wife for nearly 30 years (My wife gave me that “right answer” smile), and I brushed off the idea of a sports car. But, apparently the seed of an idea had been sown and just sort of took root. The previous 24 months had included some of the worst times in my life, ending with the unexpected death of my mother, our last surviving parent. So the idea of doing something just for fun was extraord-

inarily appealing. After a lazy post-Easter brunch a few months later, by sympathetic wife suggested I just try test-driving a sports car, just to see if I’d enjoy one. “Really?” I replied, as nonchalantly as I could. Oh, I hadn’t smiled that broadly as I did that afternoon in many a moon.

True to my nerdy self, for the next three months, I test drove eleven different sports cars, realizing I now had part of an unexpected inheritance in hand. One day I thought I’d go a little crazy and just see if Porsches were really *that* good and had the fortune of getting a very patient salesperson, Ron Coxsom at Rusnak Porsche in Pasadena, who understood the limits on my purchasing power - even with the inheritance. I didn’t want a convertible, so he suggested a Cayman. After trying a few other cars, my path came back to Porsche again for another try at the manual, which I liked “messing with” more than the Tiptronic. We hadn’t gone a couple of blocks when Ron advised me to wait for the revs to get at least to 2500 or 3000 RPM before shifting up. I told him I thought the engine sounded really “heavy”, but he assured me that it was just what it was supposed to sound like. So, on the winding roads east of the Rose Bowl, I drove up to 3000 RPM and Vroom, change gears, up again and Vroom onto the Foothill Freeway. Oh, the smile on my face and the beat of my heart! There was a good deal on a vehicle that had been used as a demo for 300 miles being offered at an \$8000 “discount”. You see me driving it now, with me (GSO) and my wife (LRB) always together...at least on the license plate.

So, an unexpected inheritance, a casual joke from my son, a sympathetic wife, and an extremely patient salesperson, landed me in a Porsche. When I told my sister about this, she couldn’t believe it. You have to understand that she and her husband have been dedicated NASCAR fanatics for decades, so this was a startling change in their perception of what I do for fun off on “the other coast”.

Along with the Porsche came a brochure inviting me to join the Porsche Club of America, and my first thought was “I sure don’t need to belong to another social organization!” But my local PCA San Gabriel Valley Region web site had “Driver Education” events. And, boy, did I need educating! So I was interested, and I found that going to monthly breakfast meetings started filling me in with information about Porsches. But I was always out of town during their performance-driving events for two years (only later did I realize that I could have driven short distances to other Regions’ events,

even if I weren't driving a Porsche!). Finally, one fateful November 20, 2010, at a "local" event at the Pomona Fairplex track, I was available. The weather started out with pouring rain, and I had positively *no* idea what I was going to be doing. This was my first experience at any kind of a track, even as a spectator or a passenger; whatever got into my brain that I could be a driver! A rain delay for the novice group encouraged me to ride in one of the demo cars that Porsche Cars North America had brought. So I had my first ride on a track - it turned out not to be so much exciting as it was purely TERRIFYING. This @\$@#\$ car is going SIDEWAYS!! How the hell am I going to drive anything like this with my precious Cayman!

But I calmed down with the gentle and encouraging approach of a volunteer instructor, also a SGVR member, Revere Jones. I then took what now seems like baby steps toward driving with control in ways I'd never dreamed possible - particularly on a rain-soaked pavement. When the timed runs were suspended because the track was too wet, I just ended up happy with more seat time, just going around the track. And around, and around, and around! I got home that night and was floating. I could not dream of having so much fun doing anything else that was legal and outdoors. I was reminded, with the aircraft overhead on final approach to Brackett Airfield, that this was the same combination of perfect timing, knowledge of the hardware, and surging adrenalin that I had as a student taking flying lessons in the Caltech Aero Association back in 1973 when I was learning how to land.

The next day during the Driver Ed. event, my serpentine belt broke (it was Marty Goldsmith driving my car as an instructor, so I kid him relentlessly at every possible chance for "breaking my car"). Later, I was waiting for Porsche Roadside Service, and going into clinical depression every time my run group was called out. It was clear that I was hooked. In the process I discovered that I was still on extended warranty, that service personnel didn't care if I was on a track ("that's what the cars are built for, aren't they?"), and that I was pouring over PCA schedules in neighboring Regions for events like this.

Oh, my friends, after that the slope became more slippery than I ever thought possible. At the SGVR Holiday Brunch, SGVR and Porsche Owners Club member Glenwood Gum donated a charity auction item: a one-year membership in the Porsche Owners Club and two free track days on the Streets of Willow track at Willow Springs Raceway. I had no idea what

the POC was but the free-track-day thing was a no-brainer. They made a lot of money on that one, as I kept outbidding everybody else, and my poor wife looked on as her husband started pushing himself down the slippery slope hand over hand.

I looked up the web site for the POC. Driver clinic, end of January, Great! Performance Driving Series, hmm. Sounds like something I can try. Time trials on a big track. Hmmm. Dunno about that one, but driving fast has its appeal, of course. Cup racing! Oh. Lordy, what have I gotten into? Still I registered for their January clinic and the first day of their performance Driving Series. I may have had no idea what I was getting into, but the sliding felt good!

So on January 28, I found myself at Willow Springs Raceway and noted that some of these "novices" had painted racing numbers and other decals on their cars, harnesses and racing seats. "What am I DOING here?" I thought, as clearly some of these drivers are far, far from the green novice that I so clearly was. Needless to say, the threshold braking exercise, apex exercise and skid pad exercise (the later right after lunch, no less) were challenging, and they were followed by driving around the Streets of Willow track for two runs. In the first of these, I couldn't do anything right and got pretty discouraged, but the second run felt better, smoother and much more fun.

Clearly, I'd processed things while I was waiting. The next day, I discovered just how slow we had all been driving on Saturday. But I started getting more confident as the day wore on and really anticipated the next runs. My instructor let me drive alone during the final practice runs. That's when I regained that "floating" sensation, and after which I phoned my sister.

My next event was sponsored by the PCA Orange Coast Region that held another driver clinic and mini-autocross, followed by a day-long autocross. This was just supposed to be a backup of the POC clinic, but just couldn't stay away. No apexing exercises at the event, but an introduction to figure 8's and slaloming. Then a mini-autocross (AX). I kept driving that course as many times as I could, and the next day didn't do too shabbily in the NOVICE2 ranking on the day-long AX, with a very challenging series of "gates". AX events are great for people who are just dipping their toes in the water of high-performance driving.

Another driving event with the POC at Streets of Willow followed with both clockwise and counter-clockwise driving, this was like driving two different tracks. Then the GPX "Day Away" event came that



Marty Goldsmith had promoted way back in November of 2010, another visit at “Streets”, but with a whole new set of people. When my assigned instructor didn’t show, I got a series of last-minute recruits: Dave Hockett, Revere Jones again and Craig Hibbard. All great drivers with great experience. The next month at Buttonwillow, I got both Dave and Dan Hockett (was I Boxstered-in?) and Mike Mulligan checked me off as a solo driver, having gotten a similar checkoff ride with the POC the previous month.

I also started a combination of physical therapy and personal fitness training. I was driving so badly on that single day in the autocross that I pulled muscles in my shoulders and back. The difference between a track video game, or watching someone’s You Tube video and the real experience is all those lateral forces that I’d been totally unprepared for, especially when I was frantically shuffling the steering wheel “uphill” against them.

As I write this, I’m now a “regular” at the POC’s PDS events, many of the PCA OCR’s AX events (at the old El Toro Marine Air Base) that have their own sets of challenges, and PCA Zone 8 events (particularly the GPX and cosponsored SGVR/GPX events) some of which are pretty challenging, like Buttonwillow and Spring Mountain. By the end of 2011, I’d driven 28 track days, plus that fate-ful one in 2010. I’ve taken a driving instructor session, so that - with enough of my own experience - I can give back in some small measure the pure joy I’ve gotten from the people in the clubs who have helped me- particularly those pure novice drivers who are as nervous as I was. I don’t overestimate my skill level, mind you, but still managed to do some “personal best” driving more recently, melting my brake-pad sensors and boiling the brake fluid. The SGVR honored me by giving me their 2011 Driver of the Year award, and asked if I’d function as their Chief Driving Instructor! Needless to say, there aren’t many people on our Region who routinely do high-performance driving, but I’m trying to recruit as many as I can! And I’m always soliciting lots of right-seat advice (I think of it as the voice of Obi Wan Kanobe to my Luke Skywalker). One of my POC instructors who in march advised me “You might enjoy this more if you released your death grip on the wheel”, later cautioned me against falling prey to the “red mist”.

Of course in my recruiting, I warn people about the addictive nature of this activity and becoming as crazy as I am about it. By this writing (June 2012), I’m up to 44 lifetime track days, but all acquired in the last 17 months of my life. I owe much to my totally supporting wife (“as long as you’re safe, have fun”) who totally surprised me with a full-length trophy case for my birthday last year.

I’m doing my best to fill it.

And I still thoroughly enjoy “work”, so I feel doubly blessed. This part of me will continue, with my current “space adventure” the Cassini mission that is still orbiting Saturn, and my next one - the Juno mission that will arrive at Jupiter in five years, when I *still* intend to be “working” and driving! To the PCA, I’m the nerdy astronomer: I’ve even co-conducted observing runs over the internet from the WiFi in the Streets of Willow garage, as well as from Loren Beggs’ **911 Design** in Montclair. And I’ve talked to observatory staff and other astronomers and JPL colleagues about my driving. To them, I’m “the astronomer who races”: there’s a picture of me in a magazine published by the Gemini Observatories accompanying a “popular” article on my work on Jupiter’s atmosphere - in a racing helmet.

So for some of us, life’s adventures can still start in our sixties. And when I’m on the track on Sundays, my friends at church know that I’m heeding the words of the good book: “Set aside every care, lay down your mistakes and run with patience the race that is set before you.”

Glenn Orton (currently in PDS blue group), who by night morphs into:

Dr. Glenn Orton, Senior Research Scientist  
JPL, California Institute of Technology

Chief Driving Instructor  
San Gabriel Valley Region  
Porsche Club of America

A version of this article was published in the Porsche Owners Club magazine, “Velocity”, and GPX’s “The Circuit”. This article is dedicated to the loving memory of my sister, quoted at the beginning of this article, Kathy Orton Coulombe (1940-2012).

*...and the saga continues... Glenn had an unfortunate incident this summer, but he was fine, and his car has been rebuilt. Ed.*



Glenn at Pomona Nov. 18 with his recently rebuilt Cayman.

Photo by Alfred Abken.



# Concours d'Elegance

SPONSORED BY PORSCHE OF DOWNTOWN LA

**SATURDAY, JANUARY 19, 2013 (RAIN OR SHINE)**

**SHERATON FAIRPLEX AND CONVENTION CENTER**

**601 WEST MCKINLEY AVENUE, POMONA, CA 91768**

**INSIDE THE GREAT HALL, BEFORE THE ZONE 8 ANNUAL BANQUET**

## **FULL CONCOURS DIVISION**

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, 1999-2011)  
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>

**CAR PLACEMENT: 11:30 AM**

**JUDGE'S MEETING: 2:15 PM**

**JUDGING STARTS: 3 PM**

**JUDGED ENTRY: \$35 (BY 1/12)**

**\$45 (AFTER 1/12)**

**DISPLAY: \$10**

**TO REGISTER, GO TO:**

**[HTTP://MSREG.US/JAN19CONCOURS](http://msreg.us/jan19concours)**

**OR FILL OUT THE INFORMATION BELOW AND  
MAIL THIS ENTIRE SHEET TO:**

**DAVE YERZLEY**

**2621 WOODSTOCK LANE**

**BURBANK, CA 91504**

**NAME: \_\_\_\_\_**

**ADDRESS: \_\_\_\_\_**

**CITY: \_\_\_\_\_ STATE/ZIP: \_\_\_\_\_**

**CELL PHONE: \_\_\_\_\_**

**OTHER PHONE: \_\_\_\_\_**

**PCA MEMBER? \_\_\_\_\_ REGION: \_\_\_\_\_**

**CAR TYPE: \_\_\_\_\_**

**YEAR: \_\_\_\_\_ BODY STYLE: \_\_\_\_\_**

**COLOR: \_\_\_\_\_ CLASS: \_\_\_\_\_**

**CAN YOUR CAR REMAIN ON SITE UNTIL THE  
END OF THE Z 8 BANQUET? YES NO**

**ARE YOU INTERESTED IN WORKING ON A JUDGING TEAM?**

**AS A RUNNER OR TIMER: YES NO**

**AS A JUDGE: YES NO**

**JUDGES SHOULD, AS A MINIMUM, HAVE ATTENDED ONE ZONE 8 JUDGING SCHOOL AND  
BE FAMILIAR WITH THE ZONE 8 CONCOURS COMPETITION RULES, AVAILABLE AT  
[HTTP://ZONE8.PCA.ORG/RULES.PHP](http://zone8.pca.org/rules.php), AND THE MATERIAL CONTAINED IN THE ZONE 8  
JUDGE'S MANUAL, AVAILABLE AT [HTTP://ZONE8.PCA.ORG/EVENTS\\_CONCOURS.PHP](http://zone8.pca.org/events_concours.php)  
ADDITIONAL INFORMATION ABOUT CAR CLASSIFICATION IS ALSO AVAILABLE IN THE  
ZONE 8 CONCOURS COMPETITION RULES.**



# Dining with Porsches!

## Zone 8 Banquet Brought to you by Porsche of Downtown LA January 19, 2013 All events to be held at the Sheraton Fairplex, Pomona

Door Prizes  
DJ & Dancing  
Enthusiast of the Year Award  
Region of the Year Award  
Zone 8 Series Awards  
Dress Code: Casual-Come as you are!  
Concours cars on display in the banquet hall

### Saturday Activities

Driving Tour to the Justice Brothers  
Museum (\$10/car)  
Zone 8 Concours (\$35 judged-\$10 display)  
Website Seminar with Don Roof, PCA  
Region Web Coordinator (Free)  
Zone 8 Presidents' Meeting

Cocktails at 6 PM, Dinner at 7 PM  
Banquet cost is \$55/person

Registration opens December 15th

More info and register at: <http://zone8.motorsportreg.com>

## Special guest speaker: Magnus Walker of *Urban Outlaw*

### Driving Tour

Come with us for a nice afternoon drive on twisty mountain roads followed by a terrific private museum tour. The Justice Brothers have a long and varied history with automobile racing. In fact, they started their company from the proceeds of a race car that they built and raced themselves!

Driving Tour starts at 12:30 PM  
Price: \$10 per car



### Web seminar

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Website Seminar starts at 1:00 PM  
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# RECENT EVENTS

On Wednesday, September 19, which incidentally was the anniversary of the birth of “Ferry” Porsche, we held our quarterly dinner at the Beckham Grill & Bar in Pasadena. A merry time was had by all. There were even special cupcakes for dessert.



Above photo by Alfred Abken.



Above photos by Katherine Lazarides.



Above photos by Katherine Lazerides.





Photo of Katherine Lazarides et al by Alfred Abken.

## OAK GLEN APPLE TOUR

On Saturday, October 6, Robert Friedman led a group of SGVR members up Highway 18 to Big Bear Lake where we had a lunch stop at the Himalayan Restaurant. It is the only restaurant in Big Bear Lake that features Nepalese and Indian food.

After lunch, we headed down Highway 38 to the Oak Glen area near Yucaipa and made our first stop at Parrish Pioneer Ranch where you can get just about anything imaginable made out of apples. Their apple burritos are wonderful! Some people headed home and others continued on to adjoining apple orchards for picking apples, and enjoying the pleasant fall weather.



Top: Rest stop along Highway 18.

Above: Leaving Big Bear Lake.

Photos by Alfred Abken.

## MULHOLLAND TOUR TO THE MULLIN MUSEUM

Saturday, October 27 a couple dozen SGVR members met up in the parking lot of the McDonalds Restaurant in Calabasas to drive Mulholland Hwy to Malibu where we had a sea food lunch at Neptune's Net.

After lunch, we continued up the coast to Oxnard and the Mullin Museum. Peter W. Mullin bought the building that used to house Otis Chandler's auto collection. Peter mostly collects French autos from the 1920s and 1930s. To say he has a nice collection is a HUGE understatement. We were treated to a tour of the museum by curator Andrew Reilly.



Meeting place in Calabasas. Along Mulholland Highway. Photos by Alfred Abken



L-R: Greg Gustafson, Tour leader John Barrone, Alfred Abken, Dikk and Janis Jones eating lunch at Neptune's Net. Photo by Ron Pearson





1934 Voisin C27 Grand Sport Cabriolet.



1938 Hispano Suiza Dubonnet Xenia.



1939 Delahaye Type 165 Cabriolet with coach work by Figoni & Falaschi. This was the 1939 New York World's Fair display car.

Above two photos by Ron Pearson.



Andrew Reilly demonstrating lowering the windshield on the 1937 Delahaye Type 135-M Cabriolet.

Photos this column by Alfred Abken



Over view of main floor.

Photo by Alfred Abken.



Tuesday, October 30, Rosie and Jack Arntzen organized a lunch in Montrose, followed by a tour of Descanso Gardens in La Canada-Flintridge.



L-R: Jack and Rosie Arntzen, Bob and Vicki Bond, Ron and Helen Pearson.

Photo by Vicki and Bob Bond.

# SEMA 2012

Story and photos by Alfred Abken.

Once again, the Specialty Equipment Market Association (SEMA) held their annual get together in the Las Vegas Convention Center from October 30 through November 2. It is hard to believe they can put this event on each year, but they do. This year there were nearly 2000 manufacturers exhibiting their wares, with more than 500 first-time exhibitors. Plus, there are hundreds of modified cars on display, both inside as well as outside of the Las Vegas Convention Center.

For me, the show started off by attending the SEMA breakfast on Tuesday morning where they announced the hottest cars on display by all the vendors. Winners



are selected by the total number of cars that are on display in the vendor's booths. This year the winners were the Ford Mustang as the Hottest Car; the Scion FR-S as the Hottest Sport Compact; The Ford F-Series as the Hottest Truck; and the Jeep Wrangler as the Hottest 4 X 4-SUV.



Eckert's Rod & Custom of Molalla, Oregon displayed this "Mach Forty" Mustang. Now if Ford had only built something like this as the original Mustang...It has a supercharged Ford GT 5.4 liter engine where the back seat would normally be.

After breakfast it was time to start wandering around. Unless you attend this show, it is difficult to appreciate how big really big can be. Inside, the show is in three buildings. One is a two story building. I am not sure how many acres each floor is, but it takes the better part of a day to walk around one. The lower level of the South Hall is primarily filled with wheels and tires. There are more tire and wheel manufacturers there than you can imagine.



Tired of the same old black tires? Qingdao Doublestar has tires in blue, red, yellow and green. Yes, they also make them in black.



Wednesday morning, I attended the NHRA (National Hot Rod Association) breakfast. This year the featured guests were Don "The Snake" Prudhomme, and Tom "The Mongoose" McEwen. Before they came out, we were treated to Alan Paradise, the writer for the upcoming movie *Snake & Mongoose*, and the movie's producer Robin Broidy. They discussed the making of the film.



L-R: Don "The Snake" Prudhomme, Tom "The Mongoose" McEwen



Oct. 31, who was Mario dressed as?

Photo by the good folks at Magnaflow.

Just in case the SEMA show isn't big enough for you, AAPEX, the Automotive Aftermarket Products Expo, had their convention at the Sands Convention Center from October 30 through November 1. The space the show occupies is similar to one of the LVCC buildings, and is on two floors. The lower floor is foreign manufacturers, from all over the world. If some country has a form of auto industry, there is most likely someone here representing them. From the smallest screw, to brake drums for trucks. Upstairs is very similar to one of the halls at the LVCC.



Here is proof that it is not all hot rods on display. Atop the Celette Gazelle is a 997 Turbo. Coverking Custom Vehicle Covers were using a Cayman.



BorgWarner brought out the Borg-Warner Trophy from the Indianapolis Motorspeedway Museum.

All too soon, Friday arrives and it is the last day of the show. For the second time, last year was the first, at the end of the day on Friday, a cruise was held where all the cars on display outside of the LVCC took to the streets. It is truly a remarkable sight! The SEMA Show is a trade only event, unfortunately you can't just show up and see what is going on. It is truly the most amazing automotive event in the Western Hemisphere!



Mountain Ranch outside Pahrump, Nevada. Last year I had made other plans for Saturday morning, but I made my way to Pahrump this year. It is pretty remarkable seeing American cars handle, and handle well, on a road course and an autocross track. It was the perfect ending for a remarkable five days.



Joey Seely's 1986 Porsche Carrera.



Can Richard Caleel's 2012 Cadillac CTS-V be powered by Vodka?



Seeing a 1940 Ford on an autocross course made me scratch my head too!



Chip Foose and Barry Meguiar in front of "Eldorod", a 1948 Cadillac Eldorado, designed by Chip Foose and on display in the BASF booth. The car features a BASF Glasurit finish.

Something else that was done for the second time this year, spectators were allowed to attend the Optima Battery Ultimate Street Car Invitational at Spring



# ESCAPE TO THE OZARKS

Story and photos by Fred Weideman

At the 2011 Porsche Parade in Savannah, Georgia (awesome Parade, but that's another story) people we met kept telling us about Porschepalooza in Arkansas, and how much fun it is. We had stopped overnight in Arkansas on our way to parade and had really enjoyed it (yes, we drove, we always drive!).

So, when the Escape was to be Porschepalooza in Arkansas, we registered, cleaned the car and packed! Had to buy 2 new Michelin PS2s for the Salt Lake City Porsche Parade. Even with the Autocross, Salt Lake City was just "short" miles on those new tires, so I checked 'em and we're set.

Pretty straightforward, just head east on I-40. I googled a route up to Eureka Springs from I-40, voted, and left Pasadena. When we got to Oklahoma, my navigator said that she did not like my route up from I-40. She said this Highway 23 looks like more fun, and more scenic. We left my Porsches at home, and took my wife's Boxster S. Carole lets me drive, so when she navigates, I listen.



Off I-40 onto Highway 23 North about 170 miles. Sure enough, my navigator was spot on, 23 was Big Fun! Scenery was good, but a bit "blurry". Very twisty Porsche road with minimal traffic. Only issue was the Miata (I think that is Italian for In-the-way), but he was handy for when the deer crossed right in front of him... Later got by, albeit in the slower-traffic-keep-right-lane. Arrived and registered, then gave us away as Californians, as we washed the car in the dark, in shorts.

The folks in Arkansas had planned some Outstanding (!) driving tours. So Friday we were off to the Daisy BB Gun factory where we all assembled Escape



keepsake guns and had lunch at the War Eagle Grist Mill. Bo Black reintroduced us to Hwy 23, and he led in his Carrera RS with me quickly in tow. Saw a dozen elk, one proud male and his harem.



On Saturday morning we took the "old-timers" tour. I didn't like the name much, but was told it was a drivers tour, long twisty, and fun. Bo introduced us to Hwy 21. It was Big Fun too! We all had a great spirited time, Carole spotted the elk before anyone, even the locals could, and more great scenery, though it was even more blurry. I had checked those "new"Michelins in the morning and we were almost to the tread wear bars. But we did have great driving fun!!!

Back at the host hotel, the Bridgestone rep was kind enough to check our tires for the trip home. He said that I had worn them very evenly all away across, no alignment or vehicle problems. He did indicate that they were not supposed to be slick.

At the banquet that night, we won two awards. We won the Long Distance award, and thanks to blurry 23 and 21 we won an extra day in Arkansas waiting for 2 new Michelins. Regardless, I highly recommend Hwys 23 and 21! Sunday morning we explored the town some more, and visited with some of the Arkansas Porsche people (really great folks!). The afternoon brought the big storm that we did not want to drive in anyway,

particularly with no tread. So we stayed in our cabin in the woods and watched the deer and cardinals out our window. Monday brought Michelin Super Sports. Aha, 15,000 mile guarantee, should make more than the 4800 miles from the PS2s! Thought my 911 was hard on rear tires.

Great people and cars, excellent roads and driving, will undoubtedly be back!



## SHERRY TOUR 2012

By Dikk Jones

Saturday, November 10. Sherry Day has been an annual event for SGVR for something like 10 years. (That's a quarter of our club's existence.) In that time there have usually been bright sunny days ideal for foothill tours that occasionally ventured a bit higher into the mountains.

In years past ("long ago and far away" has been overly used), I have dealt with the route instructions (RIs). Which means I would determine a route and run it twice before printing it. Then, at the assembly point, I would reach into my olive drab "Man Purse" (it used to be a .50 calibre ammo box) and extricate the

instructions to issue to the tour participants. I was not involved in this year's tour planning. Hence I was a bit surprised at the breakfast meeting when John Barrone announced I would be leading the tour.

Leading meant, that we would drive and presumably be followed. Janis, of course, would be doing the driving I mentioned. The problem with being an impromptu leader is that we had no printed RIs to hand out; people would have to follow had they had not visited the bodega before. We lost a few followers when Janis made a turn that contradicted my verbal instructions.

We usually do a foothill canyon tour. This year's route differed from past routes; we did a freeway run to Covina so we could view the Rotary Club's "Field of Valor", a school grounds in Covina where the Rotary Club had posted 2,000 American Flags. Each with a name and dedication to a veteran from the Covina area. (The next day was Veteran's Day.) One flag's tag listed a 1945 KIA date, I later received a picture of my flag; happily (my own personal opinion) there was no KIA date.



Photo by Alfred Abken

The "Field of Valor" was only a mile or so from Covina Hills Road (CHR). What, you've never heard of CHR?

*Fast Reverse to 1951/52: The I-10 did not exist, and Covina Hills Road exited whatever highway (99 as I remember) was replaced by the I-10 at the very top of Kellogg Hill. CHR was two or three miles of narrow, winding canyon road with two negative banked curves. One was at the end of a short, straight stretch that invited one to increase speed. Not recommended! (According to the two drivers I personally knew who rolled into a field adjacent to CHR.)*

Back to 2012. CHR no longer connects to the top of Kellogg Hill, but it is still a fun little diversion for a



911. There were a few more miles of sort of rural, sort of pleasant road and lots of just plain commuter-type roads leading to Rancho de Philo.

We had time to sip the sherry, eat muffins and almonds and have a long talk/listen with/to co-owner Alan Tibbetts (a fellow Porsche owner). Part of his function is to tell the story of the Biane family's involvement in California wine making since 1832 and of the solera process whereby grape juice becomes sherry in a mere 18 years of reposal in a series of oak barrels. Remember this is an annual event that occurs the third Saturday of each November. Write it on your new 2013 calendar.

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## SGVR-GPX DE/TT

Saturday, November 17, SGVR and GPX (Grand Prix Region) co-hosted a Driver Education/Time Trial event at the Pomona Fairplex. The morning started out damp, but most things dried out by the end of the day.



New member Ron Real at his first driving event with his 2008 911 Carrera S.



Heinz and Margrith Jaeggi with their 911 Turbo S.

Above photos by Alfred Abken.



Katherine Lazarides instructing Allen Russak in his 2011 GT2 RS.



Fred Weideman checking cars coming onto pre-grid.



SGVR President Robert Friedman, and Skip Carter, GPX The Circuit Editor, and Driving Event Chair.



Glenn Orton ready for his timed run in his freshly repaired 2007 Cayman.

Above photos by Thaine H. Allison, Jr.



# TECH TACTICS

For the second year in a row, PCA has held a two day seminar on technical aspects of things related to Porsches. Once again, this event was held at the PCNA training facility and warehouse in Ontario, California. This years key speaker was Jan Roth from Porsche AG, who did a presentation and unveiling of the new 2013 Cayman.



PCA National President Manny Alban interviewing Jeff Zwart. Jeff showed some of the Porsche commercials he has created in the past 20 years or so. Jeff also has numerous wins driving Porsches at the Pikes Peak Hill Climb.



Vince Knauf, SDR, and Robert Friedman checking out the new Porsche Cayenne V-6 Turbo Diesel engine. Gary Butcher of PCNA did a presentation on the new engine. The first diesel offered by Porsche.

Other presentations included Bill Burris on converting a 1999 Boxster to a 1999 3.4 liter conversion.

Doug Brown of Michelin gave a presentation on new tire technology.

Roger Hood of Mobil 1 gave a comprehensive history on synthetic oils.

Charlie Burke of Bentley Publishing did a presentation on maintenance and service of the 996 model.

This event is a remarkable way to spend a day. Look for it again next year. It is well worth the time.



# HOLIDAY BRUNCH

Story and most photos by Alfred Abken.

Once again, our annual Holiday Brunch was held at Almansor Court in Alhambra. The food, as usual, was plentiful, and fabulous!

Our Chief Driving Instructor, Glenn Orton, gave a presentation on the events that lead to him having to have his 2007 Cayman rebuilt. Jimmy Buffett said many years ago the tragedies very often become comedies, and it was good to see Glenn able to laugh about this, and hopefully now his car is better prepared for the rigors of driving it on the track.

Glenn Orton was also presented with a driving award, and also the "Keeping Up With The Jones' Award". Jim Alton was presented an award for the Concours, and John Barrone was recognized for his service as the Past President.

Katherine Lazarides accepted the award for Downtown L A Porsche as our Sponsor of the Year.

Alfred Abken won the participation competition that was started this past spring. Alfred was presented with a bright red Martini Racing jacket. (Thank you very much!)



Katherine Lazarides of Downtown L A Porsche.



Alfred in his new jacket. Photo by Kathleen Morales.

Following the Holiday Brunch, Susan Friedman presented Betty R. McWilliams, Executive Director of Foothill Unity, with a check for \$650, representing the other half of the 50/50 funds we have collected throughout the year, and also a shopping basket full of canned food that was collected at the Holiday Brunch.

Photo by Foothill Unity.



Glenn giving the presentation on his car.



Robert Friedman presenting Jim Alton with the Concours award.





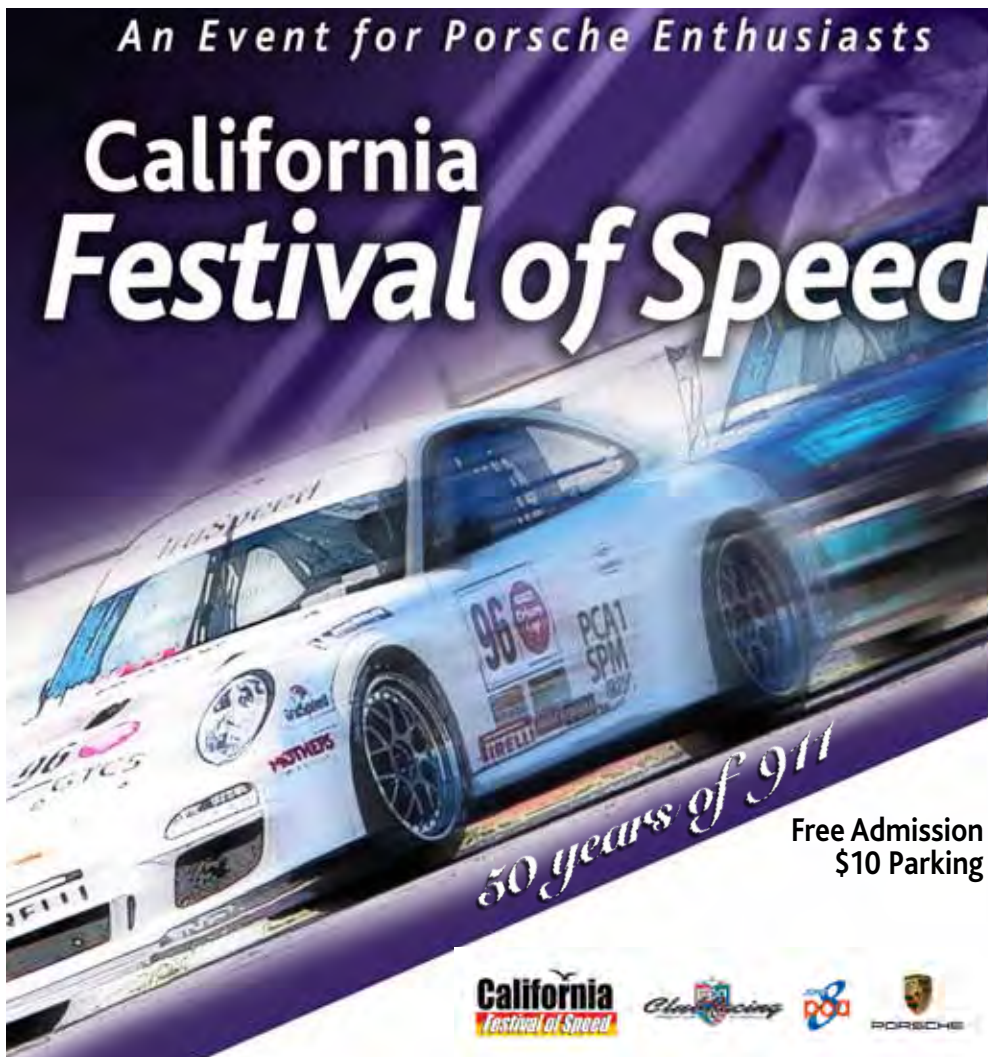
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## 912 ENGINE AND PARTS

912 long block with all accessories except exhaust pipes. Ran when removed but had a slight knock. 912 engine parts, about everything but a crank shaft. 912 crankshaft. X-rayed, journals ground to 54.75mm. Work done by Phil Reed's Custom Chrome & Grinding shop about a dozen years ago. Dikk Jones (626) 339-1387



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