

GABRIEL'S HORN

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

Summer 2013



911 50

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(Photo by Kevin Webster)



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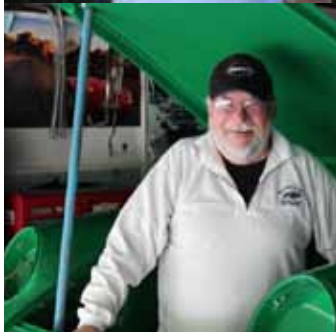
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COVER PHOTOS

I am indebted to Panorama editor Pete Stout for procuring use of the above photo by Linhbergh. At Auto Club Speedway in Fontana, for the Festival of Speed, pictured is an example of each model year of the 911 beginning with a 901 from 1964, and ending with a 2013 991. The lower photo is copyrighted by Sport-auto.ee, used with their permission. Many thanks for the use of the photos.

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

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Submittal deadline for publication of the Fall issue is September 5, 2013. I encourage your contributions of articles and photographs to Gabriel's Horn.

aabken@verizon.net

Editor's Letter



I hope everyone has had a marvelous spring! There have been many opportunities to get out and enjoy driving your Porsche(s). The Festival of Speed at the Auto Club Speedway in Fontana in April had the best turn out they have had in several years. There were so many people there on Saturday, the food vendors ran out of food. (Oops!)

This year, once again, PCA teamed up with POC (Porsche Owners Club) to cohost the event. As a casual observer, I thought it was great to see all the Porsches together in one place at one time. I do not know if there has ever been an event in Southern California that has drawn so many Porsches together at one time. The highlight of the event was one example from every year of production of the Porsche 911. Beginning with the 18th 901 built, in September 1964, to one of the newest 911S models for 2013. It was quite an impressive sight. Then, the cars were driven from the paddock area and assembled on the inside of the track outside of the pit area, and then around the track. Just wonderful!

Our club had a couple of tours, first to the U.S.S. Iowa in March. Then to the Petersen Museum in April. Again, John Barrone led one of his famous Taco Truck Tours in May.

We again held our Concours d' Elegance at the Art Center College of Design in Pasadena. It is such a special treat to be allowed to take a tour through their Transportation Department.

As summer is approaching, there are plenty of things to do in the coming months. Following the June breakfast meeting at Coco's in Arcadia, we will take a drive up into the Angeles National Forest. A bit further afield, the 58th Annual Porsche Parade will be held in Traverse City, Michigan this year. If you think that is a bit too far to travel to, next year you will have about 1950 less reasons not to go as the Parade will be held in Monterey, California. If you have never been to a Porsche Parade, it is a full week of Porsche related activities. From the Concours, to the Rally and Autocross events, with tours and banquets thrown in for five of the seven nights.

In July, we will have our second quarterly dinner of the year the evening of the 10th at Taylor's in La Canada.

Also in July, following our breakfast meeting, we will be taking a tour to the Marconi Automotive Museum in Tustin. They are normally open on week days only, but are willing to open up on Saturday, provided each of us makes a suggested donation of twenty dollars each. I hope this does not scare too many people away. It should make for an interesting afternoon. We are scheduled for a tour from 12:30-2:00 PM. Following the tour, those that want to will meet at the Jaegerhaus Restaurant in Anaheim for lunch.

August is always an incredibly busy month, with all the activities that go on in the Monterey Bay area. Although the main focus of the weekend is the weekend of the Monterey Motorsports Reunion at Mazda Raceway, Laguna Seca, things begin the weekend of the 10th, 11th with the Pre-Reunion. Then, there is something scheduled every day of the week. Legends of the Autobahn will take place on Friday, August 16 featuring German made automobiles, of course the race cars at the track and finally the Pebble Beach Concours d' Elegance on Sunday the 18th. Unfortunately I was not able to attend last year, and I am looking forward to going back up this year.

What ever you do, have a fun, safe summer.

If there is something about the club that you would like to see changed, how about coming out to one of our board meetings? They are held the first Tuesday of the month at Goody's Restaurant, 11357 Valley Blvd., El Monte, 91731. We begin at 7:00 PM, and the meetings usually last one hour. See you there.

UPCOMING EVENTS

JUNE 2013

15 Sat SGVR Breakfast, Coco's, Arcadia
15 Sat SGVR Angeles Crest Tour
22 Sat CCCR Z8 AX
22 Sat GPX Tour to the Mullin Museum
23 Sun-29 Sat Porsche Parade, Traverse City, MI

JULY 2013

2 Tue SGVR Board Meeting, Goody's, El Monte
10 Wed SGVR Dinner, Taylor's La Canada
20 Sat SGVR Breakfast, Coco's Arcadia
20 Sat SGVR Marconi Museum Tour
20 Sat SGVR Lunch Jaegerhaus, Anaheim
20 Sat GPX Mount Baldy to Top of the Notch
21 Sun OCR AX
21 Sun 356 Club Dana Point Concours

AUGUST 2013

4 Sun OCR AX
4 Sun SDR Z8 Concours d' Elegance
6 Tue SGVR Board Meeting, Goody's, El Monte
10 Sat Rolex Monterey Motorsports Pre-Reunion
11 Sun Rolex Monterey Motorsports Pre-Reunion
12 Mon Canepa Designs Open as Usual
12 Mon Laguna Seca Twilight Bicycling
13 Tue Automobilia Monterey
13 Tue Concours on the Avenue
14 Wed Automobilia Monterey
14 Wed The Little Car Show
14 Wed McCall's Motorworks Revival
14 Wed Chateau Julien Dine in Di-Vine
15 Thu Mecum Auction
15 Thu Tour d' Elegance
15 Thu Russo & Steele

AUGUST 2013 CON'T.

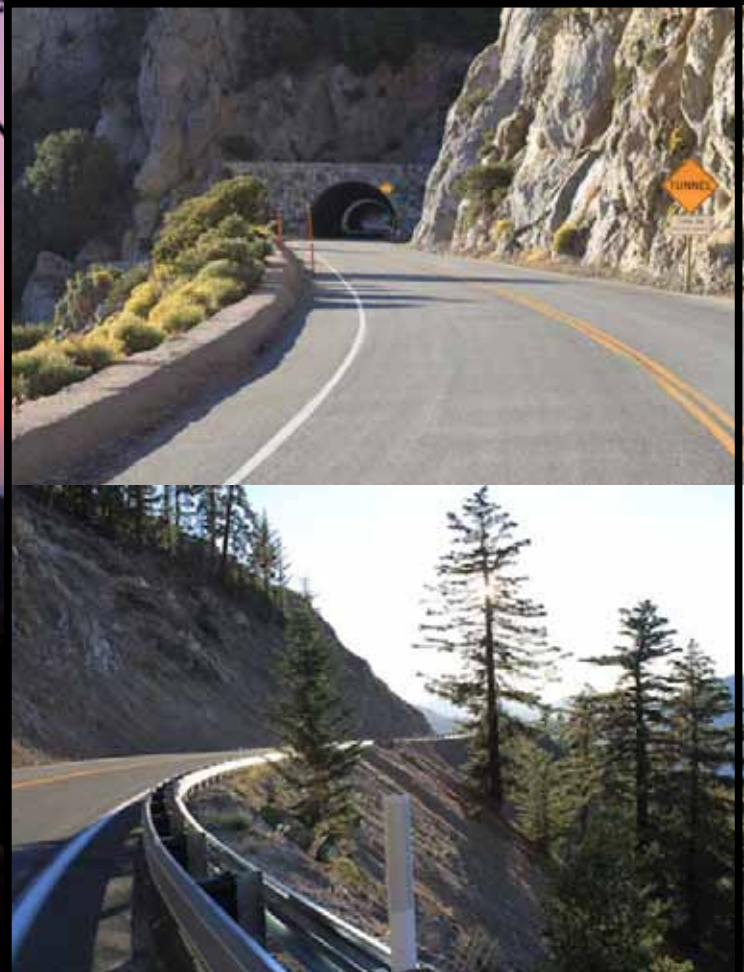
15 Thu Chateau Julien Dine in Di-Vine
16 Fri Legends of the Autobahn
16 Fri Rolex Monterey Motorsports Reunion
16 Fri Concorso Italiano
16 Fri Mecum Auction
16 Fri The Quail, A Motorsports Gathering
16 Fri Bonhams Auction
16 Fri Pacific Grove Concours Auto Rally
16 Fri Russo & Steele
16 Fri RM Auction
16 Fri TBD SGVR Dinner in Monterey
17 Sat SGVR Breakfast, Coco's, Arcadia
17 Sat Rolex Monterey Motorsports Reunion
17 Sat Mecum Auction
17 Sat Gooding Auction
17 Sat Russo & Steele
17 Sat RM Auction
18 Sun Pebble Beach Concours d' Elegance
18 Sun Rolex Monterey Motorsports Reunion
18 Sun Gooding Auction

SEPTEMBER 2013

3 Tue SGVR Board Meeting, Goody's, El Monte
5 Thu Deadline for submissions for Fall issue *Gabriel's Horn*
7 Sat Zone 8 Rules Committee
14 Sat LVR Spring Mountain
14 Sat 100th Anniversary Corona Road Race
15 Sun OCR Z8 Concours d' Elegance
15 Sun LVR Spring Mountain
18 Wed SGVR Dinner, Malbec, Pasadena
19 Thu FERRY PORSCHE BORN 1909
19 Thu DRIVE YOUR PORSCHE DAY!
21 Sat SGVR Z8 Rally
21 Sat SGVR Breakfast, Coco's, Arcadia
21 Sat SDR Z8 TT
21 Sat SBR Z8 AX
22 Sun SDR TT
28 Sat RIV Timeline, Lake Arrowhead

**SAN GABRIEL VALLEY REGION
DRIVING TOUR UP
ANGELES CREST HIGHWAY**

**June 15th
After Breakfast Meeting**



**BRING YOUR PORSCHE
AND MEET AT COCO'S LOCATED AT
COLORADO & MICHILLINDA**

RECENT EVENTS



Following breakfast at Coco's on Saturday, March 16, a group of mostly SGVR members caravanned down to San Pedro to visit the U.S.S. Iowa.

The Iowa was first commissioned February 22, 1943. It was used in both World War II, and the Korean conflict, as well as serving well into the cold war. She has an 860 foot waterline, so she is a pretty good sized ship.

She is powered by four geared Westinghouse turbine engines each producing 53,000 horsepower, and is capable of obtaining a maximum speed of 33 knots.

The bathtub in one of the state rooms was modified so President Franklin Roosevelt could use it.

It is a remarkable ship to tour, and if you missed our tour, it is definitely worth a trip to see. In the future, more areas of the ship are planned to open up.



2nd above: Arriving in parking lot.

Above: 16 inch shell with powder bags.

Left: On bow with 16 inch guns.



Story and photos by Alfred Abken.

St. Patrick's Day **SHAM ROCK -N- ROLL** at The Playhouse

by Alfred Abken

In celebration of both St. Patrick's Day, and the opening of the play "One Night With Janis Joplin", Sunday, March 17, there were 9 four cylinder Porsches on display in front of the Pasadena Playhouse, hosted by Sierra Madre Collection. The most prominent car was the 356 cabriolet formerly owned by Janis Joplin. For a donation, you could have your photo taken with the car, and The Playhouse people even provided props. In addition to the 356's on display, there was a 912, and a 914 as well.

Besides the Porsches on display, there were several food trucks, Stone Brewing Company had a beer garden set up and several bands performed.



DAY AWAY FROM WORK, MARCH 18.

HOSTED BY GRAND PRIX REGION AT STREETS OF WILLOW

By Alfred Abken

Once again, Grand Prix Region hosted one of their popular Driver Education, Autocross events at the Streets of Willow. It was a gorgeous day, with surprisingly little wind. The sky turned rather ominous by the end of the day though.



Above: SGVR member Kent Verderico. Far left, Kent beginning one of his timed runs.



By Alfred Abken

From April 5-7, Zone 8 again hosted the California Festival of Speed at the Auto Club Speedway in Fontana. After an absence of a few years, POC (Porsche Owners Club) was again invited to participate, and the paddock was filled with cars this year. The turnout on Saturday was remarkable. A bit too big in some respects as the Speedway vendors ran out of food.

In addition to the usual Time Trial, and Club Race, a Concours d' Elegance was held, and a swap meet. However, I think the most impressive thing was the display celebrating the 50th Anniversary of the Porsche 911. On display was one of the early 901 cars from 1964, then lined up next to each other was an example of one car from each model year right up to one of the new 991 models. Spectacular! Here are a few of the photos I shot there Friday and Saturday.



The TRG folks made the trip down from Petaluma for the first time, however, Kevin Buckler was not with them.



Tru Speed Motorcars of Cost Mesa had a cute reproduction Speedster on display.





Kevin and Mary Ehrlich helping park cars Saturday morning.



Quick parts delivery in the pits!



Some of Loren Beggs' handiwork at 911 Design. GT2 RSR.





Above: 1964 901. This car is presently owned by the Petersen Automotive Museum.

Below: Steve Hoskins' freshly restored 1968 T Targa.

Above: Katherine Lazarides driving Jim Alton's 1965 911 Coupe.

Below: John Yen's 2000 996 SR Coupe.



California Festival of Speed

By Glenn Orton, photo by Paul Young Jr.

I did the lead car on Friday and Saturday in the Track Tours during the lunch breaks, as well as the trail car on Sunday.

I had great “advanced instruction” from Paul Young, a PCA (SDR) and POC member, whom Dave Hockett has nominated as being a driver who does everything “perfectly”.

And, of course, my best time ever on the track (no doubt due to a lot of Paul’s advice). A 1:01.50 time during the practice runs and a 1:09.90 on the official timed runs, which was good for a 1st place posting in CC07. That adds 20 points to my original 20 from the first Zone 8 TT event at Streets of Willow in early January. Although I missed the second Zone 8 TT event (co-scheduled with a POC clinic, for which I felt I shouldn’t abandon as an instructor), this still keeps me at the top of the “leader board” for CC07 with 40 points.

This year so far has been a nice recovery from the fire, a new clutch system and most recently a rebuilt transmission. My (minimal) expertise at auto mechanics may slowly be evolving to the level of my expertise in quantum mechanics, as I’m changing my own brake pads and switching out tires. I used Nitto NT01 tires this time, which certainly helped.

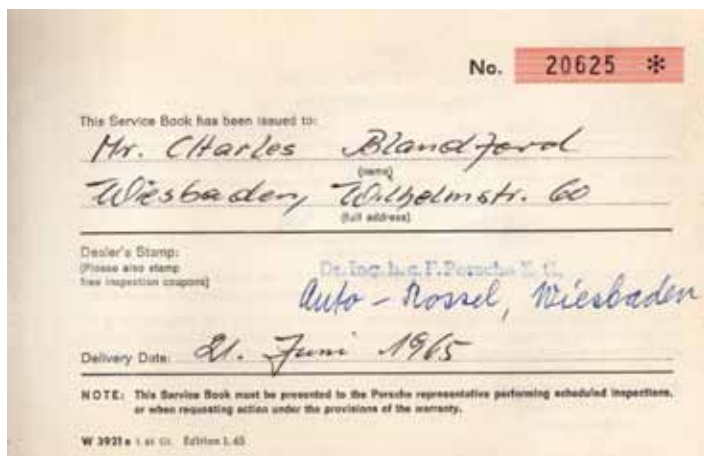
On Saturday after the last practice run I discovered the cohesion limits of the Nittos on the entrance to the bowl. The spinout left the left rear brake light non functional, and with lots of advice and help from Loren Beggs’ 911 Design crew and Porsche Motorsport’s parts, it got fixed right away.

Below: Paul Young and Glenn Orton.



Glenn’s Cayman.

Photo by Alfred Abken.



Above: Delivery page from James Alton’s 1965 911’s first Service Book.

50 Years of Porsche 911

By James H. Alton II, Photos by Les Bidrawn
www.lesbidrawn.com (714) 342-8149

The immortal Porsche 911 debuted at the Frankfurt Auto Show in September 1963. The 50th Anniversary is nigh and deserves commemoration. *Excellence* “The Magazine about Porsche” decided to run an article comparing the original 911 to the latest

incarnation, the 991. *Excellence* turned to John Dilger, newsletter editor of the Early 911 S Registry for help finding a 1965 Porsche 911 and - with some lobbying from John- selected my champagne yellow coupe, chassis # 301382.

Excellence selected Doug Kott, a 25-year *Road & Track* veteran to write the article, and borrowed a new 991 Cabriolet from Porsche's press fleet. Doug and the 991 came to my place at 11:00 AM on April 4th.

We took turns: Doug drove my '65 and I drove the 991 on tours of freeways and low-traffic surface streets near my house. It wasn't exactly test-track stuff, but I got a reasonably good feel for the 991. I even got it into 7th gear once!

The photo shoot would need the lighting at sunset so we hung out talking cars until the photographer, Les Bidrawn drove up to join the conversation until we headed up to Glendora Mountain Road a bit after 4:00 PM.

The 991's hefty options list included the model designation delete, but I think it was a "base" Carrera. Bottom-of-the-line or not, it was awesome! Almost as big a leap in capability from my 2003 Boxster as the Boxster is over the '65 Porsche 911. It was fast, nearly silent (except for two selectable levels of exhaust tone) and capable of generating enormous side loads with its 20" tires.

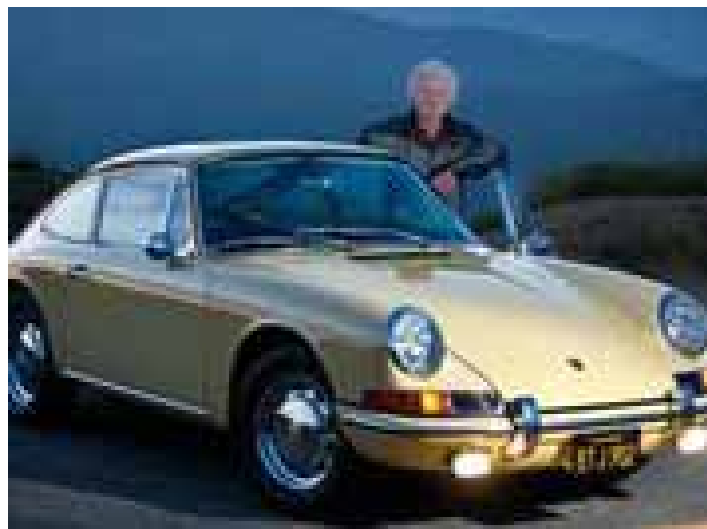
There are lots of buttons. Once you learn what they do you can just push a button: there's no pawing through pages of displays on the video monitor. I never figured out what most of them do though. It also had XM Satellite Radio. That's also probably great, but I know nothing about XM programming, so I couldn't find anything I would have liked. Oh well... The navigation system refused to acknowledge that Mt. Baldy exists.



During the photo shoot, I sped up to well over 50 M.P.H. after making slow camera passes. Normally, that would be impressive speed on Glendora Mountain Rd. but the 991 wasn't remotely close to its limit. It was like a video game: if I could turn the steering wheel fast enough, it would go around the turns.

The 991 has all sorts of interesting features to help driving with the manual transmission. There's an auto-start-stop feature to save gas, and a hill hold feature to help starting up on slopes. We mainly had the start-stop off, but I think I could get used to it. The hill-hold combined with the start-stop was really strange. The clutch engages low, and somewhat abruptly. Starting the car uphill took just a little learning but all the extra help made learning more challenging. It would restart itself if stalled, and the hill-hold interfered with learning the clutch engagement. It probably can be learned, and it might all come in handy if you have to share the car with someone not so used to three pedals.

If you want an opinion of the original 911 unbiased by having driven an maintained it for 15 years, you'll have to wait for Doug Kott's article. Unlike the 991, there are not electronics and no power boosts for steering, brakes, or even the windows. With just 2,370 pounds resting on narrow 165HR15 tires it doesn't need any. Its Solex 40 PI carburetors rely on mechanical fuel pumps, so if the carbs aren't already full of gasoline it's hard to start. It barely runs until the mechanical pumps finally refill the carbs. It's not at all the "turn the key and go" starting you get with modern cars.



The '65 911's supposed to be able to accelerate from zero to sixty in about 9 seconds, but it feels like zero to ten takes most of that time. When the engine's in its power curve the car takes off. The Solex 40 PI carbs have no sensors, control loops, or sampling intervals

for a digital engine management system: it's more like trigger feel than throttle response.

That Porsche managed so much back in 1965 with just a two liter engine is amazing. The car's fast, and feels almost like a living thing. The 991 is equally amazing: even given the huge price tag its abilities are astounding. On the other hand, what comes between the driver and that performance is becoming a secret.

Les planned to shoot photos on Glendora Mountain Road, which sees enough photo shoots that photographers call it "GMR". We left for "GMR" a little after 4:00 PM with me leading in the 911. As the local, I knew the shortest route through Glendora, or so I thought. Nearing Valley Center Avenue I started to worry if I would pick up the turn, or if I had already missed it. I found Valley Center and escaped embarrassment; we headed up Glendora Mountain Rd. to a turn-out about six and a half miles above Glendora.

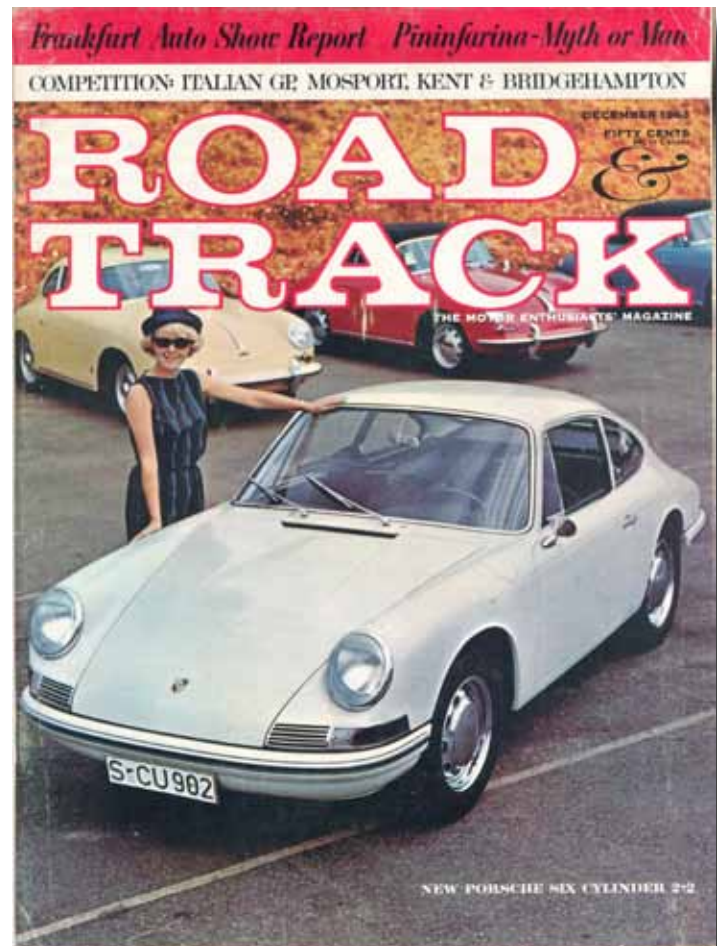
Les started with relatively slow passing shots which should look like a sports car streaking by at speed, then got some interior and exterior detail shots. Les also took some car-to-car shots from the right seat of the '65.

As the sun set, the light got better for the stationary shots. Les started with shots of a single car. Nothing radical there: Les shot from a tripod with Doug holding a radio-controlled studio flash above his head for fill lighting.

Finally, with the sunset providing perfect light, Les took the two-car shots for the cover. The scene is the turn out didn't look like much. The pavement was broken and littered with glass, the sunset was nice but not incredible, and the two Porsches weren't parked in any obvious relationship. The image on the back of Les's digital camera was another matter. With a roughly 80mm lens, and Les' experience setting lighting and gradient filtering, the sunset was spectacular, the 991 filled the picture and my '65 was prominent over the 991's front deck. I can't wait to see it on the cover of *Excellence...*



[Editor's note: Jim Alton also found in his collection of magazines, the December 1963 issue of *Road & Track* magazine. In it is an article by John R. Bond on the debut of the new 901 at the Frankfurt Auto Salon. It is reproduced here by the kind permission of the good folks at *Road & Track*.]



Frankfurt Auto Show

Alfa Romeo as well sprang a surprise with yet another child on the Giulia line, this time a 2+2 GT coupe with a new shapely body by Bertone and discs all around. Resembling the 2600 coupe somewhat, this will cost approximately \$200 more than the older Bertone version. This will be assembled, as will the Giulia TI and Super, at the new Arese works on the outside of Milan and so larger numbers than formerly should be coming your way. Further novelties from south of the Alps included the big Fiat 1800 body with 1900

engine (1900-L) and a German Fiat 1900 driveline which has the big tweak already applied by Siat.

Just in the interest of those who do a bit of winter driving, the German tire firm of Metzler came out with an enlarged range of studded tires. In addition to the familiar block tread which has proved so successful in rallies, Metzler also presented an asymmetric one intended mostly for Mercedes, which has a fairly ordinary pattern on the inside where most normal running is done, but a studded block tread on the outside. Continental also had studded blocks, Dunlop studded SPs of an improved format which aren't much good in the snow but fine on ice, and Voth (Goodyear) another asymmetric job similar to Metzler's. Things are looking up for those in colder climes.



PORSCHE 901

BY JOHN R. BOND

PORSCHE 901 or PLACER on the Porsche stand at the Frankfurt Show was held by the new model 901. Photos of the new car with the flat-6 engine appeared in R&T last month and the actual car exhibited was finished in chrome yellow, somewhat brighter than when this month's cover was shot. At the present time only one car appears to have been built. Porsche's Hans-Joachim von Hanstein told us that they had not planned to show the car until next spring, but so many rumors were circulating that they were forced to show it even though production won't commence until next summer.

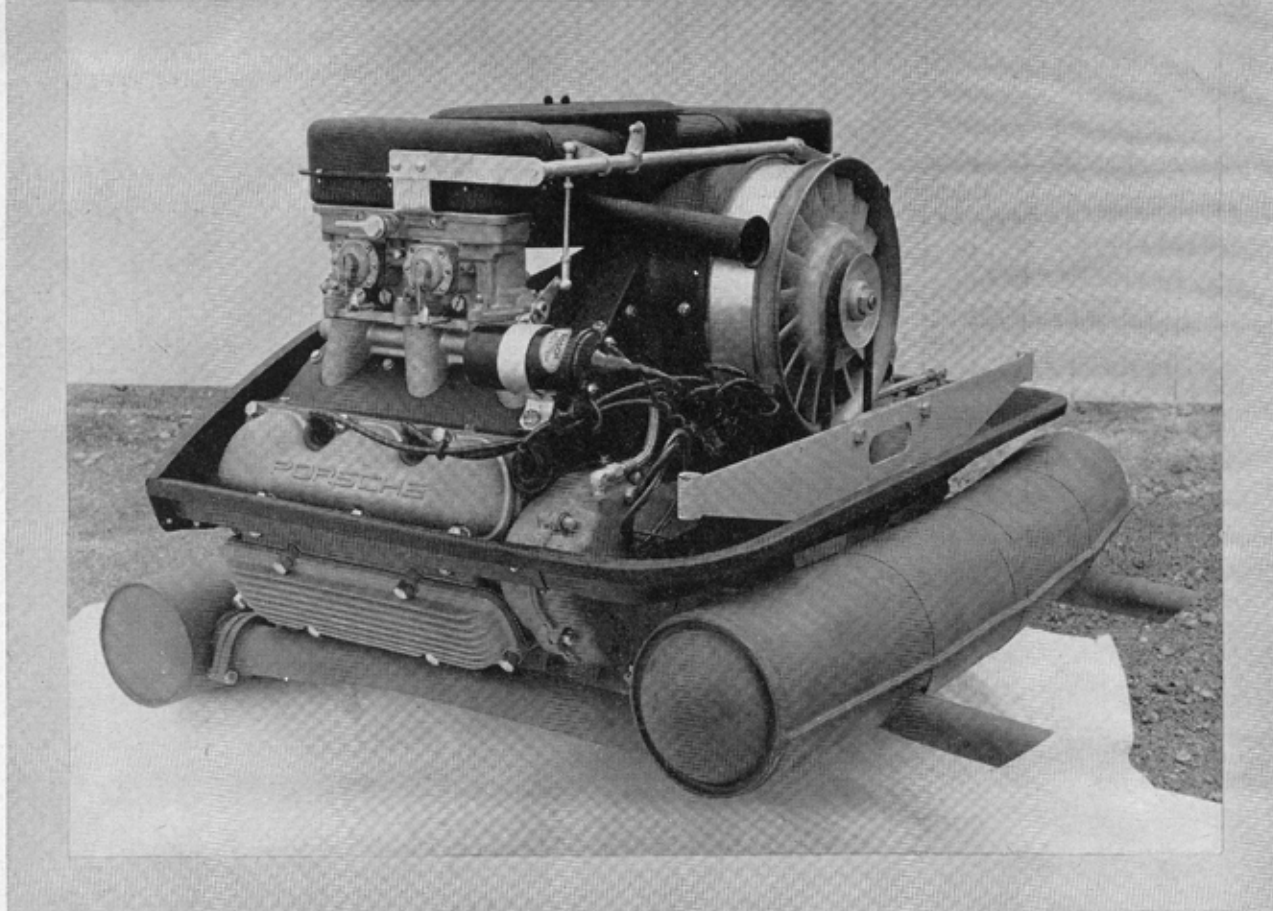
Although the wheelbase of the new car is 86.8-in., or 4.1 longer than the 356-C, the seating capacity is still a very tight 2+2. Inside, the 901 is slightly wider but the rear seats are designed for occasional use only. The cushions are virtually level with the floor, for more headroom, and passengers sit in a Yoga posture with knees high and toes tucked under the front seats. In short, it is nothing like the 2+2 seating found in such cars as the Ferrari, Aston Martin DB-4 or Facel Vega. Porsche, by the way, does not call this body a 4-passenger model.

In appearance the 901 is, in some ways, a more pleasing design than the 356. The original design, which of course dates back to 1948, was based on intuitive streamlining and experience of the Great Man who visited the published works of such persons as Ranzler, Jarry and Karon, and had in addition the benefit of developing the streamlined "Avus" Auto-Union racing cars. Obviously, the original design was not tunnel-tested until some years later but it was (and is) efficient, with a low C_w factor of about 0.30. The new 901 is said to have an even lower C_w factor—with less frontal area and power requirements.

From the windshield forward the 901 is not as much different from the 356 as appears in the photos; seen side by side the actual contours are almost the same. The big difference is elimination of the broad-shoulder hip effect that results in a trimmer, narrower look and a roof line that, in plan view, no longer tucks in at the rear. The net result of these appearance changes is a car 2.7-in. narrower, overall, and more head, shoulder and leg room for rear seat passengers.

Aside from the engine and the 5-speed all-synchrom gearbox, the most important mechanical change is an all-new front suspension. While the 4-cyl 356-C models continue with the Porsche double trailing arm system the new six uses the pop-

Frankfurt Auto Show



Although the Porsche 6-cylinder 901 engine looks like a dohc, it is an air-cooled single overhead cam (chain driven) design.

lar double wishbone scheme with ball joints similar to that employed on the firm's later racing machines. Thus the torsion bars are now exposed and lie in a longitudinal position rather than transverse. The rear suspension appears to be the same as used on the 4-cyl models; a single trailing arm on each side with enclosed, transverse torsion bars and a central auxiliary spring of the leaf type. Not incidentally, the 6-cyl steering is by rack and pinion whereas the fours continue with Z-F units. The disc brakes were described last month and are used in the 356-C as well.

The flat-6 engine has a bore and stroke of 80 x 66 mm (3.15 x 2.60 in.), giving just under 2 liters or 1991 cc to be exact. The 4-cyl 1600-cc engine's dimensions are 82.5 x 74 mm so it is obvious that the designers prefer even more oversquare cylinders despite the extra length entailed by such a choice. It might be noted, also, that the extra length allows a much sturdier crankshaft which, in turn, is rather necessary when 2 more cylinders are added. The crankshaft, incidentally, has no less than 8 main bearings; the usual 7 plus a steady bearing behind the timing drive.

A unique feature (for Porsche, at least) is the employment of a single overhead camshaft on each bank of 3 cylinders. These are driven by a pair of double-row roller chains whereas the fabulous double-knocker Carrera engine uses a complex system of multiple bevel gears to drive its 4 camshafts. The chains are, of course, much simpler and cheaper. The reason for this change to a sohc design can be explained this way: In an air-cooled engine it is very difficult to maintain constant valve-tappet clearances (cold to hot) with pushrods. Hydraulic

valve lifters offer a solution but they are expensive, often troublesome, and they "pump-up" or cease to function at high speed. In addition the sohc and its enclosure give the designer more latitude in providing for air flow and cooling fins in the most critical area. The camshaft enclosure also forms a natural barrier for directing cooling air without the need for awkward sheet metal baffles to do it.

The output of this new engine is surprisingly high: about 130 DIN horsepower at 6200 rpm, or 150 by American rating. The torque figure is 119.3 lb-ft at 4600 rpm (DIN). Comparison with the 1964 Corvair engine is inevitable.

	CORVAIR	PORSCHE
Displacement, cu in.	164.0	121.5
Comp. ratio	9.2:1	9.0:1
Bhp, U.S.A.	110/4400	150/6200
Torque, U.S.A.	160/2600	119/4600
Bhp/cu in.	0.671	1.232
Bhp/cu in./1000	0.153	0.199
Lb-ft/cu in.	0.977	0.983
Frontal area, sq ft.	19.6	18.2
Top speed, approx.	95	124

From this tabulation it is easy to see that the 901 engine is designed to give high specific output at high rpm. This, in turn, explains the use of a new 5-speed gearbox. In contrast the Corvair shows very good torque at low rpm—an obvious difference of opinion if not basic design philosophy.

The new Porsche will perform very nearly as well as the 2-liter, 4-cyl Carrera GT (which has 155 bhp). Unfortunately, it will also cost about the same (about \$7600), although no price has been announced.



By Alfred Abken

Following breakfast at Coco's in Arcadia on Saturday, April 20, a group of SGVR members drove into Los Angeles to the Petersen Automotive Museum. The museum is at the corner of Wilshire and Fairfax. They have a collection that traces the development of the automobile in the Los Angeles area. Some of their collection is devoted to cars used in the motion picture/television industries. The day we were there, they were featuring aerodynamic designs from about the 1930s up to contemporary designs.

In their exhibit for fins, they had the heading, "Fins, Form Without Function". I smiled inwardly...

The fins craze of the 1950's was not confined to just cars as this photo of a 1956 Lone Star Meteor shows:



Below is a photo of the 1955 Ghia Streamline X "Gilda"



Can you spot the Porsche in the photo below?



The orange car is a 1937 Airmobile. Of the three cars in the photo on the wall behind it, the middle car is a Mercedes-Benz Weltrekordwagen T-80 that was designed by none other than Ferdinand Porsche. Due to the outbreak of WWII, the car was never completed. It was designed to go over 370 M.P.H.



Allen Hsiang, of Porsche of Downtown Los Angeles joined us for breakfast at Coco's that morning. He drove out in a new 991 Carrera S.



In the exhibit on fins, there was this 1951 Crosley Skorpion. Made in Anaheim, California.



On loan from the BMW Group, is this recreation of a 1940 BMW 328 MM Kamm Coupe.



Prominent in red, Claude Dudouit's 1971 Volkswagen Type II.



Look familiar?



SGVR Concours Chair, and club Treasurer, Steve Hoskins with Greg Gustafson, of Sierra Madre Collection, and club Membership Chair.

SGVR CONCOURS D' ELEGANCE

By Alfred Abken

On Saturday, April 27, SGVR again hosted their Concours d' Elegance at the Art Center College of Design in Pasadena. Stewart Reed, the Transportation Design Chair, also led those interested through the Transportation Design Department, and through the student's gallery.



Steve Hoskins' 1968 T Targa next to James Alton's 1965 911 Coupe.





The McLaren was not there to be judged.



Alexander Ingle with his 1969 912 Targa.



Basil Anton with his 2011 Cayman.



Porsche of Downtown L. A. brought out one of the new 2013 Caymans.

Below, L: Art Center College Transportation Design Chair Stewart Reed.

Center: On display in student gallery was this concept by Daniel Chae of a "Porsche 759"

Below R: This is Jon Wen's design concept of a "Porsche 960 Super Cayman" It features a 4.6 L Hybrid V-10 Turbo. Could either of these see production some day?



Jack Staggs 40 Year Party

Text and photos by

Thaine H. Allison, Jr.

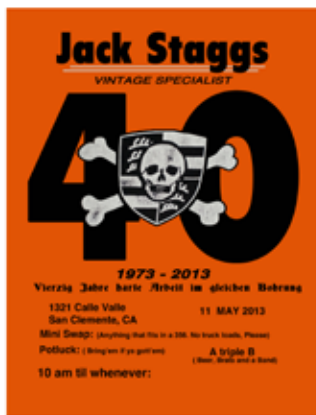
For a variety of reasons I'm not prone to get on the I-5 and head to Orange county, I'm always sure that my visa will run out and I'll be trapped behind the Orange curtain. The traffic is always a nightmare but when there are Porsche 356s at the end of the run, and it's Saturday morning how bad can it be? So on May 11, 2013 off I went. My new Samsung 10.1 beside me with the address in San Clemente keyed in to give me directions. Being that I was driving my "new" 1996 911-993 I was directed to park in the lot across the street.

The shop is located off the main drag, PCH-1, and is definitely low tech. A variety of 356s were arranged around the courtyard. My favorites were the various Speedsters, black, red, blue take your pick.



There was also a 550 Spyder kit car that attracted a lot of attention. The owner, of course I don't know his name, said it was "a great car to drive around town, but he didn't trust it on the freeway." Something about it wanted to fly above 60 miles an hour. It was equipped with a 1500cc, dual carb VW engine. A nice car that could use some TLC to make it show condition. And certainly a reasonable alternative to a few hundred thousand dollar real thing. For us height challenged, i.e. more than 5'7", the ingress and egress is a challenge. The owner was generous letting others climb in. He charged \$10 bucks to let you find out how to climb out, not really but it was a challenge.

This was a good opportunity to meet enthusiasts from San Diego and the Inland Empire as well as Orange County guys. I saw several members from the San Gabriel Valley chapter.



I was attracted by the poster for the event and the great cakes. Hot dogs and hamburgers were excellent. Hats off to the chef.



There were a few parts that people brought along to sell, trade or exchange. I did note an engine that was disassembled with a broken crankshaft. Jack noted that it was running when it came in, not well, and is a somewhat common occurrence. The explanation was that the extra main bearings between each connecting rod keeps the crankshaft in place. Of course once the car is turned off it probably is not going to restart. Not a sound you want to hear.

One car that attracted some interested, not a 356, was a 1950 Ford station wagon woody.



This was a good outing for a Saturday morning, The trip home was uneventful and it was great to get the car out and actually get in to 6th gear for a change. Put this in your calendar for next year. thaineallison@gmail.com

THE RED CAP CLUB

At our monthly breakfast meeting at Coco's, in Arcadia, club Secretary James Alton asks a trivia question, and if you can answer the question correctly, you win a SGVR baseball cap!

In April, the question was: What Porsche model was described in automotive magazines as having "the fluidity of line of an erector set project" and as "a pleasant eyesore"? Rich Bartolo knew the answer; the 914.

But the 914 styling was also a major reason it was chosen as Motor Trend's 1970 Import Car of the Year. Excellence Was Expected (Second Edition) by Karl Ludvigsen, Volume 2, page 505.

The May question was: The Porsche Boxster debuted in 1996 with a 2.5 liter engine. When did the (base) Boxster get a 2.7 liter engine? The winner was Jeff Chong. He and Rich are pictured below.

According to Wikipedia, it was 2000, the same year Porsche introduced the Boxster S.



TACO TOUR

Photos by
Susan Friedman

Thursday, May 23, John Barrone led another of his world famous Taco Truck Tours around the streets and freeways of L. A. County.



After gathering in Coco's parking lot in Arcadia, our first stop was at El Taquito Mexicano, on Lake in Pasadena. Technically, not a taco truck, but they make great tacos, non the less.

The second stop was in the parking lot of the Rose Bowl Aquatics Center on Arroyo in Pasadena. No tacos were being served here, but the architect for the building was non other than SGVR member Robert Friedman.

Our next stop was at a real taco truck. Rambo's Tacos is parked along Eagle Rock Blvd. in Los Angeles.

Following Rambo's, the tour concluded in the vicinity of the Pasadena Playhouse.



“Winter Tires Won’t Be Necessary”

Text and photos by Fred and Carole Weideman



I have always loved driving in Germany, and so it is time to do it again, only this time in a Porsche. At the last Parade I met Sascha, who is PCNA's (Porsche Cars North America) option list maven. So I met with him in October 2012 to spec out the racing yellow Boxster S. I then ordered the car for European Delivery from Rusnak in November. The factory improved the European Delivery program this year, but most dealers are quite unaware of it, and not terribly interested in doing one. We broke the ice for Rusnak as their first one in many, many years. Sascha also helped here, as he did know all the ins n' outs.

My new best friend was Jamie at PCNA in Atlanta; she coordinates all the Euro deliveries. We picked May 15th as pick-up date. Springtime in Deutschland should be great weather, and before summer crowds. Next the fahren plan. It does have Nav, but I am old school, so we got current Michelin maps, and, though out of print, a copy of John Hermann's "Motorcycle Journeys Through the Alps". I was already aware of Passo Dello Stelvio (or Stilfser Joch in German) as, at 2758 Meters the highest Alpine pass with lots of switchbacks, but John's book had more. As he puts it, "exhilarating riding and scenery with every kind of mountain road...tight, sweeping, narrow hairpins...", that should do it! So we mapped it out.

I got a little concerned about the weather, so I emailed Jamie about winter tires (which are available from the factory for use). She said, "Oh, winter tires won't be necessary..."

So, thanks to a truly great Delta flight right into Stuttgart, the factory puts us up in a hotel for the night before (a 356 lurking in their garage at the hotel), and we are ready. Porsche has a taxi pick us up (random

taxi, he does not know where Porsche Strasse is). I speak some German, he speaks very little English, but we converse on the way. He talks about his motorcycle. It's 40 years old, and his dream is to buy a new Harley (Harley's are BIG in Germany), so I explain that I have a 41 year old Porsche, and that he is helping *me* fulfill my dream of buying a new one, and I wish him confident luck on achieving his dream (we don't bring up the others). We have a little difficulty finding the correct gate, but he parks and walks to make sure he has us at the right place, and then helps us with the doors and the luggage, as he is now all excited too. So excited, that he hugs us on leaving. Best cab ride I ever had.

We are early. Vince Lombardi school of being on time. The couple from Florida, a red 911, and the two guys from San Diego, a Cayman, are late. Allows us time to visit the old museum, the company store, and enjoy some great Porsche coffee and chocolate. We had already spent the previous day at the grand new museum. We are then taken to see our new car, and get everything explained in a separate delivery room with about a dozen other cars. Given the key, we are advised that we can put our luggage in the trunk, and that we may leave our cameras and cellphones in the car, or have them collected, as they are not allowed on the tour. No fotografieren.

The tour is fantastic; very complete. We start in the engine assembly area. All boxer engines are assembled on the same line; Boxsters, 911, Caymans, turbos, GT3s all in random order. There are many automated parts carts running on the smooth floor magnetically, with just the right parts, at just the right time. The assembly line is mainly individual workers assembling various parts as the engines move down the line. The only automated steps are like 16 bolts being installed and all precisely torqued at the same time. They only automate the boring stuff our guide says. The assembly tools check themselves, and what torque they used etc. At several stations the engines are checked; by compressed air for leaks, by a dry turn over, etc. Next we see the bodies being assembled, after paint. Painted with the doors on, they first remove the doors for better access, to be rejoined later. First item to go in are the wiring harness as so much of the car are electronic,

and of course it is tested too. Our tour guide says that Porsche does not make anything. They merely assemble parts made by others. Of course most of those parts have been designed by Porsche and they have, of course, exacting standards. Most of the suppliers are local, like Mahle, and have been supplying Porsche for decades. That, and the government have kept Porsche locked into this location, always struggling with having enough room. They have expanded greatly, but have required enclosed bridges and tunnels to join their various buildings, so that parts move everywhere! Right in the center is their original Zuffenhausen plant where 356s were assembled. It is too small, and too low in ceiling height for any use but storage. The government will not allow them to demolish or change, as it is designated an historical site. There is only one automated function in the vehicle assembly; windshield installation. Robots do a beautiful dance hovering over the car and laser measuring the opening and then pirouetting over to pick up the next windshield, which is, of course, the correct one, and then do a reverse pirouette and flip to apply adhesive and dance on over to place perfectly in place. A particularly neat step is what they call the marriage, when the bodies moving in an upper line, lower down just right to mate with the “chassis” that is moving in the lower line. Later wheels on, inside finish details, and convertibles are spread throughout the line, but not right next to each other, as it takes just a little more time to install the tops. They also provide variety to help the workers stay accurate.

After the tour, it is off to the executive dining room, top floor with a great view, for a wonderful lunch. After lunch, it is time for the museum and goodie store. Since we did that the day before we can get serious. Time to drive!

We head south through the Bodensee area on our way to Andermatt, Switzerland and the Alps. Autobahn from Linz to Andermatt. Just before Andermatt, traffic comes to a halt. Worse than the 10. Fine, enough freeway anyway, so it is off on a side road. Carole, my topflight navigator has found a better way to do the last 35 clicks. A Porsche road with lots of turns and elevation changes, and a few “half” tunnels - open to the outside. Like most of the rest of the roads we will take over the next 3 weeks, its like Angeles Crest on steroids. Steeper, more turns, many of which are tighter, and pavement that is just wide enough for a lane in each direction (with portions that get narrower) but **not** wide enough for a center line. Exciting.

Very little traffic. No Polizei. However, particularly exciting upon meeting an oncoming lorry in a turn. But, BIG FUN!



We find a great place in Andermatt, and get ready for tomorrow! St. Gotthard pass tomorrow. We awake to Fruehstueck, and rain! I speak to our host, and she says that ALL the passes are closed except Oberalp which actually begins in the other side of Andermatt. Oberalp was not on my primary list, but oh well, machts nichts. Oberalp it is. Very cool road, switchbacks, up the mountain with great views. Very narrow. Good news, no traffic. Possibly bad news, no traffic. That is when it started to snow. Very beautiful, but not



in my Porsche with winter-tires-won't-be-necessary. So now, where to turn around? There is no place to turn around and no traffic. So, as the snow gets heavier we perform an American multi point U-turn in the middle of that **very** narrow road, making sure to keep our “summer” Pirelli's all firmly on asphalt. We escape Switzerland for the only place in Europe with good weather, Austria. The passes in Switzerland never re-open during our trip, and endure lots of snow. Machts nichts, next trip.

We head to the Wachau Valley along the Danube, home to Gruner Veltliner. But first a trip to Hohen-



werfen. Schloss Hohenwerfen was the castle used in the Eastwood-Burton movie "Where Eagles Dare". We aren't going there for that, but rather the article I saved about the Porsche road that leads to it! The road was not as advertised. Over the years we have seen a lot of castles, but this one was pretty cool, and they had an unbelievably good Falconry demonstration where they released a number of hunting birds to catch prey and return to the handler's hand as he stood among us. The falcons were great, some giant ugly birds were interesting, but the best was the Bald Eagle. Quite dramatic, and he (she?) was just a bit more "independent" than the rest of the performers. Upon leaving Werfen, we drove into Golling and a terrible hail storm (1/2" in diameter). I headed for the closest big tree I could find, and apparently suffered no damage. Golling did have one of the best meals and one of the best beers. Half liters of Stiegle Zwiegle unfiltered. Awesome, and I needed it.



We next drove up the Grossglockner on the Austrian Hoch Alpen Strasse. 2571 Meters, great sweepers with numerous switchbacks and very little traffic (Yeah!!). Up into hanging fog, with the top down, it was bitchin'. At the top motorcycle stop it was beginning to...Snow! Again. Sure glad that winter tires won't be necessary. So we did not go the final 15 kilo-

meters to Heiligen Blut (Holy Blood). We also drove up the private toll road (read less traffic) from Berchtesgaden to the 1600 Meter Rossfeld Panorama Strasse, one of John Hermann's "obscure Tiroler roads". Perfect.

We made our way back to Deutschland, and it continued to rain. We had moments of dry, and an occasional top down moment. Carole, the best navigator, found some great Porsche roads. Two particularly stand out. One up into the country from Spitz along the Danube, and a similar diversion above the Rhein near the Loreley. Since it was apparently never going to stop raining we adjusted on-the-fly. One of those adjustments took us to Bitburg and the Bitburg Brewery. The tour was all in German, pretty scientific, covered details about hops that I have never seen in any other brewery tour. Really excellent and fun. It was dry inside too.



That is about the time we saw the Danube coming up over the banks, and lots of Umleitung signs. Diversion, or detour in German. Time to get the Porsche to higher ground. The paper's headlines were all 100 Jahre Flute. The hundred year flood. Great. Ah, Springtime in Germany with a Porsche; no winter tires needed.

So back to Stuttgart and I have to give it up for a few weeks. I am hoping mid July to see Senf (mustard in German) again, and I promised her that she had seen all the rain she will ever see....





Text by Robert Friedman, photos from the World Wide Web.

The PCA 2013 Escape to L A team has been busy finalizing the various Tour Routes throughout Southern California. The Escape will offer a variety of Tours of varying lengths and challenges to satisfy all those who attend. From a leisurely drive of the San Gabriel Valley highlighting architecture, the Huntington Gardens, and Los Angeles Arboretum. For the driver amongst us, Mountain Tours of various lengths such as Angeles Crest Highway, highway 18 to Big Bear Lake, or Mount Baldy along Glendora Canyon Road. An all day trip would be Joshua Tree National Park returning back through Palm Springs for dinner. We have special tours planned of several unique museums, the Nethercutt Automotive Museum, Mullin Museum, tour of JPL, a NASA nerve center for space exploration, and Space X.



We have two dinners planned starting with our Thursday night opening Car Show and Drive-In. Remember your High School years of polishing up the car to show off to your friends, cruising to the Hamburger stand and seeing the latest movie at the Drive-In? While watching a classic movie, attendees will munch on Kobe sliders, tacos, fries, margaritas, sodas, and milk shakes. Don't forget to pack your letter man's jacket and bring your girl.

Escape will close starting with a reception at the NHRA Museum, Hors d'oeuvres will be served during the reception accompanied by a no host bar. The Museum, housed in a beautifully restored 28,500 square foot Art Deco Style 1939 WPA building, is home to the



very essence of American Motorsports. More than 80 vehicles are displayed: everything from Ed Iskenderians's 1925 T roadster to Mickey Thompson's Challenger I, the first American car to go 400 M.P.H. The Gala dinner will be held directly after the reception, in the newly constructed Sheraton Fairplex Convention Center. We will have the entire facility to us. Dinner will be three courses, specially prepared for the Escape. A no host bar will be available throughout the night. Special guest speakers, exhibits, and of course some great prizes and raffles. All part of the Saturday night Gala Dinner.



The 2013 Escape will be headquartered at the elegant Sheraton Fairplex in Pomona, California. Officially we are October 24-26, but we are encouraging everyone to come early, and stay late. There's lots to do!

From here we radiate out on a wide variety of activities. You will find no shortage of thing to do, places to go and food to eat. You will be among 500-600 other Porschephiles, seeing the best of Southern California. We've designed our tours to appeal to a broad variety of tastes and pleasures.

There are numerous museums in the area such as, the Huntington library mentioned previously, Tournament of Roses House (Wrigley Mansion), Tournament of Roses Float Barns, the 1908 Greene & Greene Gamble House, The Mullin Automotive Museum, the Nethercutt Collection and a tour of the L. A. County Arboretum.

We have put together two Historic Architectural Tours, one based on the Pasadena/San Marino area, and the other around the La Verne, Claremont, Pomona area (including the old Kellogg's Ranch, now California Polytechnic College).

Of the 211 registered Historic Sites listed in Los Angeles County, 119 of them are in the city of Pasadena.

We have assembled 30-35 sites in the greater Pasadena, South Pasadena, San Marino area for a self-guided tour designed for you to spend as much or as little time as you'd like.

Enjoy the Nethercutt private car collection, with several hundred exquisite old cars (newest by far being the Tool Time van) in an early 20th Century Automobile Salon setting (lots of marble). This array of Pebble Beach, Amelia Island, Palos Verdes, Dana Point and other prestigious Concours awards will make your head spin. You will also see an amazing collection of hood ornaments (Mascots, such as Lalique), brass gas lamps, horns and other automotive items. Amongst all this is an incredible collection of musical instruments (the largest collection of Orchestrons in the world), listen to an amazing recording of George Gershwin (that is, an actual recording of George Gershwin) playing "Rhapsody in Blue" on a reproducing piano, listen to one of the world's biggest pipe organs, or see a collection of incredible 18th and 19th Century furniture. There is also a fabulous collection of David Winter Cottages, Dolls, Coins and crystal figurines.

One of the renowned museums in the San Gabriel Valley is the Huntington Library, Art Collection and Botanical Gardens. Arrangements have been made for a private tour of the grounds and Museums accompanied by morning tea.

You'll definitely see the twisties, catch some incredible vistas, have some great food and see some of Southern California's rural beauty. You'll get a little appreciation of what living in L A means - being able to visit the ocean, snow, desert, mountains and forests in an hour or less (OK, on most days).

If you are fortunate enough to drive a Cayenne to the Escape, we have a tour for you. We know that you have heard that every Cayenne was designed to be a competent off road vehicle, and some of us actually take our Cayenne's off road. Our tour is designed for the NOVICE off-road driver, as we help you learn off-roading and build your confidence. Technically, this is an "off paved road" tour, not "off road".

As you can see from the summary above, you have plenty to look forward to. Did I forget to mention Rodeo Drive, Hollywood & Beverly Hills, air museums (pick one of many), Griffith Park, LACMA, Reagan Library, California Missions, Norton Simon Museum...

For more information, please visit the web site:

<http://escape2013.pca.org>

The Friends of Steve McQueen

Car and Motorcycle Show 2013

Saturday, June 1, Boys Republic in Chino Hills once again held their Friends of Steve McQueen car show. The morning started out overcast and cool, but it soon cleared off and became a warm and beautiful day.



Have you ever seen one of these before? Eric Parsons' 1956 DKW Schnellaster Kastenwagen. Freshly restored, and being shown for the first time. Below, Jack Molinier's 1974 Carrera. The only one made in magenta.



Below, Jim Bouzaglou's 1957 Speedster. Below left, a very nice reproduction "Roadster". For a fiberglass body, this had remarkably even panel gaps.





Valerie & Aaron Weiss' 1934 Packard Dual Cowl Phaeton.



Jeff Zwart brought out this 1949 Bellytank Lakester, powered by a Ford V8-60 flathead.



Mike Begley's 1954 Vincent Series "C" Black Shadow.



Fred Deutsch's 1953 Ariel Square 4 Mark II.



From the Tom Malloy Collection, this 1935/41 Miller Ford Novi. Purported to be the first Novi.



Another car from the Tom Malloy Collection is this 1988 Kremer 962-C.



Eddie Swanenburg won the trophy for "Best German Car" with his fully restored 1970 914-6.



Celebrating the 50 years of the 911!

An all-German marque event featuring Porsche, BMW,
Mercedes-Benz & Audi concours & club corrals.

Friday, August 16

7 AM – 4 PM



Same Location as last year
Rancho Cañada Golf Club

4860 Carmel Valley Road, Carmel Valley, CA 93923

Judged Cars - \$60 Corral Parking - \$30

Judging will be using Zone 7's Wash & Shine rules.

Legends of the Autobahn information, visit:

www.legendsoftheautobahn.org

Registration required through: www.motorsportreg.com

Like us at FACEBOOK at: Legends of the Autobahn



CLASSIFIED AD

If you have any Porsche related items cluttering up your garage, that might be better off cluttering up someone else's garage, post them in our Classified Ad section. The cost is right for PCA members. Please include color photos, if possible. Deadline for submission for the Fall issue of *Gabriel's Horn* is September 5, 2013. Please send all submission to: aabken@verizon.net

HELP WANTED

Sierra Madre Collection has an opening for a full-time sales associate. This position offers a base salary plus commission, paid holidays and benefits. We are looking for a motivated candidate with knowledge of Porsche automobiles. Strong communication skills, good work ethic and the ability to multi-task in a busy store/office are a necessity. Please email your resume and cover letter to: sales@sierramadrecollection.com

Or, contact Jenna Lytal, Sierra Madre Collection, 1055 E. Walnut St., Pasadena, CA 91106 (888) 986-4466, outside US +1.626.844.4616

REPORT FROM LONG BEACH

By Nick Friesen

The weekend of April 19-21 was the weekend of the Long Beach Grand Prix, so as usual I went there on Friday and Saturday, instead of going on the Petersen Museum Tour. Also, as usual I saw many interesting things.

Friday, it was the 2014 Corvette "Sting Ray", which is even better looking than in photos; has many Ferrari cues.

Then Saturday, in the crowd were four guys (check out the LB Press Telegram photo) representing "N.I.P.L.S." and drinking society. It stands for the National Institute for the Preservation of the Leisure Suit! Pretty funny. I assumed their names were: Larry, Leonard, Leroy and Louis, but the LBPT identified them as Brett Seaton, Nathan Lamar, John Lee and Jacob Lamar. Enjoy, now that you know.

I did run into a PCA'er from Connecticut (owner of two racing Cayman's and former owner of a second one entered in the Pirelli Tire race), and a Corvette owner who competed at LBGP's "Streets of Willow" last month.

I also saw Alex Job (Porsche and Ferrari entrant) polishing the wheels on his golf cart. Other incidents included wins by Sato (Dallara/Honda), Safronas (Audi), and others, in what seemed to be a bit of a "crash fest". Good business for Dallara, as (according to Roger Penske) IRL is a "spec car series".

As reported in the LAT, many of the young ladies attending were in a state of severe undress (due to current economic hard times?)...Va Va Voom! They and the weather were all beautiful. Spring is here!

SGVR-GPX DE, FAIRPLEX

Photos by Revere Jones (No need to adjust your sets, they were shot in glorious black and white.)

Sunday, June 9, SGVR co-hosted with Grand Prix Region a Driver Education event at the Fairplex in Pomona. After the early morning overcast burned off, it was a mostly clear, warm, breezy day.



George Cairnes spins his 2000 Honda S2000 behind Jeff Bobbett's 2009 Carrera C2. (Green run group)



Robert Curry driving his 1962 356 coupe in run group Green.



Without numbers visible, I hope I have captioned these correctly. Richard McLeod in a 1973 914 leading Craig Yirush in the 1986 Targa, and Connie Somers in the Carrera S, in the Blue group.



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