

GABRIEL'S HORN

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

FALL 2013



PORSCHE

MOTORSPORT



SIERRA MADRE COLLECTION

- EXCELLENT AND FRIENDLY SERVICE
- WE CARRY A FULL INVENTORY OF 356 PRE-A TO 997
- WE SHIP ANYWHERE IN THE WORLD
- HUGE SELECTION OF NEW AND USED PARTS



YOUR SOURCE FOR PARTS AND ACCESSORIES FOR ALL PORSCHE® AUTOMOBILES!

STORE 888.986.4466 (PST) • OUTSIDE US +1.626.844.4616 • Sales@SMCparts.com • www.SMCparts.com



Ignition Wire Set, 911/914-6 (69-89)
SMC.609.061.00 \$54.04 **\$43.50**



Steering Coupler,
911/912/914-6/930/912E (65-89)
901.347.201.02 \$43.70 **\$39.33**



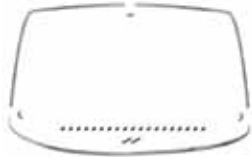
Tool Kit, 911/912/914-6 (69-73)
901.721.001.20 **\$689.50**



Front Seat Cover
911/912 (65-73) SMC.000.448.00 **\$201.00**
356's (53-65) SMC.000.379 **\$201.00**
Speedster (54-58) SMC.000.379.00 **\$201.00**



SSI Heat Exchanger Set, 911 Carb/CIS
91.911SSI **\$1,659.42**



Windshield Molding Set, 914 (70-76)
SMC.914.KIT **\$251.04**



Spark Plug Wire Holder Set,
911R/RS/RSR/935/934/906
SMC.609.SET \$22.48 **\$19.97**



Wheel Cylinder Kit, 356/356A/356B (50-63)
SMC.695.KIT **\$347.34**



Front Trunk Mat, 356B(T6)/356C (60-65)
644.551.103.06 \$348.50 **\$299.50**



Fuchs Wheels, Set of 4,
6j"/7j" x 16" (Refurbished)
911.362.115SET **\$2,780.00**



Door Pockets Hardware Kit,
911/912 (69-73)
SMC.555.037.22 **\$31.37**



Switch Knob, 911/912/914-6 (65-73)
901.552.853.00 \$20.56 **\$18.50**



Rear Bumper Center Panel, 911/912 (65-73)
901.505.023.20 **\$127.90**



Taillight Support, Right,
Coupe, 911/912 (69-73)
591056 **\$96.35**



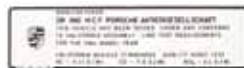
Seal & Rubber Restoration Kit,
911/912 Coupe (69-73) SMC.000.892 **\$878.04**
Other models available!



Fuel Tank/Battery Box Support,
911/912 (65-68)
901.501.049.20 **\$128.10**



Front and Rear Trunk Buffer Set (65-05)
SMC.703.KIT \$9.97 **\$8.97**



Actual Emission Results Decal (1984)
928.006.102.06 **\$16.41**



Door Pocket Set, 914 (70-76)
SMC.914.765.20 **\$82.85**



License Reverse Light Assembly,
w/ HELLA Logo, 356/356A (50-57)
644.631.005.00 **\$237.21**



Visit our Facebook page www.facebook.com/SierraMadreCollection for the latest SMC news!

GENUINE • REPRODUCTION • NOS • AFTERMARKET • OEM • ORIGINAL



1055 East Walnut Street • Pasadena, California 91106





SGVR PRESIDENT
 Alfred Abken
 (562) 696-6090
 aabken@verizon.net



SGVR PAST PRESIDENT
 Robert Friedman
 (626) 484-5251

robert@friedmanarchitects.com



SGVR VICE PRESIDENT
 John Barrone
 (323) 899-2081
 barrone@earthlink.net



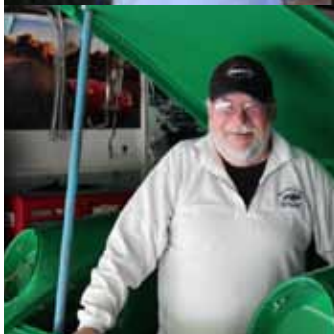
SGVR MEMBERSHIP CHAIR
 Greg Gustafson
 (626) 376-7417
 gre.gus@gmail.com



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



SGVR CHIEF DRIVING CHAIR
 Glenn Orton
 (626) 447-5556
 glenn.orton@jpl.nasa.gov
 (Photo by Bev. Gould)



SGVR TREASURER
 Steve Hoskins
 (626) 797-0150
 portiapete@sbcglobal.net
 (Photo by Kathy Hoskins)



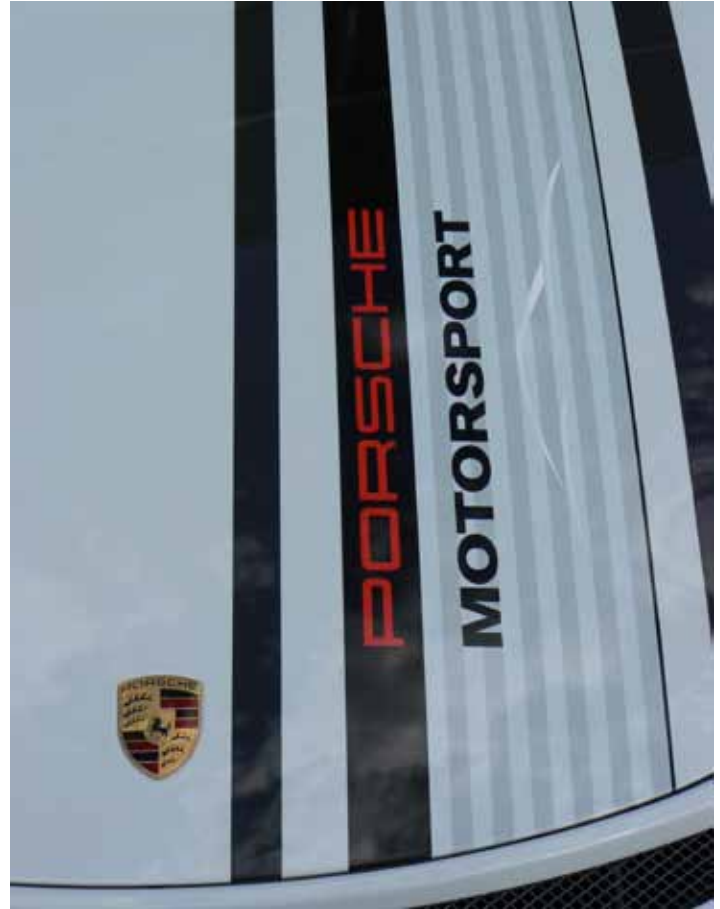
SGVR SOCIAL CHAIR
 Margrith Jaeggi
 (626) 641-7554
 mammothfreaks@mac.com
 (Photo by Ken Wallace)



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, Stuttgart DNA
Page 7	Porsche of Downtown L. A.
Page 8	Cal Inland Photo Rally
Page 9	100th Anniversary, Corona Grand Race
Page 10-11	<i>Russo & Steele...</i> by James H. Alton II
Page 12-17	Porsche Parade, Traverse City.
Page 18	Quarterly Dinner at Malbec, Toluca Lake
Page 19	Southwest Soapbox, by Tom Brown
Page 20-22	Marconi Auto Museum, by Thaine H. Allison, Jr.
Page 22-23	Legends of the Autobahn
Page 28-29	Pebble Beach Concours d' Elegance
Page 30	Blackhawk Museum, <i>Red Hat Club</i>
Page 31-33	SGVR Board Meeting Minutes
Page 33	In Memoriam, Joseph A. Boucher by Joe Schneider
Page 34	Classified Ad, Escape to L. A.
Page 35	FOLLMER
Page 36	Tech Tactics, Schnell Autosports
Back Cover	Artwerks Sports Cars



COVER PHOTO

Close up photo of hood of the new 2014 911 GT3 Cup. Photo was shot Saturday, August 17, 2013 in the paddock of the Rolex Monterey Motorsports Reunion.

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

Gabriel's Horn is the official publication of the San Gabriel Valley Region of the Porsche Club of America. Chartered Regions of PCA are granted permission to reprint any material herein, provided full credit is given to the author and Gabriel's Horn, with the exception of copyrighted material. Any statement appearing in Gabriel's Horn is that of its author, and does not constitute an opinion of the Porsche Club of America, The San Gabriel Valley Region, its Board of Appointees, the Gabriel's Horn Editors or its Staff. The Editorial Staff reserves the right to edit all submitted material for content as well as for space. SGVR - PCA claims no responsibility for, nor affiliation with, any goods or services advertised herein, nor for any technical advice rendered.

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

aabken@verizon.net

Editor's Letter



Photo courtesy of the folks at Infiniti.

Time passing quickly is a sure sign that you are having fun. I can certainly attest to that! Since June, I have had the good fortune to not only attend the Porsche Parade in Traverse City, Michigan, but also spend a couple extra days in Michigan seeing some of the sights that part of the country has to offer. It was my first trip to Michigan. I had a marvelous time!

Speaking of having a marvelous time, last month I returned to the Monterey Bay Area for the Legends of the Autobahn show, Rolex Monterey Motorsports Reunion, and the Pebble Beach Concours d' Elegance. More about that later in this issue...

As this is being written, the celebration for the 100th Anniversary of the Corona Grand Race has not yet taken place. I have hopes of having this posted before that event happens, but who knows, maybe there will be coverage of the event in this issue, or if not, look for it in the Winter issue.

Coming up the last Saturday in September, Riverside Region will again be hosting their Timeline at Lake Arrowhead. This is a wonderful setting, they have cars arranged in chronological order around the lake and through the Village. If you have never been to

the event, it is a lot of fun. The cost of registration is reasonable, and you even get a T-shirt. It is a laid back low key gathering, and during the day you can shop in the Village, or take one of the cruises on the lake.

October will be a busy month as our Region will be co-hosting the Escape to Los Angeles with Grand Prix Region. Registration is being handled through Motorsportsreg.com Prior to that, look for our tour to Big Bear Lake, and the Glen Ellen area for apples.

Another thing that happens in the fall is the election of club officers. If you think that the current board members are doing a fine job, thank you. If, however, you think it is time to send them out to pasture and replace them, come to the next board meeting. Experience is not necessarily necessary. Everyone has to start somewhere...If you can not make the board meetings, speak to any of the current board members about your proposed candidacy.

New this fall, we will be hosting a Gimmick Rally, which sounds like it should be a lot of fun. We will also be returning to Rancho de Philo for another Sherry Tour.

PCA will again be hosting Tech Tactics at the Porsche training facility in Ontario. If you have not been to one of these events before, they are a remarkable opportunity to find out behind the scenes info about the latest Porsche models. The event will be held November 23 and 24 this year. In the past there have been people from Porsche AG speaking about different aspects of Porsches.

We will be trying something different this year for the Holidays. Instead of having a brunch, as in years past, we will be having a dinner at the Beckham Grill & Bar. We will also be having a silent auction, so if you have some items you would like to donate, more information about this will follow at a later date. In the meantime, you can begin saving your mad money to bid on the items!

UPCOMING EVENTS

SEPTEMBER 2013

14 Sat LVR Spring Mountain
14 Sat 100th Anniversary Corona Road Race
14 Sat SBR Detail Clinic
15 Sun OCR Z8 Concours d' Elegance
15 Sun LVR Spring Mountain
18 Wed SGVR Dinner, Malbec, Toluca Lake
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

OCTOBER 2013

1 Tue SGVR Board Meeting, Goody's Restaurant, El Monte
5 Sat SGVR Oak Glen Apple Tour
6 Sun GER Z8 AX
7 Mon GPX Z8 Day Away From Work DE/AX Streets of Willow
13 Sun SBR Concours d' Elegance
19 Sat SGVR Breakfast Meeting, Coco's, Arcadia
19 Sat SGVR Temecula Agricultural Inspection Tour
19 Sat SDR TT-DE
20 Sun SDR TT-DE
24 Thu SGVR PCA ESCAPE
25 Fri SGVR PCA ESCAPE
26 Sat SGVR PCA ESCAPE
27 Sun SGVR PCA ESCAPE
27 Sun SGVR-GPX DE-TT Fairplex, Pomona

NOVEMBER 2013

1 Fri AZ Flight 35 Concours d' Elegance
2 SGVR Z8 Gimmick Rally
2 Sat AZ Flight 35 AX
3 Sun OCR AX
5 Tue SGVR Board Meeting, Goody's Restaurant, El Monte
9 Sat SGVR Sherry Tour
15 Fri GPX Test and Tune
16 Sat SGVR Breakfast Meeting, Coco's, Arcadia
16 Sat SDR Z8 CR-DE-TT
17 Sun SDR Z8 CR-DE-TT
22 Fri Los Angeles Auto Show (Through Dec. 1)
23 Sat PCA Tech Tactics, Ontario
24 Sun PCA Tech Tactics, Ontario
28 Thu THANKSGIVING DAY (hbtm)

DECEMBER 2013

3 Tue SGVR Board Meeting, Goody's Restaurant, El Monte
5 Thu SDR TT-DE
6 Fri SDR Z8 TT-DE
8 Sun SGVR Holiday Dinner, Beckham Grill & Bar, Pasadena
8 Sun OCR AX
11 Wed F. A. "Butzi" Porsche born 1935
21 Sat SGVR Breakfast Meeting, Coco's, Arcadia
21 Sat Jack Staggs 356th Day Party
22 Sun 356th Day of 2013

The logo for StuttgartDNA.com features the word "StuttgartDNA" in a stylized red font, with ".com" in a smaller font to the right. Below it, the tagline "YOUR SOURCE FOR ALL THINGS PORSCHE" is written in a smaller, black, sans-serif font.

"You a mutant too?"



DOWNTOWN L.A.

Porsche of Downtown L.A.

1900 South Figueroa Street
Los Angeles, California 90007
888-682-1025



PORSCHE

<http://downtown-la.porschedealer.com>

SALES DEPARTMENT HOURS

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

SERVICE DEPARTMENT HOURS

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

CALIFORNIA-INLAND REGION PRESENTS PHOTO RALLY



SATURDAY, SEPTEMBER 14, 2013

You are invited to join us on our first photo rally of the year. This is a fun event and everyone is welcome. Bring the whole family and you don't need to drive a Porsche to participate. You will need at least two people and something to write with. A clipboard is also recommended but not necessary.

A photo rally consists of a set of route instructions and a set of photographs. The photographs are marked with a letter and the goal is to match the photograph with the route instruction that it follows. The one with the most correct answers is the winner.

We will meet at the Greenhouse Cafe with the first car out at 10:30 a.m. And will take about 1 hour and 45 minutes to complete. The distance is approximately 80 miles and most of it will be in the southern part of the Antelope Valley. The finish will be at Vince's Pasta and Pizza in Lancaster on Ave. L at 30th. Street West.

This event qualifies as a Zone 8 rally. Cost \$5.00.

The Greenhouse Cafe is located at:
1169 Commerce Center Drive (Target center)
Lancaster, Ca. 93534

Contact: Mike Forest, 661-273-2690, mid4mike@att.net

SATURDAY, SEPTEMBER 14, 2013 • 10AM-4PM
CITY PARK: 930 E. SIXTH ST., CORONA, CA

City of Corona Presents: An event 100 years in the making...

100TH ANNIVERSARY CORONA GRAND RACE

Celebration & Car Show 1913-2013



City of Corona Presents: An event 100 years in the making...

100TH ANNIVERSARY CORONA GRAND RACE

Celebration & Car Show 1913-2013



REGISTRATION - \$20 BEFORE SEPTEMBER 7TH \$25 DAY OF EVENT
REGISTRATION BEGINS AT 9AM

Name: _____ Email: _____

Address: _____ City: _____

State: _____ Zip Code: _____ Phone Number: _____

Car Make: _____ Model: _____ Year: _____

Please read, sign and return with registration fees – as a participant of the 100th Anniversary Corona Grand Race Celebration & Car Show, the participant agrees to indemnify and hold harmless the City of Corona, CA, all committees, directors, members, and agents from any and all liability, losses, damages, injuries, and claims by any participant and/or guest/family member/relative arising out of the condition, location or operation of the participant's vehicle on or about the premises of show location arising from participant's involvement in the 100th Anniversary Corona Grand Race Celebration & Car Show on September 14, 2013.

Signature: _____ Date: _____

Register on-line at www.WorldClassMotoring.com, or make check payable to CITY OF CORONA & mail to:
Corona Car Show, C/O World Class Motoring | **Phone: 818.706.9999**
5076 Chesebro Road, Agoura Hills, CA 91301 | **Fax: 818.706.9990**

WANT TO BE A VENDOR AT THE CAR SHOW?

Includes a 15 x 15 space | Commercial/Retail vendor \$100 | Non-Profit vendor \$50.

For additional information, email coronacarshow@yahoo.com
Like us on Facebook: [facebook.com/CoronaGrandRaceCarShow](https://www.facebook.com/CoronaGrandRaceCarShow)

Trailer Parking: Empty City lot on Sixth Street near Rimpau Ave.



All Years, Makes and Models of Cars Welcome

RUSO & STEELE NEWPORT BEACH AUCTION

June 22, 2013

Text and photo by James H. Alton II

The past few years, Barrett Jackson took over the Orange County Fairgrounds to put on their unique form of classic car auction. Barrett Jackson didn't return this year but the void was partially filled by Russo & Steele's more intimate affair to the Newport Dunes Waterfront Resort near Balboa Island.

Most auctions have an auditorium style, with bidders and then spectators in a big room (or tent) facing a stage. Russo & Steele is more of a theater in the round with smallish grandstands facing each other across the small auction area. That doesn't leave much space for spectators, but it's possible to sneak into a corner when you really want to see a car cross the block.

Barrett Jackson was like a county fair for cars with countless vendors and exhibits to distract folks from the auction. Russo & Steele was pretty much just the cars with a few classic car-specific services (including three auto transporters to whisk purchases away from California taxes). There was food, and, to insure bidders were in the right frame of mind, adult beverages.

I ran into noted 356 restorer Jim Liberty and a gentleman with *Sports Car Market* credentials.

I got there a while after the gates opened and spectator parking was full. It turns out it is easy to park in Newport Beach if you don't mind a walk.

Russo & Steele mainly sells cars with a reserve (a minimum price below which the bid doesn't result in a sale). Early in the day, most cars were meeting their reserves and selling, but as time went on, and the cars became more valuable, there were quite a few cars pushed away unsold.

I took note of a few air-cooled cars:

1970 Porsche 914-6 (S651). The first Porsche to cross the block was a tangerine Porsche 914-6. In general, it looked to be extremely sound. The toolkit (buckled shut) and original steering wheel sat in the front seat while a smaller aftermarket wheel did the steering.

The 914-6 combined a 2 liter carbureted Porsche 911T engine (110 hp) and genuine Porsche 911 suspension parts with the body shell of the humble Porsche 914. 110 hp is substantial for this lightweight, mid-engined car. This car had the European "VW-Porsche" rear badge.

It had a few issues: Jim Liberty picked up on the front bumper fit, the dash was slightly lumpy and it

rode on 14" Fuchs alloys. A friend and 39 year 914-6 owner assures me that 14" Fuchs wheels were an option on the 914-6, but it can't be the favorite setup today.

Word went around that it didn't have its original engine. It was definitely not well presented: the front trunk was dusty and someone stuffed a towel or blanket under the false floor where the spare tire lives. Worst of all was the filthy engine bay.

Still, it looked like a car that could easily become a 914-6 anyone would be proud of.

Bidding started at \$40k and I'll call it well sold at \$52,500.

1969 Porsche 911S

The 1969 911S had a 2 liter engine. The MFI is renowned for throttle response and the high-revving short-stroke motor makes for exciting driving. The 2.2 liter 911S ('70 & '71) is considered the ultimate long-wheelbase 911S; the 2 liter MFI car has the same character but fractionally less power.

This car had a good body with nice new-looking tangerine paint but plenty of minor issues: the interior had a mix of new and old upholstery. The seats were newly covered but appear to have been swapped right and left putting the recliner levers in the middle. This might have been a mistake converting to seat-mounted belt anchors for a better belt angle over the hips.



It had black windshield wipers and people were picking up on a variety of not quite right for '69 features. The rear held a correct looking red shrouded MFI 911S engine, but wear on the engine tin and black valve covers suggested the engine hadn't had much attention for a while.

All in all, a sound car which could be a source of pride for a moderate investment.

The auctioneer struggled to get two bids, ending at \$110,000 and they pushed it away unsold. My personal opinion: The seller should have dropped the reserve.

1963 356B Super Cabriolet.

This was a T6 body style with the squared front deck opening, improved cabin ventilation, and larger twin-grill engine lid. The T6 is more desirable than the T5 style 356B, but less desirable than the 356A or the disc brake equipped 356C.

The red paint and black leather matched the Certificate of Authenticity, as did the engine number. It was a sharp looking car and clean underneath. The owners made some "upgrades": 12 volt electrics; engine brought up to SC specs (over 100 hp); Carrera style wood rimmed Porsche steering wheel.

A very nice car, but the "upgrades" might not appeal to hard core purists while the original red paint and black leather would probably excite only a hard core purist. The car sat with its top concealed by a tonneau cover. That emphasized open-air motoring, but hid the condition of the top. The website had some top up photos.

This car crossed the block later than I was willing to stay. The Russo & Steele website says it sold for \$126,500 (which probably includes a 9.5% buyer's commission implying a hammer price of \$115,500).

1962 Volkswagen Deluxe 23 Window Custom (\$689)

This light green (blue-green upper, turquoise lower) bus had significant modifications with twin dual-barrel carbs, Porsche disc brakes, lowered, and mag wheels. However, it had distinctive and correct looking upholstery and was the only bus not treated to overdone aftermarket safari windows.

Some bus restorers seem to use vintage radios as a substitute for radio block-off plates but don't drill holes for an antenna. This bus had a vintage radio and an antenna, but no speaker (speaker mounts and speakers are available for probably under \$50).

The original front end, transmission, and wheels were available.

It sold for \$85k. I'll call that fair.

1958 Volkswagen 23 Window Deluxe Micro Bus (\$699)

This was the most original microbus and was the early "pressed bumper" style which succeeded the original "barndoor" (barndoor refers to a big engine hatch) style bus. The only obvious modification was a mildly hot-rodged dual single barrel carburetor engine. It was painted the classic color scheme of chestnut brown over sealing wax red but was incorrectly identified as "chocolate brown".

It did have those all-too common safari windows (windshields hinged at the top for excessive ventilation and rain leaks). NOS safari windows were once the holy grail of VW parts hunters but they're mostly reproductions today. There was a radio, but no antenna.

It sold for \$68k which I'll call well-bought.

1959 Volkswagen 23 window Microbus (\$760)

This bus was grey (beige grey) over sealing wax red. My recollection is the upholstery didn't look like a correct original scheme to me but the Russo & Steele description says it was original. This bus had a radio and antenna (I didn't check for the speaker) and sat on a lowered suspension with stock wheels while its engine breathed through twin dual barrel carbs.

The owners found "ambulance fans" for the ventilator above the windshield (these fans *are* rare. I don't know why nobody makes reproductions) and the seemingly mandatory safari windows.

This car crossed the block later than I was willing to stay. It's not listed in Russo & Steele's results, so it may not have met its reserve. A true VW bus fanatic of means would have bought it just for the ambulance fans.

I certainly didn't feel cheated for paying \$20 to get in. I saw some nice cars, and watched the free market at work. It's not the thrill of a lifetime, but it is certainly a decent way for a car guy to fill a show day.

More info can be found at:

<http://www.russoandsteele.com/index.php/newportbeach-auction>
(Russo & Steele)

<http://www.newportdunes.com>
(Newport Dunes Waterfront Resort)

<http://www.libertymotorsports356.net/>
(Liberty Motorsports)

<http://www.sportscarmarket.com/>
(Sports Car Market)

<http://www.auctionsamerica.com/>
(Auctions America)



Text and photos by Alfred Abken.

The 58th annual Porsche Parade was held this year in Traverse City, Michigan. As I had never been to Michigan before, and have wanted to go for several decades, I left a couple of days early so I could spend a little time in and around Detroit before I headed up to Traverse City. There is certainly more to see and do in and around Detroit than can be done in just a couple of days. Having a flight that arrived in Detroit shortly after sunrise, I got my rental car, and found a place to have breakfast. Later that morning I had a tour through the Ford Piquette Plant. Among other models, Ford made Model T's here from 1904-1910. In 1910, production was moved to Highland Park.

Just in case you were thinking there was no connection between Porsche and Ford, Ferdinand Porsche and his son Ferry visited with Henry Ford in Dearborn in 1937 to study their latest production methods.



In addition to many other cars on display, they also have a 1949 Volkswagen.

Later that morning, I went to the Automotive Hall of Fame, in Dearborn. There are quite a few cars on display here, but this is mostly about the people who

were involved in making automobiles.

Right, reprint from the August 14, 1909 *Saturday Evening Post*, showing cost of different Model T models.

Below: Outside of Automotive Hall of Fame in Dearborn, Michigan. Plaque honoring Ferdinand Porsche.



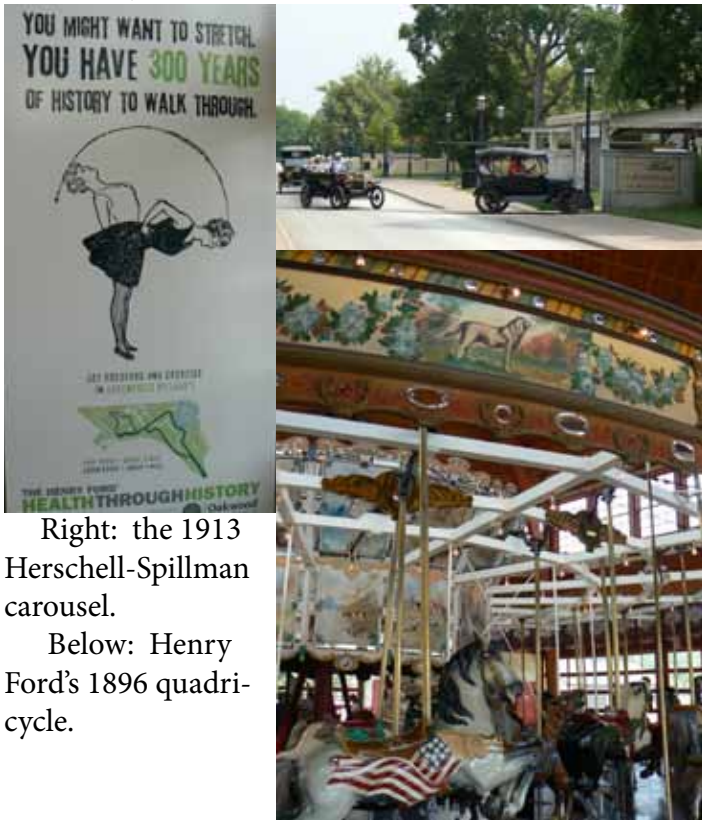
That evening I ate dinner at the Traffic Jam & Snug in Detroit. They were one of the restaurants featured on the Food Network show *Diners, Drive-Ins and Dives*. I had one of their shrimp taquitos and one of their house brewed beers, and found it delicious and filling. Later that evening I went to Comerica Park to see the Boston Red Sox beat the Detroit Tigers.

The following morning I took the Ford Rouge Factory Tour, and also went to Greenfield Village, and the Henry Ford Museum. Each of these last two mentioned places are big enough that you could easily spend a whole day at each of them. Greenfield Village has many houses that have been moved there, or recreated. They also have what is believed to be the first windmill in the United States. Also a working steam locomotive and many Model T Fords and horse drawn buggies that

you can ride in for a small additional fee.

The Henry Ford is just incredible in what they have on display. From Henry Ford's first quadricycle to race cars from just about every type of racing. Also on display are early steam locomotives, airplanes, furniture and they even have an Oscar Mayer Weinermobile!

Part of one day just is no where near enough to do this place justice.



Right: the 1913 Herschell-Spillman carousel.

Below: Henry Ford's 1896 quadricycle.



About mid afternoon, I left Dearborn and headed up north towards Traverse City. Along the way, I stopped in the town of Clarkston to eat at another one of the restaurants featured on *Diners, Drive-Ins & Dives*. This time I ate at the Union Woodshop. I had Scott's Sweet Potato Burrito and one of their house brewed beers. What a taste thrill! Too bad they are so far away, or I would become a regular visitor there.

I spent that night in the River Country Motor Lodge, in Grayling. I was in a cute little room with a very low ceiling, but it was quiet and comfortable. The next morning I was off to Traverse City, and registering for the Porsche Parade.

The morning I arrived in Traverse City was gorgeous. Rain threatened several times, and light rain did fall a couple of times during the week, but for the most part it was a fabulous week.



Above: Terry Zaccone (L) of Golden Gate Region cleans some of the road debris off his car along with other like minded people.

Right: Menu for the welcome party. There was a luau theme.





There were several tents set up on the property for Concours preparation. Also, the indoor tennis courts were used as well.



At the welcome party, PCA National President Manny Alban presented the new 2014 911 50th Anniversary Edition, in Geyser Grey Metallic.



The Concours had a very nice display of entry level Porsches.



The morning of the Concours dawned bright and clear.



This year Michelin was offering the chance to drive a Carrera S fitted with their Pilot Super Sport tires. Very impressive!



Hard to believe this is a lake, and not the ocean.



There was another successful RC car event this year.



Quite a few driving tours were offered during the course of the week. Here one of the tours passes the bus I am on. I was on a tour to several different wineries in the Leelanau and Old Mission Peninsula Viticultural Areas. As they are near the 45th Parallel, the primary grapes grown are Chardonnay, Pinot Gris, Riesling, Pinot Noir and Cabernet Franc. Our first stop was at Black Star Farms. We had seven different wines to taste. This was shortly after 10 AM. I was glad I was on a bus! We also stopped at 45 North where we also had lunch. We drove by, but did not stop at Ciccone Vineyards & Winery. You may have heard of their daughter... (Madonna). Our final stop was at Chateau Chantal. For the most part, I enjoyed all of their wines. Having been exposed to so much Chardonnay that has been aged in oak, I expect that. All of the wineries offered Chardonnay that was aged only in stainless steel, and it was rather refreshing. They also had Chardonnay that had been aged in oak as well.



Left: New grapes just barely forming.



At Black Star Farms, they also had a cheese making facility that was operating. Leelanau Cheese has won many awards at the Michigan State Fair.



SGVR member Cathy Robson (R) with Liz Reid of Delaware. They got second place in the Navigational Class in the Time and Distance Rally.



Leonard Turner did a couple of presentations on his photos. Unfortunately my schedule did not allow me to be there when he was speaking. At least his photos were out on display. They were also available for purchase through the Goodie Store.



The Parade Autocross was held in the parking lot of Wuerfel Park, home of the Traverse City Beach Bums. They are the local professional baseball team and play in the Frontier league.



Dwight Mains in his 1987 Turbo look.



Paul Eddleston in his 1984 Carrera.



Mike Holtzclaw, from Alaska, in his 1985 911.



SGVR member Cathy Robson scored first place in the Tech Quiz for the Boxster/Cayman models. Congratulations Cathy!

Below, and following page: Staging for the Parade of Porsches.





Cherries, not quite ripe yet...

One of the tours offered that sounded interesting to me was a bus tour to Grand Rapids to visit the Frederik Meijer Gardens and Sculpture Park. Unfortunately, the times the tour was offered conflicted with other events, so I did not sign up to go. Apparently, this must have happened a lot, as the tour was cancelled. I had planned my return flight home through Grand Rapids so I could stop by on my way home. They have works by Henry Moore and Claes Oldenburg, to name just two. With 132 acres of gardens, it is a remarkable place. The dining room ceiling has lots of glass by Dale Chihuly. I had a wonderful drive down the shore of Lake Michigan to get to Grand Rapids. I doubt I would want to spend a winter there, but it sure was pretty in June. Below: *Lying Man* by Sean Henry.



SGVR member Cathy Robson, and Chris Martella, S. E. Michigan, tied for second place in the Gimmick Rally.



**SAN GABRIEL VALLEY REGION
OF THE
PORSCHÉ CLUB OF AMERICA PRESENTS
QUARTERLY DINNER
September 18th Wednesday @ 6:00
Malbec Argentinean Cuisine**



**10151 RIVERSIDE DR.
TOLUCA LAKE, CA 91602**

(818) 762-4860

Southwest Soapbox

By Tom Brown

Zone 8 Representative

Summer is here and a busy one it is at that. My family just got back from the Parade, which is always a very busy week for us. This year was no exception, but it was a fantastic week. One of the best parades ever, if I may say so. The weather, the venue, the location, the events; it was all terrific. Noteworthy this year was having two, yes, two; new car introductions. We had the privilege of being the first to see the 50th Anniversary edition of the 911 as well as the new GT3. Incredible cars, and an incredible opportunity that speaks of the great relationship we have with PCNA.

Also very exciting for me, as Zone Rep, was the presentation to Hans-Peter Porsche of a poster of the 50 Years of 911 celebration that Zone 8 pulled together at this year's Festival of Speed in April. That was an amazing feat whose significance was obvious to Hans-Peter; I think he was truly grateful and really appreciative of the gift. (By the way, this poster is available to PCA members. If you would like one, please let me know. The price is TBD at the time of this writing but I should know by the time you read this.)



L-R Kurt Gibson, former PCA National President, Tom Brown, Hans Peter Porsche, Pete Stout, Editor, *Porsche Panorama*, Angie Gibson, and Skip Carter, Zone 8 Secretary, Editor, GPX's *The Circuit*. Photographer unknown.

Marconi Automotive Museum Tour July 20 , 2013

by
Thaine H. Allison, Jr.

Fortified with a gallon, or so, of CoCos coffee and reassurances from my navigator AJ, we headed out of the parking lot after the July breakfast meeting and pointed the nose of the Turkish Green 911-993 east on the 210 headed for the Bermuda triangle of Orange County. Most days I would rather be sailing the real thing than venturing through the maze, but then I was thrown out of the Golden Triangle of Laos by the CIA and that was fun too. Oh well that's another story. On this day we were heading for the Marconi Automobile Museum in Tustin CA. (<http://www.marconimuseum.org/>). This is a great museum and collection of Dick Marconi who offered a personal tour and personal stories of how each car came to be a part of his collection. The collection is well maintained, clean and accessible. It seems to me there were two kinds of cars here to wander and wonder about, touch and photograph: fast cars and red fast cars. Now my vices are red wine, red cars and red heads. So with so many red cars displayed in an up close and personal way it was a delightful way to spend a few hours.

The museum is owned and operated by a non-profit foundation and the goal is “to make sure that our community is aware of the plight of at-risk area.” Not only does he have a fabulous Ferrari types, but the museum generates charities in Orange county by opening up community events. I would urge anyone scheduling a corporate event to seriously consider this venue.



and homeless youth in our surrounding collection of automobiles, particularly the over a million dollars a year for children's the venue for various private and



Here is an example of an event set up from the museum web page. They hold a number of events open to the public as part of their fund raising efforts and it's certainly worth checking out the calendar to see if there is something that interests you and a way to support the ongoing work of the foundation. Check it out.

The thing that is refreshing about this museum is how accessible the exhibits are. Dick stressed when they hold an event that all the cars are open for participants to explore. Even touch and get their picture taken. Robert and guest are certainly up and close to this 1966 formula 1 car driven by Schumacher.



Neither Bob nor I are small enough to fit in the drivers seat but we can dream can't we? Formula 1 drivers and race horse jockeys seem to be cut from the same pattern. Guess guys like us are relegated to 911s and camel races, so sad.

Schumacher is a seven time formula 1 world champion and many consider him the best formula 1 driver of all time. He is a controversial driver and also involved in humanitarian efforts like jack Marconi.

Photo 1 Dick Marconi and Robert Friedman with the 1996 Formula 1 Ferrari driven by Michael Schumacher.

PCA-SGV Members Ed Justice Jr. and Francisco Rincon listen intently as Dick explains the intricacies

of yet another champion car. Jack knows the history of each car, how the museum came to acquire the



Photo 2; L-R SGVR members Ed Justice, Jr., and Francisco Rincon. Dick Marconi.

car and where it fits in the record books. It was interesting to me to hear the personal stories and achievements of Dick. He came to California in the early fifties to market a diet supplement, made a fortune and turned that fortune into a passion for racing and eventually a benefactor for childrens issues. It was a pleasure to have him take time out of his busy schedule and give us the full tour.



Photo 3; In foreground, cut off is 1995 Ferrari F50, going to rear are 1991 Ferrari F40, 1996 Ferrari 456, 1996 Ferrari FX, 2002 Aston Martin, 1950 Ferrari 195 S.

Not all the cars in this collection are red and not all are Ferrari's. In this broad shot the first four cars are Ferraris then an Austin Martin and another 1950 Ferrari 195s. Every car runs, or will be put in running condition, and all are driven regularly when it is legal to do so. I can hear the symphony of engines on drive day. Too many 12 cylinder engines is an oxymoron. Lets record that sound for all to hear. Now if we could just figure out how to do that with out dying of carbon monoxide gas.

I suppose we are all entitled to a favorite and what can you expect from a simple guy from Banning where the trains don't even stop any more. High school in the pass was limited to dreaming of getting

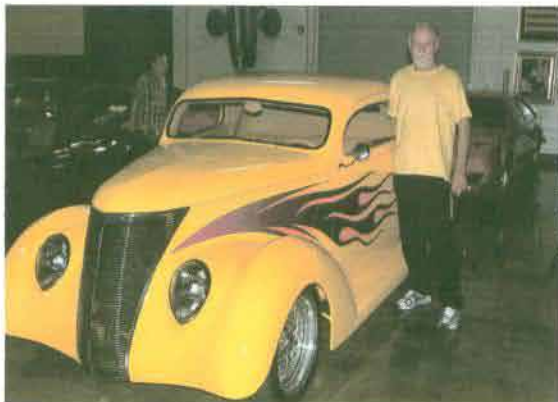


Photo 4 My friend AJ Grantham remembers his Banning high school days when he lusted after a real custom car. 1939 Mercury coupe the same year he was born.

out and having a nice yellow 39 Mercury cope with chopped top and every logo, and chrome fitting removed, a big V8 under the hood and an incredible flame job. With chrome wheels and leather upholstery what else could a guy dream of, other than an equally hot girl to knit him some argyle dice for the mirror and enough gas money to get to the drive in movie, and maybe A&W on the way home.

Okay, I've chided my friend and guest AJ for his love affair with the Mercury, my object of lust for the moment was the Aherns-Fox 1937 fire truck in original livery from Lansford PA. Maybe it comes from when I was very young in the San Fernando Valley when my dad would call out "here comes the fire wagon" when ever he heard a siren and the deep throaty sound of a fire truck racing up Ventura boulevard, lights flashing and men hanging on the side. Of course there is that county bridge I burned down, by accident, while in high school clearing weeds on order by the fire department. At any rate



Photo 5 1937 Aherns Fox Fire Truck, gets my vote for the most fun.

this is a fine example of early mid last century, technology. Just think how far things had come in the twenty seven years since the model T arrived on the scene, or even the 7 years since the Model A arrived. This truck has a three cylinder pump driven off the front of the six cylinder engine, massive batteries and lights for lighting the scene and original oak ladders. Not a very practical date night car but I bet those firemen uniforms get the girls every time.

These cars show a rich evolution of technology developed and tested on the track and incorporated into cars that can be driven on the street. I am continually amazed at the rate of technological change and how each innovation makes its way in to our everyday drivers. Museums like the Marconi give us a chance to dream, to learn and emotionally grow with stories and equipment used by the greats. Thanks again to Dick Marconi and his crew for hosting a great day.

After the museum a small group went to lunch. Reports are that they enjoyed it very much, I guess with all that Italian iron the Porsche junkies needed a little German fix. I think we had a total of seven people for lunch. Jägerhaus, 2525 E. Ball, Anaheim, 92806 (<http://www.jagerhaus.net/>)



Text and photos by Alfred Abken

Once again, the BMW Car Club of America, Mercedes-Benz Club of America, Audi Club North America and the Porsche Club of America hosted their Legends of the Autobahn show at the Rancho Canada Golf Course in Carmel Valley. This year was the 5th year of the event. As usual, there were several hundred gorgeous German cars to wander around through. Notable this year, Audi

brought out one of their R8 prototypes that won Le Mans in 2000-2002, 2004 and 2005.

The Monterey County Weekly newspaper had a rather provocative headline on it for “Car Week” this week. It is copied on the previous page.

I drove up to Pacific Grove on Thursday, August 15. Mohr Imports in Monterey had an open house that evening. I was expecting it to be Porsches only, but they had an interesting variety of cars there. Not a lot of people attended this, but there were some interesting people there none the less.

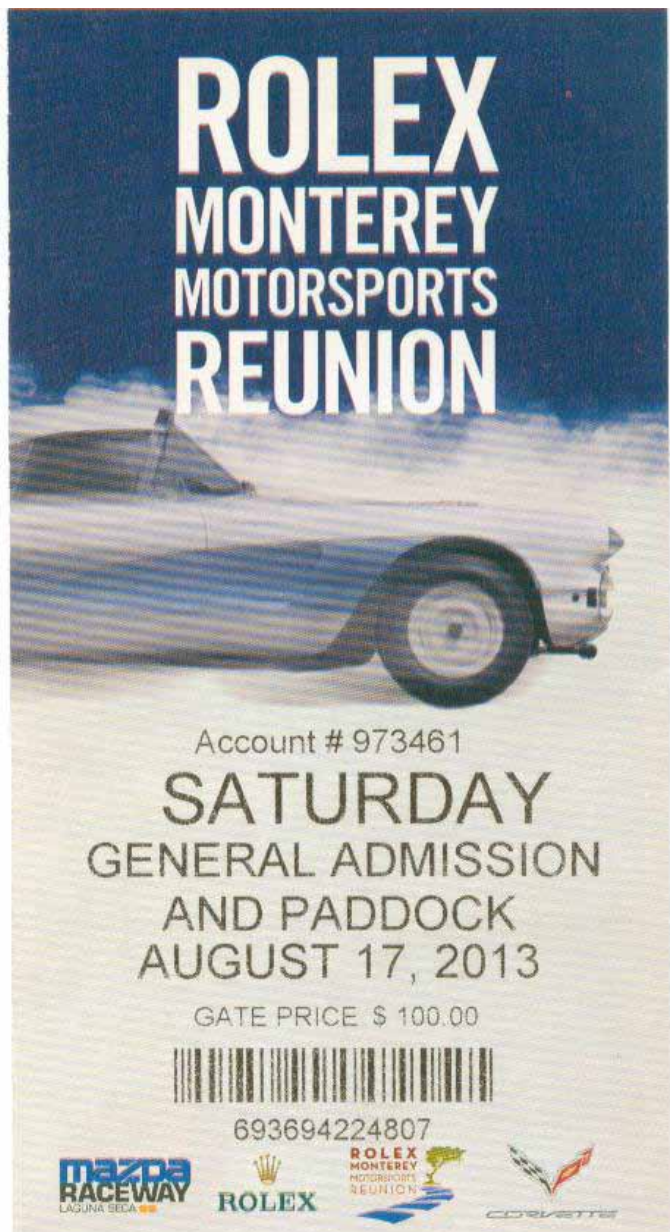


Friday morning in Pacific Grove was wet and foggy. By the time I got to Carmel Valley, the sun was making a valiant effort to come out. It turned out to be a gorgeous day. As I had the only car entered in class P5, I even got a first place trophy!



This car caused quite a stir this year. (Photo on post card provied by artist.) It is a 1967 911 S that artist Phyllis Yes painted with a lace pattern. The April 18, 1985 edition of the *Wall Street Journal* has called this the “fastest doily on wheels”. The artist was with the current owner of the car, answering lots of questions. Interestingly, Phyllis started a rumor that because of the texture of the paint on the surface of the car, much like a golf ball, it would be faster than a car with a smooth paint job. It almost sounds feasible...

Saturday morning, before heading to the track, I stopped at the Del Monte Shopping Center for a Cars and Coffee event. I was there from 7-7:30 as I was heading to Mazda Raceway Laguna Seca. See the following article by Nick Friesen for info about Saturday at the race track.



Text and photos by Nick Friesen

We had another great car week trip involving the Rolex Monterey Motorsports Reunion (RMMR), honoring Corvette. I went up Wednesday, following Bill LeFlang in his 356 Super Coupe, via the coast (Highway 1), for a scenic drive. We missed the sports car concours on Ocean Avenue in Carmel, and all the "Pre race" activities at Laguna Seca due to our midweek departure. At dinner that evening we met Neil Tardio of Pacific Palisades, driving a 1967 911S in class 8B; the Weissach Cup race of 911's of various vintages.

We had intended to see the Sunday Pebble Beach Concours Competitors end their annual drive, culminating in a picnic in Carmel on Thursday; a great car show up close (and crowded) for free. But having read Jim Alton's menu of events for the week in PCA

SGVR's calendar update we decided to go to hear/see Brett Lunger, Jochen Mass, and Peter Lyons speak on their experiences in Formula 1 in the 1970's. Sponsored by Hagerty Insurance and moderated by Jonathan A. Stein; at the Marriott in Monterey. A trailer for the soon to be released film "*RUSH*" started the session. Jochen and Brett spoke about their roles in the actual events depicted, along with their roles in the film. They then went on about how F-1 was then compared to now. A worthwhile session.

Then we had lunch across from the Portola Hotel, site of that evening's auction. We saw several nice cars up for auction, including a 1957 356 silver coupe, and a very early white Cobra for sale by Lee Park, Cobra Collector from Flintridge. The Park family had three 289 Shelby Cobra's entered in race 5A. The Los Angeles Times Business Section had a write up on them just before the event.

Thursday PM we drove up to Scotts Valley to see Bruce Canepa's collection and shop. Very impressive, as always. There were at least five 959's in the shop, along with several 356's being repaired an/or restored. At the track he had a 959 for sale, along with a sold 1992 red Speedster with 962 Twin Turbo engine (1600HP?).

Friday and Saturday were spent at the track. Friday we again spoke with a fellow from Stanford's REV's Institute (Researching the Evolution of Vehicles in Society), adjacent to Canepa's pit. (Canepa and the Collier Collection are cosponsor's with Stanford University.) As before REV's had Bruce Canepa instrumented to acquire car and physiological data as he drove.

Canepa was entered in at least five cars. A 1963 Corvette Grand Sport, a 1959 Lister Corvette, a 1970 Firebird, a 1970 Javelin, and a 1979 935. Race 8A was confusing as there were four cars with number 6. One was Canepa's AMC Javelin, the other three were dark blue Sunoco liveried Camaro's.



Stanley Gold brought four of his Porsche's, driving a 1952 America Roadster. There were other PCA'ers also racing, and attending. RMMR is where the millionaires come to race the billionaires. Arciero, Canepa, Carolla, Cluxton, Edelbrock, Gimbel, Gold, Lewis, McCaw, Morris, Nearburg, Park, Swig, Wetanson, et al.

The Porsche paddock was filled on Saturday. Many BMW's, a few Ferrari's, and hundreds of Corvettes and their owners. GM had a bunch of 2014 models, along with past race cars on display. I tried a dark blue 2014 coupe on for size. I like it, even though after pressing all the buttons, became locked in. The rep had to get a key to free me. She offered me a "Good Humor Bar" as a consolation. It melted, in spite of Saturday being a cool day, with a threat of sprinkles (put on extra shirts to keep warm!).

At noon Saturday, Steve Saleen announced that he has regained control of his company and name. To note it he is now making commemorative "Muscle Cars" with a Camaro (#6, David Donohue there for his late father), a Dodge (#42 Swede Savage; his wife and daughter were there), and a Ford (#15 George Follmer was there).



As usual, many great cars and people. A number of repeats and as always some new cars/faces. Ed Archer, 1915 Ford Roadster has been at every one of these events that I've attended (90% of them). Other perennials include Marnix Dillenius, Joe Huffaker, Jan Voboril, and the Brecht, Edelbrock, and Orosco families.



There was a "Singer" in the far corner of the RMMR pits on Saturday. Medium dark green, with orange trim, and tan leather interior, complete with matching luggage in front. Special Cosworth/Porsche engine in back. Based on a 1992 coupe, with body color bumpers and guards. New owner's name on a plate in the front trunk. All really nicely done of fine quality materials and workmanship.



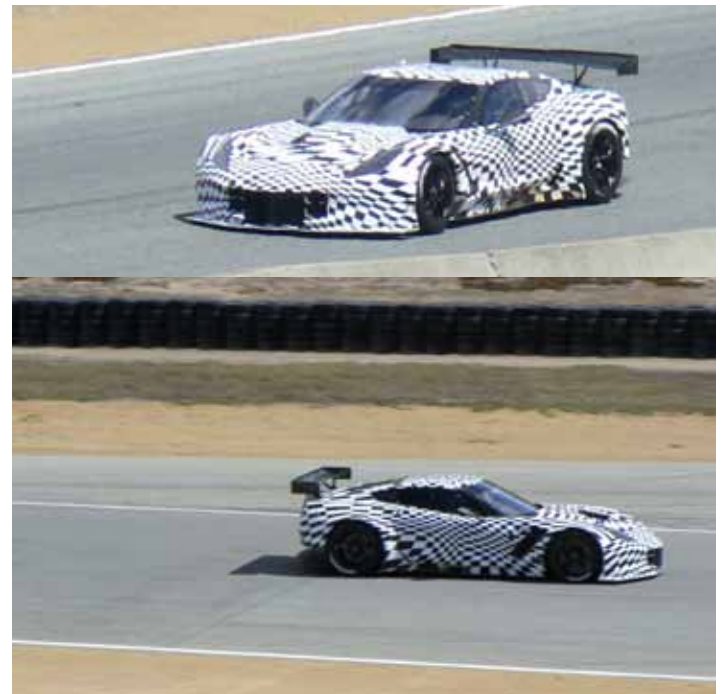
The August 12, 2013 issue of *Fortune* magazine, page 10, has a photo and short article, "Where Old Cars Are Made New", of a similar car, license "SONG 1". Paint is a little lighter green, and bumpers are 1960's chrome.

All in all a trip worth taking. Have reserved for next year, again.

ADDENDUM

Photos and text by Alfred Abken

During Saturday's events, the new C7 Corvette race car was unveiled.



Also, after all of the racing was completed on Saturday, some very significant Porsches took to the race track for several demonstration laps. What a sight!



Car #26: 1998 Le Mans winning GT1-98. Driven by Allan McNish, Stephane Ortelli and Laurent Aiello. Car # 43: 935-78 driven to 8th overall in Le Mans 1978 by Rolf Stommelen and Manfred Schurti. Car # 40, is the 935 “Baby”. It has a 1425cc turbocharged engine. The car won a Formula 1 support race at Hockenheim for the German Grand Prix in August 1977



13th Annual Concours and Autocross



Saturday, October 5th:

Proceeds go to MARE

Concours "Wash and Shine" at Porsche of Bakersfield

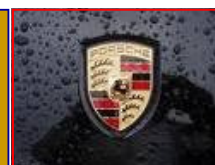
8:30-10am Car placement, prep

10am-12 Judging

12-1 Lunch provided by Leonards BBQ

1-2 Awards

Porsche of Bakersfield
6000 Wible Rd
Bakersfield, Ca. 93313



Sunday, October 6th:

Autocross at Minter Field, Shafter, CA. Hwy 99/Lerdo HWY 1/4 mile W

Registration/Tech 7:30-9am Drivers meeting 9:15 Racing at 9:30

Hot dog/Chip/Drink lunch by Leonards BBQ

CONCOURS: \$45 INCLUDES LUNCH
EXTRA LUNCHES ARE \$15

AUTOCROSS: \$50 INCLUDES LUNCH
ADDITIONAL LUNCHES ARE \$5

\$5 EXTRA FOR EACH EVENT IF PAID
AFTER OCTOBER 1ST

Make checks payable to: GEM

Send to:

Carolyn Kittrell

13130 Game Set Way

Bakersfield, Ca. 93306

Name: _____

Phone: _____ # _____ Concours @ \$45 _____

E-Mail: _____ # _____ Autocross@ \$50 _____

Car: _____ # _____ Xtra lunch SAT@ \$15 _____

Year/Color _____ # _____ Xtra lunch SUN@ \$5 _____

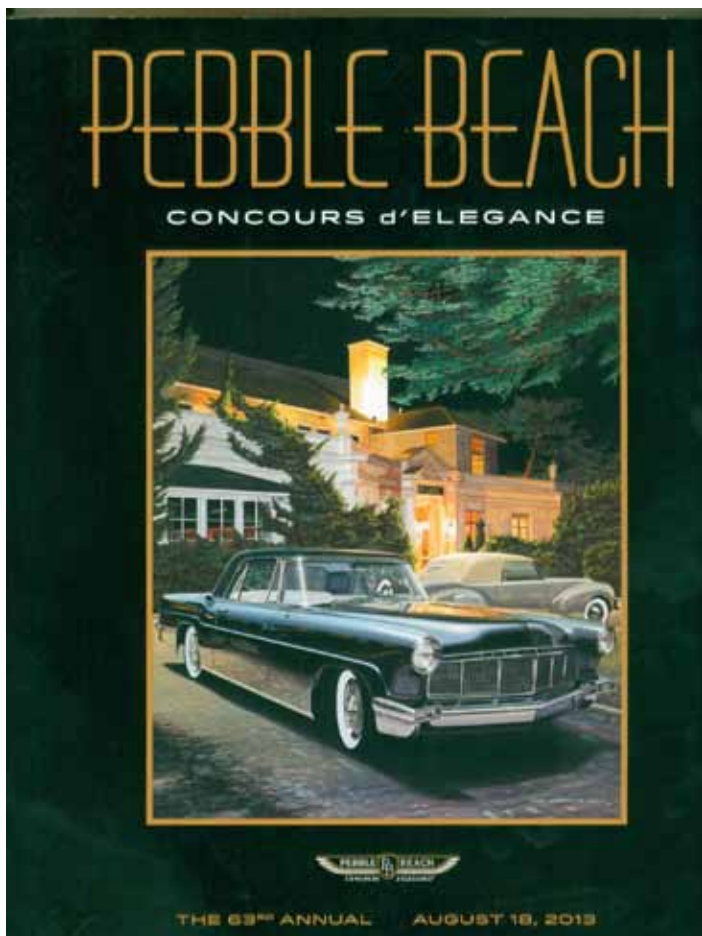
Judged for "Wash and Shine? Y _____ TOTAL \$ _____

AUTOCROSS : MAKE _____ MODEL _____

YEAR _____ AUOTX/ZONE 8 CLASS _____

REGION _____

DRIVER #1 CAR NUMBER _____ DRIVER 2 # _____

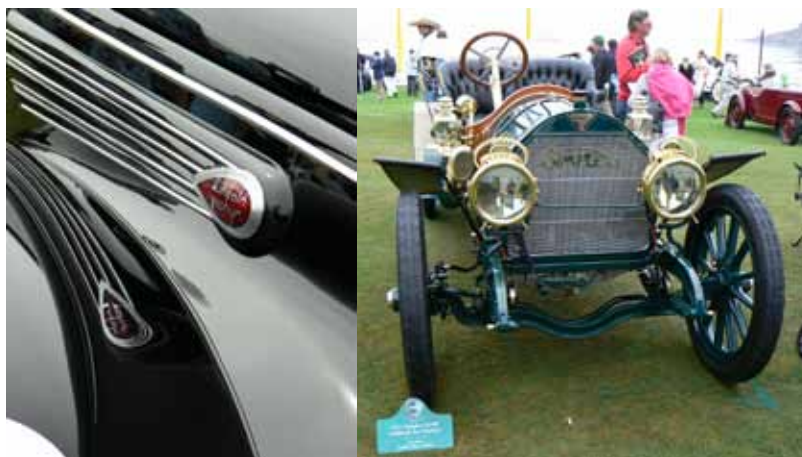


Indy Roadsters at Pebble Beach! Left is 1962 Le-
sovsky Sarkes-Tarzian Special Roadster. This car
qualified 17th for the 1962 race but failed to finish.
Yellow car in background is the 1953 Kurtis KK500B
D-A Lubricant Special. To right is detail of 1963 Kurtis
KK500K Novi Hotel Tropicana Las Vegas Special.



A very unusual 1938 Buick Series 40 Lancefield
Drophead Coupe. This car was originally delivered
to the Singer sewing machine company in London,
England with right hand drive. There it was rebodied
by the Lancefield Company in London with aluminum
panels.

Sunday, August 18th I was off to Pebble Beach
again. This years featured margues were Lincoln, Sim-
plex, Indy 500 Roadsters, 50 years of Lamborghini, As-
ton Martin celebrating 100 years of sporting cars, the
Prinz Heinrich Benzes, 50 years of the Porsche 911,
the House of Vanvooren, French motorcycles, BMW
507's, and a special class of Alfa Romeo 8C's.



Above left, 1938 Lincoln Zephyr. Right is a 1911 Simplex
50 HP Holbrook Toy Tonneau. This car was formerly part of
the Otis Chandler collection. It is presently owned by Ray
Scherr, or Westlake Village, California.



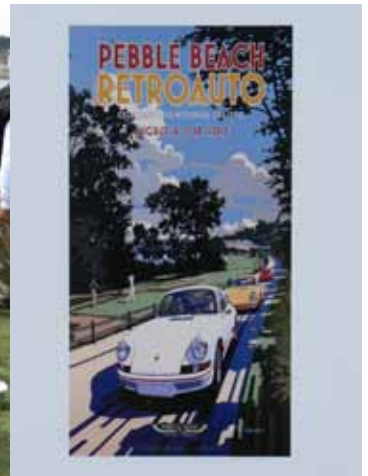
Previous page lower right two photos: Above is the Lamborghini Veneno concept car. Beneath that is the 1963 Lamborghini 350 GTV Coupe prototype. This car was originally shown at the Turin Auto Show in November 1963.



1963 Porsche 901 Prototype Coupe, owned by Don & Diane Meluzio, of York, Pennsylvania. This was a double winner. They won first in class, P-1, Porsche Road Cars, and were also awarded the REVS Program at Stanford Award.



In addition to a street car class, there was a class of competition Porsches.



Sir Jackie Stewart (in red tie above left) was once again one of the Honorary Judges. This years poster for Retro Auto was done by artist Tim Layzell and features three 911 Porsches passing the 3rd fairway of the Pebble Beach Golf Links.



In the Automotive Fine Arts Society tent, David Chapple had this sculpture of a 917 available. The title of the piece is *Ribbon Candy*.



Best of Show honors went to Joseph & Margie Cassini III of West Orange, New Jersey for their American Classic Open Packard class winning 1934 Packard 1108 Twelve Dietrich Convertible Victoria.



Monday morning, following Pebble Beach, I took the long way home and drove up to Danville to the Blackhawk Museum. They are having their 25th Anniversary this year. For almost that long, they have been holding an open house the Monday following the Pebble Beach Concours. They have a remarkable collection and is worth the time to stop by if you are ever in that part of Northern California. Photography can be a bit of a challenge inside as the floors are black marble and they seem to absorb all the light from my very modest flash unit on my camera.



Overview of partial collection of first floor seen from the mezzanine. Above is a 1939 Aero, made in Prague, Czechoslovakia with the body made by Josef Sodomka, Vysoke Myto, Czechoslovakia. 2L, I-4, 2 cycle.

The RED CAP CLUB

At each breakfast meeting, Jim Alton asks a trivia question relating to Porsches. If you can answer the question correctly, you can win a SGVR red cap. In June, the winner was Tim Tott.



The July winner was Jim Everitt, seen here with his daughter Adelynn.



Our August winner was Carole Weideman.
(This photo by James H. Alton II)



San Gabriel Valley Region
Porsche Club of America
Board Meeting Minutes - September 3, 2013

Location

Goody's Restaurant, 11357 Valley Boulevard, El Monte, Ca 91731

Attending

- . Alfred Abken, President
- . John Barrone, Vice President
- . Steve Hoskins, Treasurer
- . James Alton, Secretary
- . Greg Gustafson, Membership Chair

Called to Order at 19:13 PDT, Tuesday, September 3, 2013

Secretary's Report (Jim Alton)

August 6, 2013 Minutes

The board approved the minutes of the August 6, 2013 Board Meeting with one correction: John Barrone was present.

Publishing Board Meeting Minutes

Alfred Abken suggested we publish the board meeting minutes. At one point, the board decided not to publish the minutes but that decision was reversed. We'll put the most recent minutes in *Gabriel's Horn* and publish succeeding minutes in the weekly updates.

Red Hats

We're down to two Red Hats for the breakfast meeting trivia question. The board approved purchasing twelve from the previous source.

Name Tags

Alfred Abken mentioned there had been some minor troubles getting a few names straight for the latest name tag orders. Then name tags should be available soon.

Big Bear-Oak Glen Tour

Jim Alton announced we had some sponsorship from the Coffee Klatch in San Dimas which we'll use as a starting point. It's near the eastern edge of our region and there are rest rooms and nearby gas stations

Heather Perry, manager of the Coffee Klatch will give us some door prizes for the September 21, 2013 breakfast meeting, probably a sack of coffee (actually a fake sack to be traded in on something of the winner's choice) and a coffee mug. She can also give our members a discount on either "classic drinks" or product (e.g. sacks of coffee).

We discussed Downtown L A Porsche sponsorship. Robert Friedman suggested this but we weren't clear how much had been discussed with DTLA Porsche. Alfred Abken will follow up with DTLA Porsche.

Guy Newmark's Stolen and recovered 356, "Blue"

One of our members suggested celebrating the rapid recovery of the million mile 356, "Blue". Notice of the theft was posted on *356 Talk* and all the internet publicity (and incompetent thieves) led to Blue's quick recovery.

The board decided to invite Guy Newmark and his girlfriend to our Quarterly Dinner Meeting on September 18, 2013 at Malbec Argentinian Bistro. Jim Alton will try to contact him. We'll approach Sierra Madre Collection - a major supplier of 356 parts - to join in sponsoring these guests.

Membership Report (Greg Gustafson)

We have a new increase of two associate members.

Vice President's Report (John Barrone)

Escape 2013

John Barrone and Steve have nearly nailed down the Mullholland Mullin Tour Route and will soon get back to the Mullin Museum.

Escape will become very busy in October.

Porsche Design

Joyce Barrone needed some Mikimoto Pearls restrung. The Barrones discovered that Porsche Design sells Hoo-kahs. *

Sunday Porsche Coffee Meet

On September 15, 2013 the Early 911S Group will drive to a Porsche facility at La Brea Sunset Plaza, 1523-43 N. La Brea Ave., Hollywood CA 90028. The facilities' owner will arrange for a food truck.

Treasurer's Report (Steve Hoskins)

Steve hoskins distributed his written report to the board. There's more Escape 2013 money mingled with our funds.

Nonprofit ID

Kevin Ehrlich and Mary Fischer are organizing our Gimmick Rally and asked for our nonprofit ID. They looked it up and confirmed Steve Hoskins' understanding, which is that we don't have a current nonprofit ID. Steve asked for board direction to pursue a nonprofit ID. John Barrone will contact Ty Anderson by Thursday to learn the most recent status.

President's Report (Alfred Abken)

Big Bear Oak Glen Tour

We've looked for appropriate rest stops on the way up to Big Bear. PCA Tour Guidelines suggest a stop every hour.

There are several National Forest Service areas with facilities, but all except Heaps Peak Arboretum have insufficient parking. Heaps Peak Arboretum has plenty of space, and may be an interesting place to visit, but requires a \$5 Forest Service Adventure Pass (Parking Permit) and it is so close to Big Bear it would make sense just to press on.

The best place to stop (based upon distance from San Dimas) might be on 40th Street off of Route 18 a few blocks north of the 210 Freeway. There are a few fast-food places.

* Porsche Design actually calls it a Shisha and it costs 1,350 Euros.

Board of Directors Elections

The electronic ballot distribution worked well last year.

We need to publicize the elections at the September Quarterly Dinner Meeting and Breakfast Meeting. We'll try to send ballots on October 1, 2013 and ask for response before November 1, 2013.

Classic Car Week in Monterey

According to Alfred, Monterey was *fabulous as usual*. Barrett Jackson gave away free pens at the Cars and Coffee they sponsored Saturday morning. There were lots and lots of Ferraris.

Jim Alton mentioned that in 2014, *Concorso Italiano* will be held on the Saturday before Pebble Beach at Bayonet Black Horse Golf Club.

Tech Tactics 2013

Alfred learned the dates of Tech Tactics 2013 from Tom Brown: November 23 & 24, 2013. The Zone 8 President's meeting will be held November 23, 2013.

Gimmick Rally

Kevin Ehrlich and Mary Fischer don't want then San Gabriel Valley Region Gimmick Rally to be a Zone 8 Event.

The history was that the Gimmick Rally originated at San Gabriel Valley Region's Annual Planning Meeting, it was mentioned at the Zone 8 President's meeting during the Zone 8 Banquet weekend and was then adopted as a Zone 8 Event. The board decided not to try to remove the Gimmick Rally from Zone 8 Event status. Zone 8 will collect \$2/participant.

The Gimmick Rally will start at the Petersen Automotive Museum.

New Business

No new business proposed.

Adjourned at 20:18 PDT.

In Memoriam

Joseph A. Boucher entered into eternal rest on August 27, 2013 from a stroke. Joe was born on March 27, 1936 in Tulsa, Oklahoma to Avery and Nellie Blanche Boucher. Joe was raised in Tulsa where he was active in the Boy Scouts, and played clarinet in the high school band. He graduated from O.S.U. and was a pioneer in the computer programming field. Over the years he worked for Lockheed, Control Data, and General Research. He moved to Santa Barbara in 1964. Joe was a Porsche enthusiast and was active in the Porsche Club of America, Santa Barbara Region for 47 years. After retirement he moved to Nipomo where he played bridge with the Arroyo Grande Bridge Club. Joe was also a member of the Nipomo Presbyterian Church, where he loved serving and being a part of the church community. Joe leaves behind two children, Craig Boucher and Linda B. Boyer (Matthew) and 6 grandchildren, Craig, Phillip, Sean, Shayna, Nick and Cameron.

Memorial Service will be held September 14, 2013 at 11:00 AM at Nipomo Presbyterian. In lieu of flowers, the family suggests a donation to the Salvation Army.



Photo of Joe (in red cap) with Tom Gould from Zone 8 PCA.

CLASSIFIED AD

If you have any items you would like to sell, place an ad here. The price is right for PCA members. Deadline for submission for the Winter 2013 issue of Gabriel's Horn is Thursday, December 5, 2013. Please send any submissions to: aabken@verizon.net Color photos are always good too.



FOR SALE: 2010 CAYENNE TRANSYBERIA.
Rare Transyberia Trim package Cayenne S. 36,000 miles. Black/black with orange trim (inside and out), a real head turner. Certified Pre-owned warranty, all the off road goodies: air suspension, PDCC Off Road Technology package, tow package, A/C, factory GPS system, removable light bar, back-up camera, Satellite Radio, Lojack, Alcantara. Lots of goodies. Looks and drives great. Must see. No accidents, title in hand. Well maintained. Can email window sticker with full details and complete options list. Asking \$49,900.00. Tom (619) 491-0150.

tb911@tbsoftware.net

PORSCHE CLUB OF AMERICA
ESCAPE2013
October 24-27



**Your Southern California Adventure Awaits:
Friends! Parties! Porsches!**

Highlights:

--Special Guest -- Chad McQueen

Spend time with Chad, hear about his experiences with his father, Steve McQueen, and his own Porsche racing career

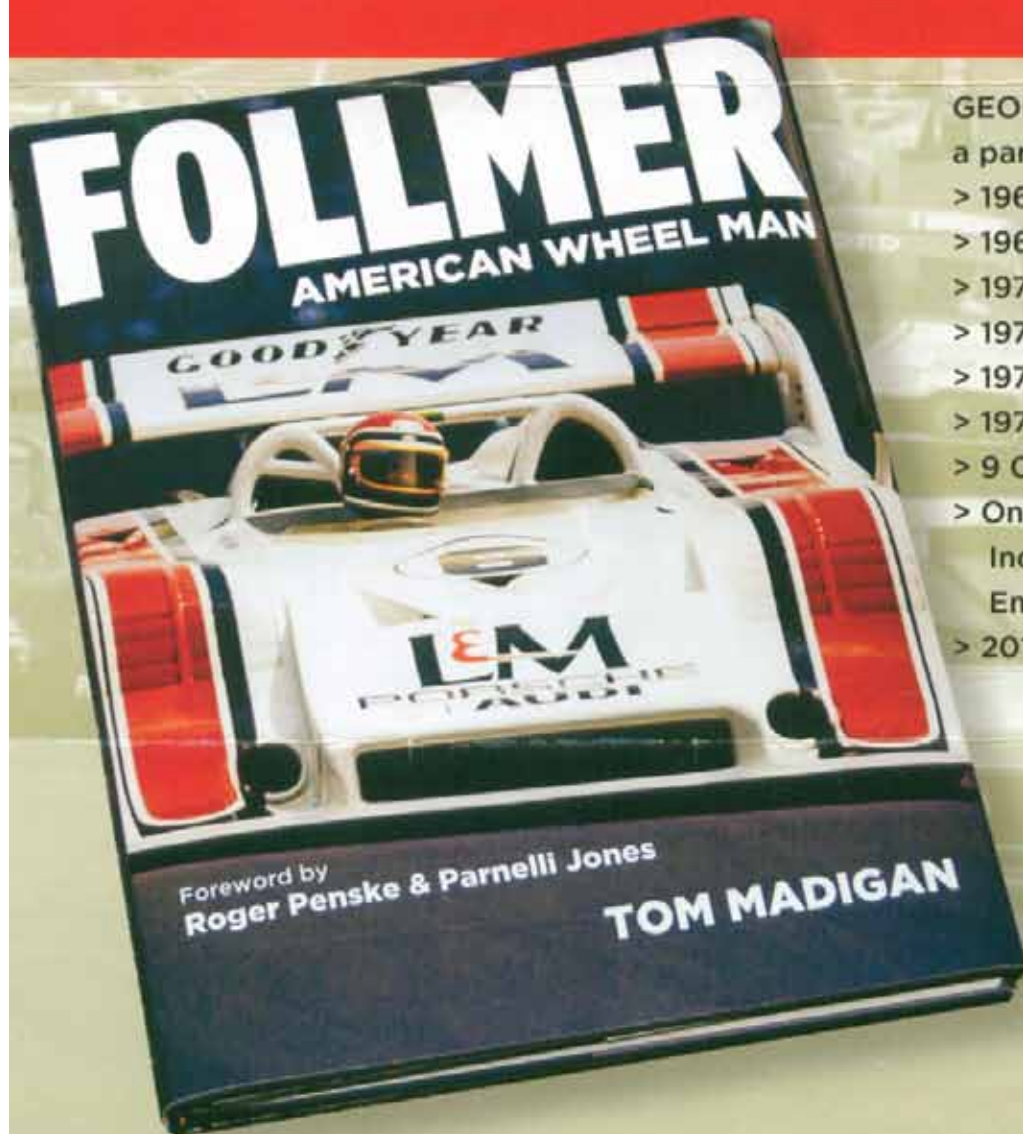
--A weekend of terrific driving tours

Angeles Crest Highway, Big Bear Mountain, Glendora Ridge Road to Mt Baldy, Joshua Tree National Monument

Escape with us! Registration is now open: <http://escape2013.pca.org>

FINALLY... THE FULL STORY OF ONE OF AMERICA'S MOST VERSATILE DRIVERS

THE BOOK EVERYONE HAS BEEN WAITING FOR. CAN-AM, TRANS-AM, FORMULA ONE, INDYCAR, NASCAR, FORMULA 5000, IROC, WORLD MANUFACTURERS CHAMPIONSHIP, LE MANS. IT'S ALL HERE! PLUS ALL OF THE BEHIND THE SCENES STORIES.



GEORGE FOLLMER

a partial listing of his achievements

- > 1965 USRRC Champion
- > 1966 Sebring 12 Hours Champion
- > 1972 Can-Am Champion
- > 1972 Trans-Am Champion
- > 1972 ARWBA Driver of the Year
- > 1976 Trans-Am Champion
- > 9 Can-Am Track Records
- > Only Driver to win a USAC IndyCar race with a Stock Block Engine
- > 2012 Winner of the Phil Hill Award

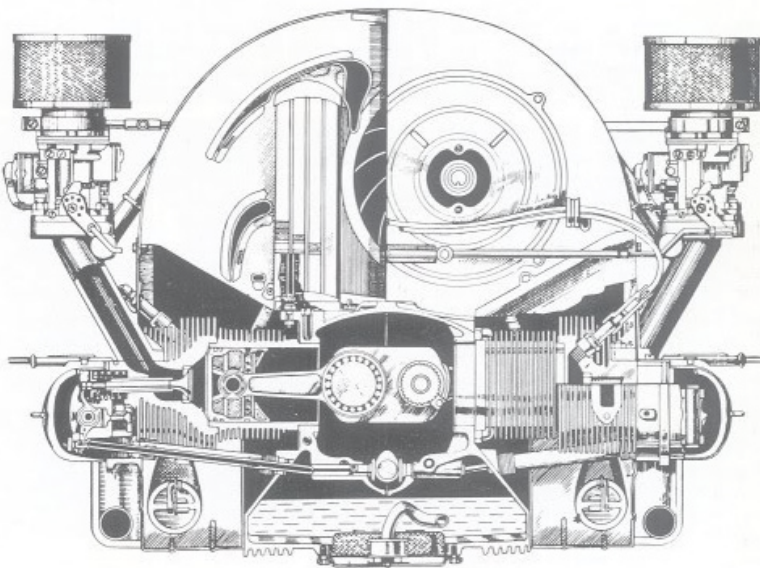
Written by Award Winning Author Tom Madigan.

FOREWORDS BY
ROGER PENSKE &
PARNELLI JONES

ORDER ONLINE AT - WWW.FOLLMERBOOK.COM

eje
PUBLISHING GROUP
www.ejjeus.com

TECH TACTICS 2013



PORSCHE TECH SESSION

November 23 & 24

Discover Porsche from the inside out. The latest cars, engines, and technologies revealed by the engineers at the heart of Porsche development. Learn about the Porsches of today and yesterday!

**Speakers from Porsche &
PCA National Tech Committee
Hosted by Porsche**

at their training facility in Ontario
5100 Ontario Mills Parkway
(at the I-15 & I-10 Interchange)



www.schnellautosports.com

1 (888) 978-9899

9500 7th St. Unit J, Rancho Cucamonga CA 91730



OFFICIAL DISTRIBUTOR OF



CAR CARE Products

for your CONCOURS needs!



AERO is a proud winner of three (3) PCA Zone 8 Concours events.



GABRIEL'S HORN
SAN GABRIEL VALLEY REGION
PORSCHE CLUB OF AMERICA
c/o Alfred Abken
14215 Dittmar Dr.
Whittier, CA 90605

ARTWERKS SPORTS CARS

formerly **mat**

2243 E. Washington Blvd.
Pasadena, CA 91104
(626) 674-4606
(626) 791-4000

Art Berian

Factory Certified Master Tech

Porsche 911 Specialist over 30 years

