

GABRIEL'S HORN

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

WINTER 2013



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(Photo by Kathy Morales)



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COVER PHOTO

SGVR members Lem and Marge Libunao's 1970 911S was part of the 50 years of the Porsche 911 display at Escape to Los Angeles, held at the Pomona Fairplex, October 26, 2013.

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

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Submittal deadline for publication of the Spring issue is March 6, 2014. I encourage your contributions of articles and photographs to Gabriel's Horn.

aabken@verizon.net

EDITOR'S LETTER



Photo courtesy of the folks at Lifetouch.

Another year is rapidly coming to an end. It has been a fabulous fall. Beginning with the 100th Anniversary of the Corona Grand race in Corona. For a modest donation, you could get your photo taken in, or should I say on?, the 1911 National that finished in 7th place in the inaugural Indianapolis 500 auto race. This was from a time with a riding mechanician road along with the driver to pump fuel, checked oil levels and watched to the rear for other cars that might be over taking you. The rear view mirror was not a common device at this time. Quite a few changes have occurred to motorized transport in the past Century.

We also hosted a quarterly dinner, and had a few tours.

In October, along with Grand Prix Region, we co-hosted the Escape to Los Angeles. The genesis of this event began, I believe, in 2009 when Robert Friedman and John Barrone began conversations with the people at the Fairplex in Pomona about hosting a National PCA event there. A special thank you to both Robert and John for planting the seed that brought this event to Southern California. If you were there, you know how wonderful it was. If you missed it, who knows how long it will be be-

fore a similar event happens here again?

Although the attendance was not quite as large as was hoped for, people who attended had a marvelous time. There were more options for tours than there was time for. For a special treat, PCA *Panorama* editor Pete Stout interviewed Ruth Levy Friday evening. Ruth was a driver in the sports cars races that took place not only in Pomona in the mid 1950's, but other California race tracks as well.

SGVR members Kevin Ehrlich and Mary Fischer hosted a Gimmick Rally the first Saturday in November. It was so well received that they have agreed to host another one. The date is tentatively scheduled for the first Saturday in May. If you missed the first one, try not to miss this one. It should be a **lot** of fun!

Coming up in January, SGVR Treasurer Steve Hoskins has graciously agreed to host the 2014 planning meeting at his home. This event will take place Saturday, January 11 and begin at noon. Steve's address is 1414 E. Palm St., Altadena, 91001. If there is something you would like to see the club do in the next year, this will be the event to come to. We need suggestions for tours following our monthly breakfast meetings. Is there someplace you think the club would like to visit, but you will not be able to attend the meeting? Let me know, and I can bring up the suggestion at the meeting.

Coming up June 15-21 of 2014, the Porsche Parade will be held in Monterey. If you have never been to a Parade, this will be the closest a Parade has been held to Southern California since the 2007 Parade was held in San Diego. Registration will open Tuesday, March 11, 2014. Plan on registering early if you have hope of staying in the host hotel. From the sounds of it, they are expecting a large turn out for the event, and the hotel should fill up quickly. Until then, Merry Christmas! And Happy Holidays!

UPCOMING EVENTS

DECEMBER 2013

- 15 Sun Zone 8 Awards Banquet
Registration Opens
- 20 Fri JPL Car Show
- 21 Sat SGVR Breakfast Meeting,
Coco's, Arcadia
- 21 Sat Jack Staggs 356th Day Party,
San Clemente
- 22 Sun 356th Day of 2013
- 25 Wed CHRISTMAS DAY
- 31 Tue New Year's Eve

JANUARY 2014

- 1 Wed New Year's Day
- 7 Tue SGVR Board Meeting,
Goody's Restaurant, El Monte
- 11 Sat SGVR 2014 Planning Meet-
ing, at the residence of Steve
Hoskins, Altadena
- 18 Sat Z8 Gimmick Rally
- 18 Sat Z8 Concours d' Elegance
- 18 Sat Z8 Awards Banquet, Rancho
Mirage
- 18 Sat SGVR Breakfast Meeting,
Coco's, Arcadia
- 19 Sun LAR Super Car Sunday, To-
panga

FEBRUARY 2014

- 4 Tue SGVR Board Meeting,
Goody's Restaurant, El Monte
- 8 Sat Z8 Concours Judging School
- 16 Sat SGVR Breakfast Meeting,
Coco's, Arcadia
- 27 Thu, 28 Fri TBD Various So.
Cal. locations, Open Houses

MARCH 2014

- 1 Sat L A Lit and Toy Show
- 2 Sun So Cal All Porsche Swap,
Phoenix Club, Anaheim
- 4 Tue SGVR Board Meeting,
Goody's Restaurant, El Monte
- 11 Tue Parade Registration Opens
- 15 Sat SGVR Breakfast Meeting,
Coco's, Arcadia

APRIL 2014

- 1 Tue ALL FOOL'S DAY
- 1 Tue SGVR Board Meeting,
Goody's Restaurant, El Monte



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



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Additional Lunches \$24

Afternoon Event-Awards at the Zone 8 Banquet



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CORONA GRAND RACE
 100TH ANNIVERSARY
 1913 - 2013

CORONA RACE
 Street 9, 435

<p>9am - 10am Victory Lap around Grand Blvd.</p> <p>10am - 4pm Car Show</p> <p>10am - 4pm Festival</p> <p>10am - 4pm Decent Lead Trailing Races around Grand Blvd.</p> <p>10am - 1pm Build Your Own Pine Car</p> <p>1pm - 3:30pm Pine Car Derby Race</p> <p>3:45pm Announcement of Car Show Winners and Pine Car Derby Winner</p>	<p>ENTERTAINMENT</p> <p>10am - 10:30am Velvet Fingers</p> <p>10:45am - 12:05pm The Hypnotics</p> <p>12:30pm - 2pm Choo</p> <p>2:15pm - 3:45pm The Legendary Mustangs</p>
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Among other things, one of the vendors who was at the city of Corona's 100th Anniversary of the Corona Grand Race was author Mary Bryner Winn. Above is a photo from her book *Images of America, Corona*. The picture shows the start of the race September 9, 1913. Behind the pace car are 7 of the 12 cars that ran in the race. Only 3 would finish the race. Barney Oldfield is driving the number 1 Mercer. Earl Cooper would win the first race.



One hundred years later, a reenactment of the first Corona Grand Race was held Saturday, September 14. Following the period race cars, members of several Model T Ford clubs, and countless other cars did parade laps around Grand Blvd.



Above are some of the pinewood derby cars that were also raced that day.



To the left is a 1913 Model T Ford. Below are some of the cars on display. Among them a Baker electric car that had solar panels added to the roof in 1958.



Below left and right is a 1916 National. Little history of this cars early life is know, but it has been fully re-stored. Of the over 2500 cars National produced, only 4 are know to exist. Half of them were in Corona this day.



BOOK REVIEW

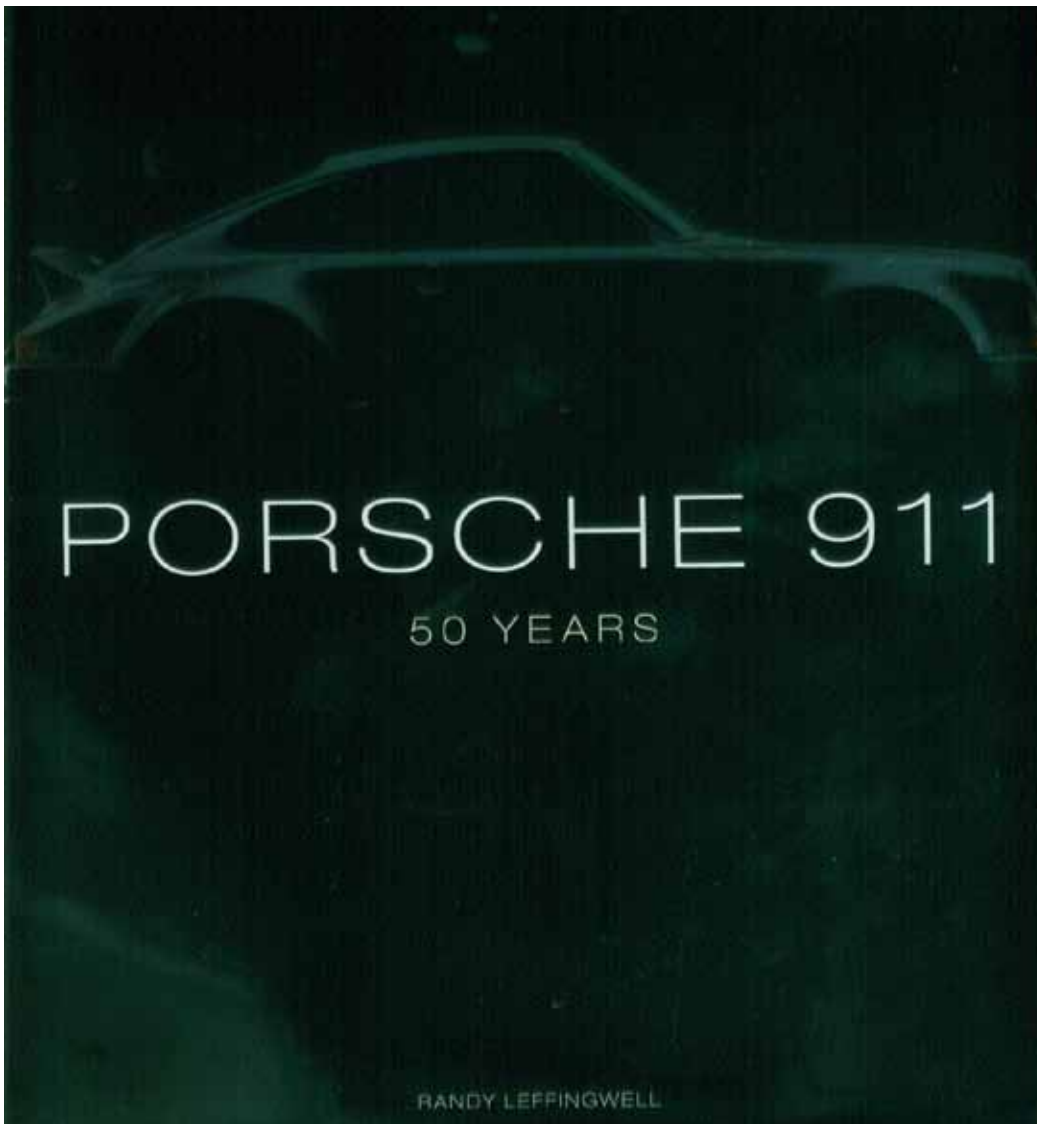
Just in time for your last minute Christmas shopping, Motorbooks has released Randy Leffingwell's book: ***Porsche 911: 50 Years***.

My first thought about another book devoted to the 911 is one of scepticism. Hasn't the subject already been covered? I thought Karl Ludvigsen has pretty much covered the topic. But it has been a decade since I have read Mr. Ludvigsen's tome and my recollection of it is not as clear as it might be.

Opening the cover of ***Porsche 911: 50 Years***, the first image is that of a 959, and like so many images in this book, it is one I had never seen before. Randy Leffingwell has spent over a decade in researching and interviewing people for the production of this book. Randy has mined the depths of the Porsche Archiv to come up with some fantastic photos to illustrate this book.

The nuts and bolts of this book: there are 255 pages, on very heavy stock.

Although I do not have any of Randy Leffingwell's previous books, I know he is a photographer, and I was expecting more of his photos in this book. There are only 17 color photos of his here. However, there are approximately 126 color photos and drawings from the Porsche Archiv, and another 85 in black and white. Sean Cridland has contributed one color photo to this book, and Dave Engelman of Porsche Cars North America is credited with 3 color photos, as is Porsche Presse and Jens Torner for Porsche Archiv, and 4 from Porsche Archiv attributed to Dieter Landenberger. The layout and presentation of this book is very attractive, and I think any one vaguely interested in Porsche's iconic sports car would be very happy to have a copy of this book.



The book is a bit over a foot high, and about ten inches wide.

Randy has interviewed many people for this book, including Ferdinand Alexander Porsche, and his father Ferdinand Anton Porsche. Also included are interviews from just about anyone you can think of who has been involved with Porsches production cars and race cars, including Herbert Linge, Norbert Singer and Vic Elford to name just a few.

This book is a remarkable achievement, and one I think you would be proud to own. I highly recommend it!

Porsche 911: Fifty Years

By Randy Leffingwell

ABOUT THE BOOK

In *Porsche 911: 50 Years*, bestselling author Randy Leffingwell celebrates a half-century of one of the world's premiere sports cars, focusing on the major themes that have defined Porsche's rear-engined wonder. He tells the whole story—design and development, racing and competition, engineering and technology, style and culture. All the iconic 911 models are included: the original 901 prototype that set the standard, the legendary RS models that made the little Porsche a dominant force on the world's racetracks; the infamous Turbo, the car that kept the performance flame alight during the dark, dismal decade of the 1970s; the fabled 959, the model that redefined the term "sports car"; the 993, last of the original air-cooled models; and the 996, 997, and 991, the liquid-cooled cars that brought the 911 into a new millennium. But beyond telling the story of the cars, this book also spotlights the people behind them: Ferdinand "Butzi" Porsche, the son of legendary Porsche founder Ferdinand "Ferry" Porsche, who co-designed the instantly recognizable 911 shape; Peter W. Schutz, the Porsche CEO who saved the 911 from extinction; and Dr. Helmuth Bott, the engineering genius behind many of the groundbreaking technologies that have defined the 911, including fuel injection, turbocharging, and all-wheel-drive. Leffingwell also tells the story of the 911 community—the clubs and culture that surround the car. Together, all of these facets make *Porsche 911: 50 Years* the most essential book in any Porsche fan's library.

ABOUT THE AUTHOR

Randy Leffingwell (Santa Barbara, CA), bestselling Motorbooks author and photographer, has earned a reputation as one of the best automotive historians working today. He has written and photographed over two dozen books on transportation topics. www.rleffingwell.com

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ISBN-13: 978-0760344019
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This limited-edition version has been carefully crafted with the dedicated Porsche 911 fan in mind. A specially designed presentation box ensures the pristine condition of the book for years to come. We have also included a hand-picked gallery of gorgeous 911 art prints, exclusive to the owner of this edition and perfect for framing and displaying. Lastly, by limiting the release to only 600 copies, we guarantee that the only thing rarer than your special edition of *Porsche 911: 50 Years* is that elusive all-wheel-drive 959.

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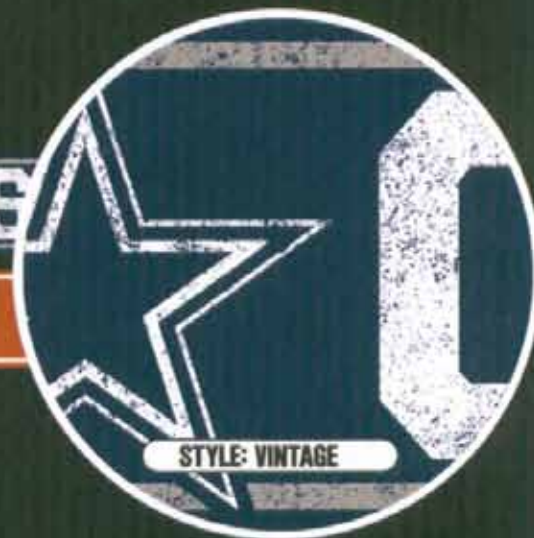
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Quarterly Dinner at Malbec, Toluca Lake, Wednesday, September 18, 2013.



In September, or quarterly dinner was held at the Malbec Argentinian Bistro in Toluca Lake. Our guest speaker was Guy Newmark, owner of the nearly “Million-Mile 356. Shortly before our dinner, Guy had suffered the indignity of having his pride and joy stolen, but the story has a happy ending, as the car was found relatively close to his home. Guy is in the blue shirt just off center in the above left photo. The food was fabulous, and it was a wonderful evening.

The following weekend in September, Porsche of Downtown L. A. had an unveiling of the new Panamera S E-Hybrid. Driving on the streets of downtown L. A. is not necessarily the ideal location to see how a car feels in transitioning from left to right hand turns, but in the brief drive I had, I must say I was very impressed by this car. It masks its significant bulk extremely well. It accelerates smartly, and has truly remarkable brakes. What a magnificent car! Many thanks to Porsche of Downtown L. A. for hosting this event.



Above: Eric Huffman from Porsche Cars North America was out from Georgia giving demonstration rides in the new Panamera S Hybrid.



Saturday, September 28, Riverside Region again hosted their Timeline event at Lake Arrowhead. The weather could not have been better.



Early morning at the Donald S. Wieman Vista Point along the aptly named “Rim of the World Highway”.



Cars waiting to be placed around the lake, and through the village.



The lake level was pretty low this year.



The earliest car on display this year was this 1955 Continental Coupe.



There were several 914s there, as well as Jim Alton's 1965 911 at top right.



Some of the cars in the corral parking area.



A 993 and a 968, looking very similar...



You can't really have an Oktoberfest celebration without an Oompah band!

Saturday, October 5 was yet another clear, gorgeous Southern California day as a group of SGVR members met at the Coffee Klatch in San Dimas to depart for a drive up to Big Bear Lake for lunch, then down the back side into Oak Glen to some of the apple orchards. *Below photos by Carter Johnston*



Top left, at rest stop in Wildwood Park. Right is group inside Evergreen International Restaurant, Big Bear Lake. Photos by Eileen Scanlon. Left rest stop along Rim of the World Highway.

TEMECULA AGRICULTURAL INSPECTION TOUR

TEXT BY DIKK JONES

Heading off to Temecula after the breakfast meeting October 19 wasn't the best idea we've had lately, partly because we never get out of Coco's until about 11:00 and also because there is a fairly long drive in weekend traffic involved.

We began the tour by heading east on the 210 then turning south on the 57 with a Y-off south east onto the 71 which Tee'd into the 91 and died. Movement of traffic nearly died at the same time as great volumes of traffic was heading east toward the deserts or would turn south toward San Diego as we would. How long it took to get to the I-15 on the 91 wasn't recorded, but it felt interminable.

The 15 moved along better but getting off the 15 into Temecula can be a frustratingly long process; volumes of traffic crowd the too-small off ramps. Several decades of using Temecula as a regrouping or base camp for tour to Julian, Borrego Springs and De Anza Canyon helped us find a way around the crowded off ramp traffic. We left the 15 somewhat north of Temecula at Clinton Keith Road. This route took us up onto the Santa Rosa Plateau and over some ridges and into a deep valley and ultimately to Rancho California Road, putting us right into Temecula without the off-ramp hassle.



This off-the-freeway ramble took us a bit longer to get to Temecula, but was far more fun for Porsche driving and it had better scenery too.

This should work out better as a mid week or non-breakfast Saturday venture.



Left to right, Gary and Betty Baker, Dikk and Janis Jones enjoying lunch at Meritage at Callaway in Temecula.



Agriculture inspected, the Bakers head for home.

The Tehachapi Railroad Loop

A SGVR LAARs* Tour

by Dikk Jones
photo by Bob and Vicki Bond

The traction of steel wheels on steel railroad tracks reportedly limits hill climbing of trains to a grade of about 2%. Now and 140 years ago, when Southern Pacific decided to run track from Mojave to Bakersfield. They had to conquer one climb that would be about 7%.

In theory, that line couldn't be put through there. In fact, however, 3,000 Chinese coolies were imported, handed hammers, picks and shovels, and were set to work carving a helix (think coil spring or spiral staircase) into the hillside.

Considered an engineering marvel in the 1870's, it allowed a train to climb 77 vertical feet in 3/4 miles, at a 2.2% grade.

People still marvel at the Tehachapi Loop. So much so that a small group of SGVR tourers, the LAAR Grupe, took a scenic drive over Angeles Crest highway to the I-14 and cut off to Tehachapi and the 58 (the Barstow-Bakersfield Highway) to Keens, where signs were followed to the Loop.

One could see where a train could enter a tunnel, come out and coil around and cross over its earlier tracks. In fact, as LAAR members watched, a train about a mile long traversed the loop actually crossing over the later cars of the train. Visualize a snake coiling over its tail. As about 40 trains a day make this passage, it's not as rare an event as it would seem to be to the first time viewer. It is always an interesting trip and show for RR geeks, engineering types and folks ready to hop into Bakersfield for Basque food at the Woolgrowers

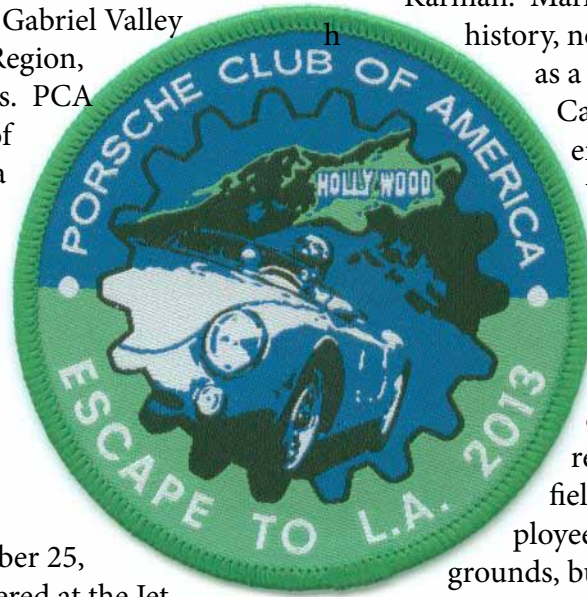
Restaurant (or other Basque eateries) a half hour to the west before returning home.



*LAAR: Lay Abouts and Retirees. A SGVR floating touring group that makes day trips and occasional 4 or 5 day journeys. Past longer tours have included 4 or 5 day sashays to Death Valley, Susanville for the Eclipse, Reno (National Auto Museum), Yosemite, etc.

From October 24 to 27, San Gabriel Valley Region, along with Grand Prix Region, hosted the Escape to Los Angeles. PCA members from a great number of parts of the country, and Canada showed up to partake in a long weekend of tours, and general Porsche related fun. Coverage of this event begins with Glenn Orton's piece about the tour offered at Jet Propulsion Labs.

-Alfred Abken.



Around 9 AM on Friday, October 25, some forty Porsche owners gathered at the Jet Propulsion Laboratory (JPL) in Pasadena for a tour of NASA's lead center for interplanetary robotic exploration. The tour was organized by Glenn Orton, who is a Senior Research Scientist at JPL, as well as the Chief Driving Instructor for the San Gabriel Valley Region. JPL Security kindly roped off part of the visitor's parking lot for our Porsches. One of the guards admitted to Glenn that he told a friend when he saw the spaces roped off much earlier in the morning: "Didn't know JPL did car shows", but then saw all of our nifty Porsches show up and admitted how wrong he was!

Everybody made it from the Sheraton Fairplex or from their local homes in plenty of time either through morning rush-hour traffic in the San Gabriel Valley or the long, but scenic, route along the Angeles Crest Highway. By 9:15 we held a roll call in the JPL Visitor Center and Glenn introduced himself to everybody en masse after making an effort to greet everybody personally. By that time everybody had identified themselves to the JPL tour guides using a driver's license or, in a couple of cases, a Canadian passport. Glenn also noted that proceeds from the tour fee went entirely to offset the considerable expense of running the Escape, not to JPL or himself!

At 9:30, our JPL tour guides introduced themselves. Instead of "Mork and Mindy Show", we had the Mark and Mandy show. JPL education/public outreach staffer Mark Razze led much of the tour and offered most of the explanations, with his colleague Mandy Branam making sure that nobody was lost at the end of the tour and available for individual questions. The first stop was the Von Karman Auditorium, named for the founder and first director of JPL, Dr. Theodore Van

Karman. Mark gave a little background for JPL's history, noting that it began very simply as a relatively unpopulated site where Caltech physicists and aeronautics engineers could test rockets, which were first under the direction of the Department of Defense. JPL became a part of NASA right around the formation of the Agency in the late 1950's, and still maintains its connections to Caltech. As a result, it remains the only NASA field center where the staff are employees of Caltech, although the grounds, buildings and equipment belong to the Federal Government. On the way into the auditorium, we passed a replica of Explorer 1 (along with videos of some spectacularly unsuccessful rocket tests), which was the first successful U.S. satellite to orbit the Earth, JPL's first successful mission. Entertaining question from the audience, Mark received from this group of mechanically oriented car and space enthusiasts, somewhat more detailed and sophisticated questions than his typical elementary school tour!



Center, Glenn Orton.

After Mark's introduction and a video highlighting the accomplishments of JPL in the auditorium, the tour visited around its periphery full-size models of the Voyager spacecraft that fly by Jupiter, Saturn, Uranus and Neptune; the Mars Climate Orbiter, and the future Earth-orbiting Soil Moisture/Active-Passive (SMAP) satellite, as well as a half-size replica of the Cassini spacecraft now orbiting Saturn. Cassini's orbits are engineered to include multiple flybys of Titan, Saturn's largest satellite, whose atmosphere is much colder but thicker than the Earth's, with a complex "hydrological" climate with transport of methane and ethane from

poles to equator and vice-versa, including the filling up or drying out of methane-ethane lakes.



The next stop was the adjoining museum, featuring full-size models of the Sojourner and Spirit and Opportunity rovers that were the first to land on Mars and move on its surface. There were also proportionally sized models of the major planets in our solar system and a full-size replica of the Galileo spacecraft that orbited Jupiter. There we took picture of ourselves in infrared radiation and watched a video showing the world's reaction to the "seven minutes of terror" that ended in the successful landing of the Mars Science Laboratory in early August 2012.

Next we visited the "high bay", where all of JPL's spacecraft assembly takes place. This was the place where the Mars rovers and adjacent to a similar area where the Galileo and Cassini spacecraft were built prior to their journeys to Mars and the outer solar system, respectively. On the way, the people at the tail end of the tour were surprised by an unexpected appearance of the Director of JPL, Dr. Charles Elachi, who was conducting his own personal tour for the incoming president of Caltech, Dr. Thomas Rosenbaum, who had just viewed the high bay himself. Once we were all in the high bay, we watched JPL technicians in full "bunny suits" work on the assembly of the SMAP satellite. SMAP will map with improved precision the distribution of moisture below the surface using an innovative combination of active radar and passive radio sensing. Currently in parts, different teams were working on separate portions of the spacecraft before its final assembly and shipment to launch from Vandenberg Air Force Base, which will place it in a near-polar, sun-synchronous orbit, using a trajectory whose initial path will be over the Pacific Ocean in 2014.



Our next stop was the first floor of JPL's Central Engineering building, where we were treated to a full-size replica of the Mars Science Laboratory, also known as MSL, or "Curiosity". If we thought our Porsches were "pricey", Curiosity beat them all at several billion dollars through the end of the nominal mission, and that's with a top speed of 1.5 inches per second (0.085 M.P.H.). Mark described the purpose of several experiments, including the laser that blasts the outsides of rocks in order to provide samples for a spectrometer to analyze for composition. According to Mark, NASA Headquarters mixed the plan for the letters "JPL" to be placed on the tractor-like tread of MSL, making its imprint on the Martian surface wherever the rover traversed. But because some indication of which tread covered which area using photos after the fact, some indicator had to be put into place. So, instead the engineers at JPL devised a sequence of circles and blocks on sequential treads that looked like:

(circle) (rectangle) (rectangle) (rectangle)
 (circle) (Rectangle) (rectangle) (circle)
 (circle) (rectangle) (circle) (circle)



Mark Razze is first full figure from left (wearing glasses).

The managers at NASA HQ apparently weren't Boy Scouts back in time when an advancement requirement included learning Morse code; for whatever reason, they never caught on until after it was too late.

Our last official stop was a viewing area of the Space Flight Operations Facility (SFOF), where signals from all the missions JPL was controlling were managed using a series of three primary 210' antennas and clusters of smaller antennas placed more or less at equal distances in longitude: Goldstone, California (just north of Barstow); Madrid, Spain; and Canberra, Australia. Together these are known as the deep Space Tracking Network. This spacing guarantees virtually continuous tracking of any object in space, both in earth orbit, in interplanetary space or in orbit around other planets. We could see on monitors what was being sent and received from any piece of active hardware in space, from Earth-orbiting satellites to Voyager 1, which- at 12 billion miles from the Earth - is humanity's most distant interplanetary spacecraft and may well have entered interplanetary space and away from the influence of the sun's "wind".



Our final unofficial stop was on the steps leading to the Central Engineering building, where we posed for a group photograph, before heading back to the Visitor Center and exiting JPL property. Many people expressed that, while they were interested in the program of exploring the solar system, they never realized the full scope of everything NASA was doing. Glenn did a little last-minute politicking and urged people to write Congress, because it seemed that there is insufficient funding for extended missions to continue both (A) Curiosity's trek to the summit of mount Sharp, its intended destination (it took longer to do science near its landing site than planned in the nominal mission)

and (B) Cassini's three years to summer solstice on Saturn in 2017: determining the planet's internal structure from close-in orbits that will map the gravity field, examining the influence of northern summer sunlight on Saturn's arctic atmosphere and on Titan's complicated climate and filling / emptying of its plethora of lakes and lake beds. As the tour passed through the Visitor Center again just after noon, people realized that the gift shop had opened, so for many there was some delay in leaving. Everybody thanked our guides and Glenn for organizing the tour.



Glenn Orton photo (taken by Mandy Branam)



by Alfred Abken.

Thursday, October 24 is when the tours began for Escape. The day started off early with tours leaving to go up Angeles Crest Highway to the Mount Wilson Observatory.



Above photo at Mount Wilson by Jimmie Mitchell

There was also a tour to Big Bear Lake, followed by a stop in Oak Glen at the apple orchards. Tours were also available to the Huntington Library, the Gamble House in Pasadena, and the Nethercutt Museum and

Collection in Sylmar. Finally, there were self-guided tours available to tour the architectural wonders of either Pasadena, and or the Pomona areas.

I chose to go on the Nethercutt tour. We departed the Sheraton around 6:30 AM. The traffic on the 210 west was more like a parking lot than a freeway, but eventually we made our way via city streets through the Pasadena area out to Sylmar. I have been to the Nethercutt before, but it is always enjoyable to go there. The original plans to include a tour of their restoration shop had fallen through, but it was still a wonderful experience none the less.



Above is the first car that J. B. Nethercutt restored. The car was purchased in 1956. It is a 1930 Dupont Model G Town Car. After an 18 month restoration, he drove the car to Pebble Beach for their Concours d' Elegance where it won Best of Show in 1958. That was the first of 6 Best of Show awards for J. B. Nethercutt.



Look at the difference of these two limousines. On the left is a 1911 Oldsmobile Limited Series 27 Limousine. On the right is a 1980 Cadillac Fleetwood Formal Limousine.

After a brief walk around the museum, the group walked across the street where we were led on a tour of the facilities. The Nethercutt Collection has more than just automobiles. They have a truly remarkable collection of music boxes of unimaginable different shapes and sizes.



A partial view of some of the cars on display.



Left, display case with miniature pianos. Center detail of some of the ceramic pianos. Right, some of the pipes for the pipe organ.





At the entrance to the Sheraton Fairplex Hotel, one of 1963 examples of the 911 50th Anniversary Editions was on display.

Thursday evening, a barbecue pork dinner was served outside, and a drive in movie event was held. The movie *Bullitt* was shown.



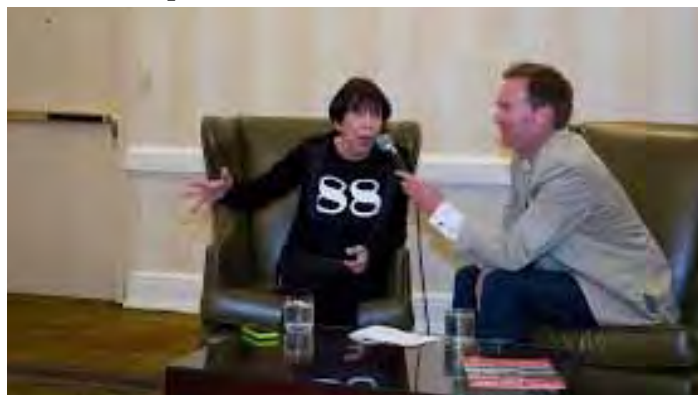
Top: Drive-In Movie night.

Above, Magnus Walker (L) with Lem Libunao (R) and friend.

Friday was another morning for early departures for more tours. Tours were available again to Angeles Crest and the Mount Wilson Observatory. Mount Baldy was another destination, with a chair lift ride to the top of the Notch. Yet another destination was to

Joshua Tree National Monument and the Palm Springs Aerial Tramway. The Huntington Library was again another destination, plus a visit was arranged to the Tournament of Roses House and Float Barn, as well as another tour to the Gamble House and again to the L. A. County Arboretum and Botanic Gardens. Again, self-guided tours were available to the Pasadena and Pomona areas, as well as the previously covered tour to JPL. Finally, there was an Cayenne Adventure Tour that went up into the San Bernardino Mountains.

Late Friday afternoon, Porsche Panorama Editor Pete Stout conducted a rollicking interview with Ruth Levy. Ms. Levy was driving sports cars in the 1950's and 60's, and even drove at the sports car track on the grounds of the Pomona Fairplex! By far, I think this was if not *the* highlight of the event, it was certainly one of the top ones!



Ruth Levy being interviewed by Pete Stout. (Photo by Jimmie Mitchell)



This group of three photos by Karen Holt, submitted by Jaeger Holt. Rocks on the roads caused a few flat tires.



Saturday morning, more tours began early in the morning again. Tours were offered to Big Bear Lake, again with a return through the Oak Glen Apple Orchards, as well as a tour to Mount Baldy.



Parrish Ranch photo by Jimmie Mitchell.

A self-guided tour was offered to the Huntington Library, as well as the Pasadena and Pomona Architectural tours. A tour to SpaceX in Hawthorne was also offered, as well as a drive on Mullholland Drive with a lunch stop at the Murphy Auto Museum in Oxnard, followed by a stop at the Mullin Museum, just a short drive away, also in Oxnard.



Rest stop at eastern end of Mullholland Dr.



The Murphy Auto Museum has an interesting collection of items. They even had a 1965 356 C Coupe on display. They also had a very pretty 1934 Terraplane Coupe on display that was offered for sale at \$37,500.



Above, rear of 1934 Terraplane Coupe.



Previous page, lower right, 1938 Peugeot 302 DS
Darl'mat Cabriolet, in the Mullin Museum.



Above is a 1937 Talbot-Lago T150-C-SS "Goutte d'Eau" which won Best in Class at the 2000 Pebble Beach Concours d'Elegance. In blue, on the pedestal behind the Talbot-Lago is 1936 Bugatti Type 57 SC Atlantic which won Best of Show at Pebble Beach in 2003.

Not all things go according to plan. The original plan was to have the final reception in the NHRA Museum on the grounds of the Fairplex. Unfortunately, this did not happen, so attendees were given a pass to attend the museum at a time of their choosing. This museum has quite a remarkable collection of hot rods, mostly drag racing and land speed cars.



911 50

50 Years of the Porsche 911 – Tradition: Future

For the final banquet, in honor of the 50th Anniversary of the 911, a display of seven different Porsches was on display. One each of the major body styles of the 911. A special thank you to all of those who were kind enough to display their cars. They were: Lem & Marge Libunao, 1970 911 S; Alex & Joyce Baghdassarian, 1980 911 SC Weissach Edition (G model); Larry and K C Sharp, 1993 RS America (964); Randy Blaesi, 1996 Carrera 2S (993); Michael Dolphin, 1999 Coupe (996); Kurt & Angie Gibson, 2007 GT3 (997); and Vic Castroll, 2013 Carrera S (991).





A special "Thank you" too to Art Berian at Artwerks Sportscars for sponsoring the placards used in each of the display cars; plus all the other sponsors of this event!



Escape co-chairs, GPX President Suesan Way, and SGVR Past President Robert Friedman.



By Jim Loving

We were happy that Zone 8 was hosting the year's Escape as So Cal has so much to offer. We attended the 2009

Parade in Keystone, Colorado, 2011 Escape in Flagstaff and the 2012 Parade in Salt Lake City, Utah so it was nice to have this year's Escape in our back yard.

I did not go on any of the tours as I had been to all of the places the tours were going. I wanted to leave room for visitors who would want to participate in the tours.

A very enjoyable event was the opportunity to drive a new 2014 Cayman S with PDK during the Porsche "Driving Experience".



The new 981 Cayman S is a major improvement over the 987 cars. Quieter, more stable and faster. After driving the new Cayman S I knew it was time to trade up from our 2007 Cayman.

This year's Escape was a fun event. We appreciate so much the hard work and long hours so many of our SGV members did to make the event so successful.

We're looking forward to Monterey in 2014!



By Bill Leflang

First let me say that Escape 2013 was the low pressure event it was supposed to be.

Next, it appears as if I had the only 356 registered. Where did they all go?

Last we should recognize all those people who made this possible. Robert and Suesan, Skip, Angie all the other that must have worked untold hours.



Photo by Karen Holt, submitted by Jaeger Holt.



NHRA MOTORSPORTS MUSEUM

Photos by Kevin Webster



Alfred Abken doing a poor job at a Wally Parks pose.



Mickey Thompson's Challenger I. In 1960, Mickey Thompson became the first American to exceed 400 M.P.H. on land with a speed of 406.60 M.P.H. The car had four engines. Due to a mechanical failure on the return run, Mickey was not able to establish an official record.



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About Van Nuys Plating, Inc.

David Rumph, with his wife Lydia by his side, had a desire and dream to start his own plating business back in the early 50's when he landed his first job in California at a fireplace equipment mfg. co. They plated in house and so he had on the job training to begin to learn this trade. From then on, David began taking night classes, learning all the skills needed to set up, open and run a plating shop. Van Nuys Plating, Inc. incorporated in 1954. My mother and father were a beautiful team.

Customer service and satisfaction were always a priority. He was a forerunner in waste treatment & minimizing. He could see the writing on the walls for California's environmental concerns and began purchasing and experimenting with equipment prior to being mandated. Their integrity and work ethic were exemplary.

David was always thinking of ways to improve the business Lydia was thinking about getting invoices out, money in, payroll met and bills paid. Having 3 children, 2 boys and a girl, they were raised in the business. They took over the business with the heart of their mother and father. Maintaining a quality product and keeping up with the environmental changes as well as the governmental is what they strive for each day. Customers over the years love to tell stories of the level of commitment and love for the business they saw with David & Lydia. Speaking first hand as the daughter I can testify to the love and appreciation we have for our customers and how we would not be here today without them. We thank God for this business and our parents. Giving us the opportunity to make a living and serve our customers in this way has been a blessing. Lord willing, we plan on being here years to come.

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“Houston - we have Rally.”

By Kevin Ehrlich

“Remember, the purpose of this Rally is to have fun...” and with those words the A³ Rally was underway. Hosted by the San Gabriel Valley Region PCA, the scavenger hunt rally commenced during the early morning hours of November 2nd from the Petersen Automotive Museum. But this was no ordinary rally.

The event involved no stopwatches or odometers or specific route instructions. There were no mandatory stops. Instead, participants were tasked to chart their own course from a previously provided list of 66 automotive, aviation, and aerospace stops in and around the Southern California region, each stop having its own unique point value. The objective? Achieve the highest point total. The challenge? Navigating roads from Santa Monica to March Air Force Base, and from Simi Valley to Yorba Linda.



Margrith Jaeggi at Carnegie Observatories, Pasadena. (Photo by Heinz Jaeggi.)

Traveling those same roads, almost 70 participants came from as far as Long Beach, Oxnard, Rancho Cucamonga, and Ridgecrest - yes, that Ridgecrest - beyond Mojave. Likewise, the group brought an assortment of automobiles. Representing the newer generation of Porsches was a red 2013 991 and a pair of 2013 Boxsters - including a speed yellow Boxster S that had been picked up new in Germany and exercised in the Alps before coming home to California.

The award for the most seasoned entry went to a beautiful 1962 356, but a 1972 911 Targa and 1974 914 added vintage flavor as well. Although the event was hosted by a Porsche club, other marques joined - including a brood of Vipers, several Mercedes and BMWs, a pair of Miatas, and a spiffy VW Rabbit. The

mad scientist entry, though, was clearly the 2005 Pontiac GTO with a Corvette LS7 engine stuffed under the hood. The rumble when the car was started gave away the secret that the car was not stock.



Tournament Park, Pasadena. (Photo by entrants)

The Los Angeles area provided a rich landscape for locations featuring the automotive, aviation and aerospace theme. Automotive stops included a range of museums - The Petersen Automotive Museum, Marconi and Nethercutt, to the Automobile Driving Museum and the NHRA Motorsports Museum. Other points of interest included Barris Kustom in North Hollywood (with a batmobile on display), the route from the Pasadena-Altadena Hillclimb races that were held in the early 1900's (now more commonly known as Christmas Tree Lane), and the site of the former Ontario Speedway.



At Rocketdyne in Canoga Park (Photo by entrants)

For the aerospace faithful, did you know that the Apollo program Saturn V rocket engines were built in Canoga Park? Or that when the Apollo 13 astronauts radioed to NASA at Houston, the NASA team called engineers for help in Downey where the crew capsules

were built? Space launches these days are planned from the Hawthorne SpaceX factory.

Likewise, there was no shortage of aviation history. Participants learned that at one time, the area's largest airports were in places like Glendale and Alhambra rather than LAX. The finish was at the Spitfire Grill, on the grounds of the Santa Monica Airport. A restaurant has operated at that site since the mid - 1950's and gives a nod to the World War II and Douglas Aircraft history of the area in its decor.



Goodyear blimp base, Carson. (Photo by Alfred Abken.)

Of course, other potential stops were thrown in for fun. For example, there are three different locations around the greater Los Angeles area where segments of the Berlin Wall are on display. In an unexpected twist, one entrant even brought his own piece of the Berlin Wall to show.)



Entrants shared war stories over lunch, while the points were tallied and stops verified. The top points finisher drove a Mercedes C250 and made use of several combination bonuses that awarded extra points for stopping at certain locations with a common theme. The winner also made an unscheduled stop at a playground that earned no points, but made a pair of

three-year old navigators very happy. A Porsche 991 entry piloted by a pilot claimed second place followed by a 1996 Porsche 993.



Planes of Fame, Chino. (Photo by entrants)

Prizes were distributed - most at random to ensure the pursuit of points didn't overwhelm the instinct for a fun event. Prizes were donated by generous sponsors: Falcon Tire, Twin Palms Restaurant, Beckham Grill, Congregation Ale House, Bentley Publishing, Callas Rennsport, Meguiars, Petersen Automotive Museum, and Collision Consultants on La Cienega, which sponsored breakfast at the start.

Thanks very much to all the participants! Sound like fun? Want to make sure you don't miss the next one? Have questions? Email: rallya3@yahoo.com



Before start, L-R: Sam Zamir, of Collision Consultants, Mary Fischer, Kevin Ehrlich and Fred Weideman.



At conclusion, Spitfire Grill in Santa Monica. (These two photos, plus Berlin Wall photo by Alfred Abken.)



PCA San Gabriel Valley Region Rally



Saturday, May 3, 2014 – A³ Fun Rally Automobiles, Aviation, and Aerospace

SAVE THE DATE!

What? The rally will feature locations in the greater LA area with automotive, aviation or aerospace significance. Pick your locations and plan your route. There are more locations than time permits, so you will need to plan wisely!

Details still TBD, but will be confirmed in early 2014. The event will be a morning event with lunch to follow.

Who? Anybody. PCA membership or Porsche ownership not required. Drivers with and without navigators are welcome. Junior navigators are welcome too!

Do you need rally experience? Does the rally involve specific routes, checkpoints, and stopwatches? Do you need a working odometer for the rally? NO. NO. NO.

Are there prizes? Yes! Swell prizes will be awarded after the rally at lunch.

Specific rally stops and rules will be sent to entrants in advance.

Want to know more? Check out the rally blog to see photos and other information from the last A³ Rally held in Nov. 2013 - <http://rallyA3.wordpress.com>.

Questions? E-mail the Rallymaster at RallyA3@yahoo.com

QR Code will send you to the rally blog.



Sponsored by the San Gabriel Valley Region of the PCA -
<http://sgb.pca.org>



50 YEARS OF SEMA!!!!

By Larry Holt

Acres and acres of companies exhibiting high performance, technology, repair and maintenance products dedicated to the automotive industry. 2400 companies to be exact. Held annually in early November, the show is located in the Las Vegas convention center and is for the industry only.

SEMA is the premier automotive specialty products trade event, largest in the world bringing the industries hottest products to sin city.

Held for nearly a week, along with all of the exhibits is a jam packed schedule of celebrity appearances, seminars and product training.

You never know what you will see at SEMA, from a Sponge Bob Squarepants Toyota Highlander to a 1951 Studebaker fastback woody. SEMA has it all. Custom



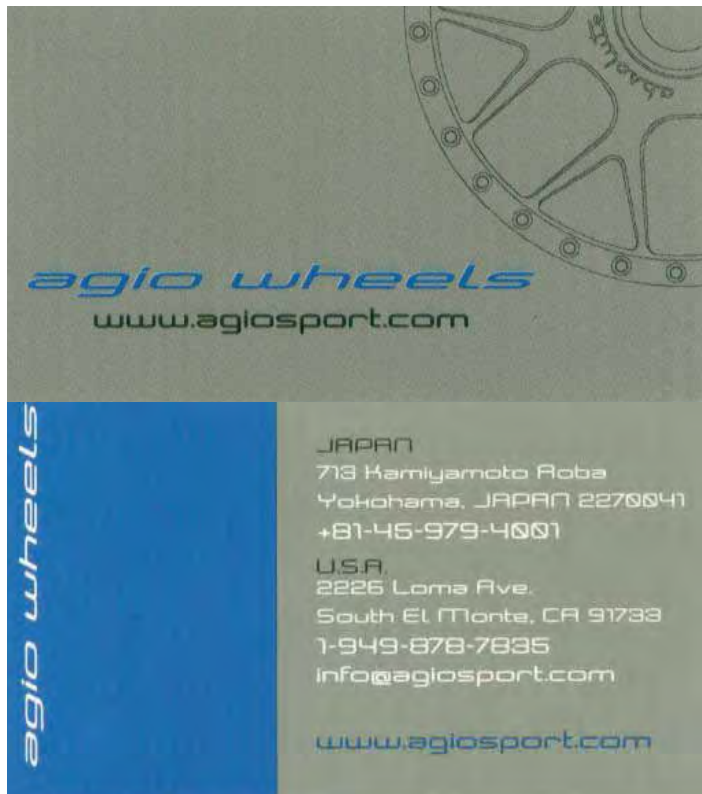
cars, trucks, SUVs, hot rods, off road, and race cars, even customized FedEx and UPS delivery trucks. There are custom cars commissioned from U.S. and foreign auto makers using the newest products exhibited.



On display outside, was "Blue Mamba", a 1967 Karmann Ghia with a 650 H.P. Viper engine mounted in the front of the car!



As far as products for Porsche enthusiasts, there didn't seem to be a large variety. IMHO why mess with perfection, since Porsche offers their own customization from the factory. There was a company with some sweet wheels suited for non-purist Porsche owners. The company is AGIO wheels, and my pick of styles would be RCK center locks. If you have a chance, check them out.



Even though only the industry is welcomed to the SEMA convention, the area surrounding the convention center is an amazing custom car show open to the public. Be on the lookout for some incredible new race, performance, tires, technology and accessory products. Just when you think it can't get much better, SEMA comes along.



Akrapovic Titanium Exhaust Systems had the 2013 Le Mans winning Audi R18 Ultra on display.



OSGIKEN was one company that had something of interest to Porsche owners. They offer a line of clutches, limited slip differentials and gear sets. They offer parts for 915/930 type 911 Carreras as well as G50 type 964, 993, 996 and also 997 Aisin trans types. They also have parts for 944s and Boxsters and Caymans.



The folks at Falken Tire Corp. had an ALMS 997 fresh from the track on display at their booth. The front of the car was covered in dead bugs and oil spots. Definitely not a concours entry.

AAPEX

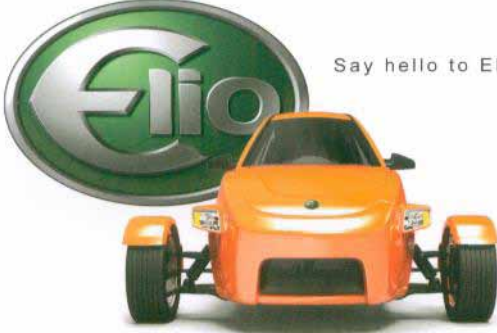
(Automotive Aftermarket Products Expo)

by Alfred Abken


This year, the SEMA (Specialty Equipment Market Association) show in Las Vegas ran from November 5-8. A short drive away from the Las Vegas Convention Center is the Sands Convention Center, and once again the AAPEX show was held there. This year the show ran from November 5-7.

Some very big news this year at the AAPEX show was the unveiling of Elio Motors. They have plans of marketing a three wheeled car with hopes of releasing production models in about a year from now.

This is no Morgan clone, but a cleverly designed little car. It will be interesting to see if they actually make production.



Say hello to Elio.



Elio motors

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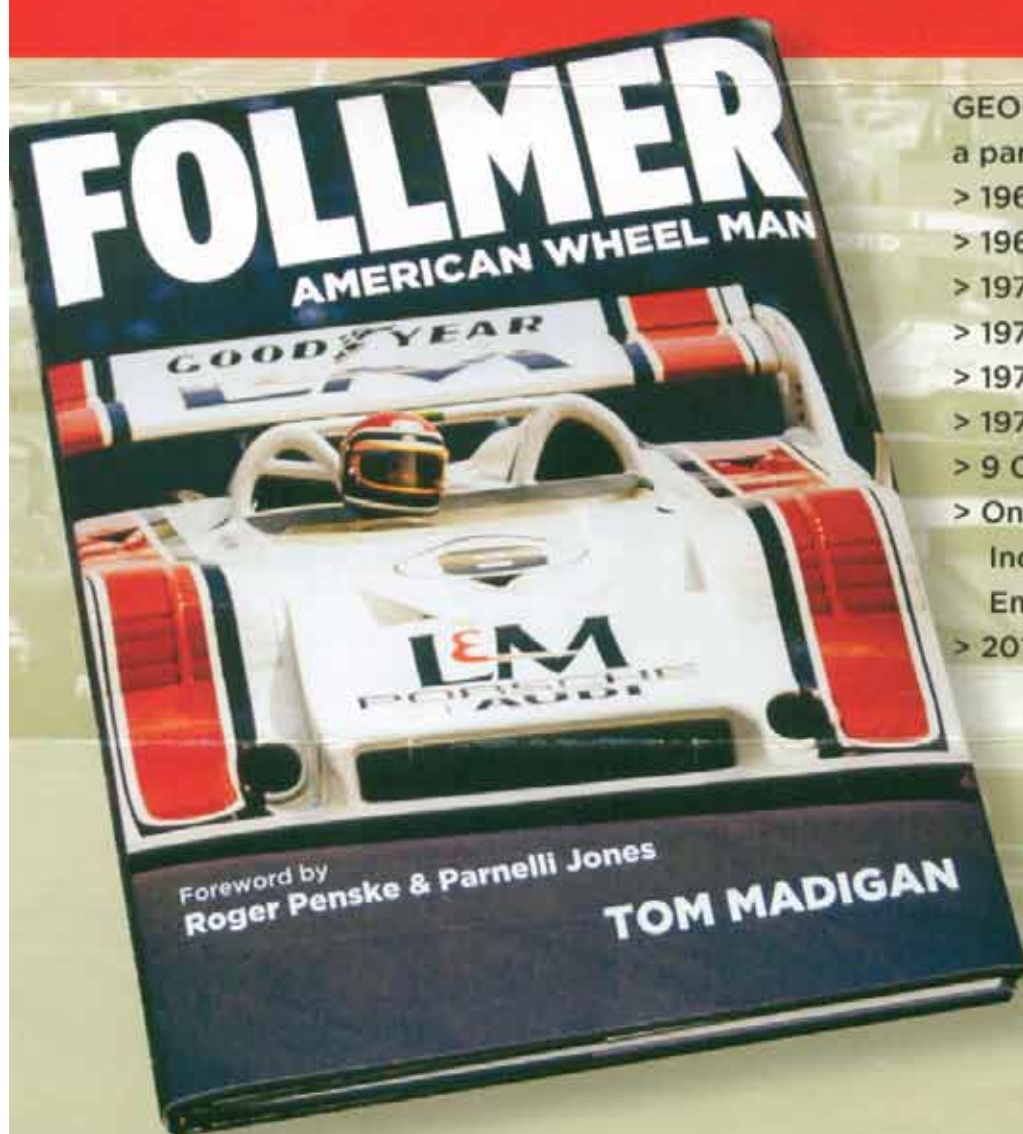


Motivation for the Elio comes from a Volkswagen designed 3 cylinder inline overhead cam engine.



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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

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Rancho de Philo Tour

by Alfred Abken

Saturday, November 9, a group of PCA members plus members of the Horseless Carriage Club met at the Jones' compound for a tour to Rancho de Philo in Alta Loma. The two different clubs took a different route to Rancho de Philo. I took a completely different route as I was still in Las Vegas that morning. By the time I got to Rancho de Philo, most of the PCA members had already departed. However, quite a few of the vintage cars had as yet not arrived, and it was quite a site seeing these veteran autos driving up the driveway.



Model T Ford arriving. Photo by James H. Alton II.



Before departure at the Jones'. Photo by James H. Alton II.



Above: 1922 Dodge. Left, 1912 Cadillac. This was the first year for an electric starter. Also, notice it no longer has brass trim, but nickel plating. Above Left: 1930 Lincoln. Above Right: A couple of early Fords.





By Alfred Abken

This year word was out early about when Porsche would again be hosting an early morning preview for the Los Angeles Auto Show. Although I was in Las Vegas at the time, I was able to be at a computer when tickets to the L A Auto Show became available. I had missed the show last year because I found out too late when tickets went on sale. In the past, only about 200 tickets have been available for the preview, but this year with the unveiling of the Macan, a temporary structure was added off the side of the area, and Porsche was able to accommodate about 300 guests. Tickets still sold out in a matter of a few hours. Hopefully the additional space will again be available next year.



The new Panamera S E-Hybrid was on display.



In addition to the full size car, this 1:8 scale model of the 918 was also on display. Like the full size car, only 918 will be made. It looks sharp in Liquid Metal Silver. If you're interested, don't wait too long. Part # WAP 000 001 0E is only \$8,500.00.



One of the world premiers to take place at the L A Auto Show was the unveiling of the new Porsche Macan. Here Paul Gregor, Manager of Porsche Clubs North America, from Porsche Cars North America, makes the introduction of the new car.



I don't know if it is the cladding low on the body, but the Macan looks quite a bit smaller than the Cayenne. The Macan S comes with a 3.0 Liter twin turbo V-6 rated at 340 HP and an expected 0-60 M.P.H. time of 5.2 seconds. M.S.R.P. is \$ \$49,900. The Macan Turbo has a 3.6 Liter twin turbo V-6 and is rated at 400 HP. It is expected to run 0-60 in 4.6 seconds and will have a M.S.R.P. of \$72,300.

Another world premier was the launch of the 991 Turbo Cabriolet.



Also on display, in a separate glass walled room, was the new production version of the 918 Spyder. It looks pretty similar to the concept version that has been making the rounds for the past couple of years. One big difference is the exhaust now exits from the top, right behind the drivers head, instead of low in front of the real wheels. When the room was open, this drew big crowds of excited onlookers.



As 2014 will be the 25th Anniversary of the 911 Turbo Cabriolet, this 1989 model was on display near the entrance to the Porsche room.



The Art Center College of Design had this model sitting on a pedestal, unidentified...



...then in the Mercedes-Benz display was this, the Mercedes-Benz AMG Vision Gran Turismo. Quite the striking looking car!

The Red Cap Club



At each breakfast meeting, Jim Alton asks a Porsche related trivia question. If you can answer correctly when it is your turn, you could win a SGVR Red Cap! To the left is the September winner Lem Libunao. At right is the November winner Steve Hoskins. Due to a PE (personal error), I do not have

a photo of the October winner. My apologies for the goof on my part.

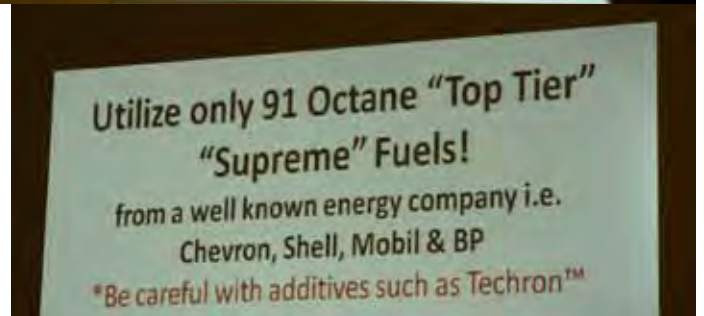
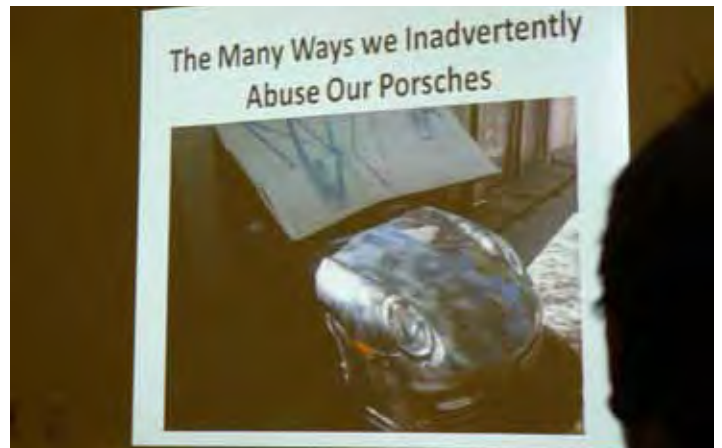


This year, Tech Tactics was only held on Saturday, November 23. With 11 different presenters, and the day divided into 8 different sessions, you could not see all of every presentation. As in the past, a light breakfast of pastries, coffee and orange juice was served upon arrival at the Porsche Training Facility in Ontario.

This years topics included Remote Control Cars, by Andrew Buckner from HPI. Steve Calder from Michelin spoke about new tire technology. Allan Caldwell from the PCA Tech Committee did a presentation on Porsche Fuel Injection.



At left, Allan Caldwell. Tony Callas, who owns Callas Rennsport in Torrance gave a presentation on the many ways we can abuse our Porsches. Owen Hayes, of Porsche Motorsports gave a presentation on the 991 GT America and the new TUSC racing series.



After a catered lunch of various sandwiches, it was back to more sessions. Roger Hood from Mobil Oil did his presentation on Mobil One synthetic oils. Jason Mathews from Griot's Garage discussed car detailing. Andy Cherry from PCNA discussed the 2014 991 Turbo and GT3. Chris Powell, also from the PCA Tech Committee discussed tuning your 911. Daniel Vasiliadis from Porsche AG gave a thorough discussion of the new Macan. Finally, Trent Warnke of PCNA did his

presentation on the new Panamera S E-Hybrid. It was a full day. If you missed it this year, put it on your calendar for next year.



Andy Cherry demonstrating the active spoilers on the new 991 Turbo S. Okay, the are crumby pictures. You should have been there...



San Gabriel Valley Region

Porsche Club of America

Board Meeting Minutes - 3 December 2013



Location

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

Attending

Alfred Abken, President
John Barrone, Vice President
Steve Hoskins, Treasurer
James Alton, Secretary

Greg Gustafson, Membership Chair
Robert Friedman, Past President
Glenn Orton, Chief Driving Instructor

Called to Order at 19:07 PST, Tuesday, 3 December 2013

Secretary's Report (Jim Alton)

The board approved the minutes of the 12 November Board Meeting.

The board consensus supported sending an unscheduled e-mail update telling everyone about "Classics & Coffee" at Greystone Mansion on 8 December 2013.

Treasurer's Report (Steve Hoskins)

Most recent activity has been Escape money going out - some money came in. Steve Hoskins asked if we were

still expecting a bill from the Escape hotel. According to Robert Friedman, we've received that bill.

The results of our 50/50 drawings and proceeds from the Holiday Banquet Charity Auction will go to [Foothill Unity](#). The 50/50 drawings to date have brought in \$608 and there will be another drawing at the Holiday Banquet.

Robert Friedman predicts San Gabriel Valley Region's share of Escape proceeds will be about \$4,500.

President's Report (Alfred Abken)

We have one dozen "adventure passes" from parking in the local National Forests. Adventure passes are good for one day and cost \$5.00. They were purchased for Escape 2013 but weren't needed. We need to find an activity to use them next year.

News from Zone 8 President's Meeting

Some members of PCA's executive council were in Los Angeles for Tech Tactics, the L A Auto Show, and possibly the Zone 8 meeting.

Tom Brown gave our Region some 911 50th Anniversary posters from the 2013 Festival of Speed (which made some money).

Alfred has asked about the future of PCA involvement in *Legends of the Autobahn* the Friday before the Pebble Beach Concours d'Elegance in Monterey. There had been rumors that PCA wouldn't support for financial reasons and responsibility might go down to local Zones. PCA Executive Director Vu Nguyen didn't comment except to say that details would come soon. Tom Brown implied PCA would continue to support *Legends of the Autobahn*.

A few Regions announced their concours dates:

Santa Barbara Region 12 October 2014

Grand Prix Region 4 May 2014

Los Angeles Region 18 May 2014 at Santa Monica Airport

PCA membership dues may increase by \$3.00 in 2015.

The President's Meeting on 18 January 2014 in Palm Springs should conclude in only a half day.

Zone 8 Concours Judges School

At Tech Tactics we learned that Zone 8 Concours Chair Joe Nedza had approached Rusnak Pasadena about hosting a Concours Judges School about 8 February. San Gabriel Valley Region (in partnership with Los Angeles Region) had approached Porsche of Downtown L. A. about hosting a school. The fact that both of these dealerships are associated with San Gabriel Valley Region makes this awkward for us.

Chief Driving Instructor (Glenn Orton)

The Drivers Education - Time Trial schedules are set up for Zone 8 except that Grand Prix Region hasn't yet decided on a schedule.

The Porsche Owner's Club has changed their three levels of competition scheme and has a very full schedule.

Past President (Robert Friedman)

We're done with Escape but still negotiating the hotel bill. Everything else is settled.

We have some Escape patches, etc, which we may distribute at the Holiday Banquet.

Sue Friedman wants to order a cake for the Holiday Banquet. The Board approved purchase of a cake¹, but couldn't settle on a recommendation (chocolate, red velvet, and carrot were about equally popular) and delegated the choice to Susan Friedman.

Vice President's Report (John Barrone)

Porsche Design is opening a store at the Glendale Galleria (it will be near Bloomingdales). They would like to host our Region sometime next year, with a continental breakfast, etc. to show off the new store.

The Porsche Experience Center (and Porsche Motorsports North America headquarters) site in Carson is delayed. It might open as early as next November or as late as 15 months from now. The site was once a refinery and Porsche has to do some pollution remediation.

New Business

No new business proposed.

Adjourned at 20:15 PST.

Approved

Alfred Abken
President

Submitted

James H. Alton II
Secretary

¹ At the previous board meeting, the board approved purchasing hors d'oeuvres to serve before the banquet.

CLASSIFIED ADS

If you have some dusty old parts, or even clean new ones, that you no longer need, and would like to offer them for sale, please contact me with your ad. The cost is right for PCA members. Deadline for the Spring 2014 issue of *Gabriel's Horn* is Thursday, March 6, 2014. Send your ads to: aabken@verizon.net

As an active PCA Member and a Porsche Enthusiast, we invite you to be the first to check out the Planet Halo launch of the PH1 & PH2, the first intelligent dash cam the size of a car key.

The world's first "SMART" dash cam and software multi-purposed for performance automotive enthusiasts of all levels of expertise.

Basically, configure it to your level of use and sophistication with the *G-Force Sensors*, *GPS* and *Accelorometers* to record your acceleration, braking, cornering, automotive performance and get real-time data, video, track position and performance feedback.

For full details, visit www.indiegogo.com/projects/planet-halo-the-first-intelligent-dash-cam

We want this in your hands (*Porsche's dash*) first for use on the track...So much, we are inviting you to receive a *very limited 52% discount* off the future retail price. Also, be sure to check out our *Influencer Thank You Program* on the page above to get your Planet Halo cam for **FREE** by sharing with your friends. info@planethalo.com
We would love to hear your feedback, the Team At Planet Halo.



HELP WANTED

Location: Columbia, MD 21046

Industry: Not for Profit - 501(c)7

Job Type: Business Administration

Education: 4 Year Degree or equivalent combination of professional and academic experience

Experience: At least 5 years

Post Date: December 1, 2013

Position: Director of Administration

GENERAL SUMMARY:

The Director of Administration will be a key management team member of the PCA National Office. This position's primary objective will be to manage the day-to-day operations of the organization. They will oversee a number of areas including human resources, facilities management, PCA membership department, IT department, and support the Executive Director (ED). As such, this person will need to possess diverse knowledge of various departments' functions, rather than specializing in one specific area.

Reporting to the Executive Director, the Director of Administration will work to improve work processes and policies, manage administrative staff and play a role in long-term organizational planning under the direction of the ED.

ESSENTIAL JOB FUNCTIONS:

Executive Director:

Supports ED with administrative tasks such as (but not limited to) travel coordination/meeting/event planning, preparing contracts, supporting Executive Council, ED written correspondence, raffle program/task deployment, and supporting role for *Panorama* publishing.

Office Management:

Manages the overall daily office operations, negotiates contracts, manages vendor relationships, primary liaison to building landlord and maintains facility organization.

Technology:

Oversees network administration, manages phone system, and helps evaluate information systems.

Finance:

Develops and manages budget for all administrative departments, reviews operating costs, and suggests annual cost saving measures.

Human resources:

Key hiring of personnel, maintaining personnel records, manage personnel reviews and ensure personnel policies are up-to-date.

KNOWLEDGE, SKILLS AND ABILITIES:

1. Above-average knowledge of managing an office environment;
2. Proficiency in using personal computers and various office software packages including word processing, spreadsheets, presentations, and email management;
3. Strong communication, writing editing skills;
4. Experience with general financial analysis/reporting;
5. Knowledge of association membership management systems;
6. Inclination to work in a collaborative team environment;
7. Ability to take charge of all facets of execution. Must be highly organized and able to prioritize and manage multiple projects simultaneously.
8. Ability to identify and implement best practices, work independently, think strategically;
9. Plan for the long-term success of the organization and effectively delegate tasks.

MINIMUM REQUIREMENTS:

1. Bachelor's Degree in Business or equivalent combination of professional and academic experience;
2. Five years' experience in business management;
3. Personal attributes include strong interpersonal skills, confidence, self-motivation, cost-consciousness and strong problem-solving skills.

BENEFITS AND COMPENSATION:

1. Salary: starting at \$45K, negotiable based on experience
2. Paid time off; personal time, vacation and holidays
3. 401(k) Retirement Savings Plan (partial co. match after eligibility period)

If interested: please provide a resume AND salary expectations to: admin@pca.org

HOLIDAY BANQUET



Christmas carolers at the Holiday Banquet at Beckham's Grill was a pleasant surprise Sunday evening, December 8.

2013 is rapidly drawing to a close. Sunday, December 8 SGVR held its Holiday Banquet at Beckham's Grill in Pasadena.

We had lots of left over items for the recently completed Escape to Los Angeles, so there were plenty of items to be raffled off. I am pretty sure everyone who attended got to go home with some little trinket or another.

I would especially like to thank those that donated items to our silent auction: Janis Jones donated 3 hand made ceramic bowls, and all 8 of the center pieces. Kathy Hoskins donated a hand made knitted shawl. Robert and Susan Friedman donated an Escape Fleece Jacket. Thaine Allison donated coveralls, safety vest, micro fiber towel and a super soft sheep skin cloth along with an original framed photograph. Sierra Madre Collection donated a Halguard fire extinguisher, 2 detail kits, Martini Racing Cap and key fob plus several posters for the raffle. Steve Fox donated a Porsche Polo shirt. Heinz and Margrith Jaeggi donated a Porsche 911 50th Anniversary blanket. Tim and Robin Topp donated a gift basket. Rusnak, Pasadena, donated Piloti Driving Shoes.

Tom Brown, our Zone 8 Rep, donated several posters from the 50 years of the 911 display from this years Festival of Speed. As we had three members in attendance that had their cars on display at that event, I presented each of them with one of the posters. Jim Alton and Steve Hoskins from our Region, and Michael Dolphin, Grand Prix Region, who also had his car on display for the Escape to Los Angeles display.

We had lots of 50th Anniversary of the 911 pins left over that were donated by PCNA, as well as copies of the August-September 2013 issue of Christophorus magazine. There was also an abundance of posters and some T-shirts and tote bags that were left over from Escape to Los Angeles that were raffled off. Finally, we had some items that Kevin Ehrlich and Mary Fischer had left over from the A³ Rally that were also raffled off.

We collected over \$800 for Foothill Unity, as well as about 10 bags of food. With this years proceeds from the 50/50 drawings, our donation to Foothill Unity should be \$1200. Thanks to all who donated items, and too to all that attended.

CLOSING WORDS:

Jim Loving has sent the following information: December 29, Sunday, there is a **FREE** auto show in the parking lot of the Irwindale Raceway which is just off the 605 Freeway. 500 Speedway Dr., Irwindale, 91706.

If coming from the north, take the Arrow Highway exit. The show runs from about 6:00 AM to 9:30 AM. The Horseless Carriage Club leaves from there for their annual tour. Jay Leno is usually there and always drives something interesting. One year he drove his "tank" engine car.

Mark your calendar for this special event.

Jim also mentioned that a good source of Porsche information is available online. Just Google: **Porsche Engineering Magazine** and you can download pdf files of various issues/subjects. Very interesting information.



With some blank space left over, here are a few more photos from the A³ Rally this past November:



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EXTERIOR KIT includes:
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SALE 97.⁹⁶ set



WHEEL, TIRE, WINDOW KIT
Includes: Away, Protect, Polish, View
REG. \$106.96 ONLY
SALE 91.⁹⁶ set



INTERIOR KIT includes:
Immaculate, Spot, Supple, View
REG. \$85.96 ONLY
SALE 72.⁹⁶



EXCLUSIVE FROM SCHNELL
Chrome Switch Bezel
For '64-'71 Switch
SALE 25.⁹⁹ ea



Fire Extinguisher
HALGUARD 2.5lb Chrome only
SALE 139.⁰⁰ ea



Aluminum Protection Bar
Front Lower Bumper (981/991)
SALE 99.⁹⁹ ea



Blindside Mirror
For vehicles without right side mirrors
SALE 19.⁹⁹ ea



Hazel Oil Filter Wrench
981
SALE 29.⁹⁹ ea



Ignition Wire Set for 993
SALE 437.⁶⁹ ea



Porsche Titanium Lug Bolts
with Swivel Washer
SALE 485.⁰⁰ ea



981 Boxster/S DFI 3.4L/2.9L Competition Plenum
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