



PORSCHE RAMA

Porsche Club of America

Los Angeles Region

January 2010

LA Auto Show



The hallway leading into the Porsche room at the LA Auto Show. Jacqueline Shubitowski photo.

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By Bruce Pollock

December 4, 2009, LA Convention Center

Porsche was a prominent exhibitor at the recent LA Auto Show. We went on opening day for public attendees.

The Porsche hall was large and impressive as has become their legacy. Of particular interest to me was the 8 cylinder spyder pictured to the right.

The Boxster Spyder introduction was a feature of the exposition and seemed to be very well received.

Other marques were somewhat interesting, although generally speaking I was somewhat alarmed to note that General Motors - among others - seem to continue to rely upon marketing techniques and strategies from the 1950s, which make me think that they think the public is not capable of understanding technical concepts.

The Mazda 2 looked cool to me and is due to be available here in the Summer this year. I know it's not a Porsche, but there are cool cars other than Porsche - they're just not Porsches.

And other than that it was a relatively worthwhile experience. Porsche continues to make new features and options available to maintain sales and interest in their products.



The premier display as you entered the Porsche room at the LA Auto Show. Jacqueline Shubitowski photo.

This year marks the fiftieth anniversary of our Los Angeles Region.

50

Watch for 50th anniversary celebration activities, especially at our Greystone Concours on July 18, 2010

EMAIL EVENT INFO



Porsche Club of America
It's not just the cars, it's the people.



When you open an email from one of our board members it will look just like this. It is notification of an up-coming event and an invitation to join us. Response, contact info and other pertinent data about the event is included. Sometimes events grow from concept to reality in a short period of time. These email notices are the most reliable and effective way to be aware of upcoming events! All the more reason to be sure your email info is up-to-date.

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PCA members of other regions may become "Dual" members of PCA-LA and receive the Porscherama for 12 months by sending \$24.00 to Joe Shubitowski, Membership Chairman, joseph.shubitowski@gmail.com Non-member subscription \$36.00/ year.

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2010



Zone 8 Calendar

January

- 16 Zone 8 Awards Banquet
- 29 Time Trial - San Diego Reg.
- 30-31 Time Trial - San Diego Reg.

February

- 22 DE - Grand Prix Reg.

March

- 6 SoCal Literature Meet
- 7 All Porsche Swap Meet
- 13 Concours Judging School - SGV Reg.
- 22 Autocross - Grand Prix Reg.
- 28 Autocross - Santa Barbara Reg.

April

- 9-11 California Festival of Speed - Zone 8
- 17 Concours - SGV Reg.
- 24-25 Autocross, DE - Las Vegas Region
- 25 Autocross School - Santa Barbara Reg.

May

- 8 Rallye School - Santa Barbara Reg.
- 15 Rallye - Cal Inland Reg.
- 16 Concours - Grand Prix Reg.
- 21 DE - Cal Central Coast Reg.
- 22-23 DE - Grand Prix Reg.
- 23 Rallye - Santa Barbara Reg.

June

- 12 Concours - OC Reg.
- 13 Autocross - Grand Prix Et SGV Reg.

2010



**LA Region Calendar
Watch Your Email.**

January 2010

- 6 (Wed.).....LAR Board Meeting
call 310-478-7727 to verify

- 16 (Sat.).....Zone 8 Awards Banquet Et Pres. Mtg.

- 23 (Sat.).....Breakfast Club

February 2010

- 3 (Wed.).....LAR Board Meeting
call 310-478-7727 to verify

- 27 (Sat.).....Breakfast Club

March 2010

- 3 (Wed.).....LAR Board Meeting
call 310-478-7727 to verify

- 27 (Sat.).....Breakfast Club

April 2010

- 7 (Wed.).....LAR Board Meeting
call 310-478-7727 to verify

- 24 (Sat.).....Breakfast Club

May 2010

- 5 (Wed.).....LAR Board Meeting
call 310-478-7727 to verify

- 22 (Sat.).....Breakfast Club

June 2010

- 2 (Wed.).....LAR Board Meeting
call 310-478-7727 to verify

- 26 (Sat.).....Breakfast Club

July 2010

- 7 (Wed.).....LAR Board Meeting
call 310-478-7727 to verify

- 18 (Sun.).....LAR Zone 8 Concours
Greystone Mansion, Beverly Hills

- 24 (Sat.).....Breakfast Club

Event Info:

Martin Holford
 martinholford@me.com

Don't Miss A Thing.
 Update Email Addresses At:
pca.org

NEW MEMBERS

December 2009

Kekai Beyer	Los Angeles
Brandon R. Carroll	Toluca Lake
Andrew P. Gross	Santa Monica
Randall Harris	Los Angeles
Alton T. Johnson	Santa Monica
James Karukas	Los Angeles
Karl A. Kiliany	Studio City
Rusty Parks	Manhattan Beach
Michael A. Pearce	Los Angeles
Kamron K. Rezvan	Sherman Oaks
Ronald C. Wanglin	Los Angeles

January 2010

Eugene Elling	Playa Del Rey
Eric A. Greschner	Santa Monica
Jason G. Jones	Stevenson Ranch
Louis R. Miller	Pacific Palisades
Bradley L. Newman	Encino
John Schmitt	Manhattan Beach
Jung H. Shin	Torrance
Hugh Stegman	Culver City

ANNIVERSARIES

December 2009

20 Years	Robert Gordon
15 Years	Tom Eliopoulos
10 Years	Peter Baynes
	Scott Goodman
	Bill Wong
5 Years	William C. Dietzman
	Paula A. Rogers
	Andrew Shore

January 2010

30 Years	John Williamson
15 Years	John Gong
	Dimitri Logothetis
10 Years	Edward Gorner
	Robert D. Toaz
5 Years	Robert J. Follert
	Larry D. Schnur
	Richard D. Taningco
	Jason K. Uyeda
	Bill H. Winett

The Grand Prix Region and Zone 8
PCA Drivers Education Instructor Training
 Streets of Willow
Monday, February 22




HOTEL INFO – Hampton Inn & Suites
 2300 Double Play Way, Lancaster 93536 661.940-9194
 \$103.00 double occupancy (mention Porsche Club)
 Comes with IMPROVED breakfast

Sunday - 7:00pm at the hotel
 — Free pizza & salad dinner in the hotel lobby
 — Scott Mann will conduct an informal overview of Monday's training

Monday - 7:00am at the track — Gates open
 7:30am — Registration opens
 8:00am — Training starts (don't be late)

For info contact:
 Suesan Way
 SuesanWay@pobox.com or (619) 992-4287

Check the GPX or Zone 8 websites for more information:
www.GrandPrixRegion.com
www.Zone8.org

----- out here and mail before February 16 -----

Driver Name: _____ Car year-make-model: _____
 Email address: _____ PCA Region: _____
 Street: _____ City/State/Zip: _____
 Phone (cell): _____ Emergency contact: _____ Phone: _____
 Driving experience in last 2 years: _____

Are you an instructor?: yes or no (circle one) With which organizations? _____

Mail completed form and \$80.00 entry fee (before Tuesday, February 16) to:
 PCA GPX c/o Suesan Way, 19385 Bonnie Lane, La Mesa, CA 91941 (make check payable to PCA GPX)
\$80.00 (includes lunch)
 Check one (includes chips, cookie, water, soft drink):
 Roast beef sandwich _____
 Turkey sandwich _____
 Ham sandwich _____
 Tuna sandwich _____
 Vegetarian sandwich _____

INSURANCE NOTE: Liability insurance is provided by PCA's traditional insurer. A copy of the Certificate of Insurance is available at registration. PCA insurance does NOT cover damage to your car or damage that YOU caused to the facility or other cars. You are responsible for this. Please see the PCA website (www.pca.org) and go to the insurance page for more information. Please review your personal car insurance to verify what coverage it provides, if any.

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Individual Components for 911 GT3 and GT3 RS

From Porsche AG

Porsche AG, Stuttgart now offers a new product line for retrofitting motorsport accessories on all Porsche 911 (Type 997) models of the GT3 and GT3 RS. These special components enable further customization with weight-optimized materials such as titanium and carbon also used in motorsport. These optional accessories have been developed by engineers in Porsche's Motorsport Division in Weissach and tested on the race track. Apart from an unusually sporting look, the new motorsport accessories from Porsche Tequipment offer an



even higher standard of driving dynamics. The new double tailpipe made of titanium, for example, reduces the weight of the car at the rear, the white-metallic patina of the tailpipe turning blue when exposed to high exhaust temperatures, like on many racing cars. The spoiler lip at the rear (Gurney flap)

and the ram air scoop on the rear lid provide a further reduction of weight and add a striking look to the car. Both are made of super-light but extra-stable carbon. The front air outlet above the bumper and the rear-view mirrors are also available in carbon which, being a very stiff material, enabled Porsche's engineers to choose an even more open structure on the air outlet, this special motorsport component now coming with just one middle bar instead of the usual three reinforcement bars.

The titanium-colored second-generation 19-inch GT3 wheels complete with central locking are likewise a new feature in the range. The wheel bolts are made of forged aluminium and finished in red eloxy-plating.

To customize the first generation of the 911 GT3 and GT3 RS (Type 997), there is also special a model designation in various colors extending round the wheel. The special trim film used for this purpose is made of the same highly resistant material as the starter numbers on racing cars for lasting quality.

All motorsport accessories are available in all authorized Porsche dealerships worldwide except China.



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register at
parade2010.pca.org

Registration opens
March 9, 2010
so start planning now!



Engine Cleaning Part 3

by Bev Gould



Cleaning your engine takes some time and dedication, so it depends on what level you want to go to. That being said, a clean engine is easier to spot problems and easier to keep clean. As I mentioned before this is my

favorite area of the car to clean, a clean engine just looks spectacular.

In this section, I am going to discuss cleaning your fan and fan shroud area. For now, I am going to discuss rear engine Porsches. Boxsters, 914s, 968's, 928's and 944's are different in the fan area.

The fan is a bit tricky, depending on how dirty the fan is. First, take a good look at your fan. Is it painted, coated, anodized, polished or otherwise treated? If so, for most of you, you need to take care not to take the coating off. If the fan is not treated, is it aluminum or some other material? This is a bit harder to determine, so look at your owner's manual or spec sheet to see what material your fan is made of.

The fan on my 911E is not coated and made of magnesium. I used to polish the fan to a high gloss, and then have a clear coat sprayed on it. While that looked nice for a few years, it was a bit of a pain to keep up. Then the EPA changed the rules in California for lacquer paint, the new



Bev Gould photo.

clear coat no longer worked well with the polished magnesium. I tried keeping the polish up by hand for a couple years, but do not do that now. It still looks good and is easy to maintain though.

OK, now to tackling the fan. There are 2 ways to do this; one remove the fan, the other leave it on. Try leaving the fan on first, unless you are really comfortable with removing the fan from the engine. Make sure the engine is cold when you get started. The tools I use are a soft bristled bottle brush, cleaner (WD40, Strik Engine Wash, or a good Citrus cleaner), soft toothbrush, QTips, old towels, and plenty of old cotton socks. If your fan is coated, it will probably be easier to

clean as the material is not as porous. Spray the cleaner on the fan and fan blades, don't be afraid to spray onto the fan blades, but make sure you don't spray the alternator in back of the fan. Let the cleaner sit for a few minutes.

The fan will probably take multiple cleanings to get it super clean, so don't get frustrated if it doesn't look perfect the first time through. Take one of the socks or towels to begin wiping the outside areas of the fan housing (front and top). On the stubborn areas, spray your cleaner directly on that area and use the soft toothbrush to loosen the stubborn dirt. Continue using the towel and toothbrush on the outside of the fan until clean. Use some Q Tips sprayed with cleaner to get under the coil and fastening bolt. Next you want to tackle the fan pulley area, use your toothbrush and a sock to clean the grease and dirt from this area. Don't forget to get sheet metal below the fan pulley; this is an area that traps all sorts of dirt and grease.

Next are the fan blades. Take the bottle brush and insert it into one of the socks. Spray some more cleaner in between the fan blades and let sit a couple more minutes. Put a little cleaner on the brush with the sock on it and insert in between the fan blades. Move the socked brush back and forth; this will begin to remove the dirt and grease from the fan blades. Rotate the socked brush as you move it back and forth. Make sure you don't press too hard; you don't want to scratch your fan or the coating around it. After a couple minutes remove the brush/sock, it should be pretty dirty. Take another sock and repeat this process on another fan blade, until you can get to all the fan blades. You can always use your hands instead of a socked brush, if they are small enough, but they can get pretty banged up this way. If you want to continue working on the same fan blade, that's OK too – just don't forget to get to all the blades if possible. If your fan is somewhat obscured, like on the newer cars – you may have to move the fan to where you can get your brush tool in between the blades you were not able to reach.

That was a lot of work, but the fan looks so much better!

The next area we want to look at is the fan shroud. On later rear engine cars, the shroud can be hard (almost impossible) to get to; on pre 2000 cars it is easier. So, we will discuss the models where the shroud is more visible than not.

On the early cars like the 356 or 70 911 the fan shroud is pretty visible and you can use a towel or your hands to clean the shroud. The newer models have more components that are packed into the engine compartment. This makes them very tight, but it is not impossible to clean the stubborn dirt off. In previous articles, I men-

tioned cleaning techniques that would also clean the fan shroud. But I want to point out a couple spots that may get missed. This is the area at the base of the shroud and near some of the sensors. On my car I also have the intakes to deal with together with the linkage. I usually remove the air cleaner and hoses to get to these areas. I typically use a sock on my hand to get down to the base of the shroud, then work my way up to the sensors, electrical harness and linkage. On a few models that is not possible, so you will have to get creative on how to get a towel or sock in there to clean. I have used the covered bottle brush, long Q Tips, toothbrush, wooden ruler (covered) and such to try to get into areas that I cannot get my hands into. The socked brush will work well, but be careful of the sensors or electronic connections, the wires on those can come off – you don't want that to happen.

Now the engine and fan area looked pretty darn good – Good job! The hardest part is over, now it is a matter of getting it to the level you want and maintaining it.

Let me know if you have any questions, I can be reached at bev@tcsgarage.com



Bev Gould photo.



Bev Gould photo.

Bev & Tom Gould have been active members of PCA for over 30 years. Bev's 1970 911E has won many awards within Zone 8, Porsche Parade, and other non PCA Concours.

Bev Gould owns TCSGarage.com with her husband Tom located in Vista, California. For more tips and tricks, visit their website at www.tcs-garage.com, *The Place for Porsche or BMW Parts & Accessories*.

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1978 911 SC Targa Black, 150,000 miles. A/C, wood-rim steering wheel. Engine and clutch redone less than one year ago. Good condition. \$11,000. Ellen Carroll; 213-738-2172 •••

1978 911sc coupe, White with Camel interior, all engine upgrades has AC always garaged. \$12,000.00 818-782-3078 ask for Greg •••

2004 GT3 Speed Yellow, black leather, 15,000 miles. Porsche warranty until June 2010 New rotors and pads. Great shape \$68,000 o.b.o. Serious buyers only, please. Doug; 310-308-9003 ••

Porsche Miscellaneous

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with "Porsche Classified" in in the subject line.

BREAKFAST CLUB

Spitfire Grill
3300 Airport Ave.
Santa Monica

Interstate 10 to Bundy Drive.
South to Airport Ave.
Right to 3300 (on the left).

9:00 am

January 23, 2010
February 27, 2010
March 27, 2010
April 24, 2010



Zone 8 – Porsche Club of America
Awards and Recognition Banquet and Charity Auction
Competition Awards – Sam Wang Memorial Award – Enthusiast of the Year -
Region of the Year - National PCA Executive Council Guests

January 16, 2010
6 P.M Reception – 7 P.M Dinner
MANHATTAN BEACH MARRIOTT and GOLF
1400 Parkview Avenue
Manhattan Beach, CA 90266
310.546.7511

Dinner and surprises -- \$65.00 per person
Dinner choices: Stuffed Breast of Chicken, Baked Sea Bass or Braised Short Ribs

Please send banquet reservations with dinner choices designated
and check payable to "Zone 8 – PCA" by January 9 to:
Suesan Way, 10385 Bonnie Lane, La Mesa CA 91941 (Call Suesan at 619.992.4287 for questions.)

Marriott Hotel guest room rates at \$119.00 per night to reservation date January 9, 2010.
Mention "Porsche Club Banquet".



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1537 Pontius Ave, Los Angeles, CA 90025

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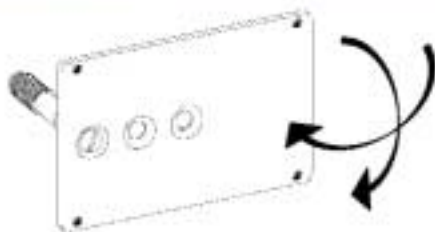
2010 — JANUARY — FEBRUARY
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