The Shoreline

A Publication of the Jersey Shore Region of the Porsche Club of America
Serving Porsche Owners for 65 years

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Photo by Curt Watts

CHECK OUT OUR EXCITING UPCOMING EVENTS!

- **New Member Meeting & Rolex 24 Viewing at The Anchor Tavern Belmar, NJ January 25th, 2025 12:30 PM**
- **JSR Members Survey** ***Coming soon via a blast to you***

IN THIS ISSUE

Charging into the future!

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President's Message

Happy 2025!

Welcome to the new year! While it's cold outside, our excitement for what's ahead is heating up. We've got an amazing year planned, starting with our Annual New Member Meeting!

Saturday, January 25th
12:30 PM – 3:30 PM
Anchor Tavern, Belmar

Come celebrate with us as we welcome new members, reconnect with familiar faces, and enjoy the thrilling atmosphere of the Rolex 24. A big thank you to Porsche Monmouth for sponsoring this year's New Member-Rolex event!

As we look to the year ahead, I have some goals we'd like to achieve for the club. First, we're determined to grow beyond 500 primary members—an ambitious milestone we can't wait to achieve with your support. We're also working on adding more variety to our events, including informal drives, smaller gatherings, and tech sessions, to create even more opportunities for connection.

A quick shoutout to everyone who attended our recent holiday party at the Lobster Shanty. It was a fantastic evening! With this year's changes to the venue and date, we're eager for your feedback. Whether you attended or couldn't make it, we'd love your thoughts to help us make next year's party even better.

Let's make 2025 a year to remember!

Chuck
President, JSRPCA

The Jersey Shore Region would like to welcome the following new members to its club!

Jerard Basmagy
1998 Boxster

James Burt
2014 911 Carrera S

Joseph Carl
2000 911 Carrera Cabriolet

Christopher Edgar
2014 911 Carrera T

Dayna Gold
2016 911 Targa 4 GTS

David Ho
2022 718 Boxster GTS 4.0

Rich Leidy
2024 911 Carrera S

Marcos Lira 2020
718 Cayman GT4

Alan Thomas
1961 356 Karmann Hardtop

Frank Valvano
2014 911 Carrera T

Venetoula Zamarra
2024 718 Boxster T

Congratulations to the following for their membership anniversaries!

5 YEARS - Erik Hartz, and J. Robert Small

10 YEARS - John Oconnell, Jan Rella

20 YEARS - Chris Albanese, Wayne Becker, Samuel Mizrahi, and Marc Solomon

25 YEARS - JC DiMaggio, and Steven Reyna

*** ***Transfers from other regions*** ***
Mark Ceres, and Bob Camooso

"The guy I was dating drove a Porsche...
I found out later he was sleeping in it!"

JSR Members Survey

Coming soon via a blast to you

It's very important to the JSR Board that we understand whether or not we're meeting your expectations as a club. We also want to know what can be done to make your experience more enjoyable.

It's been over 2 years since our last member survey, and we need your feedback in order to maximize opportunities in 2025 and beyond. The survey will take only 5-10 minutes to complete and your responses are anonymous.

Thank you in advance for your participation!

Dealer's Perspective

Patrick Hauser
General Manager
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The End of an Era: The Manual Transmission in Porsche

For years, rumors have swirled within the Porsche community about the potential end of the manual transmission. As Porsche enthusiasts, we know that the engineers in Weissach are dedicated to producing the best vehicles possible. Their relentless pursuit of perfection ensures that there is no substitute for a Porsche. When it comes to industry-leading sports car technology that can be used in everyday driving, Porsche consistently strives to deliver the best.

With the recent addition of electrification to the 911 lineup, including the T Hybrid power plant, performance remains a top priority for Porsche. However, this focus on innovation has led to a shift away from manual transmissions. Porsche has never fully grasped the American passion for driving a manual transmission vehicle. The belief is that if you want a Porsche, you must want the best. And if you want the best, why would you choose a manual transmission when the PDK (Porsche Doppelkupplung) transmission offers unmatched performance that no human can replicate?

The announcement of the T Hybrid GTS and the upcoming Turbo variants brought hope to many enthusiasts that the 911 S, while not being a hybrid, would offer a manual transmission option. Unfortunately, this hope was dashed last week with the unveiling of the new 992.2 911 S, which does not include a manual transmission option.

Currently, the only 911 variants offering a manual transmission are the 911 T, which exclusively features a manual, and the limited edition 911 GT3. With only two models available with a manual option, it seems that the death of the manual transmission in Porsche vehicles may be closer than we think.

As we face this potential end of an era, it's important to reflect on what makes driving a manual transmission so special. The connection between driver and machine, the tactile feedback, and the sheer joy of shifting gears are experiences that many of us hold dear. While the PDK transmission offers superior performance, it cannot replace the unique thrill of driving a manual.

For now, we can still enjoy the manual transmission in the 911 T and GT3. But as Porsche continues to innovate and push the boundaries of performance, we must prepare ourselves for the possibility that the manual transmission may soon become a thing of the past.

The end of an era is near, and we must cherish every moment we have left with our beloved manual Porsches.

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Join the Jersey Shore Region for Our Annual Rolex 24 of Daytona Viewing & New Member Meeting!

Mark your calendars for this Saturday, **January 25th,** from 12:30 PM to 3:30 PM, as we continue our cherished tradition of gathering to welcome new members and enjoy the excitement of the Rolex 24.

This year, we're thrilled to host the event at **Anchor Tavern in Belmar, NJ**, the same venue as our 2024 Porsches and Watches event. Known for their famous Oklahoma burgers, the Anchor Tavern promises great food and a lively atmosphere.

A special thank you to **Porsche Monmouth** for helping sponsor this year's New Member-Rolex event!

Details:

- **What: Annual Rolex 24 Viewing & New Member Meeting**
- **When: Saturday, January 25th, 12:30–3:30 PM**
- **Where: Anchor Tavern, 713 Main Street, Belmar, NJ. Parking lot just south of the restaurant.**

New members, this is a fantastic opportunity to meet fellow Porsche enthusiasts and join in the fun! Appetizers and soda will be provided, with a cash bar available for alcoholic beverages. We'd also love your input on ideas for the Jersey Shore Region in 2025—feel free to share your suggestions with the board during the event.

We look forward to seeing you there!

JSR HOLIDAY PARTY - 12/14/24

(Sponsored by Porsche Monmouth)

On Saturday, December 14th, fifty-seven Jersey Shore Region members enjoyed great camaraderie, delicious food, games, prizes, and a service award at our annual holiday party held this year at the Lobster Shanty located in Pt. Pleasant Beach, NJ. As part of the evening a car load amount of toys were donated by members and later delivered to the RWJ Barnabas Monmouth Medial Center in Neptune for distribution as part of their Valerie Fund benefiting local pediatric cancer patients. Many thanks also to Patrick Hauser and the folks at Porsche Monmouth for their support!

JSRPCA President Chuck Benz welcomes members to the Club's Annual Christmas Party

Photos by Curt Watts

JSRPCA Secretary Ben Lau hosts a Porsche Brand Quiz Competition, with the ultimate winners awarded some cool Porsche stuff

JSR HOLIDAY PARTY - 12/14/24 *(cont.)*

(Sponsored by Porsche Monmouth)

As can be seen, we had a great turnout!

Jersey Shore Region PCA President Chuck Benz welcomes guests to the Club's 2024 Annual Christmas Party

JSRPCA Members Scott and Lynne Smith

JSRPCA Vice President Greg Pfremmer distributes raffle tickets to the arriving guests.

JSRPCA Newsletter Editor Bill Tice, his wife Lynne with PCA Member Jan Dattoli

JSRPCA Membership Chairman Brian O'Sullivan stops by to chat with JSRPCA Members, Madeline Gardella and Lynne Smith

JSR HOLIDAY PARTY - 12/14/24 *(cont.)*

(Sponsored by Porsche Monmouth)

JSRPCA Track Registrar David Lee and his wife Shirley
and JSRPCA Track Chair Rich Gardella and his wife Madeline

Dinner is served, Buffet Style

JSRPCA President Chuck Benz surprises JSRPCA Newsletter Editor Bill Tice by honoring him
with a well deserved Outstanding Service Award

One of the many gifts raffled off during the evening

JSR HOLIDAY PARTY - 12/14/24 *(cont.)*

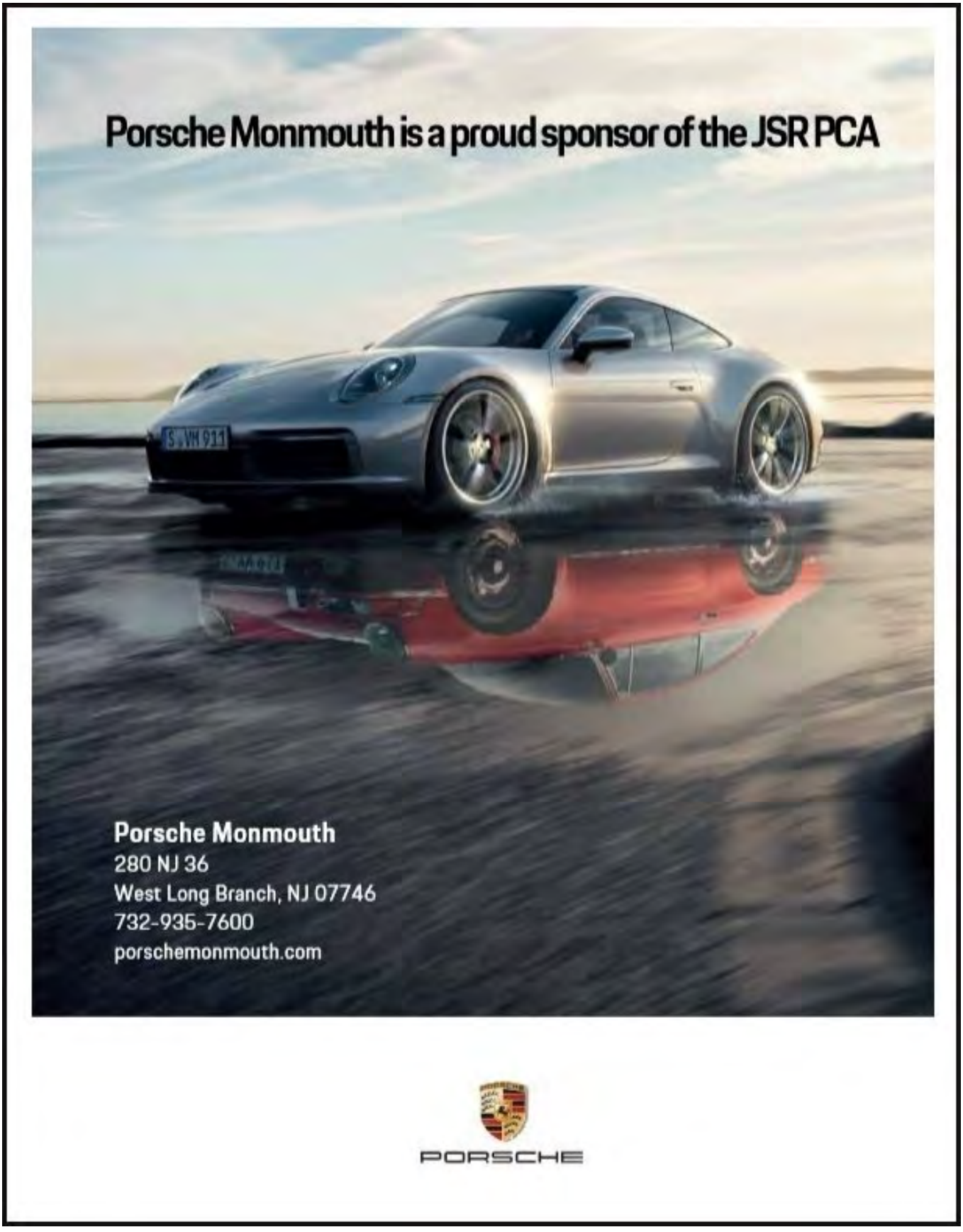
(Sponsored by Porsche Monmouth)

The prerequisite Christmas Tree Photo Op

Merry Christmas and a Happy New Year

As we know, the JSRPCA is REALLY about the people!

Porsche Monmouth



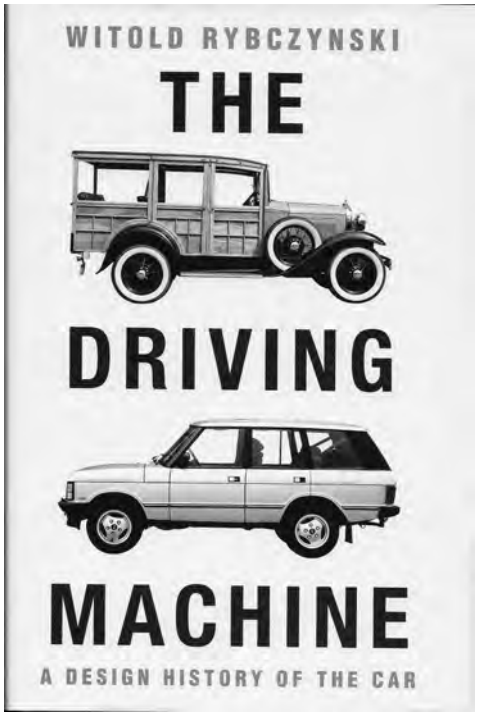
The Driving Machine by Witold Rybczynski – A Book Report

If one likes to read one inevitably receives gift cards from Barnes and Nobles. I used one of mine to pick up *"The Driving Machine by Witold Rybczynski".* As the cover indicates "A Design History of the Car". It's about all cars and their designers, not just those from Stuttgart. It's also very readable. Here's a few tidbits from the first part of the book.

The author starts off by saying his first car was a seven-year-old Volkswagen Beetle which he bought after college in Hamburg, Germany for $300. He ended up driving it from Paris, France to Valencia, Spain where it was stolen. Compared to today's digital dashboards we can't live without the VW only had a large speedometer with an odometer, three warning lights (high beams, generator, low oil pressure), and flashing lights for turn signals.

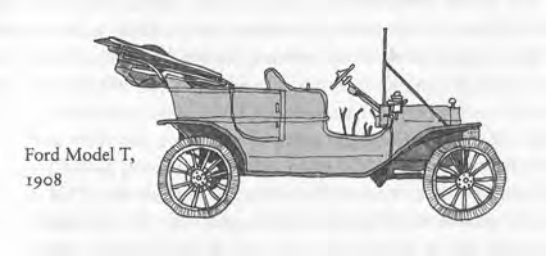
As a boy, Ferdinand Porsche built his own generator, making his family's home the first in their town to have electric light. In 1936 he visited the Ford's Rouge River plant in Dearborn, Michigan to observe mass production methods. It was the world's largest plant of any kind in the world.

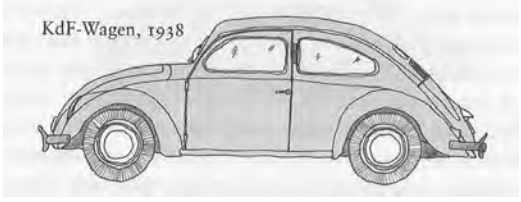
From the book here's how to start a Model T. Be careful with that crank and enjoy! *WRT*



The *New Yorker* writer E. B. White, who owned a Model T, described the complicated process of starting the car.

> The trick was to leave the ignition switch off, proceed to the animal's head, pull the choke (which was a little wire protruding through the radiator), and give the crank two or three nonchalant upward lifts. Then, whistling as though thinking about something else, you would saunter back to the driver's cabin, turn the ignition on, return to the crank, and this time, catching it on the down stroke, give it a quick spin with plenty of That. If this procedure was followed, the engine almost always responded—first with a few scattered explosions, then with a tumultuous gunfire, which you checked by racing around to the driver's seat and retarding the throttle. Often, if the emergency brake hadn't been pulled all the way back, the car advanced on you the instant the first explosion occurred and you would hold it back by leaning your weight against it. I can still feel my old Ford nuzzling me at the curb, as though looking for an apple in my pocket.


Ford Model T, 1908


KdF-Wagen, 1938

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Porsche 4-Wheel Drive Technology
From the Shoreline December 2001
(Many thanks to Bill Krieg's archives)

Century of Porsche all-wheel-drive technology

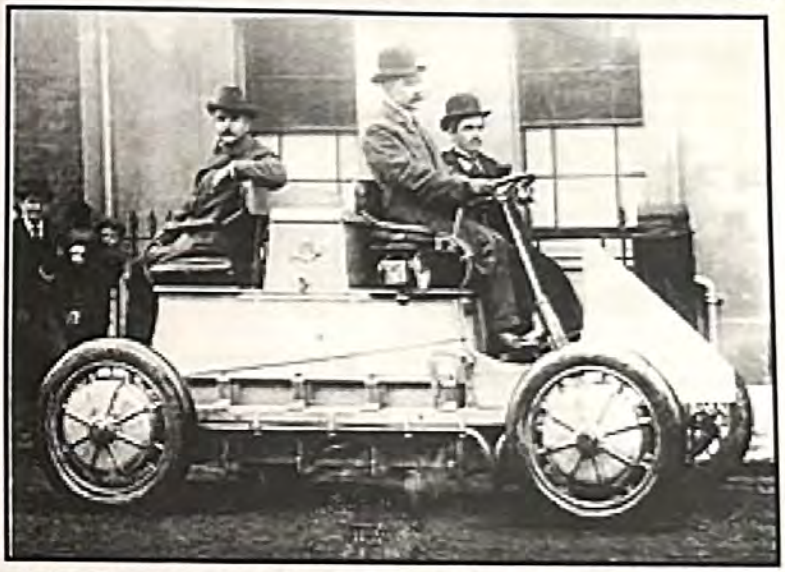
When the Porsche Cayenne - the sportiest of all-wheel-drive multipurpose vehicles - celebrates its premiere next year, Porsche can look back on more than a century of all-wheel-drive technology.

The first vehicle of this type was a Lohner Porsche racing car which Ferdinand Porsche personally delivered to his customer E. W. Hart in Luton, just north of London. We have no record of how many races Hart won with this vehicle, but we do know that in 1901 Porsche himself won the Exelberg Rally driving a similar vehicle.

Porsche used his latest development: the wheel hub motor, praised in the contemporary press as an "epoch-making innovation", to power his first all-wheel-drive automobile.

Porsche's wheel hub motor functioned without gears and drive shafts because the wheel, which was connected directly to the rotor of the direct current motor, rotated around the stator which was attached to the wheel suspension.

The drive mechanism therefore worked without friction losses to an extraordinary efficiency level of 85 percent. This Porsche invention was even employed by NASA when its lunar roving vehicle (LRV) explored the surface of the moon.



Lohner Porsche racing car which Ferdinand Porsche personally delivered to his customer E. W. Hart

Today, international car manufacturers are using this technology for the development of future emission-free vehicles.

Commercial vehicles also benefited from Porsche's all-wheel-drive technology. In 1912 he developed an eight ton tractor with a 100 HP six cylinder motor and a locking differential, which his client described as "a consummate machine!"

It was also in 1912 that Ferdinand Porsche, who had been technical director of the Austrian Daimler Motor Company in Vienna since July 1906, began the development of the "Landwehr Train", based on an idea by and named after Ottokar Landwehr of Pragenau.

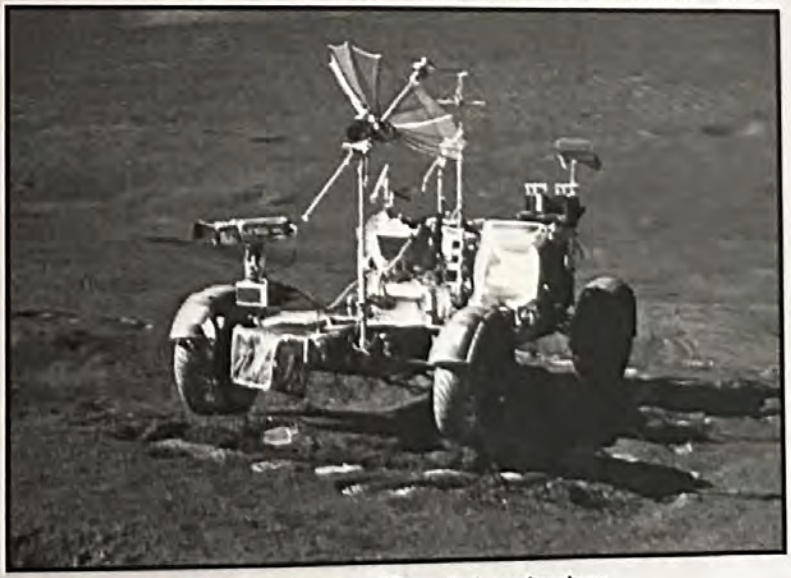
It was a train that could run on the road as well as on track and was equipped with a "mixed petrol-electric" hybrid drive.

These trains consisted of a generator car and a variable number of trailers, up to five on the road and up to ten on the track, each carrying a five ton payload. For rail journeys, flanged steel disks were screwed onto the solid-rubber-tired road wheels.

A 100 HP petrol engine in the generator car was coupled directly to a 70 kilowatt dynamo. This supplied electrical energy via cables from the first to the last car to electric motors that drove every second axle of the train.

The multi-axle-drive killed two birds with one stone. On the one hand it could be operated with low axle weight of less than five tons, on the other it had a hill-climbing ability of up to 90 per mil, which had never been achieved on the road before, let alone on rail.

(Continued on page 8)



NASA's lunar module used some of Porsche's technology.

Porsche 4-Wheel Drive Technology
From the Shoreline December 2001
(Many thanks to Bill Krieg's archives)

Lots of Four-Wheel Drive with Porsche

(Continued from page 7)

These qualities were of particular importance because the "Landwehr-Train" was meant to transport the heaviest loads on dirt roads and even on provisionally laid field railways.

The design of an NSU small car, which one could call the forerunner of the Volkswagen and which was planned as an all-wheel-drive model, originates from the early days of the Porsche Construction Office in Stuttgart's Kronen Strasse. In one drawing which the chief designer, Karl Rabe, made in 1934, a drive shaft leads from the motor in the rear to the front axle differential, which is very similar to the latter day Porsche all-wheel-drive concept of the legendary 959 through to the 911 Carrera 4 and the 911 Turbo.

On-off front-wheel-drive was fitted to the Volkswagen Beetle type 87 of 1940 and the "Schwimmwagen" (floating car) type 166 of 1941, which was actually superior to much more powerful cross-country vehicles.

Not all-wheel-drive, but four-wheel-drive distinguished the Mercedes world record beating T 80, constructed by Ferdinand Porsche in 1937. The two rear axles of the triple axle bolide with a sensational air resistance coefficient of cw = 0,18 were driven by a 3000 HP motor. The outbreak of war prevented its further utilisation.

Cisitalia GP racer was meant to have broken Bernd Rosemeyer's land speed world record over one kilometre, but it never reached the track.

In 1947 the Porsche team, which had been evacuated to Kärnten in Austria during the war, developed a racing car with a centrally located engine, an on-off front-wheel-drive and a supercharged 1,5 litre, twelve cylinder compressor motor in the form of the "Cisitalia". Among other things, it was meant to have broken Bernd Rosemeyer's land speed world record over one kilometre, but it never reached the track due to financial difficulties encountered by the client, Piero Dusio. Of course, in this case the all-wheel-drive was not designed for cross-country capability but to convey the 385 HP as slip-free as possible to the road.

The engineers went back to the understructure and motor of the Porsche 356 in their development of the "Jagdwagen" type 597 in 1955, which was also fitted with an on-off front-wheel-drive and was rated one of the best cross-country cars ever built up to that time. In the following years Porsche also worked on all-wheel-drive projects for several external clients.

The first Porsche 911 with all-wheel-drive was the Cabriolet prototype exhibited at the IAA in Frankfurt in September 1981.

Two years later it was the sensational Porsche 959 with its electronically controlled all-wheel-drive and complex understructure technology that adapted to driving conditions by regulating ground clearance and shock absorption.

In 1985 the 959 won the Pharaoh Rally in Egypt, and in 1986 the extremely difficult Paris-Dakar Rally. The all-wheel-drive 911 had already won the Dakar Rally in 1984, which previously had only been open to cross-country cars and motorcycles. In the case of the 959, the front axle was driven via a controlled longitudinal clutch from the rear axle. The upper limit of the front axle driving torque was controlled through the longitudinal clutch so that over selective levers different programs were activated adjusting the power distribution according to road conditions. This technology gave the 959 the decisive advantage that led to its triumph in the hot desert sand.

The experiences gained with the "technological forerunner" of the 959 ultimately led to the most successful all-wheel-drive sport cars ever built by Porsche: the 911 Carrera 4, the first version of which was introduced in the

(Continued on page 16)

The 40s and 50s saw an ingenious proliferation of Porsche vehicles. A tractor with a two-, three- or four-cylinder aluminum engine was a short-lived but popular project. Other vehicles included an all-wheel drive light off-roader, a hunting vehicle as well as a curiously amphibious vehicle complete with rear screw for nautical mobility.

Porsche 4-Wheel Drive Technology
From the Shoreline December 2001
(Many thanks to Bill Krieg's archives)

911 Turbo Shows All-Wheel Drive at Best

(Continued from page 8)

autumn of 1988.

Here the driving torque is first directed from the gearbox to a longitudinal planetary differential.

As long as the lock control is not activated, 31 percent of the torque is continuously apportioned to the front axle and 69 percent to the rear axle.

The longitudinal clutch of the Porsche 959 serves as a longitudinal lock, and the rear axel differential lock also originates from the 959. Both are constructed as segment clutches and are electro-hydraulically controlled with extreme speed and precision. In 1994 new standards were again set by the 911 Carrera (993 series) with its synthesis of all-wheel-drive, automatic brake differential and dynamically operating differential locks.

The present-day superlative of all-wheel-drive technology is represented by the Porsche 911 Turbo, whose front wheels apply, according to required traction, between 5 and 40 percent of the driving power to the road and whose Porsche Stability Management (PSM) plays an essential role in active safety: if the car goes off course in extreme driving situations, it is restabilised in fractions of a second by electronic interventions on individual wheels.

The additional drive of the front axle which is achieved through a visco-segment clutch, prevents extreme thrust through the front wheels during fast cornering and provides a neutral curve and drive behaviour. Moreover, the dynamic driving safety mechanism is greatly enhanced by PSM because it recognises via sensors whether the vehicle is following the course intended by the driver. If the car goes off course in extreme driving situations it is restabilised in fractions of a second by electronically controlled, targeted brake interventions on individual wheels. If this is insufficient, the PSM activates the engine management to reduce driving power. The combination of intelligent all-wheel-drive, PSM and the perfect drive tuning control offers active safety in the Porsche 911 Turbo to a level that has never been achieved before.

So far, the engineers in the Porsche Development Center in Weissach just grin and say nothing when asked about the all-wheel-drive capabilities of their latest creation, the Cayenne. Until 2002 one may only speculate about its sensational technological details.

Cayenne on the Internet

(Continued from page 9)

911 code-numbered 964 and five years later saw the debut of the next generation 911, type 993. (See pictures in centerfold)

A year later it would adopt Porsche all-wheel drive technology. It employed a mechanically sophisticated viscous clutch to transfer power to the front and rear wheels including the limited slip differential in the rear axle without the need for hydraulic systems.

In 1995 the Porsche 911 Turbo, type 993, put the all-wheel drive concept to work by smoothly and deliberately applying up to 408 hp* to the pavement, or whatever surface it happened to find itself on, assisted by a new rear subframe assembly with multi-link LSA (Light, Stable, Agile) suspension. Today the 911 Carrera 4 and Porsche 911 Turbo continue the evolving use of Porsche all-wheel drive technology to create two of the most exciting vehicles in the Porsche model line. And the Cayenne is just around the corner.

There is more at the Cayenne web site.

There are the rallyes.

The 1968 Rallye Monte Carlo was the beginning where Porsche claimed its first overall title with Vic Elford and David Stone piloting their 911T to the winner's podium and Pauli Toivonen and Martti Tiukkanen finishing right behind them in their 911T.

The 959 came in and while it was "most widely remembered as a rallye vehicle winning the 1986 Paris-Dakar Rallye," according to Porsche. It was also "regarded by many as the most exotic and desirable Porsche ever built."

The 1947-48 Cisitalia Grand Prix racer harnessed an awesome 385 hp from a mid-mounted 12-cylinder engine by applying it to all four wheels.

In January1986, the 959 would be the second sports car in history to win the harsh Paris-Dakar Rallye. (An all-wheel drive Porsche 911 Carrera was the first sports car to win the race two years earlier.)

In 1988 a more elegant form of the 959-inspired all-wheel drive technology made its way into wider production in a 911 code-numbered 964.

In 1995 the Porsche 911 Turbo, type 993, put the all-wheel drive concept to work by smoothly and deliberately applying up to 408 hp* to the pavement, or whatever surface it happened to find itself on.

Monte Carlo 1968. Climatically, Monte Carlo was unique. While January weather in Monaco remained mild, (Above) the perils of winter were to be expected for the rest of the course (right). In higher altitudes "the conditions were terrible," said many drivers. At 500 meters it was the wet, loose gravel. At a 1,000 meters it was the ice-covered turns.

January 1, 1984, 427 vehicles left Paris for Algiers and the western interior of Africa en route to the coastal city of Dakar. On January 20, after more than 7,000 km through seven countries, 163 very battered and nearly broken "raiders" raced across the sands of Dakar beach to the podium. The Rothmans 953, based on a 911 Carrera 3.2 with four-wheel drive, piloted by Rene Metge and Dominique Lemoyne would

BLOODLINES

Porsche has done an exemplary job of kicking off their drive of introducing the Cayenne at their web site Porsche.com.

Here is just a few of the cars that the company considers the "bloodlines" of the Cayenne. If you get a chance it is certain worth a trip or two or a few hundred trips to their web site.

In the coming months as they introduce even more of what went into producing the AWD vehicle, we will follow the journey for those who don't care for the web. By the time we are finished I think we might end up with a lot more converts.

Stay tuned.

First 911 turbo. The first 911 Turbo was introduced at the Paris Motor Show in 1974. Type name 930, it was the first street version Porsche, and one of the first sports cars in the world, to offer forced induction via exhaust gas turbo-charging. To the right is another 959. Only 329 959s were produced; none of which were ever legal for road use in the United States.

London-Sydney 1968. Zasada and Wachowski's blood orange 911 looked as if it would grab 3rd overall while posting as the fastest team on the Australian continent. Arriving in 3rd on the afternoon of December 17, 1968, Zasada discovered they made a mistake calculating one of the four continental time zones and were penalized 2 minutes thus slipping just into 4th place.

November Board Meeting at Woody's - 11/19/24
photos by Scott Kirkwood

PCA Notices

PCA Celebrates 70 Years!

Porsche Club of America started in 1955 with 190 charter members. 70 years later, PCA has grown to over 167,000 members, across the United States of America and Canada, in 14 Zones and 148 Regions with thousands of events annually! PCA has big plans for our 70th anniversary including special events, activities and announcements!

Save the Date: **September 13, 2025**

PORSCHE CLUB OF AMERICA

PCA Notices *(cont.)*

Updated PCA History Book Online Now!

Through the Ages now features the latest club events and programs

New for 2025, the Porsche Club of America History Book contains an overview of the club's history, followed by individual sections covering specific detailed items. Some sections were designed for use as standalone articles for region newsletters. Individual chapters and page numbers can be "clicked on" from the contents page. Major National Awards are also included.

Take a look: https://ww2.pca.org/pca-history

PORSCHE CLUB OF AMERICA

https://ww2.pca.org/pca-history

PCA Notices *(cont.)*

Porsche Panorama past editions on PCA.org

Free for club members – Every Panorama magazine back to 1955

The Porsche Club of America has digitized the complete library of *Porsche Panorama* magazine. Over 800 issues, dating back to the very first edition in 1955!

Take a look: www.pca.org/panorama

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** * * JSR - The 34th Chartered PCA Region * * **

2025 Event Calendar

Jersey Shore Region Events

Event	Location	Date
New Member Gathering & 2025 Rolex 24	Anchor Tavern, Belmar, NJ - **12:30 pm**	**Jan - 25**

A work in progress
Please stay tuned for BLAST updates and/or next Shoreline