



THE *Circuit*

January 2009



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Web sites

- GPX** www.GrandPrixRegion.com
- Zone 8** zone8.org
- PCA National** Pca.org
- PCNA** us.Porsche.com/national
- Porsche AG** Porsche.com

Don't forget to visit the Grand Prix Region Web site at: www.GrandPrix.Region.com
 Jimmie Mitchell is doing some great work on our site. Please let him know what you think

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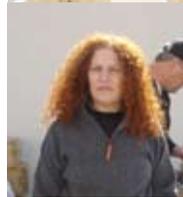
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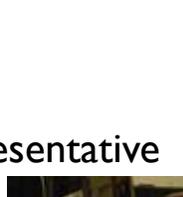
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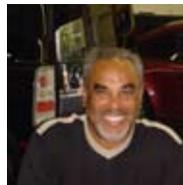


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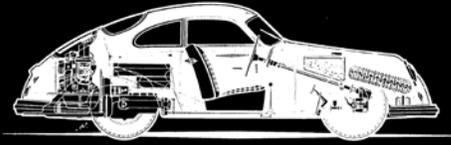
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ADDRESS CHANGE: Please notify membership chair, Peter Ross, of any address or membership status changes: Peter Ross, PO Box 11391, Carson, CA 90746 310.608.9743. Also notify PCA National, PO Box 5900, Springfield, VA 22150.



Editorial License

...and a word or two from the President's seat — Skip Carter



Happy New Year everyone. We're looking forward to the start of another terrific year. Hope you're all having a good Holiday Season. I know there are a lot of us holding our breaths about the economy. Let's hope and work hard for a speedy recovery

One of the most difficult things for a Porsche Club region starting a new year is remembering in October to start working on 2009 events. The natural tendency is to wind down the end of the year and take a deep breath before thinking about an event for January or February... only by then, it's too late.

It takes 2-3 months to properly set up and promote an event. So, if you look at the Calendar on page 5, you'll notice that, besides our monthly Breakfast Club and Board meetings, we have events scheduled in every month through May. That's because your board and chairs have been working on this stuff for several months, and there are several more events currently in the planning stages for the 2nd quarter and after.

If you've noticed, the list of names on our Masthead page (page 3) has been getting longer and longer. These are the people who are making the above mentioned events possible. To the best of my knowledge, we've never before had a Social Chair. We also have a person responsible for distributing copies of The Circuit to our advertisers. By the way, Charlie Weaver, our Advertising Chair, brought in 5 new ads for the January Circuit! Now, that's OUTSTANDING.

Amongst our new advertisers is *Polly's Gourmet Coffee*. We've promised them a visit after one of our Breakfast Club meetings. If you're familiar with Polly's Pies (and I have been for over 30 years), this is the part of the family who buys and roasts the coffee for their stores. They'd like us to come by and taste their coffee.

Another new advertiser is the *Children's Dental Health Clinic*. This non-profit organization serves children of low-income families, including children with special needs. They would also like us to take a tour of their facility after one of our Breakfast Clubs. Sounds like a good idea to me.

Yet another new advertiser is *S & L Glass of Long Beach*. We'll try to find out more about what type of services they provide, but I'm sure if you have any glass, shower door, window, screen or other issues, they'd be a good place to start.

Bob Campbell has been a friend of the Grand Prix Region for many, many years. He was heavily involved in the (sniff) old Dunkel Brothers event and, more recently, the Ventura Show / German Autofest that so many of us have enjoyed. Well, Bob has a day job in Santa Clarita — *Bob Campbell's 356 Specialties*. Bob has been in business since 1972 and does 356 Restoration, Repair, Service and Sales.

And yet another ad brought in by Charlie Weaver is for *Charlie and Alicia Weaver* themselves. Yup. They are Real Estate Professionals located in Los Alamitos. We'll find out what kind of real estate they are involved in and let you know. Remember, most of our advertisers are Club Members who have a vested interest in making you happy. Let's give them a chance.

I also want to mention that Dal Lee and his Concours team are looking for sponsors for our May *Queen Mary Concours*. Please contact Dal for information, or if you are interested in helping out or participating in the event. There is also a Concours Judging School coming up early next year. Dal's contact info is on page 3.

By now you know that Ricky & Ronnie's has shut their doors. This coming Saturday our Breakfast Club meeting will be at *Frisco's Carhop Grill*. 9:00am, \$14.00 complete. It's located at 4750 Los Coyotes Diagonal in Long Beach.

I can't wait. See you there.

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UNIQUE WINE DISCOVERIES

Calendar

January 2009

- 1 Thu New Year's Day
- 3 Sat GPX Breakfast Club, Frisco's, Long Beach**
- 3 Sat GPX Board Meeting after Breakfast Club**
- 17 Sat Zone 8 President's Meeting / Awards Banquet
- 19 Mon Martin Luther King Jr Day
- 20 Tie Inauguration Day
- 23-25 F-Sun Grand National Roadster Show, LA Fairplex
- 30 1951, Ferdinand Porsche dies at age 75

February 2009

- 1 Sun Superbowl
- 7 Sat GPX Breakfast Club**
- 7 Sat GPX Board Meeting after Breakfast Club**
- 7 Sat Tony Callas 24 Hours of Le Mans**
Personal Video at Haas Entertainment
- 14 Sat Valentine's Day
- 16 Mon President's Day
- 28-1 S-Sun Desert Classic Concoors, Palm Springs

March 2009

- 7 Sat GPX Breakfast Club**
- 7 Sat GPX Board Meeting after Breakfast Club**
- 7 Sat 26th Annual L A Lit Meet, LA Airport Hilton
- 8 Sun SoCal All Porsche Swap/Display Costa Mesa
- 8 Sun Daylight Savings Begins
- 17 Tue St. Patrick's Day
- 18-21 W-Sat ALMS 12 Hours of Sebring
- 22 Sun GPX Tour to Paramount Ranch**
- 27 1998, Ferry Porsche dies at age 88
- 27-29 F-Sun F1 Australian Grand Prix, Melbourne
- 29 Sun Santa Barbara Region Autocross

April 2009

- 3-5 F-Sun PCA California Festival of Speed, Fontana
- 2-5 T-Sun ALMS, St Petersburg
- 4 Sat GPX Breakfast Club**
- 4 Sat GPX Board Meeting (cancelled)**
- 3-5 F-Sun F1 of Malaysia, Kuala Lumpur
- 9 Thu Passover
- 12 Sun Easter
- 13 Mon GPX Day Away from Work DE/Autocross**
- 16-19 T-Sun Long Beach Grand Prix / ALMS
- 17-19 F-Sun F1 Chinese Grand Prix, Shanghai
- 18 Sat Santa Barbara Region Autocross School
- 19 Sun Santa Barbara Region Autocross
- 25 1931, Ferdinand opens engineering firm in Stuttgart
- 25 Sat Santa Barbara Region Rally
- 24-26 F-Sat F1 Bahrain, Sakhir

May 2009

- 2 Sat GPX Breakfast Club**
- 2 Sat GPX Board Meeting after Breakfast Club**
- 2-3 S-Sun San Diego Region Time Trial, Spring Mtn

- 2 Sat Southern Arizona Region Concoors
- 3 Sun Southern Arizona Region Autocross
- 5 Tue Cinco de Mayo
- 10 Sun Mother's Day
- 8-10 F-Sun F1 of Spain, Catalunya
- 16 Sat GPX Queen Mary Concoors**
- 17 Sun James Dean Autocross, Golden Empire Reg
- 18 Mon Victoria Day
- 15-19 ALMS, Miller Motorsports, Utah Grand Prix
- 21-24 F-Sun F1 of Monaco, Monte Carlo
- 25 Mon Memorial Day
- 28-31 T-Sat 356 Club North Meets South, Solvang
- 30 Sat Orange Coast Region Concoors
- 31 Sun Cal Inland Region Rally

June 2009

- 1948 Porsche #1 is road certified
- 5-7 F-Sun F1 of Turkey, Istanbul
- 6 1998, Porsche scores 16th overall win at Le Mans
- 6 Sat GPX Breakfast Club**
- 6 Sat GPX Board Meeting after Breakfast Club**
- 7 Sun Los Angeles Concoors d'Elegance
- 13 1970, Porsches 1st overall win at Le Mans, 917K
- 13 Sat San Diego Region Rally
- 13-14 S-Sun 24 Heures du Mans
- 19-21 F-Sun F1, British Grand Prix, Silverstone
- 21 Sun Father's Day
- 21 Sun Orange Coast Region Autocross
- 29-4 54th Porsche Parade, Keystone, Colorado

July 2009

- 1 Wed Canada Day
- 4 Sat 4th of July
- 11 Sat GPX Breakfast Club**
- 11 Sat GPX Board Meeting after Breakfast Club**
- 10-12 F-Sun F1, German Grand Prix, Nurburgring
- 12 Sun San Gabriel Valley Region Concoors
- 12 Sun 356 Dana Point Concoors
- 17-18 F-Sat ALMS Lime Rock Park
- 24-26 F-Sun F1, Hungarian Grand Prix, Budapest

August

- 1 Sat GPX Breakfast Club**
- 1 Sat GPX Board Meeting after Breakfast Club**
- 2 Sun Santa Barbara Region Autocross
- 8 ALMS Mid Ohio
- 9 Sun Los Angeles Region Concoors
- 8-10 F-Sun Monterey Pre-Historic Races, Laguna Seca
- 14-16 F-Sun Monterey Historic Races, Laguna Seca
- 16 Sun Pebble Beach Concoors d'Elegance
- 13-16 ALMS, Road America
- 21-23 F-Sun F1 Grand Prix of Europe, Valencia
- 22 Sat Ramadan
- 28-30 F-Sun F1, Grand Prix of Belgium, Spa
- 27-30 ALMS, Mosport

Tony Callas at the 24 Hours of Le Mans — a video presentation at Haas Entertainment Saturday, February 7 — 1:00pm

Tony Callas Le Mans Experience:

- 1996 for (English Team) Parr Porsche as a #1 (Head) Mechanic
- 1997 for (German Team) Rook Porsche as a #1 Mechanic
- 1998 for (German Team) Rook Porsche as a #1 Mechanic
- 2001 for (German Team) Seikel Porsche as a #1 Mechanic



Tony is showing video from the 1996 Le Mans Race. It is his personally assembled and edited video filmed during the 1996 Le Mans Race

Pelican Parts is providing sandwiches and beverages

Haas Entertainment is providing their facility, including Home Theater

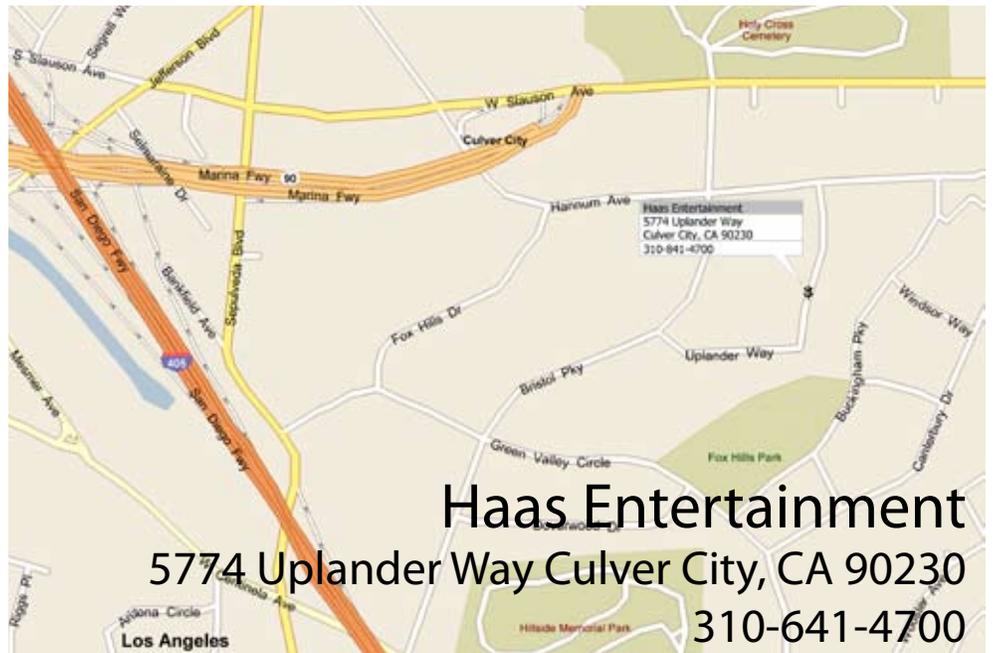
Tony Callas is providing his video and personal presentation of the 1996 Le Mans race

RSVP to Ron Shanon (310) 375-9840 or rshanon@yahoo.com



HAAS ENTERTAINMENT

Trophy awarded to Tony Callas at the 1996 24 Hours of Le Mans. This award is presented to the Outstanding Team Mechanic of the event, and is selected by the mechanics themselves



Haas Entertainment
5774 Uplander Way Culver City, CA 90230
310-641-4700

Grand Prix Region Paramount Ranch Picnic Tour

**When: March 22 Sunday
9:30am (for a 10:00 am sharp departure)**

Where: 18000 Coastline Dr, Malibu

Bring: picnic lunch & good walking shoes

Cost: \$5.00 per car donation to ASUDEC

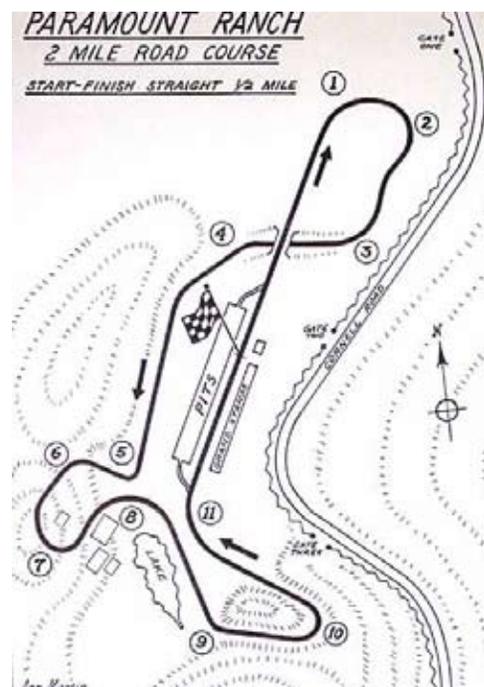
Porsche Speedster, 550 Spyder: Jaguar C-Type, D-Type: Ferrari Monza, 4.9: MG TD, TF, A; Lotus, Triumph, Corvette, Mercedes Gull Wing, Alfa, Frazer-Nash---they all raced here.

Ken Miles, Chuck Daigh, Dan Gurney, Richie Ginther, Bruce Kessler, Lance Reventlow, Jack Nethercutt, John von Neumann, Lew Spencer, Jack McAfee, Bob Bondurant --- they all raced here.

The Paramount Ranch is an old movie set location located near Agoura in the Santa Monica Mountains. After passing through several private hands, it now a part of the National Park Service Santa Monica Mountain Recreational Area. <http://www.nps.gov/samo/planyourvisit/paramountranch.htm>

We will meet on Coastline Drive in Malibu, Coastline is 3/4 of a mile north of Sunset Blvd on Pacific Coast Highway. Make the right on Coastview and pull off the road just past the first street on the right, Surfview. We will depart at 10:00 am sharp, we will take a fun drive through the Santa Monica Mountains enroute to the Ranch, There is a nice covered area where we will enjoy our picnic lunches.

The 2 mile road course was only operated for two years, 1956-57. It was narrow and twisting with ups and downs. It was perfect for Porsches! Some portions of the track can still be found, and we will have the opportunity to walk parts of it.. Marty Goldsmith, who organized this tour, worked at all five of the race weekends held there. Marty will give us a tour and history lesson about the track and sports car racing as it was at that time. We will try to pick our way around the course on foot, trying to identify some of its outstanding features (including an underpass/tunnel).



Questions: Marty Goldsmith

Captmarty@verizon.net or

(562) 494-6350 (h) or (562) 537-6793 (c)

RSVP: SuesanWay@pobox.com or 619-992-4287



California

Festival of Speed



Largest Porsche Event in the West!

April 3-5, 2009

Autoclub Speedway • Fontana, CA

The California Festival of Speed, with its PCA Club Race and the many other events that make up the Festival, is a great opportunity to see the most fabulous collection of Porsches you'll find anywhere on the West Coast. Join us for some of the best Porsche racing in North America!

For more info on attending or participating, please visit:

www.CalFestival.org

email: info@CalFestival.org

FEATURING:

- PCA Club Race
- PCA Enduro
- Time Trial
- Concours d'Elegance
- Vendor's Row
- Lunchtime Track Tours
- "Taste of the Track"
- Car Corrals with Porsche
- Special Interest Groups



Produced by PCA Zone 8



Zone 8 Awards and Recognition Banquet

Saturday, January 17, 2009

Marriott Marina Del Rey,

4100 Admiralty Way, Marina del Rey CA 90292



Dinner, Zone Competition Awards, Region and Enthusiast Recognitions, Special Guests, Silent Auction and **entertainment**

\$60.00 per person

(Children \$30 each)

6pm - Hosted Cocktails and hors d'oeuvres, 7pm – Dinner and Awards

Dressy attire

**Region Presidents,
Nat'l President Town hall Q&A,
Membership &
Newsletter/Webmaster Technical
Seminars**

Z8 Presidents Meeting: 9am - Noon
Nat'l President Town Hall: Noon - 1:30pm
Membership Seminar: 2pm - 3pm
Driving Event Seminar: 3pm - 5pm

AWARDS BANQUET

Zone 8 Competition Awards
Autocross, Concours, Rally, Time Trial
Sam Wang Award
Enthusiast of the Year
Zone 8 Region of year
Special Recognition awards
Guest Speakers
Meet the PCA National President

It will be a wonderful evening to meet and greet PCA's National President, Executive Staff, other Porsche Cars North America special guests, Porsche friends and supporters.

This year our silent auction will benefit the work of the Vasek Polak Health Clinic in Hawthorne, CA. If you would like to donate an item to benefit this worthy cause, please contact Tom Gould at 310-261-7535 or tcg3@aol.com

Send your banquet reservations with your check payable to PCA Zone 8 and choice of Angus center cut Top Sirloin steak, stuffed chicken breast or grilled salmon to: Suesan Way, 10385 Bonnie Lane, La Mesa, CA 91941, 619-992.4287 or contact by email at SuesanWay@pobox.com Must be postmarked by January 7.

The Marriott hotel is offering a reduced rate at this beautiful location at \$189 per night (must be reserved by 12/26/08) Visit <http://www.marriott.com/hotels/travel/LAXMB> for Reservations or call 1-800-228-9290. You must mention that PCA has a group block under Porsche Club of America.



The Grand Prix Region at the Porsche Sport Driving School

photos by Connie Somers, Michael Dolphin, Jimmie Mitchell, Jean Shanon, Ray Crawford & Skip Carter

Thank you Circle Porsche by Connie Somers

For those who missed this remarkable driving experience. I have just one recommendation... Make a reservation and call me, I will gladly go again! In our everyday lives, it is so easy to miss opportunities because we don't have time or we make excuses. The entire two days on the track were thrilling. I certainly have a new appreciation for my Carrera S, want a Cayenne, and wish I could drive half as incredible as the instructors!

I haven't thought much about Physics since my college days, but when you think about the weight distribution and friction while braking and turning, it's physics. At the school we learned about proper braking (of course the big yellow BRAKE signs on the track were a great visual) and the effects of the strength of the initial brake followed by light steady brake pressure. I had the thrill of doing a 360 on the skid pad, while learning safety for the future. We caravanned off-road through 3 feet of water in the Cayenne (or was it 6?). Who knew you could drive the entire track in 4th gear! We discovered heel and toe techniques (blips), following directions, and repetitive actions to learn a variety of skills. I was fortunate to be in four different groups on the track (were they trying to tell me something?) It really made you appreciate the skill levels of the seasoned drivers, like Nick and Michael when you followed their lines driving behind them (sorry if I slowed you down on the turns).

Not only did we learn skills, but we had lots of fun. The stories abound. Barbara Gil- lam, decked out in her red driving shoes and flamboyant Porsche jacket, was strategically our pole position driver on the team autocross race. We figured she could get all settled before the clock started ticking. Little did we realize that when she finished her three laps that she would be so excited (she did kick butt) giving herself the victory accolades -while still firmly affixed to the driver's seat! I can't imagine why our "time between laps" was double any other team! Dale Cunningham (reminiscence of another driver





The Renaissance Rossbridge



Turn 1 at the end of the main straight at Barber Motorsports Park



Greg Schill after a stint on the wet skid pad

in car #3) made up incredible time (even though his seat belt had a mind of its own) with his superb laps (3rd fastest lap of all drivers). We thought he pulled us through when the instructor

congratulated us for being in the “top five!” Then someone had to burst our bubble by informing us there were only five teams.

Ron Shanon will forever go down in history for not just running over a cone while on the skid pad, but for allowing the cone to leech itself to the underside of the car for the entire run! Not to be outdone, a driver in the next group dramatically skidded into the finish box just to run over a sprinkler (it was still gushing the next day).

After the final run, we all came back to announce the winners of the competitions. The instructors put the # 1 team on the overhead projector and the team excitedly high-fived and congratulated themselves only to be told "no, you weren't the Number 1 team, you were Team #1!

Our enthusiasm overflowed so much that it continued all the way back on the airplane. We had strangers in the airport ask us about the event. One couple, there on business, happened to be from California and owned a Porsche. They are now joining GPX! In summary, it was an experience of a lifetime - great cars and people. Since my return, I have been so enthusiastic about the Porsche Driving Experience that my friend asked me if those two days on the track were better than sex (it did last longer!).



Porsche Sport Driving School a Track Virgin's Perspective

Although not an active participant in the PCA track events (Driver Ed, Autocross, time trials, etc.), I was one of the first to sign up for the Porsche Driving School opportunity on November 18-19. This was a special discount opportunity sponsored by Circle Porsche for a group of 24 participants and 4 guests to have a most memorable experience of a lifetime. After all, how many chances can you have to drive multiple models provided by Porsche in a performance driving school? I felt a little intimidated that a few of my fellow participants are experienced performance drivers who attend many track events. As I hope you will find from this article, my concerns were eliminated.

As our club members arrived the day before Day 1 of the two day program, a shuttle bus brought us to the Renaissance Rossbridge Resort outside of Birmingham, Alabama. That night we met at the hotel restaurant for a casual dinner to kickoff our adventure to remember. It was then time to get a good night sleep for an early wake up call to catch the shuttle to the track.

After sipping that first cup of coffee, shuttle buses waited for our 7:00 am departure to Barber Motorsports Park where Porsche conducts the Porsche Sport Driving School. We passed the Barber Motorsports Museum that we would visit the next day.

We were greeted with a continental breakfast and, at 8:00 am, we were in the classroom starting with introductions of everybody. This gave me a chance to learn not only more about my classmates with the variety of experience in performance driving, but also that our instructors are professional race car drivers. We also had a few Porsche employees taking the class. How's that for intimidation to us "track virgins"? The class continued with the basic building blocks of "car in motion physics" combined with driver control techniques. After an hour we grabbed helmets (unless you brought your own – another intimidation to us virgins) and stepped outside for a group picture. We were then split up in groups and piled into vans driven by our instructors for a tour of the track as a start to a full day of stepping into a variety of Porsche vehicles for a day of "hands on" application of what we learned in the classroom.

After touring the track and learning what an "apex" is all about, the vans unloaded in front of a fleet of Carreras lined up in pit lane. With the instructor in the lead car, each of us was assigned a vehicle that we would drive for the next 2 days. After a brief lecture, we strapped on our helmets, stepped into our vehicles, and adjusted the seats and mirrors as instructed in class. Each car has a radio so that the instructor can speak to us. We then start the engines and follow the leader around the track. This was the basic sequence for the next 2 days as we practiced the driving techniques at brake points, apex marks, accelerating, etc. The instructor led us on multiple laps keeping the group at 2 car lengths apart. This discipline also determined how fast the instructor would take us. The guests (my wife being one of them) rode along with the instructor.

Besides the track, there were 3 other exercise areas in various lots. The 6 groups rotated between the 3 exercise areas and the track. The exercises included a wet skid pad driving a 997 Carrera around a Figure 8, driving a Cayman around a mini-autocross course, and another area to practice specific driving techniques. The intent was that all these specific exercises reinforced what was needed to drive the track properly and effectively. After a fine lunch in the basement of the Barber museum, we headed back for more practice. By the end of Day 1, I saw how all the concepts introduced in the classroom all came together. Most important, I was having a blast driving these cars and learning at the same time. It truly was fun and safe!

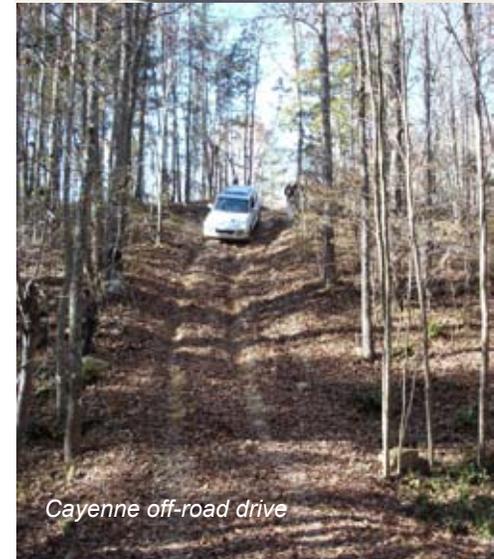
Feeling very relaxed after a very active day, we all came back to the hotel and, after an hour break, we all gathered at the hotel bar for a dinner arranged by Porsche. Many of the instructors attended and we had a chance to talk with them as we're sipping the wine that was constantly served.

Day 2 arrives early in the morning as we pile into the shuttles bound for the track. After our continental breakfast, we were back in the classroom before heading for the track. We reviewed

By Ron Shanon



Ron Shanon



Cayenne off-road drive



Wade Yoshii smiled a lot

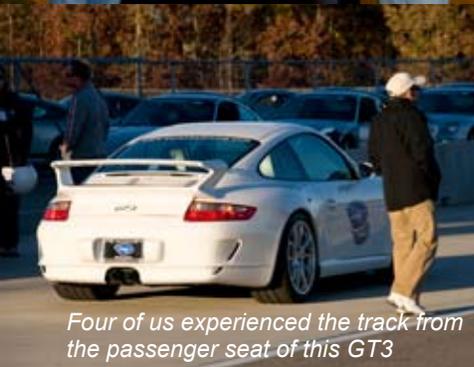


Suesan Way



Derek & Korwin Lee

Allan Rosenberg



Four of us experienced the track from the passenger seat of this GT3



Ron & Jean Shanon



Will Sanchez & Ray Crawford

the concepts and added “heel and toe” downshifting. We also got to drive a Cheyenne off-road down steep embankments, through water up to the door, and between narrow tree passages. It was truly amazing what these vehicles can do. Back on the track, we also had the opportunity to drive a Carrera S with a little more horsepower and ceramic brakes.

Capping out the program, we all had a chance to ride with the instructors at top speed. Some won a raffle to ride in a GT3. This was an experience of a lifetime! The professionals took these vehicles to the edge and you really learned to appreciate the combination of driving technique combined with a vehicle that can perform in complete control. Even the Turbo Cheyenne performed like a sports car.

After a closing session, we were presented with our framed photo certificates and a visit to the vintage museum that contains one of the most incredible collections I've seen. The motorcycle collection alone was amazing. There were also some awesome vintage race cars. At the hotel, we all met for dinner and socialized the rest of the evening as we talked about our adventure. Spirits were very high.

In closing, this is an event that all of us that attended will be talking about for years to come. It truly was an experience to remember. Porsche did a first class job and I never felt that my safety was compromised. The class worked for every experience level and my intimidations as a virgin to the track were eliminated. Whether I drive on the track or not, I truly do feel that I have gained in my driving capabilities. What even made this experience the most enjoyable was being with a great group of people. This was something Michael Dolphin and I talked about on departure and it really is true what he has stated many times, “when it comes to Porsche, it's about the people.”

by Michael Dolphin

Unbelievable!! Incredible!! These two words were uttered several times by 24 Porsche Club members (the vast majority of them Grand Prix Region members) in mid-November during their experience in Birmingham Alabama at the Porsche Sports Driving School (PSDS).

It may take several newsletter articles to even begin to describe the experience. First thing to report is that this is a first class operation of the best sort. Jeff Purner and his team are among the most supportive and confidence- inspiring group I have ever witnessed in action. Mind you, the group included the widest ranges possible of high-speed driving experience (starting at “none”) and each instructor adapted immediately to the needs of that particular student. Porsche Cars North America made a brilliant move in putting this school together.

So here is one of my upsides – the Porsche 997 Carrera and the Carrera S are the most capable street-stock Porsches I have ever driven – and I have driven quite a few Porsches. The handling was most similar to my lightweight '77 Carrera 3.0 (and my car has custom suspension and a few other tweaks). The 997 is light and agile with amazing torque through all the gears. The steering is responsive and accurate.

Day 1 on the race track itself, we drive in fourth gear only. The car's power was evident in that we never experienced any real lack of acceleration just using fourth gear. Day 2, when the mapping points were more familiar, we were able to use both third and fourth gears for maximum accelerations around the course.

And I learned another lesson during the course. As some of you know, I pride myself on keeping up with tire technologies. Without hesitation at all, I am now an extreme believer in Michelin Pilot Sports 2 as the ultimate street tire. The grip was amazing and with very little protest when pulling hard third gear acceleration out of the bottom of the Corkscrew-Tunnel series of turns.

I've had the good fortune to drive a great number of Porsche models. The sad part about that is most of the cars I've driven belonged to somebody else. So I would not/could not take full advantage of high speeds and squealing tires – just would not do that to somebody else's car. But at the PSDS, there was plenty of both included in the cars we drove – and that included Carrera, Cayman, Boxster and Cayenne.

One thing for certain – the event was highlighted by the very fact that there were so many of us bonded in a collegial fashion – most even before the trip itself. So it was a great time to spend with good friends.

Special thanks go out to Skip Carter and Suesan Way for organizing and shepherding the group of us. They did a fantastic job in pulling this event together. And certainly, we've got one more special reason to be loyal to Circle Porsche of Long Beach!



Classroom at the Porsche Sport Driving School



Dinner at the Rossbridge



Morgan Gonzalez, Wayde Yoshii, Daniel Eastman, Nick Perdikaris & Michael Dolphin

The very slippery wet skid pad had two circles of ones forming a Figure 8 course... we couldn't get enough!



Manos Athanassiou, Nick Perdikaris, Michael Dolphin & Skip Carter (standing). Linda Cobarrubias, Doc Pryor and Suesan Way (sitting)



Porsche Cars North America's Tracy King



Connie Carter



Cayennes on very slippery Alabama mud and wet Fall leaves are making their way to a very steep, rocky hill (see Korwin Lee on left)

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Breakfast Club Meeting Report — Dec 6

by Pete Ross photos by Jimmie Mitchell & Skip Carter

The December 6 Breakfast Club Meeting turned out to be a little unusual, after the fact. Several days later we found out that Ricky & Ronnie's had closed their doors, for good. As a result, those of us in attendance were a part of the historical lore of participating in the last official meeting of the Porsche Club of America, Grand Prix Region that was held at Ricky & Ronnie's Cruise-In Diner. Our first meeting here was July 2, 2005. It was an incredible improvement over the previous location and, three and a half years later, we are on the hunt for a new location.

Ricky's was the perfect backdrop for our club meetings. It was built as the ultimate car forum and, month after month, that's exactly what we put on display... a forum of the finest automobiles in the land, Porsche. But the reality is that our membership made Ricky's the place to be, just as our membership will make our next landing spot the place to be. It comes down to the PCA Grand Prix Region members... by virtue of our presence we will make the next selected meeting venue, equally as successful. It's just another example of the old adage: "It's not the cars, it's the people."

Overall, the final meeting of 2008 drew the usual... lots of Porsches, lots of friends and, thanks to Skip Carter and Suesan Way, lots of handouts and door prizes. Of course, Spencer Lee wound up winning some nice artwork, which has become his custom. Spencer always seems to win a nice prize during the raffles. His father, Dal, should be so lucky... but then, as long as you've got one in the family.

It was nice to see Robert Shanklin's 1991 Light Blue C2, after having his last one stolen. Joe Skevin also brought out a really nice 1978 Rust/Cranberry colored MBZ 450SL, which was absolutely flawless. But being the former owner of a 450SL, I guess I'm a little partial to that particular model. Beyond that, our Zone 8 Representative, Michael Dolphin, not only provided our members with a complete update on upcoming events, but he displayed a Stan 21 Team Racing Suit from the Dyson Porsche ALMS Team. This suit has a value of approximately \$4,000.00 and Michael said it will be auctioned off at the upcoming Zone 8 Banquet. The racing suit is incredibly sharp and is autographed by all the drivers.

In attendance were: Ruben Archilla & Illary Gomez, Bob Baddy, Marc Bixen, Joe Bryant, Jeremy & Mengwei & Joey Campbell, Skip Carter & Suesan Way, Elliott & Jake Chandler, Arturo Chaparro, Art Day, Richard Elliott & Alana Jacobs, Albert Franco, Robert Friedman, Lee Gaucher, Steve Glas, Marty & Brita Goldsmith, Lorenzo Gray, Doug Harris, Jeff Haas, Dave Hockett, Hazel Hofsess, Erik Ivarson, Patricia Geary Johnson, Bruce & Fran Jones, Mike Jones, Dan & Spencer Lee, Bob & Karen Lewis, Frank Lock, Roy Lock, Rico Lopez, Roger Lubeck, Chet Malveaux, Steve Marino, Paul Mason, Frank Medrano, Phil Millard, Jimmie Mitchell, David Moard, Don Norton, Pete Novak, Marty Petcoff, Herb Reynolds, Allan Rosenberg, Peter Ross, Greg Schill, Jack Sciranka, Robert Shanklin, Ron Shanon, Joe Skevin, Dan Stern, Jim Thomas, Robert Venezia, Henry Voskanian, Ron Walecki, Charles Weaver, Greg White, and Robert Zenga.

As far as our future monthly Breakfast Club Meetings go, we will make it a point, to make the new venue ours... the same as we did at Ricky and Ronnie's. Happy Holidays and we'll see you next month at the new venue.

*Ed: As soon as we heard about the closing, I sent out a bulk email. Immediately we had more than a dozen members canvassing their brains and the streets. There has been more than 30 suggestions with more coming in. I've been sent photos, we've spoken with managers, checked out parking lots, distance from freeways, the menu, price and other factors. Several locations are under consideration, but we've decided to give **Frisco's** a try in January and see how it goes. It is located in long Beach, just a few blocks from the Traffic Circle on Los Coyotes Diagonal. The management is very excited to have us. They are not normally open for breakfast, so we should have the entire facility to ourselves. It has a very classic old time diner feel, but with niceties like several large screen TVs that we can use for video presentations. I'm looking forward to it.*



Alana Jacobs

Richard Elliott

Suesan Way



Arturo Chaparro and his 996 Air Filter, courtesy of EF1 Motorsports





Ruben Archilla & Illary Gomez



Bruce & Fran Jones



Jack Sciranka & Paul Mason



Dal and Spencer Lee with raffle prize



Jeremy Mengwei
Joey



Art Day Joe Skevin



Brita Goldsmith
Hazel Hofsess
Richard Vincenza
Jake Chandler



Ron Shanon



Bob & Karen Lewis

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Owner/mechanic Marc Bixen has a Porsche background that is as diverse as his 47 years. His father was racing a 57 Speedster in the SCCA (Sports Car Club of America) when Marc was born. Growing up always with a Porsche in the garage, he learned to live Porsche. Watkins Glen, Bridgehampton, Lime Rock — this is where weekends were spent. His professional career began in 1982 with Ferrari and Lamborghini, but quickly switched to Porsche in 1984. Marc has been a cornerstone in the Porsche community ever since.

Red Line was started in 1975 by legendary Porsche expert and Author of "The Used 911 Story", Peter Zimmermann in Santa Monica Ca (available from RPMautobooks.com). Marc has been a technical advisor to Pete's book for the last three editions. The shop quickly gained notoriety nationally and internationally for performing service and repairs to Porsches exacting standards, the first time, every time. Referrals from such greats as Le Mans winner Al Holbert, Grand Prix World Champion Phil Hill and others, an engine rebuild for Indy 500 driver Josele Garza's 930 turbo, or driving consultations to Axle Rose of Guns & Roses fame, all add to the mystique that is the legendary Red Line Service.

Marc started working for Pete at Red Line in 1995, and when Peter decided to retire in 1999, Marc was the one chosen to continue the legend. Marc's amazing talents, attention to detail, concern for car and customer is unequalled. One of Marc's first projects at Red Line was a 32-valve 1986 928 (one of the most technically complex

engines Porsche ever produced) that had lost a timing belt and bent valves. That car was shipped to Red Line by its owner in Zimbabwe, Africa. Not exactly around the corner. Result Perfection! Marc has been called the Michaelangelo of Porsche repair.



Marc with his 93 RS America

Servicing Porsche automobiles from the earliest 356s through the latest water-cooled rocket ships, Red Line still considers themselves the premier air-cooled Porsche independent. From basic oil changes to restoration quality rebuilds, they are known not only for their quality but also the value of a job well done, at a reasonable price. No wonder at times it can take 3 weeks or more for an appointment and engine rebuilds are scheduled a year or more in advance. This IS the place. Available services also include pick up and delivery to your home or office by appointment, race car engineering, as well as a variety of pre-purchase inspection options ranging from in shop inspections to inspection services internationally for that once in a lifetime find.

Red Line operated out of a small-unmarked building in Santa Monica from 1975 until September 2005, when real estate values convinced their landlord to exercise other options with the property. Unable to secure another location immediately, Red Line closed temporarily until securing its current location in Long Beach in the summer of 2006.

When not at the shop, you can usually find Marc wrenching on some of the most important Porsche race cars of the 60's and 70's, 906s, 908s, RSRs, etc., or as crew chief for a Pacific F 2000 team, (www.pacificf2000.com), or as a mechanic in the North American Ferrari Challenge Series, then on the off weekend exercising his love of fly fishing on a trout stream somewhere in the Sierras. He's the kind of guy you like to spend an evening with listening to his stories.

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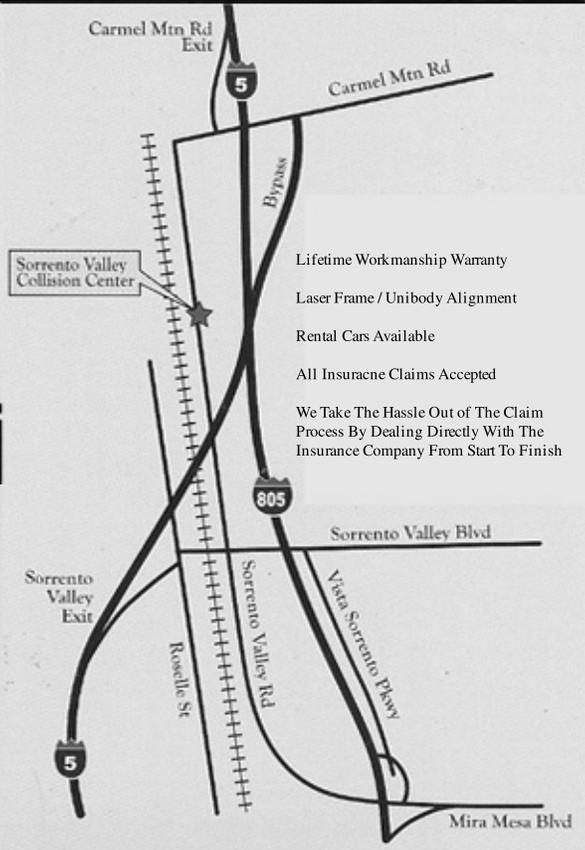
Marc working in pit lane at the Canadian F1 Grand Prix



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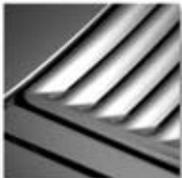
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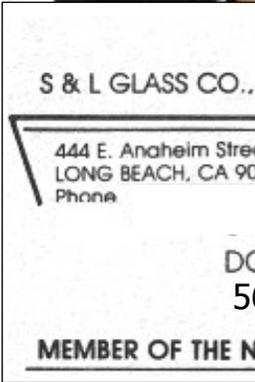
Member Anniversaries

by Pete Ross



January Anniversaries

- 18 years Richard Huesca & Tamara Rawles
- 17 years Phil & Joyce Gillin
- 13 years Thomas & Mary Rooney
- 9 years Patrick & Linda Devine
- 7 years Daniel & Cynthia Cerda
- John & Patti Sciranka
- 6 years Fred de Graaff
- 5 years Craig Stanton
- 3 years Eric & Katherine Ballantyne
- 2 years Greg & Janese Boone
- Kevin & Angela Deighton
- Bill & Rene Gonzalez
- George Jackson
- Stephen Lewis & Monique Ellis
- Jim Sutton
- Rod Williams
- 1 year John & Lori Deeter
- Bob & Audrey Duffy
- Anthony Fisher
- Victor & Heidi Rossi
- Deborah Walker
- Charlie & Alicia Weaver



New Members

- Raeshel & Ingo Seemann 1999 Black 911
- Edward Stokes 2002 Silver 996

Transfers In

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Minutes of Decenber 6 Meeting of the Board (unapproved)

Suesan Way, Secretary

Present – Michael Dolphin, Charles Weaver, Jimmie Mitchell, Marty and Brita Goldsmith, Ron Shanon, Greg Schill, Peter Ross, Roger Lubeck, Hazel Hofsess, Frank Medrano, Skip Carter, Suesan Way

President's Report: 2009 election passed as slated: Skip Carter President, Rick Mills Vice President, Barbara Gillam Treasurer, Suesan Way Secretary, Peter Ross Membership, Marty Goldsmith Activities, and Skip Carter Editor. Barbara will assume the job of Treasurer as soon as we get her authorized on the bank account and she receives the Quickbooks data and other materials from Linda.

Dealer Relations – Discussion about finding sponsorship for the 2009 driving events booked for April 13th and October 5th. Skip and Michael to look at ways for GPX to form relationships with other dealers and potential sponsors. We are also looking at a driving school at the end of 2009.

Tours & Insurance: Ron Shanon has worked out the details for Tony Callas to present a showing of his personal collection of video from the 1998 Le Mans Race. The event will take place February 7th at Haas Entertainment. The theatre can hold about 30 people – we may need more than one showing. Pelican Parts is providing refreshments. RSVPs for the event will go to Ron. Ron is also working on insurance for future events.

Treasurer's Report: We will purchase Quick Books for Barbara who is the incoming treasurer. No report submitted.

California Festival of Speed: Date set for April 3-5, 2009 – volunteers will be needed

Membership: As of the end of November we have 554 members with 3 applications in process and 6 non renewals. GPX's membership has grown 36% in the past 2 years.

Goodie Store: We need new ideas for 2009 and to start the online Goodie Store. A full inventory has been done.

Queen Mary Concours 2009: The date is confirmed for Saturday May 16th. The Concours team had a brief meeting today. We need to establish sponsorship and a budget. Suesan to call Bob Weber. We have extended invitations to a number of Porsche groups to participate with us – suggestions for any others are welcome. There was also some discussion about how to handle lunches, trophies, tee shirts and judge's gifts. We may be on a very tight budget this

Bud Ewbank



year depending upon sponsorship.

Anyone wishing to volunteer to

help with the event please contact Dal and Spencer Lee at kkdlee@sbcglobal.net.

Tech Sessions: Rick Mills is working on several possibilities. Anyone with ideas contact Rick at racer4110@aol.com.

Tours: Marty and Brita Goldsmith are looking into tours for Paramount Ranch and Camp Pendleton. Anyone with any ideas please contact captmarty@verizon.net

Holiday Party: Will be tonight at Barbara Gillam's – approximately 75 people are expected. Arturo Chaparro has done a fabulous job soliciting items for the silent auction. Hazel has raised the issue of starting to plan for our 2009 holiday party now. Further discussion at the next meeting.

Advertising: There are a couple of possible new advertisers and a driving event sponsor that Greg Schill spoke with – Skip to follow-up. Charles Weaver to continue to look for new advertisers.

Website: The website has a new slide show. It has been keeping up with our events and dates. The question was raised as to whether we could have our upcoming events on our home page so that they are easily seen when people log onto the site. Our website address is: www.grandprixregion.com

Future Social Activities: Rick Mills is suggesting that we have an Oktoberfest party, and has offered his home.

Poker Rally: Frank Medrano and Bob Baddy are looking into doing a poker or gimmick rally in the 2009. They will talk to Tom Gould about the plan.

Meeting adjourned.



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On the Cover...

Chuck Bartron's 1984 930 has been a popular entrant at many Grand Prix Region Queen Mary Concours. Chuck got the Turbo Bug in the mid seventies when a coworker's boyfriend brought her to work in Rod Stewart's 930 (he car sat when Rod was out of town). After a long and exhausting search, he found his dream car in San Diego via the internet. In June, 2001 he bought the car from the 3rd owner. It had 34,500 miles on it!

Although the car was in great shape, Chuck wanted to return it to show room condition. Vince at Einmalig's in Huntington Beach did all the necessary body and paint work. Westminster Upholstery in Placentia did the interior, and Andial rebuilt the transmission, resealed the engine, upgraded the turbo to a K27, larger intercooler, fuel enrichment, and their sport exhaust system that consists of a 4" ex. tube running through a C2 catalytic converter. While the trans. was out, they also installed the short ring and pinion set to reduce turbo lag and upgraded the oil cooler. Performance Air upgraded the A/C.

Chuck's first concours was in 2002, taking 2nd in Class at the Queen Mary. Since then, he has dominated S5 and has three Best of Street and one Best of Show awards. His most satisfying win was at the 2007 Porsche Parade in San Diego where I took first in class in Performance Touring – Street.



Chuck is married with no kids, but they do have a Mini Dachshund named Maggie. Chuck is Sales Manager for ESP in Fullerton, which provides the automotive emission testing equipment that's used in California and throughout the world.

Chuck Bartron with trophy at Queen Mary Concours



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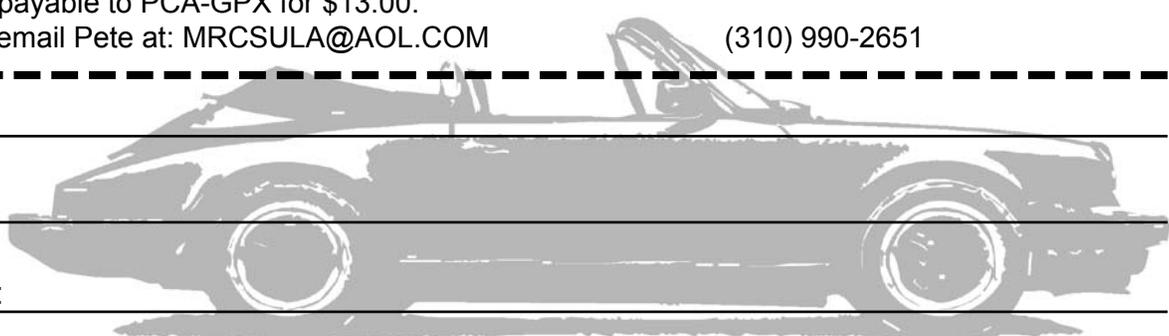
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Porsche Club of America, Grand Prix Region BREAKFAST CLUB

Join us for our Monthly Breakfast Club

Meeting at Frisco's Carhop Restaurant & Grill

4750 Los Coyotes Diagonal, Long Beach (just 1 block from the Traffic Circle)

562-498-FOOD <http://www.friscos.com/longbeach.htm>

First Saturday of each month — 9:00 am Jan 3, Feb 7, Mar 7, Apr 4, May 2

MARK YOUR CALENDARS NOW

OPEN TOPICS OF DISCUSSION

For more information, contact Peter Ross

(310) 608.9743 - MrCSULA@aol.com

First-time attendees receive a Porsche coffee mug as a gift.

HAVE BREAKFAST AND TALK WITH OTHER PORSCHE OWNERS & PCA MEMBERS

CLASSIFIED ADS

Pristine 1974 Chocolate Brown 911, 94K Orig Miles, Numbers Match, No Known Rust, No Thermal Reactors (never installed), Int & Ext Rate 9 out of 10, 2 owner car, New Tires, Carrera Chain Tensioner, Pop Off Valve, Rebuilt Pedal Cluster & trans, 15x6 Fuchs, Rear Side Opening Windows, 911 S Instruments, Electric Sunroof, Frt & Rear Stabilizer Bars, Fact Tint Wdws, Retractable Antenna, Carrera Sport Steering Wheel, Tool Kit. Serious parties contact Mark at mendo@star-allianciens.com.



1999 996 Convertible, Black/Black, Tiptronic, 49K miles. This car has been very well taken care of. Asking \$27,000, Los Angeles. Contact Joe: jrouzan3@yahoo.com



I have these tires from my 03 911 sitting in my shop and need to get rid of them. Make Offer:

1 Bridgestone Potenza RE050A, 225/40R18, 70% tread
2 Michelin Pilot Sport, 285/30ZR18, 1 at 50% tread & 1 at 65%
5 Michelin Pilot Sport, 225/40ZR18, 3 at 80% tread & 2 at 50%
Paul @ Architectural Interiors, 11255 Woodruff Ave. #4,
Downey, 877-440-1600 Porsche03cab@aol.com

1996 Targa: Midnight Blue Metallic/Grey Leather; 66K miles; 6 speed. Full top end valve job/secondary air corrected. New: clutch, Targa roof hardware, AC, cruise control, steering rack, battery, tires, since 50K. Lojack. All records. Great Condition. \$34,900. (Delivery not included). Long Beach. (562) 552-2481. or spencerconway@gmail.com



Boxster Roof Transport System: Part Number 986.801.202.00; never used, partially assembled; retails new for \$645; asking \$400. Contact Bud Behrens at (209)477-6496 or e-mail budnmaryann@cs.com.



Two genuine Porsche car covers, 1 for a Boxster, 1 for a 993. \$70 each. Call Rod 310-995-8084 or raguyton@earthlink.net

1961 356 T-5 Cab, 1600 Super, Ruby Red/Tan, great driver, 1987 restoration, some small rust spots (minor), no structural rust. Excellent driveline, brakes rebuilt/restored 8/05, new clutch, major service & fuel pump rebuilt 3/08. To much to list. PRINCIPLES ONLY. First offer over \$60,000 gets this beauty. Additional photos available. E-mail marc@redlineservice.net



For Sale: 2 euro GT3 seats including sub-mount bar-\$1800 obo (1 seat has slight aesthetic blemish). 2 factory 6-point harnesses-\$200 obo for pair, 1 Michelin Pilot Sport N1 225/40/18 with 7/32" tread-\$100 obo, 2 Pirelli PZero Rosso N4 225/40/18 with 7/32" tread-\$200 for the pair obo. Contact Reggie Colby at ReggieColby@yahoo.com or 310.592.1626

2004 40th Anniversary 911 \$36,000 obo. I love the car and wasn't in a rush to sell, now the market tanked. Some highlights: orig owner. 42K miles. All service records. New/ recently replaced: brake pads, battery, windshield, trans. clutch, excellent tires. Contact me for more details. Fully loaded with items that were optional on base 996 C2's: 345hp X51 package, full leather, alum look guages, power seats, turbo front bumper, aero package. All 5 avail options: Nav, Comfort seats, Bose CD changer, Rear wiper. Contact ReggieColby@yahoo.com or 310.592.1626



1986 944 Turbo: Andial mods (turbo and wastegate etc.), Bilstein sport shocks, limited slip, white with burgundy interior plus wheel updates. Also bottom end and head rebuild about 50k & 30k ago. Best (reasonable) offer. Jim 310.635.6451, 310.713.2114 cell, jimmiracer951@yahoo.com

New Boxster Spec Racer. Only ran 4 Times! 42K miles on motor. Built by Tech Trix and Urs Gretner of GPE. Urs designed custom door panels for car & center divider. New rear wheel bearings. \$35,000. Contact Matt 805-286-7410 matt_hollander0216@hotmail.com



2006 Boxster, Guards Red/Tan int, Black top. 2,960 miles, 19" Carrera S wheels, heated leather seats, bi-Xenon lights, Premium Plus, Bose Premium Sound, rear spoiler, dual front air bags/front side air bags, Vehicle Stability Control, Traction Control, ABS, Well Maintained, rarely driven, always garaged, Under original manufacturer's warranty. \$29,900 or best offer. Contact Joey Mees (805)252-0528 or Michelle (562)432-4227



1981 928, dark brown w/light brown int. Pioneer stereo, Borla Exhaust. \$9,000 in receipts. Everything works, mechanical done, needs minor body and upholstery. \$4,500 John 310-763-3887 or blakely.j@sbcglobal.net



'99 Boxster, beautiful, rust-free, Tip, Arena Red Metallic w/Gray leather, 76K miles, records, new black top, left seat bolster worn, \$13,900 OR BEST OFFER 310-827-8360 or marie@mariemanvel.com



1999 911 Carrera Cabriolet-like new-One owner, Tiptronic, Indigo Blue w/Blue top-Savannah beige interior, alloy wheels, loaded, new car service avail. Warranty avail. Only 32K miles! MUST SEE! \$29,500 obo. Paul 818.308.0016 or anthonyclassics@aol.com



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