



THE May 2014
Circuit Tour to the Palos Verdes Peninsula



Grand Prix Region & Zone 8 Club Calendar

May 2014

3	Sat	Breakfast Club-Tilted Kilt, Long Beach
3	Sat	GPX Board Meeting after Breakfast
3-4	S-Sun	SDR DE/TT, Chuckwalla
3	Sat	SAR Concours
2-4	F-Sun	ALMS Laguna Seca
4	Sun	OCR Autocross, El Toro
5	Mon	Cinco de Mayo
9	Fri	CCC DE, Buttonwillow
10-11	S-Sun	GGR TT/Club Race, Buttonwillow
10	Sat	GPX Callas Rennsport Tech Session
11	Sun	F1, Spain
11	Sun	Mother's Day
11	Sun	Rose Bowl Swap Meet
17	Sat	AZ Autocross, Tempe Diablo
17	Sat	GPX Orange Empire Railway Museum Tour
18	Sun	GPX Zone 8 Concours
18	Sun	CAI Zone 8 Rally, Santa Clarita start
18	Sun	SDR Park & Party
24	Sat	SDR Autocross, Qualcomm
24-26	F-Sun	PCA Club Race, NOLA
25	Sun	F1, Monaco
25	Sun	SBR Picnic & Tour Red Rock Canyon
26	Mon	Memorial Day
31-1	F-Sun	PCA Club Race, Watkins Glen
31-1	F-Sun	PCA Club Race, Motorsports Park Hastings
31-1	S-Sun	ALMS Detroit

June 2014

1	Sun	Pomona Swap Meet
1	Sun	OCR Concours, Lantern Bay Park
1	Sun	OCR Autocross, El Toro
7	Sat	Breakfast Club-Tilted Kilt, Long Beach
7	Sat	GPX Board Meeting after Breakfast
7	Sat	Friends of Steve McQueen Car Show
8	Sun	F1, Montreal
8	Sun	Rose Bowl Swap Meet
15	Sun	Father's Day
15-21	S-Sun	Porsche Parade, Monterey, California
20-22	F-Sun	PCA Club Race, VIR
22	Sun	F1, Austria
28	Sat	SBR Street Survival School
28-29	S-Sun	PCA Club Race, Heartland Park
29	Sun	ALMS, Watkins Glen
29	Sun	OCR Autocross, El Toro
29	Sun	Ramadan

July 2014

4	Fri	Independence Day
4	Fri	SBR Parade
5	Sat	Breakfast Club- location to be determined
5	Sat	GPX Board Meeting after Breakfast
6	Sun	F1, Great Britain
12	Sat	GPX Tour & Picnic to Paramount Ranch
11-13	F-Sun	PCA Club Race, Putnam Park
13	Sun	ALMS, Mosport
13	Sun	Rose Bowl Swap Meet
19	Sat	SBR 50th Anniversary Celebration

20	Sun	F1, Germany
25	Fri	ALMS, Indianapolis
26-27	S-Sun	PCA Club Race, Brainerd
26	Sat	CCC Autocross, Santa Maria
27	Sun	F1, Hungary
27	Sun	OCR Autocross, El Toro

August 2014

2	Sat	SDR Concours
2	Sat	Breakfast Club-location to be determined
2	Sat	GPX Board Meeting after Breakfast
8-10	F-Sun	PCA Club Race, Mosport
9-10	S-Sun	Laguna Seca Pre-Historics
10	Sun	ALMS, Road Ameerica
10	Sun	Pomona Swapmeet
10	Sun	Rose Bowl Swap Meet
14-17	T-Sun	Monterey Historics
15	Fri	Werks Reunion, Rancho Canada, Monterey
16-17	S-Sun	PCA Club Race, High Plains
17	Sun	Pebble Beach Concours
22-24	F-Sun	PCA Club Race, NJMP Thunderbolt Raceway
24	Sun	ALMS, VIR
24	Sun	F1, Belgium
24	Sun	OCR Autocross, El Toro
25	Sun	Rosh Hashana
29-Sep 29		LA County Fair, Fairplex
29-1	F-Mon	SBR Get Your KicksonRoute66
30-1	S-Sun	PCA Club Race, Road America

September 2014

1	Mon	Labor Day
6	Sat	Breakfast Club-location to be determined
6	Sat	GPX Board Meeting after Breakfast
6-7	S-Sun	PCA Club Race, Thunderhill
7	Sun	F1, Italy
12-14	F-Sun	PCA Club Race, Mid Ohio
13	Sat	SBR Detail Clinic, Lavaggios
14	Sun	Rose Bowl Swap Meet
19-21	F-Sun	Coronado Speed Festival
20-21	S-Sun	PCA Club Race, Gingerman
20-21	S-Sun	PCA Club Race, Miller
20	Sat	ALMS, Austin
20	Sat	CCC Autocross, Santa Maria
21	Sun	F1, Singapore
21	Sun	OCR Autocross, El Toro
26-28	F-Sun	PCA Club Race, Summit Point
27-28	S-Sun	PCA Club Race, Willow Springs (TT)
27	Sat	RR Timeline to Arrowhead
27	Sat	SBR Annual Chili Cookoff

October 2014

3-5	F-Sun	PCA Club Race, Daytona
4	Sat	Breakfast Club-location to be determined
4	Sat	GPX Board Meeting after Breakfast
4-5	S-Sun	PCA Club Race, Hallett
4	Sat	ALMS, Road Atlanta
4	Sat	Yom Kippur
5	Sun	F1, Japan
6	Mon	GPX Day Away from Work, Streets of Willow
12	Sun	F1, Russia
12	Sun	Rose Bowl Swap Meet
12	Sun	SBR Concours
13	Mon	Colunbus Day

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Web sites

- GPX** 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.GrandPrixRegion.com

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ADDRESS CHANGE: Please notify membership chair, Gail Sachs, of any address, email, phone or membership status changes: Gail Sachs, PO Box 230874, Encinitas, CA 92023-0874 or (650) 279-1876 Gail375@gmail.com. Also notify PCA at PO Box 5900, Springfield, VA 22150 or Admin@PCA.org

Callas Rennsport Tech Session: Understanding Motor Oil & Automotive Lubricants

May 10, 2014 - 9:00 to noon
19080 Hawthorne Blvd, Torrance



Lubricants are the lifeblood of your vehicle, and they are often the most misunderstood part of the vehicle

Do you know the technical difference between 5W-40 & 15W-40? If you think it has to do with the "weight" of the oil, you would be incorrect. This seminar will explain the differences in SAE grades, API and ACEA ratings, base oil types and additives.

Conducted by Lake Speed Jr, a Certified Lubrication Specialist and Oil Monitoring Analyst, this class provides in depth lubricant training instead of brand marketing. The goal of the class is to provide a fundamental understanding of lubricants and lubrication so that you can select the proper lubricants and change intervals for your application

You must RSVP
<http://pcagpx.MotorsportReg.com>

Tony & Tom will provide coffee & donuts early & sandwiches at noon. It will be a great day!

For information, contact
Colleen Stein at:
(661) 714-3030 or
Colleens01996@gmail.com



Tours
Drivers Training
Performance Driving
Concours d'Elegance
Rallies
Social Activities

"It's not the Cars, it's the People"
www.GrandPrixRegion.com



PCA Grand Prix Region 33rd Annual Concours

May 18, 2014

Lakewood Country Club

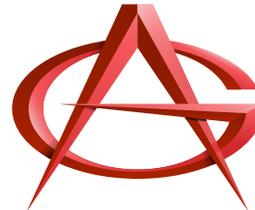
Registration: \$65.00 Judged Classes includes 1 Buffet Lunch (deduct \$15.00 for no lunch)

Display Only Registration: \$45.00 including lunch (deduct \$15.00 for no lunch)

Additional lunches - \$20.00 (1 lunch included in \$65.00 Judged / \$45.00 Display - you can buy extras)

Lakewood Country Club
3101 Carson Street, Lakewood, CA 90712

Schedule: 7:00 Car placement
 9:00 First Timers meeting
 10:00 Judges meeting
 10:30 Judging starts
 2:00 Awards Ceremony



Sponsored by

the auto **GALLERY**

For full Concours rules: www.Zone8.org

FOR REGISTRATION GO TO
<http://pcagpx.motorsportreg.com> for online registration
Credit Card, E-check or check payment OK

For information, sponsorship, and other, contact Concours Chairs
Linda Cobarrubias — MS993@aol.com (310) 990-0993
Dick Douglass — DDouglass356@gmail.com (714) 887-7129

Registration help, contact: Suesan Way — Suesan@pobox.com (619) 992-4287



Write of Way, by Suesan Way



We have arrived to May, the month between the Festival of Speed and the Porsche Parade, which by all accounts is going to be an amazing get together in Monterey, California.

From what I am hearing, registration numbers are over the top, with over half being first timers. Of course, a place like Monterey, as I mentioned in my last column, is a small tourist town that knows how to take care of a lot of automobile people. Given this town's ability to put on a great event like Pebble Beach Concours, the Historics and everything else each August — where Monterey, Carmel, Pacific Grove, Seaside and a couple of other towns are completely taken over for what is always a spectacular week of cars, cars, cars and more cars, great people, restaurants, hanging around with great people and more beautiful cars both fast and slow, new and old.

But that is August, and the Porsche Parade is in June. But first I have to tell you about April and the fabulous time we had at the California Festival of Speed.

After months of planning, Festival weekend had finally arrived. We had all the drivers that were going to register, all the volunteers and vendors we were going to recruit, and all the enthusiasts who were going to come to the biggest Porsche weekend in the West. By Thursday morning the place was buzzing with track preparations and general getting ready. The Club Race Steward and his staff were on their way and the Pirelli GP Cup and Time Trial teams had already arrived. By 8:30 Friday morning the track was hot and the infield at Fontana looked like the Porsche Club of America had taken possession. Vendors were starting to set up and, as the day progressed, static display cars started to appear and more tents and EZUPs were visible as more people, cars, signs and things were all over the place.

Tom Brown, the Zone 8 Rep, and Festival Promotions Chair, Martin Lipp, along with help from Cal Inland President David Witteried had transformed Vendor's Row into an unbelievable sight, decorating the place with hundreds of Porsche and Festival flags. They were all sending out the clear message that the California Festival Speed had arrived for its 13th rendition and we were here with flags waving.

By Saturday morning the infield at Fontana had been spectacularly transformed into a rocking and rolling, jammed packed Festival with KPCA radio in full swing and Scott Mann on the air waves with his crew.

There were cars on the track, exciting wheel to wheel racing with PCA Club Racing, Zone 8 Time Trials and the beautiful cars of the Pirelli GT Cup. There was a Zone 8 Concours d'Elegance, a swap meet and Porsche For Sale Platz. On the mini autocross course Porsche had new 911s that people were testing driving with new sets of Pirelli tires. We had a Corral filled with every model of Porsche, and that was absolutely packed. There was a Timeline of 4-cylinder cars featuring the 914, 924, 944, and 968 and including the 928. Vendor Row did not have room for another tent or umbrella person, and the place was absolutely packed, Vendor Row had show stopping cars, parts, toys, trinkets, clothing and scrumptious food! Yes, you heard me right, this year's Vendor Row included a food court featuring a number fabulous LA food trucks filled with delicacies like lobster rolls and more.

What made the whole thing work was the tremendous number of volunteers who staffed everything from the credentials building to security to the grid, to making sure all those volunteers had water and ice all weekend long. Or staffing the Goodie Store and Hospitality areas or signing out the radios so the flag team could keep the track safe. And Track Lap organizers. Overall, the festival used thousands of volunteer hours to put on a great event for over 5000 visitors.

We were please that PCA National President, Manny Alban, was not only in house, but lead our Time Line cars on Track Laps, using my sister-in-laws Speed Yellow 997 Cab, with our Grand Marshall, Ruth Levy Raymond, riding shotgun. Ruth was featured recently in Panorama Magazine as a Fabulous Fifties Porsche driver, and indeed she was.

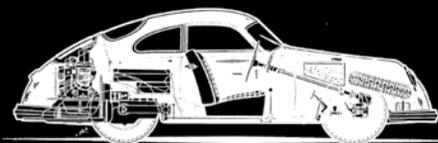


Manny Alban & Ruth Levy

Having Ruth as Grand Marshall was just part of a really fun Saturday for Ruth and me. For several months we had worked to put together a panel for Saturday afternoon. We got several people Ruth had known and driven with, and who had been or became



Editorial License



Oh boy, a short column this month! Things are definitely flying for the Grand Prix Region. Proof? Look at the calendar. Marty Goldsmith and Jeff Peck, in particular, can be credited with a tremendous increase in the number of tours we're putting on.

When I first heard about our Mt. Wilson Observatory night time viewing, I was sketikal that we'd get much of a turnout. My apologies to the organizers. We sold out and had a waiting list. Good work guys!

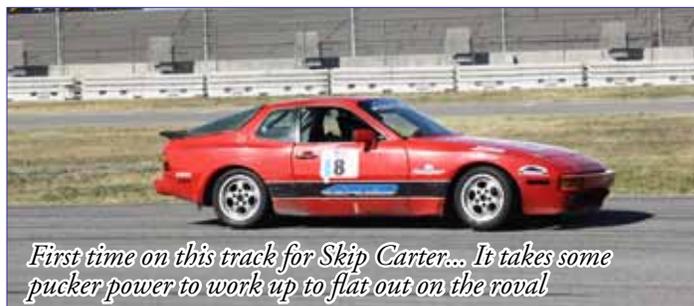
It looks like we'll be moving our Breakfast Club from the Tilted Kilt soon, so if you know of a place that you think would like to accommodate 100+ Porschephiles once a month, and put on a good breakfast, contact our president, Suesan Way Gibbs Carter.



Sleazy Dog Construction



When the tower authorized Pace Car Driver, Cecelia Knauf & radioman, Suesan Way, to take a recon lap after the Enduro, they judiciously proceeded onto the track!



First time on this track for Skip Carter... It takes some pucker power to work up to flat out on the roval

journalists of those times. The panel was made up of Pete Vanlaw, Bob Schilling, Rex McAfee (son of the late Jack), Bill Pollock (track designer of Willow Springs), Ruth Levy (who raced for team John Edgar) and GPX's own Marty Goldsmith, who had been a scrutineer in the days the rest of the panel were racing and writing. It was a great time with lots of smiles and laughs and, with Scott Mann moderating the hour, we had a great time hearing about racing in the 1950s. With luck there will be video to see sometime soon.

We also enjoyed having our friend, Past PCA National President, Kurt Gibson and his wife Angie with us. Kurt always enjoys an opportunity to get on a race track, and they are both a godsend when it comes to their experience and willingness to jump in with both feet and help anyplace needed.



Kurt Gibson

To sum it up... A good time was had by all!

Suesan

On the Cover..

Jeff Peck and Marty Goldsmith have been very busy setting up and conducting tours for the Grand Prix Region this year.

We are very appreciative of the number and variety of tour offerings. These photos by Rusty Scott show some of the scenic areas on our recent Verdes Peninsula Tour.



Tom Malloy Tour

photos by Arturo Chaparro, Marty Goldsmith & Ron Shanon



Ed: For years we've been talking about putting together a trip to see Tom Malloy's fabulous collection of race cars. Well, on April 26th, thanks to our tours co-chair, Jeff Peck, a group of Grand Prix Region members made that trip.

Tom Malloy graciously gave us a tour of his shop which, as you can see by these photos, was a wonderful, rare opportunity. Hopefully we will be able to do this again in 2 or 3 years so, for the meantime, enjoy the photos, and don't miss the next one!





Grand Prix Region Paramount Ranch Picnic Tour

When: July 12, 2014 Saturday
8:30am (for a 9:00 am sharp departure)

Where: 18000 Coastline Dr, Malibu

Bring: picnic lunch & good walking shoes

Cost: \$10.00 per car donation to Children's Dental Health Clinic

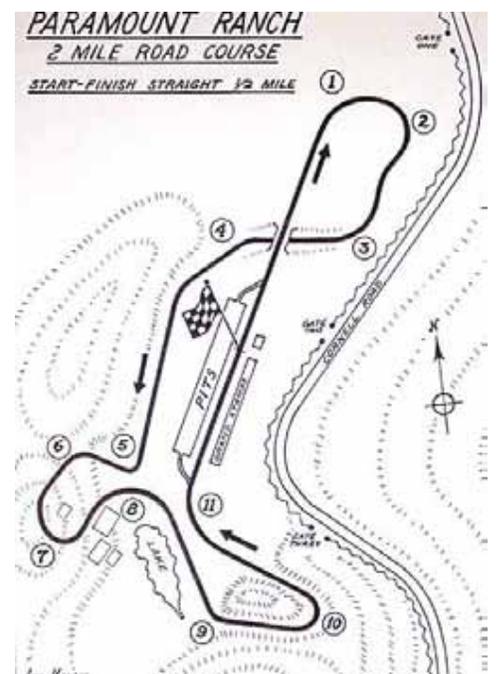
Porsche Speedster, 550 Spyder: Jaguar C-Type, D-Type: Ferrari Monza, 4.9: MG TD, TF, A; Lotus, Triumph, Corvette, Mercedes Gull Wing, Alfa, Frazer-Nash---they all raced here.

Ken Miles, Chuck Daigh, Dan Gurney, Richie Ginther, Bruce Kessler, Lance Reventlow, Jack Nethercutt, John von Neumann, Ruth Levy, 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>

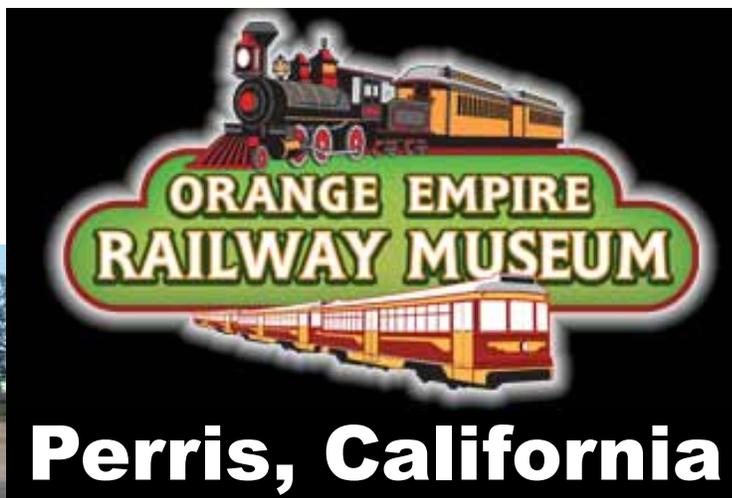
We will meet on Coastline Drive in Malibu, Coastline is 3/4 of a mile north of Sunset Blvd on Pacific Coast Highway. Turn right on Coastline and pull off the road just past the first street on the right (Surfview). We will depart at 9:00 am sharp, we will take a fun drive through the Santa Monica Mountains 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, perfect for Porsches! Some portions of the track can still be found. 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 and Ranger Tom Young 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). We will also see a movie about the Ranch as a motion picture set.



Questions: Marty Goldsmith
Captmarty@verizon.net or
(562) 494-6350 (h) or (562) 537-6793 (c)
RSVP: Captmarty@verizon.net or (562) 494-6350 (h)

May 17th GPX Tour



The Orange Empire Railway Museum has been preserving Southern California's railway history since 1956. Home to over 200 historic railway cars and locomotives from Los Angeles and the West. Railway trains operate every weekend. Come experience a day of family fun exploring the large grounds and riding the trains and trolleys that helped create the Southern California we know today. Check out the website: www.oerm.org



Where: Walter's Porsche
3210 Adams Street, Riverside

When: 9:00 AM

Why: For refreshments and a tour of the dealership
Then we'll caravan to Perris and the Museum tour

Lunch: About 1pm, you can head to the Mission Inn in Riverside with us, or stay at the museum for lunch and more

Cost: \$15.00 per person Museum entrance fee (includes rides)

RSVP: CaptMarty@verizon.net or (562) 494-6350
(We want to make sure we have food for everyone)

**You MUST RSVP Marty so we
have a reasonable headcount
for refreshments**

Magic in the Morning at the California Festival of Speed

by Kevin Ehrlick

photos by Kevin Ehrlick, Jimmie Mitchell & John Perchulyn

The morning is a magical time at a race track. No matter whether the event is at Lime Rock, Daytona, or the Nürburgring — there is magic as a day at the track comes to life. The 13th edition of the *California Festival of Speed* at Auto Club Speedway in Fontana was no different.

As the spectators streamed into the parking corrals, an informal parade of Porsches formed that mixed the pristine with the ragged, the new with the seasoned, and the stock with the modified. In the paddock, race cars awake from their overnight slumber. Crew members are busy turning wrenches and shuttling tires and wheels. Bodywork and windshields benefit from a relentless cleaning. The smells of oil and gas fill the air as engines are fired up and fed a breakfast of rpms.

Meanwhile, vendors methodically unloaded an eclectic mix of wares for sale. Tables featured wheels, seats, badges, interior bits, die-cast cars, factory brochures, and that “great find” that would find a new home. Racing posters leaned against the back wall, including a rare 1996 factory poster celebrating another Le Mans win. Vendors showed car care products, dent removal, salvage parts, high performance exhaust enhancements, suspension parts, and realistic driving simulators. Porsche of San Diego displayed the latest in Porsche motorsport clothing and other goodies.

Each edition of the *California Festival of Speed* features a display of cars with a timeline theme. It is a fascinating way to see the evolution of Porsche models starting with beautiful examples of the classic 356 and extending through about 50 other cars. The owners obviously take pride in their cars and were happy to give a guided tour to anybody with an interest. The event provided unique comparison opportunities of old and new. You could see a 997 GTS facing a 356 coupe or a brand new 991 Turbo alongside an early model 911 coupe. The common DNA is obvious.

Sprinkled throughout the paddock and vendor row were other gems. Jeff Zwart's GT3 Pikes Peak car at the BBI tent was near a yellow Carrera GT and the monster Bimoto 911 Twin Turbo. The famous Interscope Porsche 935 sat quietly in the garage showing off a recent restoration. A red Porsche tractor circulated through the paddock, and a black Ferrari Enzo and race cars of the Audi and Lamborghini variety were also on hand.

As the morning drew to a close, attention shifted to the east end of the paddock. In exchange for a donation, spectators piloted their own street cars on the track (behind pace cars) during the lunch break. A few laps gave perspective on the sense of the speed, the steepness of the banking, and the twists of the infield.



Lisa Taylor's 991 waits to lead cars out on the lunch time Track Laps, where anyone with \$20 was able to experience the actual race course (at much less than race speed, of course)



There was an amazing variety of vehicles and visitors (as you can see from these photos). The Umbrella Girls certainly added to the ambiance



Festival Grand Marshall, Ruth Levy (of 1950s Porsche racing fame) toured the track with PCA National President, Manny Alban (shown here with her daughter, Jackie, and grandson, Greg Gruendyke)



Rochelle Booth



Chuck Sharp



Goodie Store Manager, Ludmilla Osipova and Hospitality Manager, Christy Taylor



Peter Dunkel's Carrera GT



Vince Knauf



Dave Hockett



Steve Grosekemper



Skip Carter



Hector Cademartori — Ferrari? Datsun?

CALLAS RENNSPORT



Your street Porsche.
Our racing experience.
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19080 Hawthorne Blvd.
Torrance
310.370.7038

Visit our website at www.callasrennsport.com

The Friends of Steve McQueen Car & Motorcycle Show 2014



Featuring the cars from The Thomas Crown Affair

The Friends of Steve McQueen Car Show is an automotive gathering held in early June to raise funds for Boys Republic, a private, non-profit, nonsectarian community for at-risk boys and girls ages 13-17.

Established in 2008 by members and friends of the (Porsche) 356 Club of Southern California, the event attracts automobile, motorcycle and off-road motorsports enthusiasts from throughout the U.S.

June 07, 2014
Boys Republic
Chino Hills CA

Information or Questions:
(909) 628-1217

<http://SteveMcQueenCarshow.com>

After haunting the garages, checking out the vendors, window shopping along the timeline, and grabbing a bite from the food trucks, the obvious next step was to find a seat in the shade above the pit lane to watch the track action. Some classes featured daily driver cars with painter's tape stuck on the doors to form an entry number. Other classes featured full race cars with roll cages and bright graphics. Some drivers came with years of experience and others were still finding their way.

The mini-autocross was popular all day. Porsche and Pirelli brought a pair of 991s for anyone who wanted to have a go for a few laps with Pirelli picking up the bill for the tire torture.

In addition to the racing and everything else I've described, there was a parts swap meet, a concours and more Porsches parked in the lots than I've seen in one place. One large improvement over previous years was the replacement of the standard track food with a great variety of food trucks. When one person ordered a lobster roll, the vendor asked if he wanted Maine or Connecticut!

Sadly, the outside world beckoned once again. It was time to put the top down and head home. The last sound before exiting through the tunnel was the glorious music from the engines of the cars on track. Not a bad way to spend a sunny morning in Southern California...



...and in case I didn't mention it earlier, there was plenty of exciting racing going on



The improvement with food this year was spectacular

Vendor Row and the food trucks got a lot of traffic



There was lots for visitors to do and see, including these simulators



It's always nice to see our friend, Art Arredondo

Our friend Dr. ColorChip



Track Laps — a lunch time opportunity for visitors to drive the race track



Patrick Sloan



Craig Booth



Our friends Bob & Karen Lewis saw plenty of action covering Turn 9



Yes, that's a McLaren amongst the other exotics

Children's Dental Health Clinic

photos by Jimmie Mitchell

On February 12th, several Grand Prix Region members attended a special event at our designated charity, the Long Beach Children's Dental Health Clinic. Our main reason for attending was to present CDHC with a \$7,800 check from GPX, our 2013 fund raising monies.

CDHC is a great institution, providing much needed dental care to underprivileged children. Go to www.CDHD.com if you'd like more information.

By the way, Charles Weaver's Grandfather, Dr. Anderson, was the founder of the clinic.



Belinda Wells



The **Children's Dental Health Clinic** continues to be the "safety-net" non-profit dental clinic to serve our children who cannot afford dental care, especially children with special medical considerations such as Asthma, Autism, Cancer, Cerebral Palsy, and Downs Syndrome.

Three -year-old Victoria was given the heart-breaking news that her chemotherapy would need to be stopped prematurely due to dental disease that could become systemic and jeopardize her weakened immune system.

The Children's Dental Health Clinic was the only resource for Victoria's low income family that would provide timely specialty dental treatment Victoria needed. The CDHC's team of Dental Specialists treated Victoria's oral disease and as of June 25, Victoria was cleared to continue chemotherapy and her battle to beat her cancer.

Over our 78 years of service to the underserved children of our community, we are proud to be the safety-net dental home providing safe, trauma-free, quality dental care to underserved children, like Victoria.



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GPX members Marty & Brita Goldsmith,



Dr. Anderson and the original trailer



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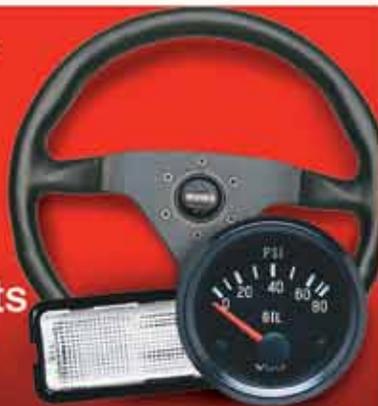
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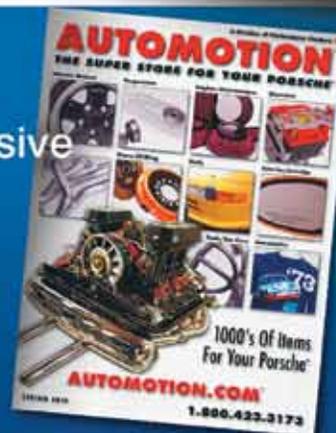
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Member Spotlight Colleen Stein

bob & karen lewis — membership chairs

Colleen Stein – 2013 Zone 8 Enthusiast of the Year, Concours participant and judge, driving event aficionado, former Miss Universe... OK, we just made that last one up. The first time we encountered Colleen she was a whirling derby of activity helping set up at our 2013 Grand Prix Region Holiday Party. When you got her to slow down long enough to say anything, you heard “Colleen, LA Region” and she was back to making sure the table decorations were just right.



We decided it was time to get to know her better, so we asked if we could make her our *Member Profile* for this column. She was hesitant at first. She does a lot of work and never looks for accolades. We were, over time, able to convince her to talk about herself a little bit.

Colleen was born and grew up in the San Fernando Valley. She admits to being a *Valley Girl*. The second thing she'll say about herself is that she grew up driving Porsches. Her classmates all had cars, many of them Porsches. It might sound like a scene out of *American Graffiti* (and *this* valley, in those days, was the inspiration for the film). One classmate had two speedsters, and another friend got a 914 for her 16th birthday. It was a great present, but her friend couldn't drive a stick, so Colleen, being ever helpful even then, offered to drive for her.



They spent some time cruising Van Nuys Boulevard, but when the muscle cars started getting in the way, they'd go up on Mulholland and stretch the legs of the 914. This was a time when you could have fun and only occasionally have any conflicts with the authorities.

Colleen has been an avid car enthusiast since she was in high school. She was caring for cars then, which could explain her zeal for preparing Concours cars. She put aside her Camaros and Corvettes when she married, and became the owner of her first Porsche. She's had two 911s since then, and now cherishes her 997.



One of her two daughters kind of inherited mom's fascination with horsepower, although it turned out to be of the four-legged, one horsepower variety. Colleen does spend a lot of time helping her daughter enjoy that hobby.

Let's jump ahead to Colleen and the PCA. She took a look at the Cal Inland, Santa Barbara and Los Angeles regions before joining Los Angeles. That's where she met Jeff Peck and started getting involved in club activities. She was asked to join the Board of Directors after only three months, and has been instrumental in LAR activities for 2-1/2 years. It was at one of the many Zone 8 Events that she met Suesan Way and was impressed with how friendly and

outgoing Suesan and her GPX cohorts were. Colleen decided to join GPX and is now a dual member of both Los Angeles and GPX regions. Colleen participates in Driving Tours and Concours. She secretly wants to start racing, but can't justify racing her beautiful 997 Concours winning car. She has been helping a lot with event registration, which means doing a lot of computer work with MotorsportReg.com amongst other things. She has been a tremendous help, taking a lot of the registration load off of Suesan's shoulders.

She has helped with both the annual Zone 8 Awards Banquet and the California Festival of Speed. In typical enthusiast fashion, she's helping out other regions' utilization of the MotorsportReg site.

Speaking of enthusiast, her introduction as the recipient of the *2013 Enthusiast of the Year Award* included: "Always asks how they can be of help, literally volunteers at every event attended, has been a board member and region activities chair, attends all types of events: Concours, Social, Tech session, driving tours and the occasional track event, attends events in multiple regions throughout the LA area, is a Concours Judge at events throughout Zone 8, is an Award winning Concours participant, has been an Event Chair for multiple events of various kinds throughout the year, writes newsletter articles, develops relationships within the club across region boundaries and with club sponsors, successfully solicits sponsorship, has great people skills and puts them to good use, recruits new members whenever possible, goes out of the way to make sure new members feel engaged and included at events, is a great Concours instructor and frequently volunteers to host private classes on Concours preparation and, if you can believe it, has only been a PCA member for three years!"

Colleen was both surprised and modest in her acceptance of the award. She was proud to be included with the past winners, especially her new friend, Suesan Way. There's more to Colleen's story, including a great relationship with LA Dismantlers and Smart Wax, but we'll let you introduce yourselves to her and let her tell those stories to you in person.

The last statement by the Master of Ceremonies at the Zone 8 Banquet, before presenting her the Enthusiast of the Year Award, was probably the most accurate statement anyone could make about Colleen: "When they wrote the motto 'It's not just the cars, it's the people', this is who they were talking about."

Ed: She's a joy to be around and really knows how to take care of a car!



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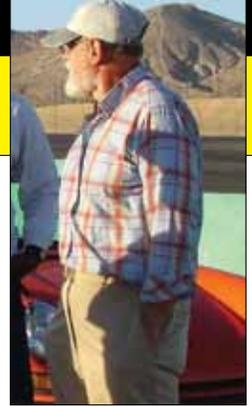
Book Reviews for Porschephiles

by Bruce Herrington, Orange Coast Region

PORSCHE 924, 944, 968, a Collector's Guide

by Michael Cotton, published by MRP Publishing LTD, Croydon, England

Bruce Herrington



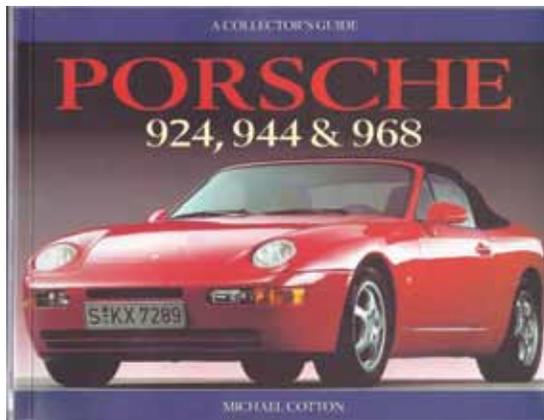
The name Michael Cotton should be familiar to Panorama readers. His column *European Windows* has been a Pano feature for many years.

This book is an old book, first published in 1990, then revised and expanded in 2000. By being old, it is not out of date, but rather current to its subject matter. If you are at all interested in the subjects with which it deals, it is a must have book. It is not a shop manual, but rather a documentary of the design and development of these, the first of the Porsche water-pumpers. This book makes clear that these cars are indeed Porsches through and through, despite their unique, front-engined, water-cooled character. There are many pictures with extensive captions but, unlike most books where the captions support the pictures, here the pictures serve to support the comprehensive and informative captions.

The author provides a great deal of detail (including tables of specifications) and describes variants that this 924 enthusiast had never heard of before, such as the special series of 924s prepared in the late '70s to run on methanol as part of German government alternative fuels program. There is even discussion of the ramifications of the Turbo route to more power for the 924 – turbo boost required stronger crank, rods and pistons, adding weight to the front. But extra power required a stronger gear-box at the rear – but the stronger Porsche box was lighter than the Audi box, reducing weight at the rear. These changes upset the balance of the car, necessitating changes in suspension. Another interesting story came out of the analysis of why the 924 Turbo did so outstandingly in tens of thousands of miles of factory supported testing, and had so many problems after sale – this time it was *the damn doctors*, not *the damn lawyers* who were responsible. Who would have thought that in the 1981 Le Mans race, the award for the finisher that spent the least time in the pits went to the 924!

The 924S, so prevalent in Southern California, (compared to the 924), is barely treated as a footnote to the 924 story. That may be appropriate considering world-wide production numbers, but production numbers are not specifically

included. This is, after all, a *Collector's Guide* (a role it fills very well) with detailed narrative descriptions of model/year changes and how they came about. It is more about the design history of the cars than their performance. Even the chapter on racing tells more about the modifications made, their rationale and effects, than about results in specific races. There are appendices that give technical specs and performance figures, but the specs are presented in more of a narrative form than traditional tables of specifications.



Some may remember that the Speedster was created in response to American influence. Interestingly, the 944 body (as distinct from that of the 924) was strictly a result of American influence, albeit of a different kind. Despite the American predilection for front-engined water pumpers (in V-8 form, at least) the 944 was always a bastard step-child of a Porsche in American eyes. Yet, after 18 years of 911 production, the 944

was the fastest selling Porsche ever during its introduction year of 1982.

PORSCHE 924, 944, 968 is an old book, and it looks old, with an *archaic* typeface, and the many pictures and illustrations are black & white. But, the information is current and timely to the vehicles described, and provides an immense amount of fascinating detail about these unique cars. With 144, 7-1/4 by 9-1/2 inch pages, 7 Chapters (including one on "Buying a used four-cylinder [water cooled] Porsche"), this is a book every 924-968 owner should have.

If not yet fascinated by the history of this special branch of the Porsche family tree, this book will make you so. **Porsche 924, 944 & 968** should be available for \$22.95 from your favorite bookseller (ask for it), or from <http://www.Motorbooks.com>.




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Palos Verdes Peninsula Tour

by Skip Carter

photos by Bill scharfen, Rusty Scott, Charlie Carchedi, Glenn Giffin, Jeff Peck and Walt Early

On February 15th, the Grand Prix Region Tour Chairs, Jeff Peck and Marty Goldsmith, put together a wonderful tour to the Palos Verdes Peninsula. Suesan and I were not able to make the tour, but we had several participants send in some great photos.

Growing up in Los Angeles (San Gabriel Valley), Palos Verdes was one of the areas I never really got to know (I think I got lost there late one night). GPX has several members who live there, so in recent years I've had an opportunity for a peak now and then. PV seems like an oasis from Los Angeles, a relatively rural area unique to the more typical congestion of the Los Angeles Basin. I was sorry we missed this tour, but wanted to put together a little information so we all had a chance to learn a little more about this unique part of our city. Here goes...

The Palos Verdes Peninsula was originally part of enormous Spanish land grants owned by the Dominguez and Sepulveda families. In 1913, a New York investment syndicate, led by banker Frank Vanderlip, bought the entire Peninsula sight unseen from George Bixby, reportedly for \$1.5 to \$2 million (the price of a single average home today). For Vanderlip, a man with vision and money, such an enormous piece of undeveloped land along the Pacific, so close to Los Angeles, must have been a "no-brainer". Development began in the Malaga Cove area in the 1920s. Vanderlip hired the famous Olmsted Brothers landscape architecture firm (sons of Frederick Law Olmsted, designer of Manhattan's Central Park), to help design and plan the communities. The cities' collective efforts have been exceptionally effective in preserving open space and avoiding overdevelopment.

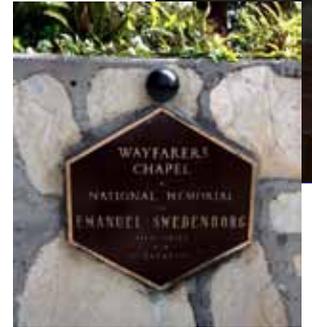
Sight seeing in Palos Verdes truly requires driving. Most of the streets on the peninsula are unlit, preserving the rural feel of the community and its nature preserve. So, at night, you can drive for miles in total darkness!

The best way to see Palos Verdes is to drive along beautiful Palos Verdes Drive. This is one of the finest drives in the United States and tops the list of things to do. Palos Verdes Drive West and South are the highlights, a seaside "yellow brick road" that traces the cliffs, overlooking the Pacific Ocean and Catalina Island. Palos Verdes Drive(s) (north, west, east, and south) encircle the Peninsula. The "center" of Palos Verdes consists of several upscale residential neighborhoods (only a few of which are gated), and while beautiful, are not exactly a tourist destination.

Malaga Cove (on Palos Verdes Drive West) is home to a charming shopping plaza and library that feature beautiful Spanish Renaissance architecture. The plaza, library, and



Jeff Peck



A very nice place to stop for lunch

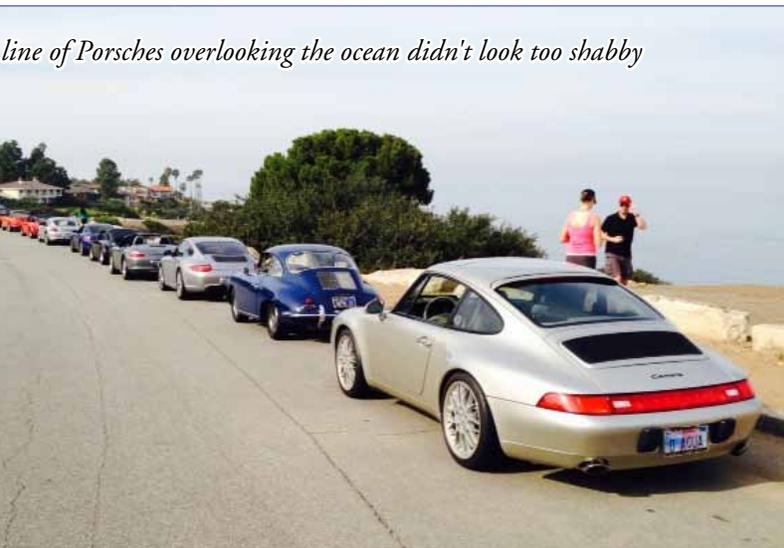




The Wayfarer's Chapel

original homes were built starting in the late 1920s. The fountain statue of Neptune is a copy of a famous statue in Bologna, Italy. The Neighborhood Church has a fascinating history and the grounds are stunning. It was built by J. J. Haggarty, a wealthy merchant businessman, in 1927 to be his summer home. Built on the bluffs overlooking the Pacific Ocean, the house was built by one of the finest Italian architects. The cost to built his summer home was \$750,000. The completed home had the finest marbles, frescos, fireplaces, and gardens.

The Point Vicente Lighthouse is perched on spectacular cliffs that face Catalina Island. The tower and a small museum are open the second Saturday of the month. The well-kept trails near the lighthouse that offer great views. Abalone Cove is a lovely, remote, uncrowded beach. Trails lead from the beach to Portuguese Bend and Inspiration Point. Portuguese Bend is named after shore whalers whose station was in this cove in from 1874 to 1877. Abalone cove is named after the Abalone shells, once found along the beach, that were a mainstay of the whalers' diet.



line of Porsches overlooking the ocean didn't look too shabby

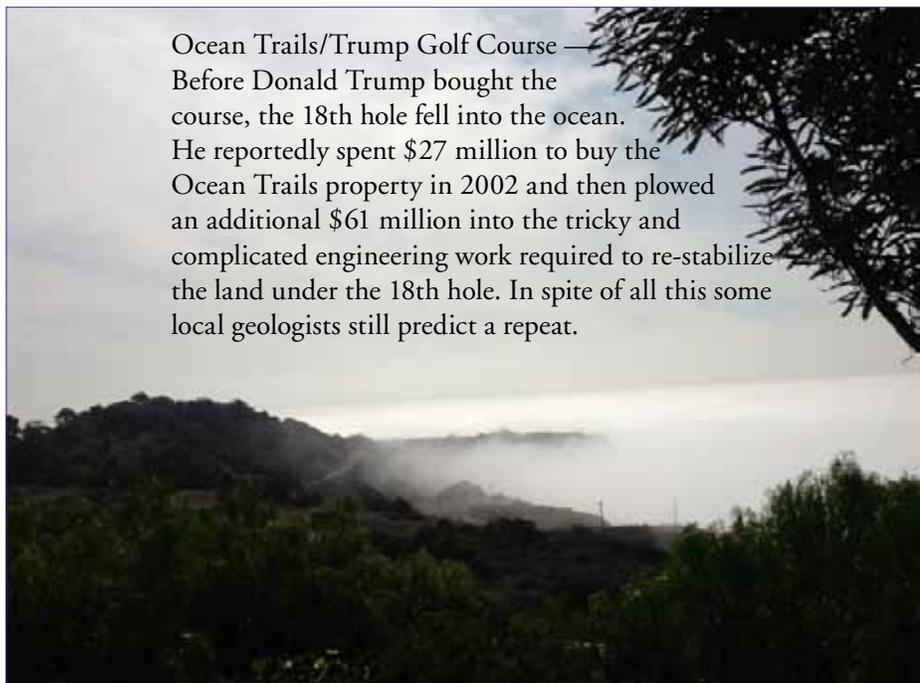
The Wayfarer's Chapel is the jewel of the tour, a stunningly beautiful little chapel. It is virtually all glass, surrounded by beautiful trees, overlooking the Pacific Ocean. The gardens are also impeccable. A lot of people are married here. Located on a knoll overlooking Portuguese Bend, the "glass church" was designed by Lloyd Wright, architect and son of Frank Lloyd Wright.

Portuguese Bend has been suffering massive land slippage. The land in this area has moved more than 400 feet seaward, and continues to creep toward the ocean. A building moratorium exists in many areas. Several homes in the worst landslide areas continue to be occupied, with the homeowners leveling their homes by the use of hydraulic jacks. This area is one of the largest natural spaces along the Ocean in Southern California and offers fabulous hiking and biking trails with spectacular Ocean Views.



Kathie & Charlie Carchedi

Ocean Trails/Trump Golf Course — Before Donald Trump bought the course, the 18th hole fell into the ocean. He reportedly spent \$27 million to buy the Ocean Trails property in 2002 and then plowed an additional \$61 million into the tricky and complicated engineering work required to re-stabilize the land under the 18th hole. In spite of all this some local geologists still predict a repeat.







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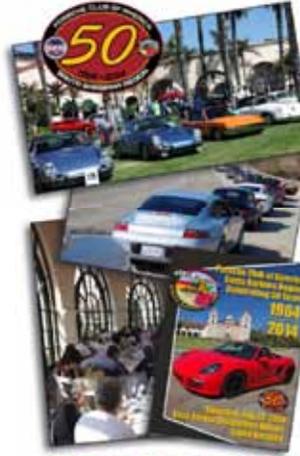
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Our drive will continue through the Santa Ynez Valley, eventually returning to downtown Santa Barbara and the Fess Parker Doubletree Resort. We will display our Porsches and feast on a marvelous late lunch. We'll be joined by state and local officials and, hopefully, by a couple of local celebrities. The drawing for the incredible raffle prizes will be conducted after the meal.

There will be a number of door prizes, but we are most excited about the inaugural display of an original work of art painted by our own Burt Misevic that will reflect the region's glorious past, present, and future. In addition, a limited number of signed and numbered copies of the artwork will be available for purchase, as well as copies of the poster created by Der Auspuff Editor John Alfenito honoring the day of celebration.

Full details and further information will be provided to those who register. The cost for the entire day, including the breakfast and lunch, is \$40 per person. Complete the registration form below and send with your check (payable to PCA/SBR) ASA.

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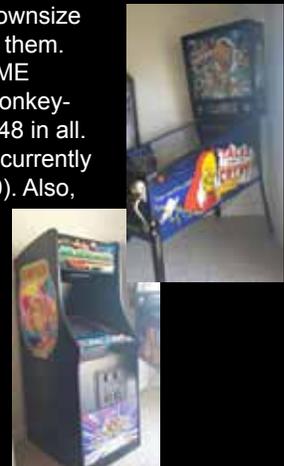
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