## September 2014

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Mon</td>
<td>Labor Day</td>
</tr>
<tr>
<td>6 Sat</td>
<td>GPX Breakfast Club — Glory Days Beachside Grill, Seal Beach</td>
</tr>
<tr>
<td>6 Sat</td>
<td>GPX Board Meeting after Breakfast</td>
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<tr>
<td>6 Sat</td>
<td>GPX 1st Annual Golf Outing</td>
</tr>
<tr>
<td>6-7</td>
<td>S-Sun PCA Club Race, Thunderhill</td>
</tr>
<tr>
<td>7</td>
<td>Sun F1, Italy</td>
</tr>
<tr>
<td>12-14</td>
<td>F-Sun PCA Club Race, Mid Ohio</td>
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<tr>
<td>13</td>
<td>Sat SBR Detail Clinic, Lavaggios</td>
</tr>
<tr>
<td>14</td>
<td>Sun Rose Bowl Swap Meet</td>
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<tr>
<td>19-21</td>
<td>F-Sun Coronado Speed Festival</td>
</tr>
<tr>
<td>20-21</td>
<td>S-Sun PCA Club Race, Gingerman</td>
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<tr>
<td>19-21</td>
<td>F-Sun PCA Club Race, Miller</td>
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<tr>
<td>20</td>
<td>Sat GPX Angeles Crest Highway Tour</td>
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<tr>
<td>20</td>
<td>Sat ALMS, Austin</td>
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<tr>
<td>20</td>
<td>Sat CCC Autocross, Santa Maria</td>
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<tr>
<td>21</td>
<td>Sun F1, Singapore</td>
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<tr>
<td>21</td>
<td>Sun OCR Autocross, El Toro</td>
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<tr>
<td>26-28</td>
<td>F-Sun PCA Club Race, Summit Point</td>
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<tr>
<td>27-28</td>
<td>S-Sun PCA Club Race, Willow Springs (TT)</td>
</tr>
<tr>
<td>27</td>
<td>Sat RR Timeline to Arrowhead</td>
</tr>
<tr>
<td>27</td>
<td>Sat SBR Annual Chili Cookoff</td>
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## October 2014

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>3-5</td>
<td>F-Sun PCA Club Race, Daytona</td>
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<tr>
<td>4</td>
<td>Sat GPX Breakfast Club — Glory Days Beachside Grill, Seal Beach</td>
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<tr>
<td>4</td>
<td>Sat GPX Board Meeting after Breakfast</td>
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<tr>
<td>4-5</td>
<td>S-Sun PCA Club Race, Hallett</td>
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<td>4</td>
<td>Sat GER Zone 8 Concours</td>
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<td>4</td>
<td>Sat ALMS, Road Atlanta</td>
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<td>4</td>
<td>Sat Yom Kippur</td>
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<tr>
<td>5</td>
<td>Sun F1, Japan</td>
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<tr>
<td>6 Mon</td>
<td>GPX Day Away from Work, Streets of Willow</td>
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<tr>
<td>12</td>
<td>Sun F1, Russia</td>
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<tr>
<td>12</td>
<td>Sun Rose Bowl Swap Meet</td>
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<tr>
<td>12</td>
<td>Sun SBR Concours</td>
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<tr>
<td>13</td>
<td>Mon Columbus Day</td>
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<tr>
<td>19</td>
<td>Sun Cayenne - Mecan Adventure Tour</td>
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<tr>
<td>19</td>
<td>Sun OCR Autocross, El Toro</td>
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<tr>
<td>19</td>
<td>Sun Pomona Swap Meet</td>
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<tr>
<td>25-26</td>
<td>S-Sun GPX Morro Bay / San Simeon Tour</td>
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<td>25-26</td>
<td>S-Sun SDR DE/TT Chuckwalla</td>
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<tr>
<td>31-2</td>
<td>F-Sun PCA Club Race, Carolina Motorsport Park</td>
</tr>
<tr>
<td>31</td>
<td>Fri Halloween</td>
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## November 2014

<table>
<thead>
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<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>1 Sat</td>
<td>GPX Breakfast Club — Glory Days Beachside Grill, Seal Beach</td>
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<tr>
<td>1 Sat</td>
<td>GPX DE/Time Trial, Fontana Infield</td>
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<tr>
<td>1 Sat</td>
<td>SAR Concours</td>
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<tr>
<td>2</td>
<td>Sun Daylight Savings Ends</td>
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<td>2</td>
<td>Sun F1, Austin</td>
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<tr>
<td>4</td>
<td>Tue Election Day</td>
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<tr>
<td>8 Sat</td>
<td>Jalama Beach (Santa Barbara) Tour</td>
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<tr>
<td>8-9</td>
<td>S-Sun PCA Club Race, Motorsport Ranch</td>
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<tr>
<td>9</td>
<td>Sun Rose Bowl Swap Meet</td>
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<tr>
<td>11</td>
<td>Tue Veteran’s Day</td>
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<td>14</td>
<td>Fri Test N Tune, Buttonwillow</td>
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<tr>
<td>15-16</td>
<td>S-Sun SDR TT/Club Race, Buttonwillow</td>
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<tr>
<td>15-16</td>
<td>S-Sun SBR Warbirds &amp; Wine</td>
</tr>
<tr>
<td>16</td>
<td>Sun OCR Autocross, El Toro</td>
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<tr>
<td>21-30</td>
<td>107th Los Angeles Auto Show</td>
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<tr>
<td>23</td>
<td>Sun F1 Abu Dhabi</td>
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<tr>
<td>27</td>
<td>Thu Thanksgiving</td>
</tr>
<tr>
<td>30</td>
<td>Sun F1, Brazil</td>
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## December 2014

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>6 Sat</td>
<td>Breakfast Club — Glory Days Beachside Grill, Seal Beach</td>
</tr>
<tr>
<td>6 Sat</td>
<td>GPX Board Meeting after Breakfast</td>
</tr>
<tr>
<td>6 Sat</td>
<td>GPX Holiday Party (tentative)</td>
</tr>
<tr>
<td>7</td>
<td>Sun OCR Autocross, El Toro</td>
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<tr>
<td>7</td>
<td>Sun Pomona Swap Meet</td>
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<tr>
<td>14</td>
<td>Sun Rose Bowl Swap Meet</td>
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<tr>
<td>17</td>
<td>Wed Channukah</td>
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<tr>
<td>25</td>
<td>Thu Christmas</td>
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Grand Prix Region events are in Bold

# indicates a GPX addition or change

Abbreviations

- **AZ**: Arizona Region of the Porsche Club of America
- **CCC**: California Central Coast Region
- **CAI**: California Inland Region
- **GER**: Golden Empire Region
- **GGR**: Golden Gate Region
- **GPX**: Grand Prix Region
- **LAR**: Los Angeles Region
- **LVR**: Las Vegas Region
- **OCR**: Orange Coast Region
- **RR**: Riverside Region
- **SAR**: Southern Arizona Region
- **SBR**: Santa Barbara Region
- **SDR**: San Diego Region
- **SGV**: San Gabriel Valley Region
- **ALMS**: American Le Mans Series
- **DE**: PCA Drivers Education track event
- **F1**: Formula 1
- **PCA**: Porsche Club of America

June 21-27, 2015 Porsche Parade, French Lick, Indiana
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Zone 8 Zone8.org
PCA National Pca.org
PCNA us.Porsche.com/national
Porsche AG Porsche.com

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10 GPX Morro Bay / San Simion Weekend Tour flyer
11 GPX Angeles Crest Highway Tour flyer — Sep 20
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13 Santa Barbara Pre-Concours Clinic — Sep 13
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15 Editor’s Column
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30 Classified Ads
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PCNA us.Porsche.com/national
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Grand Prix Region
1st Annual Golf Outing
September 6 — Noon start

Information and Registration at PCAGPX.MotorsportReg
Registration closes August 22

Little Rec 9 hole Golf Course
5000 East 7th St, Long Beach (www.recpark9.com)
$20.00 walk / $30 golf cart

This is our first attempt to put a golf outing together

We are starting small with a limit of 20 golfers and a 9-hole course

If this goes well, we will look to do more and possibly bigger golf events in the future

For information, contact Chuck Weaver
(562) 430-3010 or csweavvr@msn.com
October 6, 2014 — Monday
Streets of Willow
Grand Prix Region
Drivers ED & Zone 8 Autocross

Morning practice — 20 minute continuous lap DE sessions
Mid day — Autocross timing — 3 timed laps
Afternoon — Two more continuous lap DE sessions
Entry level event — no special equipment needed for stock classes
Run groups determined by experience and performance
Instructors available (required for novice drivers)
See http://zone8.pca.org/events_de.php for rules, car classification info, tech station locations, etc.
Cars need to be tech’d at authorized Tech Station within 30 days of event
Required Sunday afternoon Ground School for novices (at hotel)
Registration and Tech available at hotel Sunday afternoon
Helmets available for rent/purchase
Breakfast & Lunch: coffee, donuts, breakfast & lunch available at concession stand

REGISTRATION OPENS AUGUST 15

HOTEL INFO — Hampton Inn & Suites
2300 Double Play Way, Lancaster (661) 940-9194
$105.00 double occupancy with breakfast (mention Porsche Club)

On-Line Registration
http://pcagpx.MotorsportReg.com

For registration help:
Colleen Stein — (661) 714-3030
Colleens01996@gmail.com

For other help:
Skip Carter — (619) 992-9927
SkipCarter@pobox.com

Early Registration Fee: $125.00 per driver
($145.00 if paid after September 30 — At event $170.00)

INSURANCE NOTE: Liability insurance is provided by PCA’s traditional insurer. A copy of the Certificate of Insurance is available at registration. PCA insurance does NOT cover damage to your car or damage that YOU cause to the facility or other cars. You are responsible for this. Please see the PCA website (www.pca.org) and go to the insurance page for more information. Please review your personal car insurance to verify what coverage it provides, if any.
I can’t believe that soon our Social Team of Susan Moard and Arturo Chaparro will start planning our 2014 Holiday party for December 6th, and I haven’t stopped shvitzing yet with of our record breaking hot Southern California endless summer. For those of you who don’t watch Seinfeld reruns, shvitzing is another way of saying “sweating.” It has been quite a record breaking summer, and now we are ready for the fall with lots of activities to tempt you with your Porsche and the Porsche Club.

I hope that you follow the regular email blasts that come from our Zone 8 Rep, Tom Brown. He sends out information on a regular basis about things going on around the Zone. In case you didn’t know, Grand Prix Region is one of 13 regions that comprise Zone 8, which reaches from the California Central Coast around Hearst Castle down to San Diego and over to Arizona and Nevada. All 13 regions put on events for our 12,000 PCA members. All members are welcome to region swap, so to speak. If do don’t find something you would like to do in GPX on a particular day, look around at some of the other regions. You are likely to find other fun things to do and some new friends. It can’t be bad; you’ll find wonderful cars, fun people that have the same love of those terrific cars as you do. You already have something in common - great taste in cars. What’s the worst that can happen to you? You might make a new friend or two!!

One of the big events coming up on a National level is the annual PCA Escape, this year it is being held in Orlando, Florida November 6-9. The $139.00 special room prices at Walt Disney World’s Coronado Springs 5 Star Resort can’t be beat. The package includes discounted tickets to Walt Disney World attractions and free transportation to all the Walt Disney World Parks. There will be 3 days of Porsche Club socials and dinners with old and new friends. You may remember that the 2013 Escape to LA was hosted by Grand Prix and our friends in the San Gabriel Valley. It took thousands of hours of work, but it was a wonderful event filled with absolutely nothing but smiles for all our participants.

So, if you are looking for a wonderful Porsche fun filled get away, consider a trip to Florida and a couple of days on the other side of the country. Whether you fly and rent a car or take some time and drive, it is sure to be a fun long weekend.

If you are looking for some Porsche activities closer to home, you can always look to the Grand Prix Region for things to do. Remember our monthly breakfast is the first Saturday of each month and successfully moved to the Glory Days Beachside Grill in Seal Beach a couple of months ago. So far we are doing really well and having lots of fun there with beautiful cars and wonderful people turning up. New door prizes keep arriving – remember everyone is eligible – bring a friend if you like – everyone is welcome!

The next breakfast will be September 6th, and it will be followed by a Golf Outing. For more information please call Chuck Weaver at (562)430-3010 — we still have a couple of spots left for our first ever “let’s just go and golf after breakfast” outing. More information is also available at http://pcagpx.motorsportreg.com

GPX has some wonderful tours coming up also at the same Motorsportreg.com site. There is a tour headed to Angeles Crest September 20th, a fun overnighter to Morro Bay October 25-26 and a Zone 8 Cayenne Tour or take your favorite off road SUV, lead by GPX members David & Susan Moard and Vince & Cecelia Knauf on October 19th – all flyers are in this edition of the Circuit with contact information.

Additionally, there are 2 Performance Driving events on October 6th and November 1 — again information is in this magazine.

So once again fellow members, you have the vehicle and we have some ideas of how you might like to enjoy it (other than on the freeway or washing it on your driveway or just generally gloating at how fabulous it is). Come on out – we can gloat together.

If you have questions or comments please contact me - Suesan (619) 992-4287
Thumbing through this issue of The Circuit, you might be inclined to think that it is full of event ads. Well, you’re not all wrong. Grand Prix Region has had a very strong performance driving program for several years now, and we’ve always had a respectable production of tours, tech sessions and other social events. However, with the addition of Jeff Peck to our Tours Team earlier this year, and Colleen Stein to our Registration Team, there has been an infusion of energy resulting in a significant increase in tour and social events.

Whether you’d like a nice one-day drive out into the countryside, or a weekend excursion, we’ve got both. Coming up on September 6 is our GPX Golf Outing. Chuck Weaver is organizing an easy, 9-hole event in Long Beach. Depending on how this one goes, and the level of enthusiasm, we expect to be scheduling another one of these soon afterwards.

On September 20th we will be meeting in La Canada for a run up Angeles Crest Highway, with lunch at Newcomb’s Ranch. This is one of our regular drives, and we love it.

October 6 is our Fall Day Away from Work Drivers Ed event at Streets if Willow. If you’ve never done this before, it is an opportunity get take your Porsche on a track with a qualified instructor to take you through the paces. Novices are placed in their own run group, and your receive instruction each step of the way. Lots of fun!

On October 19 is an event we have not run for a few years, a Cayenne - Macan Adventure Tour. We used to call them “off-road” tours. They are on dirt roads, but they are county-maintained roads and are “legal.” There was a question about car insurance covering vehicles that were “off-roading.” What we found out was that insurance companies do not seen to cover your vehicle if it is involved in an accident while driving “off-road.” What we found was that the roads we drive on for these events are county, forest service or otherwise maintained roads, even if they are dirt. BUT, cars are covered because they are legitimate roads. You don’t see it very often around the LA Basin, but get out to Palmdale area and you will find plenty of dirt/sand roads that are everyday driving roads for many people (It is always good to check with your insurance company). This tour is going to start off the I-215 at Palm Avenue. There are facilities to fill up with gas, check tires and buy food and liquids for the day before heading out. Vince Knauf and David Moard will conduct a general meeting, then will lead everyone out, ending up at Silverwood Lake for a wonderful, white linen tablecloth lunch.

Other non-Porsche 4-wheel drive vehicles WILL be allowed. This is not a strenuous course, and any 4-wheel drive vehicle should get along with no problems.

This is an amazing chance to see the mountains and countryside like you just cannot do from asphalt.

October 25-26 is a weekend tour to Morro Bay (via some extremely beautiful back country. This is one of our favorite trips, with a side trip to San Simion or other locations.

On the Cover...
This is one of Jimmie Mitchell’s photo of our new Breakfast Club location, Glory Days Beachside Grill in Seal Beach.

It is a pleasant new venue with plenty of comfortable seating, LOTS of parking outside, large windows so we can see the Porsches in the parking lot, and it is proving to be an excellent venue for socializing.

Oh yeah, did I mention how good the food is?
It turns out that both are correct. On July 12, seventeen cars followed Tourmeister Marty from a spot near PCH in Malibu to the site of the old Paramount Ranch, in the Agoura Hills. Today the Ranch is part of the Santa Monica Mountains National Recreation Area. Since the 1920’s, it has been used for movie and TV production, and for a brief time in the 1950’s it was the location of a road racing track, set up by the California Sports Car Club. GPX has visited there several times previously.

Our host for this trip was Ranger Tom Young, of the National Park Service. He had promised us a look at the remains of the old track, and a screening of a video that uses old movie clips to illustrate the versatility of the Paramount Ranch terrain as movie backdrop. Tom first outlined the history of the property, and then showed the video. Three or four excerpts from old flicks showed what could be done using only one location, which happened to be the vicinity of Turn One of the track. Then there was auto racing footage shot using the track. This included excerpts and other footage from the Devil’s Hairpin, a rather dreadful racing movie of the 1950’s. One could recognize several well-known sports car drivers and their cars providing background.
From the impromptu theater, Tom took us out and had us drive and walk over the first loop of the track, from the start / finish to the underpass. He reviewed the unfortunate circumstances that led to the abandonment of the Paramount Ranch Race Track. This may be the last time we will be able to enjoy Tom’s presentation, as he will be retiring at the end of this year.

Then it was back to the movie sets. Tom had to leave as he was event commander for a major fire burning in the Sierra foothills, near Kernville. A docent who was very familiar with the movie history took over, and showed us among the various buildings, (railway station, jail, barn, saloon, etc.), and an indoor sound stage built in an unused horse barn.

We ended our visit by setting up chairs on the old railway platform and having a picnic lunch in the very welcome shade. While quite pleasant there, outside in the direct sun it was HOT, and ideas of walking the balance of the overgrown and crumbling pavement of the track were abandoned. We’ll do that in a cooler time of the year.
The California Central Coast is one of our favorite tour destinations. Not only is the area filled with attractions, but the roads leading there are Porsche heaven.

On October 25 GPX is heading to Morro Bay for a weekend adventure.

After our rendezvous in Ventura, we will quickly leave civilization and head into Wheeler Gorge, then wind through Sesbe Gorge, over Pine Mountain, and drop into Cuyama Valley. Leaving the pastoral valley, we’ll pass through the West Kern oilfield, touching Maricopa and Taft, and head for the Carrizo Plain. Here the formerly empty landscape has been decorated with huge solar-electric ranches. Then the road crosses the coastal range, and approaches the sea via Hwy 101. We’ll pass through Atascadero and drop into our destination, Morro Bay. We will be in time for lunch at the Great American Fish Company dockside restaurant.

There are many attractions in the area. Best known is the Hearst Castle, which has an extensive program of guided tours. The back bay of Morro Bay offers opportunity for canoe and kayak rentals. The town of Cambria is not far away, and Morro Bay itself has many interesting shops and fishing-related activity. Morro Rock and the coastline can be quite spectacular, particularly in times of windy weather. There is a famous elephant seal rookery a short drive to the north, and the beginning of the Big Sur cliffs lies not far beyond, where the spectacular Ragged Point Lodge and garden is worth a visit. For those unfamiliar with the area we could run an informal afternoon reconnaissance tour.

The tour hotel is the San Marcos Inn. We have rooms held in the name of the Porsche Club. Rates for a standard room, with a king or two queens is $99 plus tax. Their phone number is (800)772-7969 or (805)772-2248, and you should make your own reservations. Ocean view rooms are also available for $129. **Our block will be held only until October 11**, so make your arrangements early. Cancellation might not be permitted after October 11. This is a very conveniently located property near the waterfront. They serve wine and cheese each evening, and offer an extended continental breakfast.

After the free afternoon, we will gather at Dorn’s restaurant (probably the best in town) for dinner. It is one block from the hotel. We will order off the menu. In the past they have been able to offer us a private room, and it has been very enjoyable. When in Morro Bay, you might want to enjoy the seafood.

For more information: contact Marty Goldsmith at: captmarty@verizon.net or (562)494-6350
Registration at: http://msreg.com/GPXMorroBayTour
Grand Prix Region
Fontana Infield
DE / Zone 8 Time Trial
November 1 - Saturday

This is an entry level event open to novices

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PCAGPX.MotorsportReg.com
In one of the most highly anticipated events of the motorsport calendar, and the subject of intense media and fan interest, the Porsche factory brought its two 919 LMP prototype entries and two 911RSR GTLM entries to the 2014 24 Hours of Le Mans on June 14-15. Porsche had not entered a full-fledged factory effort to seek overall victory since 1998. The mere presence of a Porsche factory effort brought a fresh energy to the race.

Banners, trackside signs and shirts everywhere were emblazoned with the Porsche statement of intent: “Mission 2014. Our Return.” A steady stream of spectators filed through a large tent displaying ten Porsche cars with noteworthy LeMans history – many of the cars coming from the factory museum. Early examples ranged from a 550 that ran in 1958 to a 904 that ran in 1964. Overall Le Mans winners from 1977, 1987, 1994 and 1998 sat side-by-side as a testament to Porsche’s strength over many decades. A Porsche 908 that was used as a camera car during the 1970 race to film part of Steve McQueen’s “Le Mans” movie was on hand as well. Former Porsche factory drivers like Derek Bell, Vic Elford and Jackie Ickx circulated on-site. Alan McNish – with Audi, Toyota and Porsche factory history – was the grand marshal for the event.

Le Mans is large enough that your specific experience will depend on how you spend your time, what you want to see and where you stay. Camping near the track with a general admission ticket is tradition for thousands – many are Brits and Danes who make the annual pilgrimage. With a general admission ticket, you can walk

Mission 2014: Porsche Returns to Le Mans along the fences for most of the way from the Porsche Curves to Tetre Rouge – both on the inside and outside of the track. Shuttle buses take spectators to other viewing points around the track.

Most grandstands are freely accessible on Wednesday and Thursday, so it is easy to move around and see different parts of the track with the benefit of shade and a seat during practice. During the race, however, each grandstand requires a dedicated ticket.

For those with credentials or attending as guests, the experience will be very different with better access to the cars, drivers, and comfortable places to eat gourmet meals with good wines. The commentary of Radio Le Mans (race coverage in English!) is available on FM radio and internet stream and is the common life-blood that keeps many spectators informed.

The three major manufacturers, Audi, Toyota and Porsche, dedicate significant resources both to the cars themselves and to the supporting hospitality, signage and support. In the paddock behind the pits, the team have polished transporters and extremely organized logistics efforts. The temporary hospitality structures are larger than most single family homes.

Audi brings so many guests each year that it takes over a local exhibition hall a ten minute walk away from the track entrance and builds hundreds of tem-
porary sleeping quarters. Toyota alone brought 100 crew members for its two cars to the track. Bicycles, scooters, golf cars, shuttles, cars, helicopters and private airplanes circulate through and navigate around the venue constantly.

The cars themselves are kept in the garages with team trailers parked at the back. Access is limited, so it is not easy for most fans to see cars or drivers up close other than the Friday traditions of the pitwalk or the driver parade in the town of Le Mans.

However, Le Mans offers the fastest prototypes with the most professional teams and drivers along with some of the best prepared and piloted GT cars. Drivers range from life-long sportscar specialists to ex-Formula One drivers to well-funded and experienced amateur drivers. It is a unique opportunity to see them all mix together on a fast track comprised mostly of public roads.

Adjacent to the paddock is the “Village,” a mix of manufacturer displays, boutiques, and creperies. Here, both Porsche and Michelin had a 919 LMP show car on display. The Porsche boutique also had a 911 Cup race car and various merchandise for sale. Nissan had a large display of various cars and a big screen showing marketing videos and on-board footage from Nissan cars on track. Corvette and Audi boutiques sold clothing, hats, jackets and die cast models. Another “avenue” housed booth after booth of independent sellers with a wide variety of shirts, hats, and shelves after shelves of die-cast cars. High quality artist prints and posters were for sale for those looking to adorn their empty walls. The Village also provided televised race coverage on a large screen, but the race always gave way to World Cup coverage when a game was on. Masses of spectators assembled late on Saturday night, during the race, to watch the England-Italy match. Survey-

ing the resulting carnage in the early hours of Sunday morning, it wasn’t easy to tell who prevailed.

Announced attendance was 263,300, well in excess of the 255,000 from the previous year. Many of those didn’t wait for the weekend – the grounds were very busy on Wednesday and Thursday for practice and qualifying.

Opinions varied, but the sense going into the event was that the Toyota was fastest, the Audi most reliable and the Porsche a threat but a bit fragile. The event got off to an ominous start. The Audi of Loïc Duval crashed in the Porsche Curves destroying the car in Wednesday practice. The crowd held its breath after seeing the aftermath on the large screens fearing the worst. Duval ended up getting cuts and bruises and a visit to the hospital, but was otherwise unharmed.

The Audi team drafted Marc Gene from another car to take Duval’s place in the race. The Audi team also needed to build a brand new car overnight. Le Mans rules prohibit spare cars, so a new car was built up from a bare chassis. When the rebuilt car emerged from the pits for Thursday afternoon practice, the crowd recognized the accomplishment and greeted
The Circuit

The car with a great roar. The car ended up finishing second overall.

One aspect of the cars that doesn’t translate well to television is the sound – or in the case of the hybrid prototypes, the lack of sound. The Audi whistles by like a jet engine. The Toyota has more of a traditional roar with its V8. The Porsche’s 4 cylinder engine note is the highest pitch of the group and the whistling sound of the turbos is very distinctive. The Corvette clearly is the loudest car in the field followed closely by the big Aston Martins.

Similarly, the Prospeed Porsche 911 crashed on Thursday heading up the hill just before the quick left/right sequence before the Dunlop bridge. The driver lost consciousness and was unable to take further part in the weekend. Attempts to add a replacement driver failed, which left the remaining two drivers to handle the driving duties alone. However, that was only part of the story. The car was damaged beyond repair, so the team had to source a bare chassis and build a brand new car. The car made the start, Jeroen Bleekomolen drove 14 hours and young American Cooper MacNeil drove the remaining 10 hours as the car made the finish claiming 5th in class and 33rd place overall. It was an amazing effort and only one story of the many up and down pit lane, but a good example of the magic of endurance racing.

Toyota took the pole (its first since 1998 and the first ever for a Japanese driver) and third spot in qualifying, with the two Porsche 919 prototypes qualified second and fourth. Audi claimed the fifth, sixth and seventh spots on the starting grid.

The start is a spectacle of pageantry and the crowd was treated to the top cars all running relatively close together for the first few laps. However, a heavy rain shower after about 3 hours took out one of the Audi entries (courtesy of a spinning Toyota). The Toyota continued after repairing the damage. The other Toyota showed great speed and led at times, but ground to a halt during the night with an electrical fire associated with the mandated data-logger. The remaining Audis both encountered trouble on Sunday morning with turbos that required a speedy replacement.

How did Porsche fare? The #20 919 led at times, but ultimately retired after 22 hours when something in the motor failed. The sister #14 car had its own gearbox problem only about half an hour later. The car was repaired enough to permit a return to the track for the final lap and be credited with a finish, but it wasn’t running at competitive speed for the checkers.

The GT class entry for Porsche was spearheaded by Porsche legend Olaf Manthey. The #91 works 911RSR claimed a seventh place in class after fuel pressure problems slowed the car during the night. The #92 held on to a podium position after an unexpected late pit stop took them out of second place. Ferrari and Corvette claimed the first and second places in class. The finishes capped difficult days of practice and qualifying leading up to the race with the #91 car suffering from axle problems and the #92 car being caught up in a crash that put the car in a gravel trap at the Ford Chicane. In the GT amateur class, Aston Martin won with a 911 placing second and a Ferrari 458 placing third.

While the Porsche marketing department and fans might have preferred a different outcome, it was a strong showing for the 919 hybrid in its first Le Mans. The technical departments at Weissach and Flacht knew they had a steep development curve. Undoubtedly, work has already started in preparation for the 2015 edition of the 24 Hours of Le Mans.
Grand Prix Region Tour

Angeles Crest Highway (State Route 2)

Drive the Twisties — Lunch at Evergreen Cafe

Beloved by cyclists and sports car drivers, the Angeles Crest Highway in the San Gabriel Mountains is one of GPX's favorite playgrounds. At last year's "Escape to L.A.", the Angeles Crest Tour was one of the favorites. On September 20th, GPX will use the route of the Escape Tour for a day of driving the "Twisties".

We will start in La Canada, on the top deck of the parking structure across from the "Sports Chalet" at the intersection of Angeles Crest Highway and the 210 Freeway. See map and directions to follow.

We will meet at 8:00 AM and depart promptly at 9:00 AM.

Starting up Angeles Crest Highway, the speed limit is 40 MPH until we reach Red Box Ranger Station. After that the speed limit is 55 MPH, in most sections. We will observe all speed limits, as they allow ample opportunity for spirited driving.

The first stop will be a coffee break at Newcomb's Ranch, the old hostelry in the area of the former ski lifts. We will share the parking lot with a large number of motorcycles. After Newcomb's Ranch, we will head East, with a stop at Islip Saddle for a "Pit Stop", and to take in the beautiful view.

The destination of the morning drive will be the ski town of Wrightwood, where those of us who are so inclined, can have lunch at the Evergreen Cafe.

For the afternoon, we have three options to return:

1. Continue on through Wrightwood on Highway 2 to Highway 138, and then on to the I-15 Freeway South.

2. Those who love the Angeles Crest Highway, can return to La Canada using our morning route in reverse.

3. For the hard-core, we will have an alternate return route using mountain and desert roads on the North side of the San Gabriel Mountains. While less scenic, this longer route offers good roads and is an interesting alternative, providing desert temperatures are not too high.

Registration — http://msreg.com/GPXAngelesCrest

For more information contact Jeff Peck
(310) 345-8081 or jbpeck@pacbell.net

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Hosted by the Porsche Club of America — Zone 8

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Do you remember your first GPX event? Our first, other than a Breakfast Club meeting, was a weekend drive to Palm Springs to visit Robert Pond’s personal automobile museum, the Palm Springs Air Museum and a group dinner at the Kaiser Grille. After the tour at Robert Pond’s house, we were free until lunch. As we dispersed, we met Ron and Karen La Forest. We accepted their offer and were off to Babe’s for lunch. This, as they say in the movies, was the start of a beautiful friendship. We need to tell you a little about Ron and Karen.

Ron was born and raised in Los Angeles. Karen moved from New York to San Pedro at age five, to the house next door to Ron. They started dating at fourteen and have now been married 52 years. They have three sons and seven grandchildren.

Ron and Karen became the sole owners in 1980 of the family business, which Ron’s father had opened in 1951 with two partners. Circle Industrial is a manufacturer of industrial ovens, cleaning and paint systems. They manufacture the systems in their plant and do installation and service throughout Southern California. Together, Karen and Ron have run the business and are now transferring the task to their son, John. The sheet metal forming, welding and finishing of their industrial systems fuels Ron’s passion for art. He has transformed many stainless steel and aluminum panels into furniture, home accessories and pieces of art. La Forest Art has a studio in the Compton manufacturing plant and has pieces in several Palm Springs art galleries.

Ron’s fascination with cars began long ago. He started drag racing in 1964 in a dragster previously campaigned by Mickey Thompson at Lion’s Speedway. He later won the Flat Head Nationals in a roadster. Ron’s collection of cars numbers 24 including three Porches, a ’74 Pantera, ’31 Ford Roadster, six Mercedes Benz, two Studebakers and other assorted American Muscle Cars. Ron considers his 1985 Testarossa to be very special. He bought his Testarossa from Chuck Taylor. Chuck’s daughter, Lisa, is a PCA member. Chuck and Robert Pond founded the Palm Springs Air Museum - the destination of the tour where we met Ron and Karen.

Ron bought his 1998 black-on-black 996, one of the first water-cooled models, from Vasek Polak Porsche. He was set to purchase white until he saw Steve McQueen’s car, then had to have black.

Ron joined the PCA after a customer of his art in Palm Springs, who lived in New York, sent Ron and Karen a membership in the club. They originally joined the Orange Coast region but switched to GPX as they live in Palos Verdes.
When they're not busy with art or cars, they also have a Cessna 182RG. They have visited many sights on the west coast from Washington to the Grand Canyon, in the plane, but lately it's their commuter vehicle to get from their Torrance Airport base to their home in Palm Desert. Several years ago they picked up an Airstream Trailer and have made several cross country tours to visit Karen's family in the Northeast.

A friendship that originated with a club tour has lead to trips to the ALMS Races at Mazda Speedway, BBQs on holidays, dinners, and joining their 50th anniversary party on the Queen Mary. When you think about this club being about the people, what friendships have you made that you'll keep forever? If you can't think of any, start one at the next club event you attend. Remember the cars are just part of the fun.

PRE-CONCOURS DETAIL CLINIC
FOLLOWING OUR SANTA BARBARA BREAKFAST
SATURDAY, SEPTEMBER 13, 11AM-2PM
AT LAVAGGIO IN AGOURA HILLS

In preparation for our 38th Annual Concours d’Elegance, we’ve scheduled a Detail Clinic to teach you how to better prepare your car for competition (or fun) in less time. Gain new techniques and discover all the latest products to make your car sparkle. Learn the Zone 8 competition rules and find out exactly what the judges look for when examining a car.

Expert instruction will be provided. A detailing demonstration will show the best way to use the newest products in preparing your Porsche for everything from full concours to wash & shine.

Plus, lunch will be served at the beautiful Lavagio facility at 30205 Canwood Street, Agoura Hills (Reyes Adobe exit off the 101).

Total price for the entire clinic and lunch is only $20.00 per person (at the door).

If you plan to attend, please make your reservation no later than September 6, 2014. RSVP to Concours Chairs Kenny & Tara Brundrett at: californiasat@gmail.com
The century to which this book refers ranges from 26 June 1906 to 3 July 2005. The world’s first Grand Prix was held on public roads in the vicinity of Le Mans, and was won by a Renault. The century ended with the French Grand Prix at Magny-Cours, some 180 miles from Le Mans, and was won by a Renault! An incredible century indeed, told eloquently by one of the greatest writers you never heard of. Not that Mr. Hilton isn’t prolific! He had written ten books on motor racing and Grand Prix drivers prior to this book, but as a Brit, he is little known on this side of the pond.

Much more than a compilation of race reports (though many race reports (some very interesting) are included), this book presents the history of that series of automobile races labeled Grand Prix. Taken chapter by chapter, it is about the performances of the cars, the drivers and the manufacturers. Taken as a whole, this story is about the development of Grand Prix racing as it evolved from a social activity for wealthy auto enthusiasts to a major industry.

GRAND PRIX Century is divided into 12 chapters – some based on the environment of the time, others on a driver whose performance dominated a period. It is the stories that make this book – the chronology is downplayed to the point that the reader sometimes wonders what year the author is talking about. The index itself is a masterpiece, listing every occurrence of every driver’s name, and most occurrences of car manufacturer’s name as well as many bit players who appear from time to time.

Well written, but particularly well researched, much of what the author has written serves as transitions between quotations from on-scene observers (there are roughly 50 references cited in each chapter). Needless to say, these on-scene observations give the book a sense of first person, you-are-there, reality, even with respect to the very earliest races. Racing prior to WWI was really something else, by modern standards – hours (even days) long, on-track repairs, and multiple tire changes per lap!

A special thread, unique to this book, is a tabulation of the then current average wage, car price and the weeks of work required to buy even a basic automobile, and a running comparison of Monaco Grand Prix times and speed with those of the previous year’s event. It is an interestingly non-linear progression. Another interesting feature is the summary of the merry-go-round of driver changes each year.

Along the way, GRAND PRIX Century tells of the revolutions in safety and advertising/sponsorship and management/control that occurred in the second half. The late ’60s are presented as the end of amateurism in financing and running a team (lead by Colin Chapman), in running the sport (a position created by Bernie Ecclestone), and in being a (professional) driver, a path blazed by Jacky Stewart. Then, in 1978, we see how Mssr. Jean-Marie Balestre interjects politics into the sport. Later on there is, for this reviewer at least, new insight into the Prost-Senna war, and the strange combination of Schumacher’s incredibly mature driving skill, and the petulant juvenility of his behavior.

GRAND PRIX Century is a book to read, printed on off-white, non-glare, matte paper. Pictures, of which there are almost 100 (counting drivers’ portraits), are relegated into 4 sections of glossy plates spaced throughout the book.

This paperback book, with 496, 6x9 inch pages, is the bargain of (dare I say it?) the century, at $3.99 from http://www.Amazon.com.
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July was our first Breakfast Club at Glory Days Beachside Grill. The attendance was outstanding, as was the food and service. The eating area open to the outside provides a nice connection between the socializing inside and the cars we all appreciate outside. A good time was had by all. August saw Glory Days made a couple of changes to support our group even better. We expect this to be a long and satisfying partnership.

------ August was an exceptional month for door prizes! ------
Glen and Yvette Palmer

July 50/50 raffle winner Vince Parker with Dave Hockett Sue San way Don Dagert and ticket helper Connie Somers

July and August Breakfast Club at Our New Location

Paul Tordella

Kym Grant

July 50/50 raffle winner Vince Parker with Dave Hockett Sue San way Don Dagert and ticket helper

Rich Williamson

Ron LaForest

Karen Lewis

Dan Hockett

Dave Martin

Aug 50/50 raffle winner Merv Jansonari (donated winnings to our charity)
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October 4th & 5th 2014

Saturday

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Awards: Awards for classes and division will be presented for judging. And don’t forget the “ Episcopal prizes” (must be present to win)! Each paid Porsche entry will be in the drawing.

Dinner: Join us at the Mather Field History people for BBQ at 5:30 PM at the Hangar in Mather Field.

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23 years  Skip & Suesan Carter
22 years  Ralph Arredondo
21 years  Jack & Margaret Brown
20 years  Dan & Deborah Lecluek
20 years  Dickson & Noel Lew
17 years  Vidal Arroyo & Dorreen Mercado
16 years  Gary Bengston
15 years  Rob Wessels
14 years  Ben & Audria Quillian
11 years  Joe & Tatyana Skevin
10 years  Gary Lorenzo
9 years   Mike & Lisa Wilson
7 years   Ruben Archilla & Illary Gomez
           Arturo Chaparro & Stella Dea
           Marty & Alice Friedman
           Robert Shaklin & Dylan Osborn
           Ren Sherrett & Kim McIntyre
           Steve & Bozana Trifunovic
6 years   Ken Bornstein
           Robert Venezia
           Bryan & Kimiko Willhoite
5 years   Stephen Krupnick
4 years   Bob Fulton
3 years   Ken & Derek Clark
           Rich & Tony Festa
           Richard Kline
           John & Christine Nieto
           Peter Ohanesian
2 years   Mike Buchbinder & Cynthia Chao
           Chris Schreiber
           Jon Turigliatto
1 year    Michele & Richard Armstrong
           Carlos Cabral & Susan Jekarl
           Dawn Ellen
           David Francis
           Thay Lee
           Marge & Lemuel Libunao
           Kenneth Michelsen

New Members — Transfers In
Megan Rushall  1999 911 Coupe
Emily Town    1999 911 Coupe
Warren Hsiao  2008 Malachite Green 911 Turbo Coupe
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Boxster 17x7 50 mm & 17x9 55 mm offset wheels with Continental Extreme Contact DWS tires. Good cond. From ‘86 944 w/1.25” spacers. You determine if they fit your Porsche. $875 firm. Please call or text (949) 702-4004

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