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THE September 2020 **Circuit**

GRAND PRIX REGION & ZONE 8 CLUB CALENDAR

NOTE:

Please note. Most of the calendar events listed are either cancelled or on hold. Please verify before attempting to participate with any of them

September

5-7 F-Sun	PCA Club Race Road America
6 Sun	F1 Italy
7 Mon	Labor Day
12 Sat	GPX Breakfast at Glory Days Beachside Grill
12 Sat	GPX Board Meeting following breakfast
13 Sun	GPX Concours at Lakewood Country Club
16-19 W-Sat	PCA Treffen, The Greenbrier,
19 Sat	GPX Angeles Crest Tour
19 Sat	CCCR Zone 8 Autocross, Santa Maria Airport White Sulphur Springs, West Virginia
18-20 F-Sun	PCA Club Race Summit Point Motorsports Park
19 Sat	Rosh Hashana
19-20S-Sun	24 Hours of Le Mans
19-20 S-Sun	PCA Club Race High Plains Raceway
19-20 S-Sun	SDR DE/TT Willow Springs
20 Sun	F1 Singapore
26-27 F-Sun	PCA Club Race Thunderhill Raceway
27 Sun	F1 Russia
28 Mon	Yom Kippur

October

3-4 S-Sun	PCA Club Race Hallett Motor Racing Circuit
10 Sat	GPX Breakfast at Glory Days Beachside Grill
10 Sat	GPX Board Meeting following breakfast
10-11 S-Sun	GGR PCA Club Race w/NASA, Sonoma Raceway
11 Sun	F1 Japan
11 Sun	GPX DE Instructor Training
12 Mon	GPX Day Away from Work DE/AX
12 Mon	Columbus Day
16 Fri	CCCR DE, Willow Springs
17 Sat	GPX Tour Ventura to Paso Robles and Sensorio
17-18 S-Sun	PCA Club Race Motorsport Ranch
17-18 S-Sun	SDR DE/TT, Chuckwalla
24-25 S-Sun	PCA Club Race Sonoma Raceway
TBD F-Sun	PCA Club Race Daytona International Speedway
25 Sun	F1 United States
31 Sat	Halloween

November

TBD	GPX Tour to Ventra to Frasier Park
1 Sun	Daylight Savings Ends
1 Sun	F1 Mexico City
3 Tue	Election Day
7 Sat	CCCR Autocross, Santa Maria Airport
11 Wed	Veterans Day
14 Sat	GPX Breakfast at Glory Days Beachside Grill
14 Sat	GPX Board Meeting following breakfast
15 Sun	F1 Brazil
20 Fri	L.A. Auto Show PCA Clubs Preview
20-29	L.A. Auto Show
21-22 S-Sun	TENATIVE DATE Tech Tactics West

24 Sat	Zone 8 President's Meeting
28 Thu	Thanksgiving
29 Sun	F1 Abudhabi
unknown	SDR DE/TT Buttonwillow (tentative)

December

11-18 Fri	Chanukah
12 Sat	GPX Breakfast at Glory Days Beachside Grill
12 Sat	GPX Board Meeting following breakfast
12 Sat	GPX Holiday Party, LONG BEACH YACHT CLUB
25 Fri	Christmas
26 Sat	Kwanzaa (first day)
31 Thu	New Year's Eve

Who has any idea what our 2021 Calender may look like!

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INFORMATION

- GPX GrandPrixRegion.com
- Zone 8 Zone8.org
- PCA National PCA.org
- PCNA US.Porsche.com/national
- Porsche AG Porsche.com
- GPX Landing Page on MotorsportReg: <http://pcagpx.MotorsportReg.com>



From The President's Desk

I was excited to be part of two fantastic events this past couple of weeks: the GPX Ducky Grand Prix and the Lyon's Air Museum Gathering.

The Ducky Grand Prix was fabulous! THANK YOU everyone for your amazing generosity in making the GPX Ducky Grand Prix a huge success! It was an idea I hatched to engage our members virtually, while we were under State restrictions. Some thought our goal of \$5,000 was optimistic. Not only did we reach that goal, we exceeded it! GPX will be presenting Children's Dental Health Clinic a check for about \$7,000! So blessed and thankful to have everyone get involved and give back to our local community. It was so fun to get messages and pictures from our members regarding their PTS ducks! A huge Thank YOU to EVERYONE who raced & made a donation! And a special shout out to all the VOLUNTEERS who gave so much of their time & hearts to get the duckies across the finish line! This includes: Suesan Carter, Steve Foster, Michael Dolphin, Tiffani Lewis, Bill Simon, Lisa Hunter, Roslyn Rustigian, Anastasia Berta, etc. etc. It was also great to be part of Michael's Birthday Celebration coinciding on the same day! It was a delicious cake!

The other spectacular event that happened this month was the gathering at The Lyon's Air Museum. If you went, I am sure you will agree it was fantastic! Planes, Porsches and People - what more could you want! It was a very cool venue with all the planes & way over 100 cars! Lots of GPX Members and their Porsches showed up! It was great mingling with the people and cars! I can't believe how long it has been since I have seen a lot of my Porsche friends. I was lucky to be able to bring my Porsche in early. The museum's photographer, Royce Rumsey, took a killer photo of the B59 in front of the classic machinery of the B-25! And our very own GPX Photographer, Jimmie Mitchell, took some fantastic pictures of the 906 Longtail and all our other cars! Check out GPX facebook to see them. It was excellent collection of cars and people. I enjoyed seeing everyone out having fun!

Changing gears, we are having crazy times in California. We set record highs and then have un-

precedented fires raging out of control. Things have changed so much in the last few days. We have been cooped up for a while, we get to enjoy the last couple of weekends, even a holiday, and now we can't even breath with the all the smoke and ash in the air. Your life can change in a minute. Think of all those people who were stranded last weekend, surrounded by fire and then miraculously rescued in multiple dramatic airlifts in extremely dangerous conditions. Always remember to reach out to those you care about! We have had some craziness, but now its time to concentrate on happiness!

I hope you all get to spend time with your loved ones: 2 legged, 4 legged with tails, and the ones that have four shiny wheels on them too! Sometimes an opportunity comes by that just is too good to pass up! As most of you know, I became part of the Brumos family years ago when I purchased my B59. Today an exciting thing happened! Its older cousin said, Take me home, take me home!" So I did! Now I am grinning ear to ear and need to figure out where I am going to store my new modified 1968 Porsche 911S 3.2L 5-Speed! I am part of the air-cooled crowd now - and the car is street legal! Hope to see you all at the next event soon! 🍀



Connie Somers



Skip Carter

Editorial License



Well, if you look at our calendar on page 2, you will notice something that we haven't seen for awhile... GPX events coming up!!! So far, it looks like we are going to actually pull this off. Registration has been open for a few weeks and we've got a good turnout so far.

President Somers created a GPX Meeting Protocol Committee a few months ago, and we were able to present our set of protocol at the monthly Zoom board meeting last Saturday. There was much discussion but, after the dust settled, they were approved by the board.

This one page document is presented in this issue of Circuit. The main thing you will want to know is that, when you are in your car you will not be required to wear a mask but, when you are out of the car (and it was the registration process that we were primarily thinking of, you will be required to wear a mask. The complete protocol list is on page 7. Please read it carefully if you plan on participating on one of our upcoming tours.

Alan is going to distribute the tour information before hand electronically and will have copies available in case there are some walk-ups who did not preregister on MotorsportReg.com. We are strongly urging everyone to register online. This will enable you to avoid having to sign waivers and to complete the registration process very quickly.

We are thinking about the safety of us all and are trying to minimize the time it takes to register everyone.

From what I hear the process of producing events has gotten more difficult. There may be a rest stop we have used in the past, but now their bathrooms are locked. Things like that. So I want to thank our Tours team for going the extra mile to make sure our tours will be safe and enjoyable.

As part of our photo collage series that Charlie Carchedi has been doing for several months now, we've got three more double pages, double page layouts from 2012 and 2013. In 2013 Grand Prix and San Gabriel Valley regions produced an incredible event called Escape to Los Angeles. At that time there were two national events a year being put on by regions around North America. Shortly after this event PCA decided to make them nationally managed events called Treffens.

We did an excellent job and are very proud of this accomplishment. Suesan Way Carter was the GPX chair with Robert Friedman from SGVR. So, the third double page that Charlie put together is from photos of that event.

There was also a fabulous Tour Binder assembled for the event. If anyone would like a PDF copy, just let me know.

Charlie put a lot of hours putting those collages together. We appreciate his hard work.

Other than that, it looks like we are easing back into doing tours, which might be our main stable for club activities for awhile. Time will tell. 🍀



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YouTube: http://www.youtube.com/results?search_query=pca%20grand%20prix%20region&sm=1

GooglePlus: <https://plus.google.com/114590990404477994856/posts>

Twitter: <http://www.twitter.com/PCAGrandPrix>

Flickr: <https://www.flickr.com/photos/168187975@N07/albums>



Did you know PCA has its own racing series?

PCA Club Racing has provided fantastic Porsche-only wheel to wheel racing since 1992 at tracks big and small across North America.

Club Racing is a place for Porsche enthusiasts to race their Porsches in a friendly, competitive environment. Club Racing has a class for just about every sports car Porsche has made, everything from a converted 944 to a new Porsche Motorsport GT3 Cup is welcome. With Club Racing, you can race your Porsche on some of the most historic tracks in North America like Lime Rock, Watkins Glen, Road Atlanta, and Canadian Tire Motorsports Park.

If you are a PCA member and have a Porsche race car, come race with us. For information on how to get started, head over to <https://pcaclubracing.org/licensing>

FOR MORE INFORMATION: <https://pcaclubracing.org>

SOCIAL MEDIA: @pcaclubracing on Facebook and Instagram



PORSCHE CLUB OF AMERICA



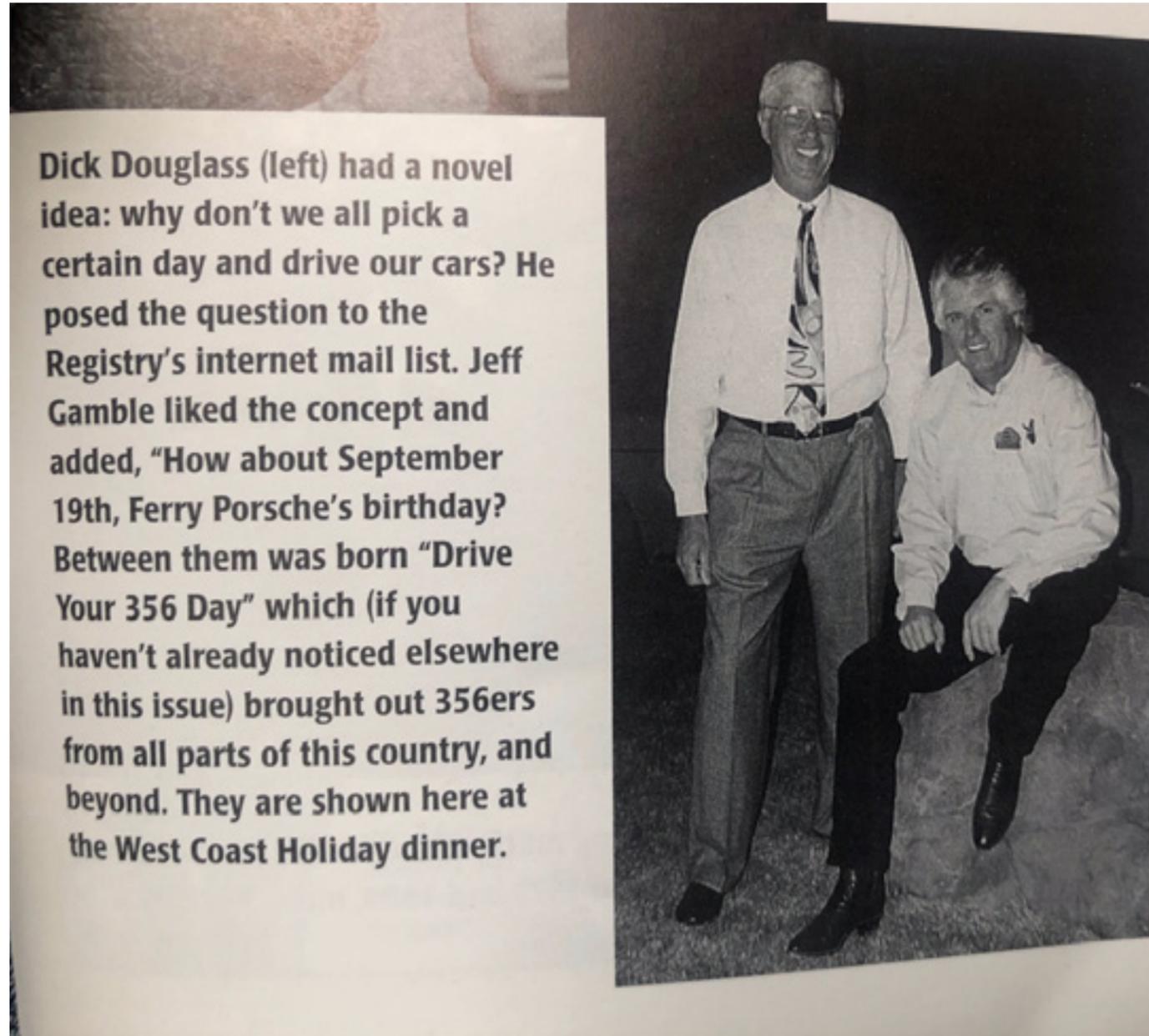
GPX Event Participant Protocol effective Sep 1, 2020 rev 4

In all things that GPX and PCA does, first and foremost is the health and safety of our members, friends, sponsors and community. Federal, State and local guidelines and restrictions may further restrict these guidelines. For latest State guidelines: <https://covid19.ca.gov/stay-home-except-for-essential-needs/>

1. **Stay home if you are sick or have been in contact in the last two weeks of someone who has been sick.**
2. If you become sick after the event, notify the event organizers so others may be alerted.
3. Bring your own personal protective equipment (PPE), including masks, gloves, hand sanitizer and disinfectant.
4. Face Coverings over mouth and nose are required when outside your vehicle.
5. Mandatory social distancing of at least 6 feet required between non-cohabitating attendees.
6. Refrain from physical contact including shaking hands, fist-bumps, hugs, etc.
7. Wash your hands frequently with soap and warm water for at least 20 seconds, especially before eating and after blowing your nose, coughing, or sneezing. If soap and water are not readily available, use a 60% ethyl alcohol-based hand sanitizer.
8. Refrain from touching your eyes, nose, and mouth.
9. Cover your cough or sneeze with a tissue, then throw the tissue into the trash and clean hands after.
10. Clean and disinfect frequently touched objects and surfaces using a regular household cleaning spray or wipe. If you wish to clean the car's interior see the PCA guidelines <https://www.pca.org/news/2020-05-12/sanitize-your-cars-interior-using-porsches-guidelines>
11. Use best judgement and common sense regarding your fellow members' good health.
12. A signed **PCA Communicable Disease Waiver** and **PCA Event Liability Waiver** for all must be completed before participating in any event.
13. Bring your own pen for signing waivers.
14. All Participants should pre-register and pay fees through MotorsportsReg.com. Include the names of the driver and all passengers including minors under 18. Preregistration is preferred. Onsite registration for any event may or may not be allowed, depending on the event.
15. Check in at event is required.

Region Leadership, Event Chairs, Organizers and staff have the authority to require anyone to leave if the participant(s) do not comply with these requirements.

These protocols may be updated as conditions warrant.



From Dick Douglass: "A friend sent me this old photo from my 356 days

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IN EVERY ERA THERE IS ONLY ONE GENIUS

STORY BY DANIELLE BADLER

At the start of “A Life of Speed: The Juan Manuel Fangio Story,” a documentary now available on Netflix, Jackie Stewart says something to the effect that, at any given time, there are millions of drivers on the roads, thousands of drivers with a competition license, and a few hundred who are real competitors. But only 21 in Formula 1. And, out of those 21, six are really good, Three are exceptional and, generally, there’s only one genius.

Fangio, Stewart says, was the genius of his era... and maybe all modern eras.

Of course, I had a general knowledge of the Argentine, but it was sketchy. I seem to recall stories about, anywhere in his native country, Fangio would walk into a restaurant and everyone would immediately stand up, and clap.

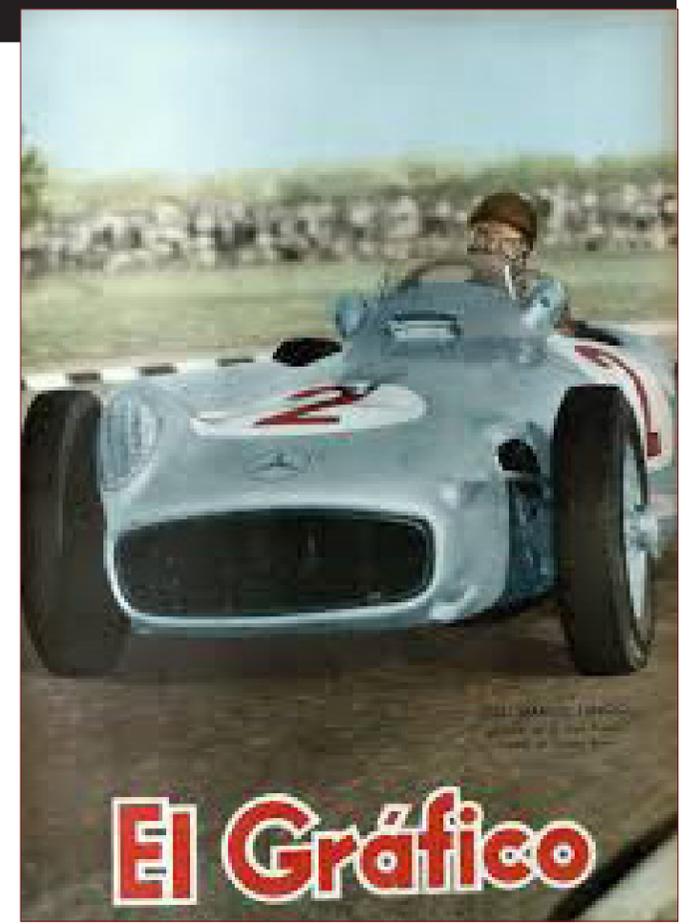
Turns out, it was indeed like that at his funeral, in 1995, in his native village of Balcarce. Stewart, a pallbearer, along with Stirling Moss, Carlos Reutemann and a few other drivers, says that 10,000 mourners stood, absolutely silent, outside the church. When the procession came out, you suddenly heard a clap... then a

second ... then a third ... then a thunderclap of applause.

What’s this all about? Here’s part of the answer. In the closing credits, they list his Grand Prix tallies. 51 races. 29 poles. 35 podiums. 24 victories. Five world championships. In four different teams. And he went to Europe to race at the ripe old age of 37. Fangio expected to race one season. He stayed for ten, retiring at 47.

“I had two accidents,” Fangio says. In his career. “Both were because I was tired.” The first came midway through one of the marathon long-distance races across Latin America in which Fangio competed earlier in his career. This one was from Buenos Aires to Caracas. Expecting to lay over in Lima, overnight, he was told he had to leave in the middle of the night because of an expected coup d’etat in the am. He proceeded to roll his car, killing his riding mechanic and best friend.

The second came at Monza. On Saturday he raced in Ireland. To get to Italy the next day, he expected to hitch a ride with Prince Bira on his private plane, only to find that Bira had left early, having dropped out of the race.



So he flew to London, then to Paris where he was loaned a car, which he drove overnight to the track, arriving at 2 pm. He started at the back, proceeded to pass cars left and right... and clipped a guardrail midrace. Fangio was hospitalized a second and final time.

Talk about how times have changed! And, remember, during Fangio’s era, 65 drivers died. Mika Hakkinen says three, four, five died every year in those days. Stewart counted 57 who died during his era. “Never drive tired,” Fangio simply says.

“I realized dying is not so bad,” Fangio says. “There’s no time to think... I believe in predestination... nobody dies before their time.”

But he also believed in preparation. Fangio was a mechanic before he was a race driver. This understanding of machinery, he believed, gave him a unique advantage. He could not just feel, he could understand the limits of the car, where maximum performance was. Moss is quoted saying he loved to follow Fangio on the track. Because his line was perfect, again and again. “It was a fantastic experience following someone as good as that.” From Moss!

According to Hans Hermann, his teammate at Mercedes in ’54 and ’55, Fangio would walk the track



before a race. Or bicycle it. Or motorbike it, if it was a long course. He would study it for days, memorize every detail. "You have to help fate," Fangio said. "Fate can't do it alone."

And he would work on his car with his mechanic. Once he polished the crankcase of his engine until it was perfect, until 1 am, giving his team the time to reassemble the package, and giving himself time to sleep.

So, was he the best ever? Hakkinen says he drove a few of Fangio's racers. The cars then were not designed for any form of comfort for the driver, he says. Just speed. "The gearbox, the steering. It was really difficult."

Horatio Pagani says that, today, you need precision. Then, you needed art. Today, you add art to precision and you have a world champion. Then, you added precision to art and you had a world champion.

So, was he the best ever? In the film, Senna is shown saying it. Prost says it. Moss says it.

But we leave it to a researcher from the UK, who analyzed assorted variables – wins, losses, the team, the cars, the competition, the weather, whether the track is a street course or not.

The conclusion? Teams matter most. If you're part of a poor team, you will not win. But drivers matter. And Fangio is at the top of the list of drivers who matter. Others were similarly versatile, in any conditions, dry or wet. Senna and Schumacher, for example. But nobody did it in four different cars, won consistently in four different cars. On four different teams. And that's the difference. Which is difficult to see being repeated in the modern sport.

Fangio always had one-year contracts. Stewart notes, "Fangio always knew which team to go to. In my era, you had three-year contracts. Today you have three-year contracts, sometimes five years. You can't switch machinery like he could in his day." And consistently win.

"When you're in your prime, it's hard to retire,"



Fangio says. "My plan was one year in Europe. I did ten. I grew tired of racing. I decided it was over."

Yeah, I know. Remarkable. A remarkable life. Watch the documentary. See for yourself. 🏁





2020

WEST COAST SERIES

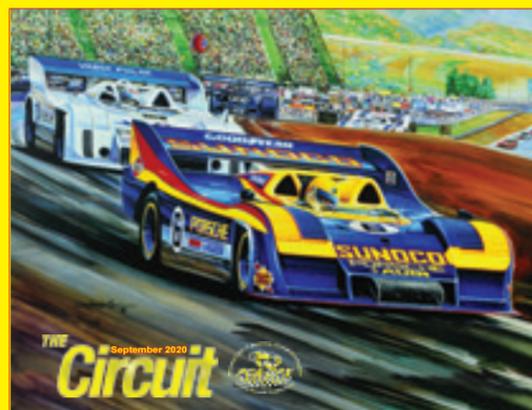
PIRELLI

Mar 28-29	Golden Gate	Buttonwillow
Apr 24-26	Golden Gate	Thunderhill
Apr 25-26	Zone 8	Auto Club
May 22-24	Golden Gate	Laguna Seca
Jun 6-7	Intermountain	Utah Motorsports
Aug 29-30	Golden Gate	Sonoma
Sep 19-20	Rocky Mountain High Plains	
Sep 26-27	Golden Gate	Thunderhill
Oct 24-25	Golden Gate	Sonoma

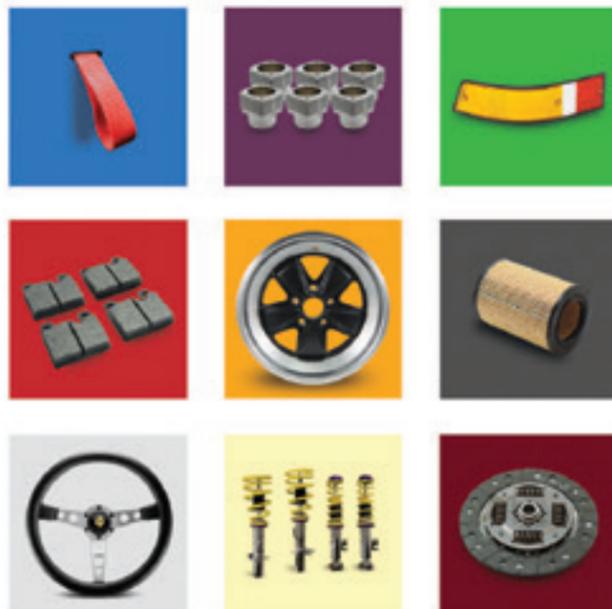
ON THE COVER

Our beautiful cover painting (see pages 26-27) is the art of Hector Cadematori. Born in Buenos Aires, Argentina, Hector became interested in motor racing as a teenager and was very much influenced by the European tradition; Fangio, Gonzalez, all the Formula One and Sportscar stars of the 60s and 70s and the great racing teams of that era.

Hector is one of our regular drivers at Festival of Speed



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2013 Escape to LA



Skip has been sending me thousands of photos from past Grand Prix region events and I've been creating collages of each year. When I got to 2013 there were so many photos from the PCA "Escape to LA" that I felt I had to do a separate collage on just the "Escape".

For me, the "Escape to LA" was kind of special. Before the Escape, I didn't even know that there was a Grand Prix Region. Living in CA was new to us. In 2010 we started living in CA for half the year and in MA for the other half. (Of course this meant having an east coast Porsche AND a west coast Porsche.)

For a while I actually had two PCA memberships, one with NER (Northeast Region) and one with OCR (Orange County) again, because I didn't know about GPX. But when I got my 2nd membership card, it had my join date as 2011 so I cancelled the 2nd membership because I didn't like losing

my original starting date.

After we did the Escape we started doing tours with GPX. At breakfast after one of the overnight tours, a group of GPX members including Marty and Brita Goldsmith and John and Lori Basket were at the table and we got to talking. Kathie and I mentioned to each other how warm and friendly these "GPX people" are. So when Kathie and I made the move to CA full time in 2014, I transferred from NER to GPX and now here we are.

For the "Escape to LA" collage, Skip sent me over 1500 photos from many photographers: Alfred Abken, Dana Drysdale, Susan Gratien, Robyn Home, Sephen Krupnick, Jimmie Mitchell, Pete Olson, Glenn Orton, Kelly Pape, John Reilly, Cathy Robson and Greg White. Hopefully these photos will bring back some fond memories.

- Charles Carchedi





SPACECRAFT ASSEMBLY FACILITY 179

Book Reviews for Porscheophiles

by Bruce Herrington, Orange Coast Region

PORSCHE Water Cooled Turbos 1979-2019

by Jonny Tipler, Published August 4, 2020 by Crowood Press Ltd, Ramsbury, England

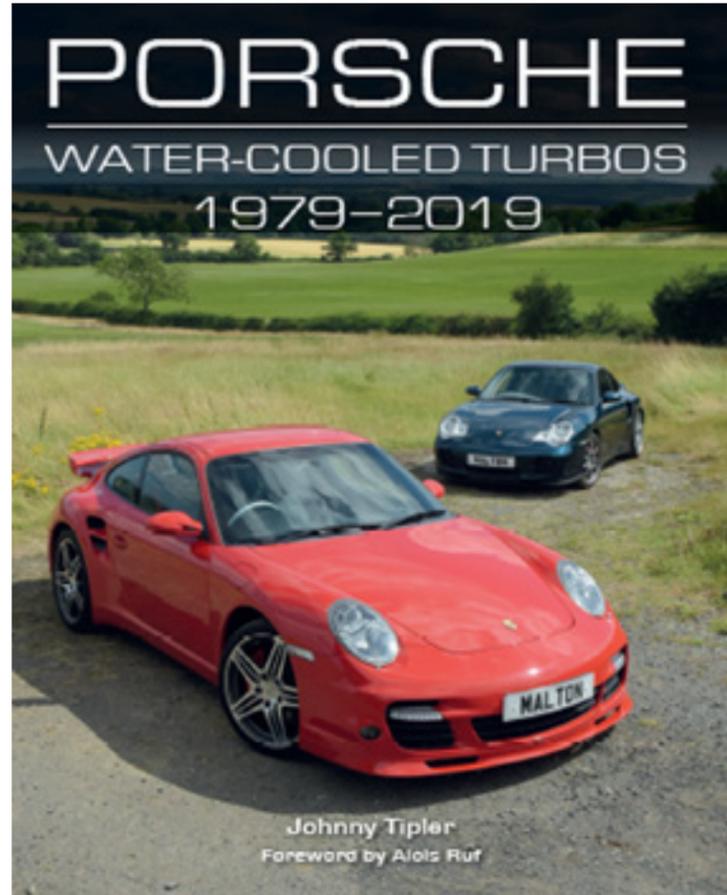


Water cooled Porsche Turbo engines first appeared with the 924s and were proven in 944s and 968s before the rear-engined cars began to have water cooled engines. Yes, it is true, the front-engined water-pumpers ARE a significant part of the Porsche heritage,

The foreword by Alois Ruf touting his 45 years experience with Porsche Turbos. is followed by a very interesting and comprehensive Timeline of Porsche's utilization of Turbochargers in water-cooled street vehicles. The book is fascinating because of the stories told about the various models in action. Far from just a dry rendition of model statistics (tabulated in both English and Metric units), there are drive reports, race reports from historic races using these vehicles, and reminiscences (complete with pictures) from people involved in these cars when they were new and hot. A very interesting and readable book even for people not Turbo enthusiasts.

PORSCHE Water Cooled Turbos has five chapters, one on the front engined cars, then one each on the 996, 997, 997 and the Boxster/Caymans. In each chapter, stories of the various models are told in detail with comprehensive treatment of the esthetics and very detailed coverage of the mechanicals. The descriptions are very well illustrated and include a test drive of a representative example (or two) driving around England and/or Europe. More than a commentary of how a particular model feels to drive, the reports provide comprehensive travelogues of interesting tours, complete with route numbers and road names, as well as scenic highlights.

The scope of this book is so comprehensive that there is even a detailed description and drive report for a 968-RS Turbo, of which Porsche only made four. Similar treatment is given to one of 14 968 TurboSs. All Turbo models are covered includ-



Jonny Tipler
Foreword by Alois Ruf

ing both generations of the 997 Turbo. There is a very comprehensive index including an entry Porsche Cars tabulating model number and displacement.

Road test reports for and detailed descriptions of various Ruf cars and several TechArt models are presented in the chapters dealing with their respective Porsche antecedents. The discussion of a visit to Freisinger Motorsports of Karlsruhe is full of anecdotes about the lives of the truly historic race cars which he restores. FVD Bombacher cars are also covered in detail; Atomic Tuner's car somewhat less so.

Famous drivers like Derek Bell, Walter R hrl, Jacky Icks, etc. are interviewed about their

experiences with specific Water Cooled Turbos, and there is a picture of Vic Elford displaying the classic crossed-arms grip on the wheel.

PORSCHE Water Cooled Trubos is a very readable and entertaining collection of stories about these cars with captivating drive reports as well as technical discussions. It is suitable for any automotive or even touring enthusiast. It is indeed informative, and probably a must-read for any potential turbo buyer, but definitely not just for Porsche gear-heads. It is hardbound with 224, 8.5 in x 10.2 in inch matte finish pages, including 330 color photos. It should be available for \$44.95 from your favorite bookseller or from Amazon books.

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GPX KIDS BROUGHT TO YOU BY THE LETTERS "PCA JUNIORS"



Grand Prix Region is officially starting GPX KIDS, in keeping with the Porsche Club of America's (PCA) overall priority to make our kids a part of the club by starting them young.

Children up to 18 can be registered to become PCA JUNIOR MEMBERS and will receive an age appropriate gift from PCA.

The PCA Juniors program has been created so kids can enjoy club events, learn about Porsches and build the enthusiasm that runs through all of PCA. We look forward to developing the program and its features over time.

The program is FREE! Kids must be registered by an active PCA member. Parents, grandparents, aunts, uncles, etc. can sign up younger family members for PCA Juniors. We will reach out to families to bring their kids to our Saturday morning breakfast meetings the second Saturday of each month, and have younger kids and parents do crafts projects and fun activities and get a GPX Goodie Bag.

For more information or questions please contact Dick Douglass at ddouglass356@gmail.com

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Grant: Past employed at Vasek Polak racing / an independent Porsche shop in Torrance, Calif. / Andial He has worked on models such as RSR, 934, 935, & 917

Ray: past experience, 23 years at an independent Porsche shop in Torrance, Calif. was involved in the rebuilding of various 911 engines, 959, 914, 356, 912 engines.

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We are looking for help with two chair positions

- 1. ADVERTISING**
We need someone to do followup with our current advertisers & to speak with potential new advertisers. This does not require a lot of time or effort. Our treasurer invoices advertisers quarterly, but we'd like someone to touch base with them occasionally.
- 2. TECH INSPECTION**
At our two Day Away from Work events we have a Tech Inspection team who help on Sunday afternoon at our host hotel and Monday morning at the track. We always have plenty of volunteers to help out, but we need someone to oversee the process. If you are mechanically inclined and would like to help, this could be a good way for you to help the club.

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Part	Item Name	Quantity
A	BadgeBar (21.34" x 1")	1
B	Hexagon Head Screw (1")	2
C	TORX Hexagon Tool (2.34" x 1/2")	1

INSTALLATION PREPARATION
1. Remove the vehicle's rear license plate and the rear black plastic factory license plate support rest which will reveal the factory pilot screw holes on the rear bumper. Clean any dirt and/or debris on the plate surface.

BADGEBAR INSTALLATION
Please NOTE: there is a right side up position on the BadgeBar. The BadgeBar has a centered "GLENNGARY WERKS" label which when facing in the correct position, the lettering will be readable facing you. If the lettering is upside down or non-readable, turn the BadgeBar to the correct readable position prior to assembly.

2. Attach your desired vehicle display badges to the BadgeBar prior to installing the BadgeBar to the vehicle (display badges and fastening hardware are not included with this kit).

3. Place the BadgeBar (A) on top of the two (2) center factory pilot screw holes, followed by black plastic factory license plate rest support. Insert the two (2) hexagon screws (B) into the factory pilot holes, using the TORX (Hexagon) shaped wrench tool (C) until stable and secure.

4. Re-install the vehicle's license plate.

The Motor Racing Art of Hector Cademartori

Our beautiful cover painting (see next page) is the art of Hector Cademartori. Born in Buenos Aires, Argentina, Hector became interested in motor racing as a teenager and was very much influenced by the European tradition; Fangio, Gonzalez, all the Formula One and Sportscar stars of the 60s and 70s and the great racing teams of that era.

Hector started selling his illustrations and paintings after graduating High School and moved to the US in 1983 to specialize in his motor racing art. He started showing his artwork to different people in the automobile and motorcycle fields and the rest, as they say, his history.

His clients include racing teams, corporations, magazines and private parties, all of which help him make a living producing motor racing art (*Ed: Hector created this year's California Festival of Speed poster*)

You'll find his art from Dan Gurney's All American Racers offices to Indianapolis 500 Yearbook covers; Laguna Seca Raceway, California Speedway and the Carrera Panamericana posters; the NHRA, foreign and domestic automobile and motorcycle magazines, motorcycle manufacturers such as Kawasaki USA, American Honda and Yamaha USA, Toyota Motorsports, TRD, HSR-West and many others.

"I think that my art was just a vehicle to be around racing. I'm really a racer with a brush", declares Hector, who races his Datsun 240Z "Ferratsun" around the Southern California circuits.

Hector lives in La Verne, California with his wife Florencia and his three children; Eduardo, Florencia and Mercedes.

Ed: See more of Hector's work at <http://www.authorsand-artists.com/hector/hector.htm>



Days of Thunder (1966-1974)

by Hector Cademartori

The Canadian-American Challenge was established in 1966, sanctioned by the SCCA and classified as Group 7 by the FIA. The best part of the rule book was that, well, there was (almost) no rule book and the result of this technological freedom were the most powerful, innovative, tarmac-pounding, cardiac arrest-producing racing machines on the face of earth, even faster than the contemporary Formula One cars.

The series attracted the best of the fast and the furious and the first championship went to John Surtees and Eric Broadley's Lola T-70-Chevrolet. After that, the boys from down under (New Zealand it is) took over and kept a stranglehold on the series for the next 5 years, from 1967 to 1971. With Bruce McLaren at the wheel, figuratively and literally, and with lead-foots such as Denny Hulme and Peter Revson (who joined the team after Bruce's untimely death testing at Goodwood one of his M8Ds in June of 1970), the Kiwi monsters powered by Chevy dominated until Roger Penske, Mark Donohue and Porsche fine tuned the Can-Am version of the 917. In 1972 Team Penske's George Follmer won the title in an L&M-sponsored 917-10 and at the end of that season McLaren retired from the Can-Am stage.

In 1973 Penske and Porsche went a step beyond and came up with a true beast, the 917-30. Sponsored by Sunoco and with Mark Donohue in the cockpit, nobody could get anywhere near the blue and yellow car. This version of the twin turbo, 5.4 liter boxer-12, produced in excess of 1,100 horsepower @ 7,800 rpm with the normal 1.3-bar boost setting. Now, keep in mind that the car, fully laden, weighed 2,700 pounds!

You do the hp-to-weight ratio math, my friend.

At the end of the season, with no competition (thus, lack of promotional value) Porsche left the series, which went on for another year to be cancelled in 1974. Up to this point, the best teams and race car manufacturers, including Ferrari, showed up in the starting grids of the most exciting series in the world at the time, and they hired the best talent available. Any fan of motorsports in those days can attest to that.



Besides the drivers we already mentioned, Jackie Stewart, Jackie Oliver, Chris Amon, Jim Hall (and his unforgettable Chaparrals), Mario (is there any other Mario?), David Hobbs, A.J. Foyt, Jody Scheckter, Brian Redman, Dan Gurney, Pedro Rodriguez, Vic Elford, Jo Siffert and many other members of the driving royalty of those days filled the open cockpits.

My painting shows Mark Donohue in Penske Racing's Sunoco-Porsche 917-30 at Riverside in 1973 negotiating Turn 7, and being followed by Brian Redman's 917-10, Jackie Oliver's UOP Shadow DN-2 and Charlie Kemp in another 917-10.

Ed: This and the previous page are reprinted from the March 2014 Circuit

Membership Report

September Anniversaries

- 35 years Bart & Jane Yee
- 32 years Steve & Michele Alarcon
- 30 years Boyd & Terry Krueger
David & Daniel Martin
- 28 years David & Dee Strelka
- 26 years John & Brenda Benton
Dennis & Pamela Wolfe
- 23 years Steve Hollstein
- 17 years Ron & Karen La Forest
- 14 years Joe & Kurt Burian
Dave Hockett
Dan Hockett
- 13 years Michael & Lisa Kral
- 11 years John Orr
- 10 years Bill & Christina Pulaski
- 8 years John Roe
- 7 years Kenneth Michelsen
David Francis
Thay Lee
- 6 years Bruce Gains & Ann Wong
Dennis & Sharifah Varnum
Mark Nevin
Omar & Emma Manchavez
Frank Miles
- 4 years Mark Segal
Rolando & Leticia Gonzalez
- 3 years Chris & Robert Craig
Alvin Camarillo
Chris Maryring & Eric Holzapfel
- 2 years Hank & Pam Smith
- 1 year Estela Sanchez
John McRee & Lisa Mundy
Jorge Araujo



Dave Martin - 30 years



Jane, Lessa & Bart Yee - 35 years



David Strelka - 28 years



Steve Alarcon - 32 years



Bill Pulaski - 10 years



Steve Orr - 11 years

Steve, Elsie & Taylor Hollstein - 23 years



Hank Smith - 2 years



Dave & Dan Hockett - 14 years



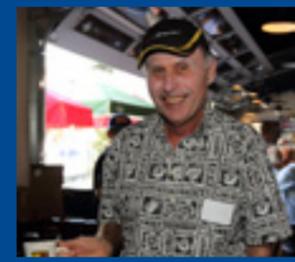
Mike Kral - 13 years



Emma & Omar Manchavez - 6 years



17 years — Ron & Karen La Forest



Joe Burian - 13 years



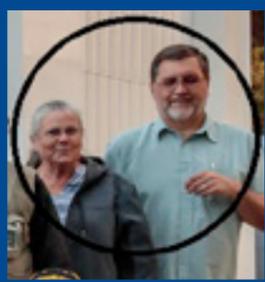
Dennis Varnum - 6 years



Rolando Gonzalez - 4 years



John & Brenda Benton - 26 years



30 years — Terry & Boyd Krueger



David Francis - 7 years



Bruce Gains & Ann Wong - 6 years

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Andy C. stenosis



Chet F. facet debridement



Johnny F. annular tear



Steve F. herniated disk

These are just a few of the many Porsche owners Dr. Mork has treated.

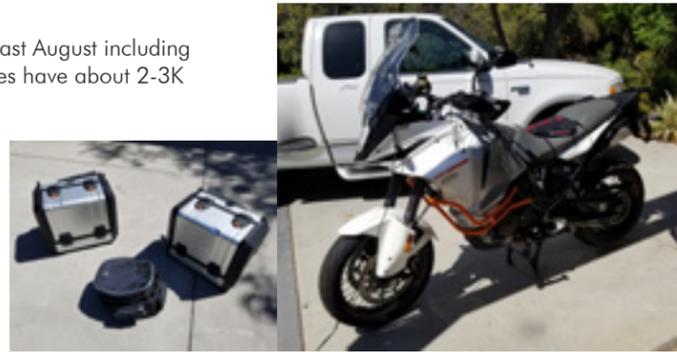
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Tiptronic, 36K miles, no accidents, owned since 2017, I am an 80 year old retired surgeon who loves sports cars. The car had been stored in Arizona for over 10 years. I transported it to my home in Long Beach where I took it to Circle Porsche for restoration and to make into a safe, reliable, and an up to date daily driver. Circle Porsche confirmed the car was a "barn find" Less than 50% of orig brake pads worn off.

Contact Merrill Knopf at buymy993@gmail.com



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John Cliff 805.551.1061 jc@enexus.com



PORSCHE ALLEY CONE ZONE

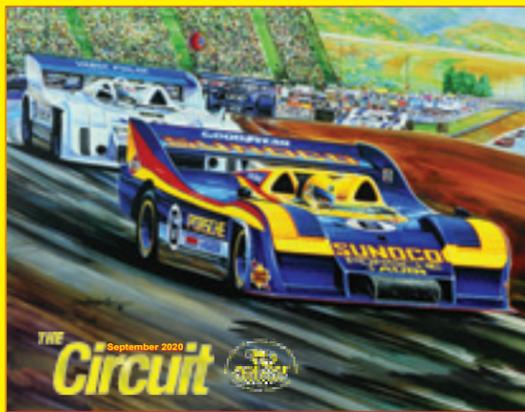
Each month at Breakfast Club we will reserve a line of prime parking spaces for selected Porsche models. For January anyone driving a Cayman is invited to park in the Cone Zone.

- **Sep — Stripes or Car Number**
- **Oct — 50s & 60's Cars**
- **Nov — Original Owner or stayed in family**
- **Dec — Red & Green Porsches**

ON THE COVER

Our beautiful cover painting (see pages 26-27) is the art of Hector Cadematori. Born in Buenos Aires, Argentina, Hector became interested in motor racing as a teenager and was very much influenced by the European tradition; Fangio, Gonzalez, all the Formula One and Sportscar stars of the 60s and 70s and the great racing teams of that era.

Hector is one of our regular drivers at Festival of Speed



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Questions? Contact Patty Reilly, GPX Membership Chair
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