



THE

March 2024

Circuit

A publication of the Grand Prix Region of the Porsche Club of America



GRAND PRIX REGION &
ZONE 8 CLUB CALENDAR

March

2	Sat	F1 Bahrain
9	Sat	F1 Saudi Arabia
9	Sat	GPX Breakfast Meeting, Glory Days Seal Beach
12	Tue	GPX Board Meeting via Zoom (2nd Tuesday)
13-16	Wed-Sat	Twelve Hours of Sebring
16	Sat	GPX Tour to Santa Monica Mountains
18	Mon	GPX Day Away from Work at Streets of Willow
22-24	Fri-Sun	PCA Club Race VIR
24	Sun	F1 Australia

April

1	Mon	Cesar Chavez Day
6-7	Sat-Sun	PCA Club Race Thunderhill
7	Sun	F1 Japan
9	Tue	GPX Board Meeting via Zoom (2nd Tuesday)
12-14	Fri-Sun	PCA Club Race Road Atlanta
13	Sat	GPX Breakfast Meeting, Glory Days Seal Beach
19-20	Fri-Sat	PCA Club Race Lime Rock
19-20	Sun	Long Beach Grand Prix
21	Sun	F1 China
21-25	S-Thu	Treffen Wine Country (Napa/Sonoma)
27	Sat	GPX Tour to Tehachapi Loop
27-28	Sat-Sun	PCA Club Race Ozark

May

4-5	Sat-Sun	PCA Club Race Buttonwillow
5	Sun	F1 Miami
10-12	Fri-Sun	Course De Monterey, IMSA Laguna Seca
11	Sat	GPX Breakfast Meeting, Glory Days Seal Beach
14	Tue	GPX Board Meeting via Zoom (2nd Tuesday)
18-19	Sat-Sun	PCA Club Race Hastings
19	Sun	GPX Concours at Lakewood Country Club
19	Sun	F1 Emilia Romagna
25-26	Sat-Sun	PCA Club Race Eagles Canyon
26	Sun	F1 Monaco
27	Mon	Memorial Day

June

31-1	Fri-Sun	Detroit Grand Prix
8	Sat	GPX Breakfast Meeting, Glory Days Seal Beach
8-9	Sat-Sun	PCA Club Race UMC
9	Sun	F1 Canada
11	Tue	GPX Board Meeting via Zoom (2nd Tuesday)
14-16	Fri-Sun	PCA Club Race Watkins Glen
9-15	Sat-Wed	Porsche Parade, Birmingham, AL
19	Wed	Juneteenth
20-23	Fri-Sun	IMSA 6 Hours at the Glen
23	Sun	F1 Spain
29-30	Sat-Sun	PCA Club Race Sonoma
30	Sun	F1 Austria

July

4	Thu	Independence Day
7	Sun	F1 United Kingdom
9	Tue	GPX Board Meeting via Zoom (2nd Tuesday)
13	Sat	GPX Breakfast Meeting, Glory Days Seal Beach

If you have suggestions about other events that you think our members would be interested in seeing on our calendar, please let me know

12-14	Fri-Sun	IMSA Canadian Tire Motorsport Park
12-17	Fri-Sun	PCA Club Race Brainerd
21	Sun	F1 Hungary
28	Sun	F1 Belgium

August

2-4	Fri-Sun	PCA Club Race CTMP
2-4	Fri-Sun	IMSA Sportscar Weekend, Road America
10	Sat	GPX Breakfast Meeting, Glory Days Seal Beach
9-11	Fri-Sun	PCA Club Race NJMP
13	Tue	GPX Board Meeting via Zoom (2nd Tuesday)
25-26	Sat-Sun	IMSAGT Challenge at VIR
25	Sun	F1 Netherlands

September

30-2	Fri-Sun	PCA Club Race Road America
1	Sun	F1 Italy
2	Mon	Labor Day
10	Tue	GPX Board Meeting via Zoom (2nd Tuesday)
14	Sat	GPX Breakfast Meeting, Glory Days Seal Beach
13-15	Fri-Sun	PCA Club Race Summit Point
15	Sun	F1 Azerbaijan
20-22	Fri-Sun	IMSA Battle on the Bricks, Indianapolis
21-22	Sat-Sun	PCA Club Race High Plains
22	Sun	F1 Singapore
28	Sat	GPX Mt Wilson Telescope Night Viewing Tour

October

5	Sat	GPX 3rd Annual Poker Run
8	Tue	GPX Board Meeting via Zoom (2nd Tuesday)
9-12	Wed-Sat	IMSA Petit Le Mans, Road Atlanta
12-13	Sat-Sun	PCA Club Race Eagles Canyon
12	Sat	GPX Breakfast Meeting, Glory Days Seal Beach
14	Mon	GPX Day Away from Work at Streets of Willow
14	Mon	Columbus Day
18-20	Fri-Sun	PCA Club Race Carolina Motorsports Park
20	Sun	F1 USA
27	Sun	F1 Mexico

November

3	Sun	F1 Brazil
9	Sat	GPX Breakfast Meeting, Glory Days Seal Beach
11	Mon	Veterans Day
12	Tue	GPX Board Meeting via Zoom (2nd Tuesday)
23	Sun	F1 Las Vegas
28	Thu	Thanksgiving

December

1	Sun	F1 Qatar
7	Sat	GPX Holiday Party at Old Ranch, Seal Beach
8	Sun	F1 Abu Dhabi
10	Tue	GPX Board Meeting via Zoom (2nd Tuesday)
14	Sat	GPX Breakfast Meeting, Glory Days Seal Beach

GPX Tour Information and registration
PCAGPX.MotorsportsReg.com

GPX BOARD OF DIRECTORS



President
Eric Peterson
(562) 533-0573
thepetersons_crib@msn.com



Vice President
Suesan Way Carter
(619) 992-4287
Sewaycarter@gmail.com



Secretary
Francis Lewis
(714) 873-4873
francismlewis2@yahoo.com



Treasurer
Hank Landsberg
(562) 493-3589
HENRYENG@aol.com



Director at Large
Patty Reilly
(714) 402-2405
GPXPatty@mindspring.com



Director at Large
Sean Neel
(310) 628-3520
shellstloc@mac.com



Director at Large
Gary Menes
(562) 537-5990
garymenes@gmail.com



Past President
Skip Carter
(619) 992-9927
SkipCarter@pobox.com

GPX CHAIRS

Chief Driving Instructor **Nick Perdikaris**
nickperdi@gmail.com (310) 901-8154

Circuit Editor- **Skip Carter**
SkipCarter@pobox.com (619) 992-9927

Concours - **Patty Reilly**
GPXPatty@mindspring.com (714) 402-2405

Consiglieri - **Marty Goldsmith**
CaptMarty@verizon.net (562) 494-6350

GPX Store - **Arturo Chaparro**
arturo7music@sbcglobal.net (323) 633-7915

Historian - **Skip Carter**
SkipCarter@pobox.com (619) 992.9927

Insurance - **Ron Shanon**
rshanon@yahoo.com (310) 375-9840

Marketing & Social Media - **Chris Way**
cwway@rogers.com (647) 404-4424

Membership - **Patty Reilly**
GPXPatty@mindspring.com (714) 402-2405

Photography - **Jimmie Mitchell**
JMitch911@sbcglobal.net (310) 901-9403

Registrar - **Suesan Way Carter**
Suesan@pobox.com (619) 992-4287

Safety - **Eric Peterson** (562) 533-0573
ThePetersons_Crib@msn.com

Activities - **Jim Worsham**
WorshamCPA@aol.com (562) 433-3662

Tech Advisor - **Michael Dolphin**
Carrera3@msn.com (213) 248-4743

Tours - **Jeff Peck & Francis Lewis**
jbpeck@pacbell.net (310) 345-8081
francismlewis2@yahoo.co (714) 873-4873

Webmaster - **Jimmie Mitchell**
Webmaster@gpx.pca.org (310) 901-9403

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INFORMATION LINKS

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

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ADDRESS CHANGE: Please notify GPX Membership Chair and PCA (PO Box 6400, Columbia, MD 21045 or Admin@PCA.org or 410.381.0911) of any address, email, phone or membership status changes.

Gearheads Corner, by Eric Peterson

It's March already. We have a couple of great events this month in addition to our regular breakfast meeting. We have the Santa Monica Mountain Fun Run on March 16th. We also have one of our two annual Day Away HPDE events at Streets of Willow Springs raceway on March 18th. I encourage all of you to participate in both of these fine events.

For this month's Gear Head theme, I will share a few of the techniques that I teach at the Day Away HPDE track days. Since I've never had formal training via racing school, I learned all of these techniques/concepts via the "hard way" while racing or reading books by the pros. Believe me, these techniques work. Once I implemented them my lap times and race finishes improved significantly. They are as follows:

1. Go slow to go fast – First, take your time to learn the track and its corners. Don't overdrive the corners. If you over-cook the corner with too much speed, you will have to fight the car to remain on the track. This may look spectacular, but you will waste a lot of time scrubbing off speed to regain control. It will also place you out of position for the next corner, costing you more time.

2. Smoothness Counts – Be smooth with braking, turning and accelerating. All three of these actions upset the dynamics of the car. As you have noticed, any time you brake the car pitches forward. Turning in one direction the car will roll in the opposite direction. And third, accelerating causes the car to pitch or squat to the rear. Also, all of these actions are transmitted to the tires which provide grip on the track. That grip is reduced by the dynamic loads caused by these actions. Being smooth reduces the adverse effects of these actions.

3. Learn to blend or smoothly apply brakes, turn-in & accelerate – Part of 1 & 2 above this is a key part of being smooth. Stomping on the brakes or throttle peddle will upset the car. Be smooth in their application.

4. Learn to use all of the track available in a corner – The larger the turn radius, the faster you can go before you lose grip and start to slide. Again, all part of 1-3 above.

5. Maintain a constant radius in a turn - In other words, once you have learned the track, practice a single input to the steering wheel into the turn. Maintain that single steering position throughout the corner. Avoid additional steering input throughout the corner, if possible. This is not possible in all corners. For those corners that have a decreasing or increasing radius, it's necessary to add more steering input. But if you master the craft of a constant radius turning it will make your driving more precise and resulting in a smoother corner.

6. Look one corner ahead – Learn to adjust your apex, (the inside edge of the turn), to allow you to exit the corner in the best position for the next corner. If you don't, you will likely, not only mess up that corner, but the following corners costing you more time. This technique is a great way to smooth out your laps.

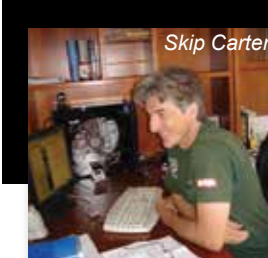
7. Trail Braking – This is the art of continuing to brake after you have started your turn-in to the apex of a corner. This technique requires a bit of practice, but it will go a long way to executing a smooth corner. It allows you to start your braking point a bit later and carrying more speed into the apex of the corner. Again, you need to feel the grip of your tires as you turn to avoid breaking away or sliding. You want to brake hard while slowly releasing the pressure on the brake peddle as you approach the apex.

8. Think of your laps as a highly choreographed dance around the track – Allow your mind to get into the rhythm. This all equates to smoothness and quicker lap times.

Just a few thoughts for you to consider as you prepare for this month's Day Away at Streets of Willow Springs raceway. Hope to see you there.

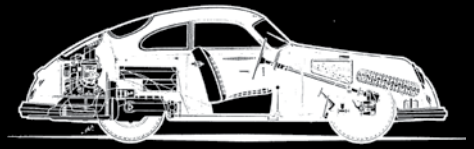
In closing, thanks to Jeff and Francis for another great tour to Morro Bay last month. Also, don't forget the Santa Monica Fun Run coming up this month as well on March 16th. Hope to see you all then.

Have fun, Eric



Skip Carter

Editorial License



It's been a good start for GPX in 2024. Averaging 2 to 3 events a month, our gang has been busy. Take a look at the Calendar on page 3. And that's just Grand Prix region events. There are other regions around us that also put on tours, driving and social events. PCA members are welcome to attend any of these from what I've seen.

Off Road Tour idea

Owning a Cayenne since 2014, it didn't take long for my good friend, Vince Knauf (also a proud Cayenne owner) to start thinking about giving them some off road exercise.

Half the fun for Vince was scouting out routes for these tours, and soon he had build up a library of "local" off road destinations. Nothing on these tours approached "dangerous" (at least, not by our definition). Essentially we were just driving on dirt roads, often through some pretty remote areas.

In scouting these tours he'd often find locked gates. He always managed to find out who had control over the gates and got permission to open them (or had them opened for our tours). I can tell you that EVERY one of those tours was well worth participating. We always went places that you would just never see or otherwise experience without a 4-wheel drive vehicle.

Now, even though we were thinking Cayennes, anyone with a different 4- wheel brand was welcome to participate.

Unfortunately, a few years ago Vince passed on, and the idea of these tours got put on a shelf. A San Diego region member interested in what Vince had been doing, Garrett Guess, picked up the task and has been producing several of these tours every year for San Diego region

Always in the back of my mind, I am wondering how many of you out there have a 4-wheel drive vehicle and would be interested to getting involved in one of these. I'm only thinking of one a year, but if any of you want to jimp

in to help do the first one and see where it goes from there, please give our President, Eric Peterson, or myself a call/email. We'd love to get the ball rolling.

Day Away from Work Driver's Education

On Monday, March 18 we are putting on our first of two of these driver education events at Streets of Willow. For those of you not familiar with Streets, it is located in Rosamond, about 20 minutes from Lancaster. There are several race tracks here. Big Willow is a world class race track that had been around for a long time. Streets is a smaller training track that we rent twice a year.

We've been doing two of these a year for probably more than 20 years. The whole idea is for people like you to bring your Porsche to this event and, with the assistance of an instructor, start to show you a little more of what your Porsche is capable of.

We call this Driver's Education because that's exactly what it is. IT IS NOT RACING. Talk with anyone who has done these and you will hear things like:

1. It taught me to extend my vision so that I am more aware of what other drivers are doing around me so I can better react if I need to

2. One of the best safety devices on a Porsche is the braking system. In our daily driving you might find yourself in a situation that requires extreme braking. It is important to experience this level of braking so you know what your car is capable of. It's a tool you may never have to use but, if needed, you want to have some experience.

3. You will have an instructor working with you throughout the day. Their job is to get you to slowly expand your experience of driving so you become a smoother and safer driver, so that you are more aware of what other cars are doing around you.

We train a lot of novices. We love to see the smiles on drivers after they begin to experience what they and their Porsche are capable of.

Registration is open for this event.

Go to <http://pcagpx.MotorsportReg.com>

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MORRO BAY TOUR

PHOTOS BY AR, REPRINTED FROM LOS ANGELES TIMES JULY 18, 220











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MY RIGHT SEAT COACH

STORY & GRAPHICS BY PEDRO P. BONILLA, PEDRO'S GARAGE

My Dad had been a successful Gentleman Racer in his younger days and that's why I'm passionate about racing as well. I remember riding with him to some of his races. Back then you drove your car to and from the track! I was awed by, and still remember looking at, the speedo in his car which had a max speed indication of 300 KPH. His car of choice at that time was a 1958 Mercedes Benz 300SL Roadster. He had traded in his 1954 300 SL Gullwing for the Roadster because the latter was lighter. With his help, I got into karting at a very young age and

Dad and I had a lot of fun tinkering with what was then a new fad. We modified and greatly improved the brakes, the clutch, the engine and tweaked it after every race with what we had just learned. Just before every race we would have a strategic meeting and after the race a debriefing, going over my best and worst moments of the race. I got to be pretty good at it, eventually winning two consecutive National Championships in the DR. Dad, as an engineer, studied the intricacies of 2 cycle expansion chambers and got so immersed in it that he designed and hand-made a different one for my kart for each track!

But as good as that was, the times I spent together with my Dad in a car, or better yet, in a racecar were the best. He taught me how to drive a stick by age 10. I couldn't reach the pedals, so he built wooden extensions for me. Every time there was a chance, he would let me take the wheel and I was quite experienced by age 12. We would go drive in abandoned dirt roads where he taught me to drift the car into the turns mainly using the handbrake since our ride was a very underpowered DKW 3=6 with a 2-cycle, 3 cylinder engine probably making 50 HP. (see photo on right). One Saturday morning (it must have been 5:00 AM) he came into my room, woke me up and told me to quickly pack for three days and that I was coming with him. I later learned that the previous evening his best friend and pilot of their dedicated rally car (a 1965 Alfa Romeo Giulia ti) had been admitted to the emergency room and could not participate in the 2-day Rally of the Mountain III (Rally de la Montaña III) for which they had worked so hard prepping the car and doing all of the route calculations, etc. I got in the car with him as we headed down to the starting point of the race. He was explaining to me how the tandem Heuer stopwatches and the Alpina hand-cranked calculator that were bolted on the dash worked. All the info was just going over my head. Shortly after 8:00 AM



we took the green flag and off we were! Within the first 5 kilometers I had managed to get us lost. My Dad stopped the car and got out. He paced for a few seconds and commanded: "Move over, you're driving!" All I could say was "Yes Sir!". With his total control of the navigation we quickly got back on-track and on-time without having lost any points.



It was a tough 2-day event crossing the high sierras of the Dominican Republic where we were living at the time. Dad was the copilot now so he had his time/distance/speed calculations but he was also coaching/instructing me as well. The first day we finished a respective fifth overall but still close to 2nd, 3rd and 4th places in penalty points. Before going to bed I remember that he sat down with me for over an hour and we had a debrief just as in our karting days. The next morning we took the green with much more confidence and finished the day 2nd overall giving us the 3rd place of the event due to the combined results of both days.

At the awards ceremony we were called to the podium and just before the 3rd place trophy was handed to us there was a commotion and everything stopped. We got off the podium and about 30 minutes later the Chief Steward announced that there had been a disqualification and it was car number 7 driven by Pedro Bonilla and co-piloted by Pedro Bonilla Jr. It was further explained that the fourth place car had protested. The protest was declared valid. They pointed out that according to the rules, any Rally pilot was required to have valid driver's license and at the time I was about to turn 15 so I didn't even have a learner's permit. The third place points and trophy were being stripped from us. But then, something incredible happened. Most of the other 192 participants (there had been 100 cars) got up and started chanting our names. Many were upset at the now official 3rd place finishers telling them that "the kid" had beat them all and that they shouldn't be sore losers. In the end the organizers held the awards ceremony again and gave us the 3rd place trophies, but gave the points to the 4th place finishers.

That Rally has been one of the most memorable events of my life.

I was mostly into dirt bikes after that and then with col-

lege and later raising a young family most of my 4-wheel racing came to a halt for a while, although I had managed to keep a Porsche in my garage continually since my college days. When Mondays were literally too painful due to the off-roading on the weekends, I gave up the bikes and started Autocrossing and DE'ing my '98 Boxster. That felt much better!

My Dad passed away 15 years ago but I still feel him sitting and instructing me from the right seat (even when there is no right seat) and I can swear than in more than one occasion he has physically intervened to save my behind when I've done something stupid at the track.

So why do I drive Porsches when my Dad was such an MB aficionado? Well, in 1960 he was at Sebring to watch how the mighty (privateer) #81 Mercedes SL 300s was going to dominate the race. Instead it and every other car in the field got beat by a car half their weight and half their engine size: the little Porsche 718 RS60.

My Dad sold his Black-on-Red 1958 MB 300SL Roadster right at the track and ordered a Porsche 550. Since then it was always Porsches at the track!

That's my Dad on the left, in late 1959 practicing at Sebring. 51 years after the day he sold this car, I had the chance to make this tandem photo to honor him in my own way. I tried to find the same spot and "parked" next to him. The colors of the cars, our clothing and the fact that I could have been his father. He was 33 in the photo while I was 59.

Gracias, Papá! I miss you every day.

For more information on Porsches and more, please visit my website: www.PedrosGarage.com.

Happy Porsche'ing,
Pedro





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TIRES AT HIGH SPEED

STORY & PHOTOS BY PEDRO BONILLA, PEDRO'S GARAGE (PUBLISHED MARCH 2010 "DIE PORSCHE KASSETTE")

Tire inflation specs are based on what the manufacturer considers *normal* driving conditions. But, because of the cars we drive and the Club we belong to, many of us have the opportunity to go beyond *normal* driving conditions at the track during the Driver Education events organized by our PCA and other auto clubs in the area.

Let's try to put it in perspective.

Even though we tend to think that properly inflated tires are perfectly round, they truly aren't.

Because of the weight they carry (vehicle, fluids and passenger(s)), the bottom half of the tire's sidewalls bulge and the tread flattens where it contacts the road.

But on the top half of the tire, the sidewalls straighten out and the tread curves back into its molded round shape. This difference in shape between the top and bottom halves of a tire is known as *deflection*.

This deflection will occur with every revolution of the tire, so picture this:

A 225/45/ZR17 tire could be considered a standard front tire in a Boxster, Cayman or Carrera. This particular tire has a 25 inch overall diameter and, after doing the math, we know that this tire will turn approximately 807 times every mile. At 25 miles per hour this tire will roll 5.6 times per second, at 70 mph (speed limit on the Interstate) it will roll 15.7 times per second and, at 140 mph (speed right before braking for turn 17 at Sebring) the tire will roll a daunting 31.4 times every second. This means that the tire is changing its shape from its unloaded to its loaded state and back every 3/100th of a second.



This constant tire deflection plus the friction of the tire against the road (track) generates tremendous heat build-up in the tires. Since the tires are filled with air (or nitrogen) which is a gas, Boyles Law demonstrates that if the volume of gas is maintained constant, its pressure is directly proportional to its

temperature, therefore your tire pressure will go up as the tire gets used, and the faster the tires spin, the faster the temperature and therefore the pressure will build up.

The rule of thumb is that the tire's pressure will increase by 1 psi for every 10° Fahrenheit increase in temperature, or 1 psi for every 4 minutes of use during the first 20 minutes of operation.

All of the above to basically say that the faster you go, the higher your tire pressure will be.

So, when we're at the track or Auto Cross we must keep in mind that we will have a tire pressure increase as soon as the tires start to heat up. This will alter our car's handling, so we need to carefully monitor the pressure throughout the different sessions during the day.

But how do we know what the ideal pressure is?

We should generally start with the recommended pressures from the car's manufacturer. Then, the tires will tell us if they need more or less pressure.



Most modern high-speed rated tires have special markers to show us the optimal tire patch.

This triangle tells us where the edge of the optimal tread wear should be.

As you can see above, the wear is a little short of the marker, meaning that we have too much pressure.

Dropping a couple of pounds of pressure and then hitting the track again gives us the optimal patch, as seen below where the edge of the wear is right to the tip of the marker.



Also, always keep in mind that you should never inflate beyond the tire's maximum pressure, stamped on its sidewall.



Keep an eye on your tire's pressures and ...
Happy Porsche'ing,

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Tech Notes from Tony Callas & Tom Prine (courtesy of Callas Rennsport) Automotive Lubricants

Since the introduction of synthetic lubricants, automotive maintenance has changed drastically. Some automotive manufacturers' recommendations have reached oil change intervals in the 15k and even 20k mile realm, but this does not mean that it is the best recommendation for your engine's health and extended life.

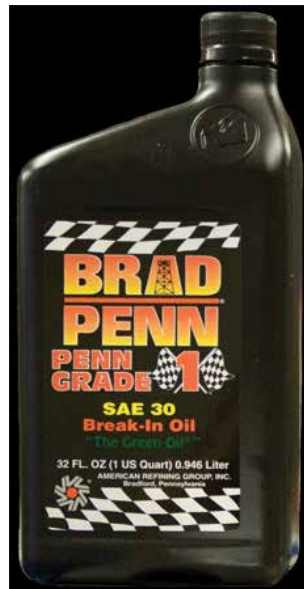
The modern Porsche's (e.g. the 986-987s and 996-997s) require a more vigorous engine oil change schedule. We suggest that you change your engine oil and filter every 3-5k miles or 6 months (whichever comes first) based on how your car is driven to insure clean internal engine component operation.

For cars driven primarily shorter distances (under 10 miles) and/or stop and go traffic a few times (or less) per week, a shorter oil change interval is needed. Cars driven longer distances regularly will do fine with a slightly longer oil change interval. While these service intervals may seem conservative, it is important to recognize that modern synthetic engine lubricants rarely wear out in these shorter intervals, but mainly become contaminated with combustion byproducts and water condensation (worst in periodic short distance driving). In the case of extended intervals, viscosity and anti wear additives wear out sooner than the engine oil's base stock. Changing the oil more frequently will help to protect against the potential problem areas such as failure of the Intermediate Shaft Bearing, Cylinder Liners and Chain Tensioners.

A good practice, when changing your oil and filter, is to cut your filter open to inspect it for any metal and plastic debris. This debris can be the early signs of an internal engine problem. There are also quite a few ancillary items that require clean engine oil to operate properly, such as the Vario-Cam and Vario-Cam Plus control solenoids, chain adjusters, camshaft vane cell adjusters and hydraulic valve lifters, just to name a few. These components all have very small oil passages and galleries which can get clogged with even the smallest particles of dirt and debris.

The Environmental Protection Agency (EPA) has mandated engine oil manufactures to reduce the high pressure/anti wear additive named Zinc dialkyldithiophosphates (ZDDP). The whole reason for this mandate is to help prolong Catalytic Converter life and efficiency. Modern Porsche engines, which are of flat tappet design, require a substantial amount of ZDDP additive in the engine oil to protect and lubricate all the valve train components. Today we see many engines with camshaft pitting and lobe erosion at a relatively low mileage, these issues are a direct result of utilizing oils with reduced levels of ZDDP.

We highly recommend that you stick with one of the higher quality but smaller "Boutique type" engine oil manufactures such as Redline, Motul, Swepco and Brad Penn that have ZDDP levels above 1,250 PPM to combat these issues. These oils are a little more expensive and can be difficult to obtain, but they will save you significantly overtime in repairs you will not have to perform.





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Book Reviews for Porschephiles

by Bruce Herrington, Riverside Region

U.S. Route 395:

Travel America's "Three Flags Highway" in a classic 1969 Porsche 912
by Michael R. Newlon (Riverside Region member)
published by Outskirts Press, Denver, CO

Most all Southern Californians are aware of U.S. 395, the inland route to Mono Lake, Yosemite and Lake Tahoe. Though the signs make it clear that 395 is a US Highway, this reviewer never thought about it being more than just an old road through southern California. After all, going south, it just plain stops in Hesperia. It seemed reasonable to assume that going north it just plain stopped at Tahoe or, I guessed, it was actually Reno. It turns out there is/was much more to it that my current perception.

In actual fact, 395 goes all the way to (comes all the way from ?) the Canadian border, and here is the book to prove it. The appellation "Three Flags Highway" comes from the original intent, never quite realized, to connect the Canadian border to the Mexican border. Conceptually established (and numbered) in 1926 with the establishment of the Federal Highway System, the US 395 label was first placed on a roadway north of Spokane, Washington to the Canadian border. Ultimately, 395 reached 1490 miles, but its length was reduced to 1305 miles when it's southern most rights of way were co-opted by pieces of Interstate 15 and 215.

U.S. Route 395 is a unique document. It describes a drive of the entire length of US 395 from the Canadian Border to its current end in Hesperia. But it is not a detailed route map (like a AAA TripTik), it is not a detailed guide to the places along the way (like a Fodors). Instead, it is a friendly, human report of a fascinating drive in an old Porsche. More a diary than a set of driving instructions, it deals with all the fun of making a real trip. What other 'trip guide' would describe the experience of having a

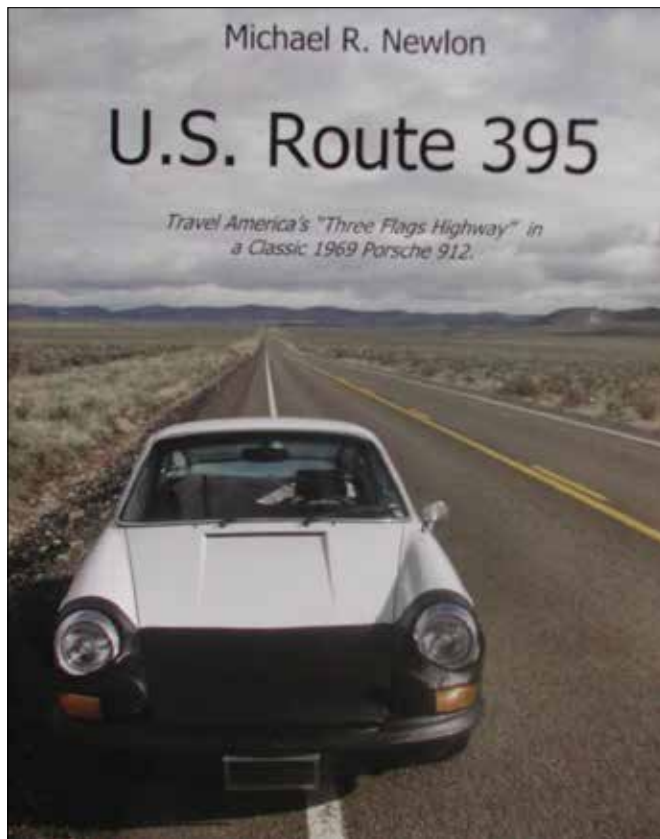
road hazard flat with a virtually new tire? Continuity of the narrative is greatly enhanced by periodically including images of a road atlas, annotated to show highlights of the trip. The fact that the atlas used was a 1959 edition (even older than the car), pre-dating the Interstate Highway system, completes the sense of time travel back to the good ol' days that pervades this book.

Lavishly illustrated with both driver's eye and "this is what it looks like" pictures, it is easy to become engrossed in the author's experience as he makes his pilgrimage down the old highway. Old as it is, much of the road appears to be a driver's dream, with good pavement, wide open spaces and virtually no traffic.

The author has taken the time to stop and photograph many of the significant buildings, historic markers and information signs that most of us just sail by. It turns out that these things really are interesting!

Other items overlooked by most travelers, like geologic features, are described and presented in large, full color photographs.

U.S. Route 395 may be available for \$24.95 at your favorite bookseller (ask for it) or directly from the author at <http://www.michaelrnewlon.com>.



Book Reviews for Porschephiles

by Bruce Herrington

PORSCHE: The Classic Era

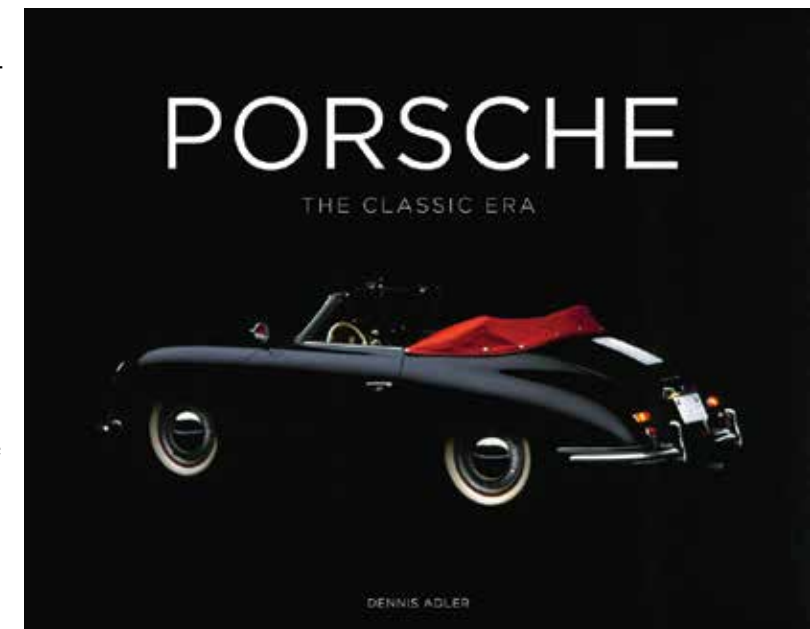
by Dennis Adler, published September 15, 2016 by Motorbooks, Minneapolis, MN

This is a very informative book for anyone interested in the world of Porsche, a world which encompasses more than just cars with the Porsche name on them. Porsche cars are covered from the Gmünd coupes through the last of the air cooled 993s in 1998, except that the 4-cylinder water cooled cars are not included. That coverage spans 50 out of the less than 70 years of car production, pretty expansive era.

The Porsche Company, in both its KG and AG forms, is discussed comprehensively. The life of the company(s) certainly represents an era, is absolutely about Porsche, but not really about the cars as one might expect from the title. Professor Porsche's career is described from his work with Lohner around 1900, through his imprisonment after WWII — not so much an era as virtually his entire life. As long as the reader is not expecting the classic era of Porsche to mean coverage of the 356s, or maybe even the Pre-As, or the REAL classics (the Gmünd coupes) you will not be disappointed in this book.

After the foreword by Ferdinand Alexander "Butzi" Porsche III, which touches on the evolution of the House of Porsche, there are thirteen chapters. The text begins with the obligatory recap of Professor Porsche's involvement in the design (and racing, himself driving) of automobiles for a complicated series of overlapping companies. The chapters dealing with Porsche cars include one on 356s, four on 911s, one all-wheel-drive, one on 914s and one on racing. The racing chapter reprises Professor Porsche's work with Lohner, Daimler-Benz and Auto-Union before dealing with the cars that carried the Porsche name. The last chapter (by PCA's own Prescott Kelly) deals with posters, brochures and other factory literature about Porsche automobiles through 1999. Included in his presentation is this reviewer's favorite, the Erich Strenger Carrera GTS Type 904 victories poster, of late 1964. All chapters are very readable and present a fascinating amount of detail.

There are many interesting pictures (some from the Porsche Archives and many by the author) well integrated into the text. It seems amazing that some of the pictures from Professor Porsche's early days still exist — e.g. Ferry Porsche as a baby! Also awe



inspiring are modern color shots of vehicles designed by the Professor that were actually built in the 1920s. There are some familiar classics from the Porsche achieves, but most of the pictures seem fresh and new to this reviewer. The photography by the author is, of course, newly seen, and some of the full page portraits display the characteristics of the cars very well.

A scary thought inspired by this book is what it implies about the U.S. economy and

how the value of the dollar has changed: In 1976 the top-of-the-line ultra Porsche, the Turbo Carrera, cost a price that could make anyone's wallet throb: \$26,000!

Though printed in China and published by an American house, the pages have a light airy European look with wide margins and generous spacing between lines of text. There is a very comprehensive index consisting of four pages of type small enough to set six columns of information on each page.

Because of the comprehensiveness of the era covered by this book, everything from Ferdinand Porsche's youth to the end of production of air-cooled Porsche automobiles, PORSCHE is an ideal book for the neophyte Porsche owner, Porsche enthusiast or even just someone associated with a Porscheophile.

Hardbound with 304, 8-1/2 x 10-3/4 inch glossy pages, by the time you read this it should be available for \$40 from your favorite bookseller (ask for it) or from <https://www.quartoknows.com/books>.

THE REMAINDER BIN

STORY BY DANIELLE BADLER



So I was meandering through my local Barnes & Noble. I had already cruised through the car magazines, noting once again the amazing fact that Jolly Olde, a country the size of New York State, still dominates the car mag shelf space. I counted four Porsche-only monthly Brit titles. How can that be?

No matter. On to the remainder shelves. And there, amid the 50% off titles on the top ten killer submarines of the world, how to cook a souffle like Julia Child and gardening secrets of the pros... There it was... Really? Could it be? Yes indeed! “The Comedians in Cars Getting Coffee Book.”

I’m a big Jerry fan. Late night, when Stephen and Jimmy and Jimmy are on hiatus, I watch Seinfeld reruns. And they hold up. The puffy shirt, the bubble boy, yada-yada-yada, the soup Nazi, Festivus. They’re timeless. Not that there’s anything wrong with that.

It also doesn’t hurt that we’re both from the same general neck of the woods, Lon Ghiland. Which the natives

shorten to The Ghiland. You have to hit that G, hard. I even had a very distant brush with fame once – a guy I used to play golf with, whose business was drilling precise holes for elevator shafts, told me he once drilled shafts for Jerry’s converted car garage on the Upper West Side of Manhattan. Yes, that’s right! Although I never got an invitation to see the result of his work.

At first, I thought the book was a joke. Because it reminded me immediately of one of my favorite bits on the series, Kramer’s coffee table book on coffee tables. But that’s another story. You see, I’ve seen every bite-size episode. I love it. The cars, the guests, the chatter, the revelations.

Of course, I’ve buried myself in the tome. And I’m proud to share some take-aways. Because God only knows how many copies of Comedians are out there, anywhere. Here’s just a scrape of crema from the surface of the cup.

Jerry wrote an introduction to the book. “What if I figured out a way to bring the viewer along on a bit of com-



edy hang time but mostly the jokes and whatever else has some thought value? I’m not much for podcasts. I think virtually everything could do with a good edit... A beautifully put together stand-up set is... ‘I have a lot of funny and interesting thoughts. Here’s the best ones.’”

The episode with President Obama; “We did the phone call first. The President was like ‘Yeah, come on over.’ After Obama hung up the phone, he said to the Secret Service agent who was in the office with him, ‘He’s going to knock on the window. Don’t shoot him.’”

On relationships. Jerry to Bill Burr; “If I could give you three words of marriage advice? I’m married 14 years.” All right. “Never stop apologizing.”

More on relationships. Jerry to Ali Wentworth; “I’ll tell you, your husband (George Stephanopoulos) has got one of the greatest husband lines I’ve ever heard. ‘So you’ve moved to this new place on 72nd. Are you happy there? And he says I hope we are.’”

On TV and movies. Mel Brooks; “It’s got to please you. You’re the only audience. If it pleases you, it will please them. If you don’t laugh, they’re not going to laugh. If you don’t cry, they’re not going to cry.”

On other comedians. Jay Leno; “When you’re hot, whatever you do: ‘Oh, ho, ho.’ People laugh at everything you do. Then after they’ve seen you a few times, it gets a little trickier. Taste is what’s left.”

More on other comedians. Jerry to Howard Stern; “Listen, a great stand-up is a victory over the self. And you are as great an example as exists. Your career is a victory over the self. The greatest obstacles are the self. It wasn’t the business. It wasn’t other people. It wasn’t relationships, your wife, whatever. None of that was the biggest obstacle.



It was you. You conquered yourself.”

Still more on other comedians: Robert Klein to Jerry about Rodney Dangerfield; “We’d hang around.” Where? “His place, first on 86th. (In accent) I’ll tell ya, I got an apartment on 86th, between Columbus and Puerto Rico. I got mugged there. The guy had a razor. It was an electric razor. It was my own fault. I was standing close to an outlet.”

Back to Jerry’s intro, on the cars; “... If you’re not an automotive enthusiast, cars are an unbelievably boring subject... How a person could not be interested in cars, I’ll never understand. They’re such large, important, fascinating objects... They’re such a perfect fit with the comedians and the coffee. The reason I love cars is each one’s personality always expresses a moment in mechanical history and culture... Every car is so unique to me. And so much like a person. Always trying to please, so often failing....”

I hope you find your very own Getting Coffee Book. I’m keeping mine, piping hot, forever.



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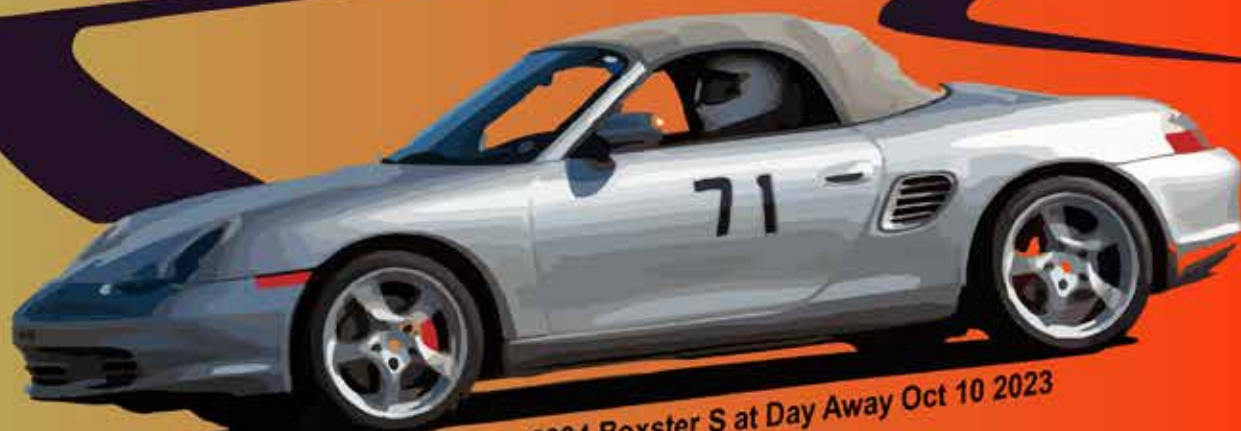
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photo by
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photos by Jimmie Mitchell & Michael Dolphin



FEBRUARY BREAKFAST

MARNI'S (RENAMED FROM GLORY DAYS BEACHSIDE GRILL)

BY SKIP CARTER, PHOTOS BY MICHAEL DOLPHIN

Our monthly breakfast meetings continue to be a great turnout for GPX and other friends. The number and variety of cars that show up, not always Porsches, makes walking through the parking lots something not to miss.

The change in ownership and the new name (Marni's) did not change anything for us. The new ownership seem very happy to have us there every month,

If you've been in the club for awhile you will probably remember some of the earlier locations. The Tilted Kilt was the last one. Friscos in Seal Beach was before that. We really liked Friscos and even had one or two of our annual Holiday Parties there. Before Friscos was Ricky and Ronnie's in Torrance area. We loved that place, especially because the glass roll-up doors between where we ate and the parking lot always made it feel like the cars were right with us.

But things change. Having been a PCA member since sometime in the late 1980s and the Grand Prix region for about half of that, the process of getting older seems more "in your face" (OK, in MY face) all the time. It's a natural process.

The first several years I was part of the San Diego region and editor for 10 years before switching to GPX. During those 10 years I interviewed several of the oldest/earliest leader of San Diego region. Every one of them complained and mentioned when it stopped being fun. The founder of the region said it was when membership got to about 30 and when anyone with a Porsche could join (we won't say more about that). A generation later the club stopped being fun when they got to about 125 members.

Things change. And I've always hoped that I would not become one of those curmudgions who could say "It stopped being fun when..." So far, so good.

March 2024





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SATURDAY MARCH 16 2024



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Tips for Recovering Diminished Value and Loss of Use Damages

EVERY CAR BUYER understands a vehicle's accident history can substantially reduce its value. The first thing most savvy car buyers do when purchasing a used vehicle is check the car's accident history with a service like CARFAX. Even if a car seems mechanically sound and cosmetically clean, the car's accident history significantly decreases its market value. If your vehicle is damaged in a collision due to someone else's negligence, you're entitled to recover more than repair costs. You're also entitled to recover for the 'diminished value' and 'loss of use' of your vehicle from being damaged and repaired.

Diminished Value is the difference between the market value of a car prior to a collision and its reduced value immediately after having been repaired. The idea is simple, given a choice between two vehicles, one that has been in a serious collision and another which has not, buyers will invariably choose the vehicle without a collision history. No matter how well a car has been repaired, it's invariably worth less than before the collision.

In California, damages for diminished value can be recovered against the insurer for the party who negligently damaged your car, but not against your own insurer. Diminished value is likely not recoverable in California for a leased vehicle unless you sustain an actual loss upon lease termination.

Proving Diminished Value damages generally requires hiring an appraiser to determine a vehicle's Fair Market Value before



the accident and immediately after repairs have been completed. While the trend is slowly changing, you can expect insurance companies to aggressively deny diminished value damages, falsely claiming they're not recoverable in California or a vehicle must first be sold to determine damages.

Loss of Use is also an important item of damages in California. Damages for loss of use are calculated by what a similar car to yours would rent for during the time reasonably necessary to repair or replace a vehicle following an accident.

Damages for Loss of Use can be significant. Most new, luxury or exotic cars are expensive to rent. Repairing these vehicles may take weeks or months to complete. It's not unusual for a high-end vehicle to rent for \$1,000 or more per day. If repairs take sixty days, the Loss of Use would be \$60,000.

About the Author: Russell Kerr of Kerr & Sheldon has been handling diminished value and loss of use claims exclusively for the past four years. In 2015, Kerr was instrumental in petitioning the California Supreme Court Judicial Counsel to change the DV jury instruction to make clear California consumers can recover both the cost of repairing their cars, as well as any loss in value from the accident. To learn more email Russell@KerrLawFirm.com



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- Interior Designers and Contractors
- Automotive Storage businesses
- Businesses that sell Porsche branded products or accessories.

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GPX KIDS BROUGHT TO YOU BY THE LETTERS "P C A J U N I O R S"



Grand Prix Region has officially started GPX KIDS, in keeping with the Porsche Club of America's 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 at no cost, 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

ADVERTISING MANAGER CHAIR POSITION OPEN

We are looking for a person (or persons) who are not bashful about walking into a business and showing them what a great marketing tool advertising in The Circuit would be for their business.

We will provide you with relevant information for doing this. Once you have developed the lead, we will coordinate artwork and publication information

**IF YOU MIGHT BE INTERESTED IN HELPING
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For appointments Call 562.933.3141

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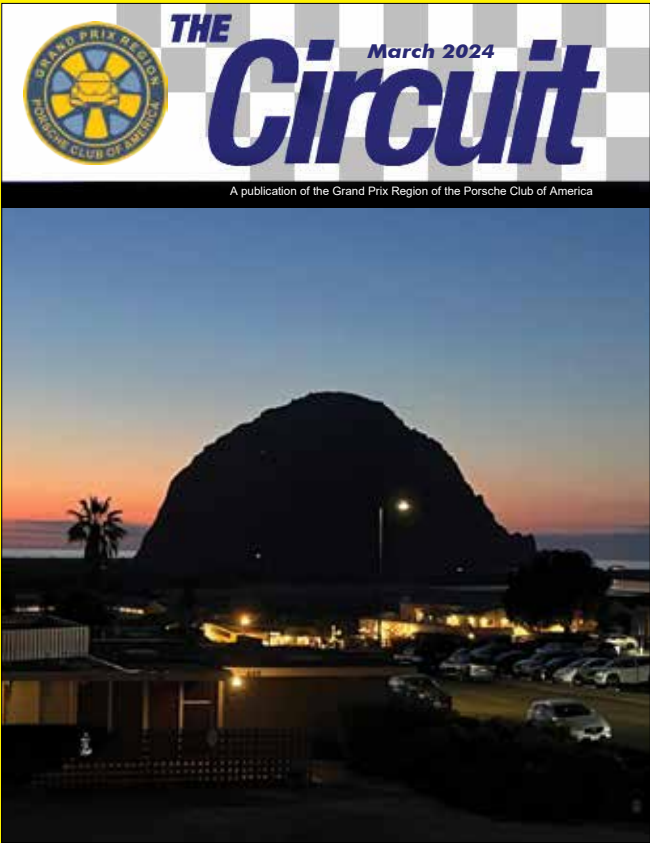
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Happy Hour 2-6pm Monday - Friday
Tuesday \$3 Tacos | Wing Wednesday | Thursday \$3 Sliders

ON THE COVER

We had a GREAT overnight tour to Morro Bay last month. Morro Bay has always been one of our favorite stopping points. Not only because of the beauty of the bay and ocean there, and the big rock seen here just off shore, but it is the gateway to Highway 1. Further north you have the wonderful town of Cambria, also a favorite. Then there is San Simion, the Elephant Seal rookery, Big Sur itself and Carmel and Monterey to top it all off.

This was an overnight tour and it sold out. Our two Tour Chairs this year, Jeff Peck and Francis Lewis are having a lot of fun and our members are reaping the benefits of thsier fun and hard work.



JOIN US

PCA has something for everybody!

- Social Events

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The Circuit (GPX Magazine)

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(Specify Membership in GPX Region)
or
Fill out a Membership Application available at our
Breakfast Meeting, or print from [GrandPrixRegion.com](#)

Questions? Contact Patty Reilly, GPX Membership Chair
GPXPatty@mindspring.com (714) 402-2405

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CHECK US OUT

Come to our Monthly GPX Breakfast Club Meeting - Everyone Welcome!

SECOND Saturday each month — 9:00 AM
\$15.00 breakfast incl tax, tip & beverages

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