



THE

April 2025

Circuit

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



GRAND PRIX REGION &
ZONE 8 CALENDAR

April 2025

1 Tue	April Fool's Day
4-6F-Sun	F1, Japan
5 Sat	Cal Central Coast Autocross Academy
6 Sun	Cal Central Coast Santa Maria Autocross
8 Tue	GPX Board Meeting via Zoom (2nd Tuesday)
11-12 F-Sat	PCA Club Race, Road Atlanta
12 Sat	GPX Breakfast Meeting, Marni's Seal Beach
11-13 F-Sun	Grand Prix of Long Beach
11-13 F-Sun	F1, Bahrain
17 Thu	GPX 2nd Social Happy Hour/Dinner
18-20 F-Sun	F1, Saudi Arabia
25-26 F-Sat	PCA Club Race, Lime Rock
26 Sat	Air/Water 2025, Orange County Fairgrounds
26 Sat	GPX Mt Wilson 60" Night Viewing Session
26-27 S-Sun	PCA Club Race, Thunderholl

May 2025

2-4 F-Sun	F1, United States Grand Prix, Miami
10 Sat	GPX Breakfast Meeting, Marni's Seal Beach
13 Tue	GPX Board Meeting via Zoom (2nd Tuesday)
16-18 F-Sun	F1, Italy (Imola)
17 Sat	Cal Central Coast Santa Maria Autocross
18 Sun	Cal Central Coast LADIES ONLY Autocross
18 Sun	GPX Concours at Lakewood Country Club
23-25 F-Sun	F1, Monaco
24-25 S-Sun	PCA Club Race, Eagles Canyon
26 Mon	Memorial Day
30 Fri	Cal Central Coast Buttonwillow DE
30-1 F-Sun	F1, Spain
31-1 S-Sun	PCA Club Race, Buttonwillow

June 2025

6-8 F-Sun	PCA Club Race, Watkins Glen
7-8 S-Sun	PCA Club Race,UMC (Miller)
13-15 F-Sun	F1, Canada
14 Sat	GPX Breakfast Meeting, Marni's Seal Beach
10 Tue	GPX Board Meeting via Zoom (2nd Tuesday)
19 Thu	Juneteenth
21 Sat	Cal Central Coast Santa Maria Autocross
21-22 S-Sun	PCA Club Race, Hastings
27-29 F-Sun	F1, Austria
27-29 F-Sun	PCA Club Race, CTMP
28-29 S-Sun	PCA Club Race, Sonoma
30 Mon	Cal Central Coast DE at Laguna Seca

July 2025

4 Fri	Independence Day
4-6 F-Sun	F1, United Kingdom
12-13 S-Sun	PCA Club Race, Brainerd
6-12 Porsche	Parade, Oklahoma City
8 Tue	GPX Board Meeting via Zoom (2nd Tuesday)
12 Sat	GPX Breakfast Meeting, Marni's Seal Beach
25-27 F-Sun	F1, Belgium
26 Sat	Cal Central Coast Santa Maria Autocross

August 2025

1-3F-Sun	F1, Hungary
8-10 F-Sun	PCA Club Race, NJMP
9 Sat	GPX Breakfast Meeting, Marni's Seal Beach
12 Tue	GPX Board Meeting via Zoom (2nd Tuesday)
15 Fri	Werks Reunion, Monterey,
22-24 F-Sun	PCA Club Race, Laguna Seca
23 Sat	Cal Central Coast Santa Maria Autocross
29-31 F-Sun	F1, Netherlands
30-1 S-Mon	PCA Club Race, Road America
30-6	Treffen at Sea, 70th Anniversary Cruise to Canada,

September 2025

FALL	Treffem Jackson Hole
1 Mon	Labor Day
5-7 F-Sun	F1, Italy (Monza(
9 Tue	GPX Board Meeting via Zoom (2nd Tuesday)
12-14 F-Sun	PCA Club Race, Summit Point
13 Sat	GPX Breakfast Meeting, Marni's Seal Beach
13 Sat	PCA Open House,
19-21 F-Sun	F1, Azerbaijan
20-21 F-Sun	PCA Club Race, High Plains
27 Sat	GPX Mt Wilson 100" telescope viewing
27-28 S-Sun	PCA Club Race, Ozarks International

October 2025

3-5 F-Sun	F1, Singapore
4 Sat	Luftgekuhlt 11 (location to be determined)
4-5 S-Sun	PCA Club Race, Thunderhill
11 Sat	GPX Breakfast Meeting, Marni's Seal Beach
11-12 S-Sun	PCA Club Race, Eagles Canyon
13 Mon	GPX Day Away from Work Drivers Ed
13 Mon	Columbus Day
14 Tue	GPX Board Meeting via Zoom (2nd Tuesday)
17-19 F-Sun	PCA Club Race, Carolina Motorsports Park
17-19 F-Sun	F1, United States, COTA
25 Sat	Cal Central Coast Santa Maria Autocross
24-26 F-Sun	F1, Mexico

November 2025

1 Sat	Cal Central Coast DE at Buttonwillow (old track)
7-9 F-Sun	F1, Brazil
8 Sat	GPX Breakfast Meeting, Marni's Seal Beach
11 Tue	GPX Board Meeting via Zoom (2nd Tuesday)
11 Tue	Veterams Day
20-22 F-Sun	F1, United States, (Las Vegas)
22-23 S-Sun	PCA Club Race, COTA
27 Thu	Thanksgiving
28-29 F-Sun	F1, Qatar

December 2025

5-7 F-Sun	F1, Abu Dhabi
9 Tue	GPX Board Meeting via Zoom (2nd Tuesday)
13 Sat	GPX Breakfast Meeting, Marni's Seal Beach
25 Thu	Christmas

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CONTENTS

- 2 Grand Prix Region Calendar
- 3 Masthead page: Table of Contents
 - Board of Directors & Chairs
- 4 Gearheads Corner
- 5 Editorial License
 - Social Media Links
- 6 Air/Water flyer - April 26
- 7 2025 Porsche Parade flyer
- 8 GPX 41st Annual Concours flyer - May 17
- 9 GPX Holiday Party - The Reef - Dec 13
- 12 356SC Cab - 54 Years Under One Roof
- 16 GPX March Breakfast Meeting photos
- 22 GPX Happy Hour Social flyer - Apr 17
- 23 GPX March 26 Mt Wilson Night Viewing
- 24 Book Review for Porschephilis:
 - Formula 1 Technology
- 25 Book Review for Porschephilis:
 - Formula 1: 75 Years at Speed...
- 27 Classified Ads
- 28 Porsche Juniors information
 - GPX Name Badge Order Form
 - GPX Open Chair Positions
- 29 Advertising in The Circuit
- 30 On the Cover
 - Marni's Breakfast Meeting information
- 31 Index to Advertisers
 - Breakfast Club Monthly Meeting
 - Commercial Advertising Rates
- BC House Automotive



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>

GPX Tour Information and registration
PCAGPX.MotorsportsReg.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



Once again, we concluded an excellent month in the GPX Region. We added a new event to our regular monthly events. Thanks to hard work from Francis Lewis, Tina Lewis and Mike Therrien we had a great turnout at our first dinner/happy hour GPX get together on Thursday March 20th at the London's Pub & Grill. We had 30 GPX members attend and stay the evening for dinner. The team plans to establish a monthly dinner/happy hour get together. Please keep an eye out for the next flyer.

Our Day Away High-Performance Drivers Education event at Streets of Willow Springs Raceway was a success. Great turnout and great weather made the event special. Thank you to Suesan and Skip Carter for organizing and executing the event. Also, thank you to all of the volunteer Driving Instructors for taking the time out of their busy schedules to ensure our students had a great day.

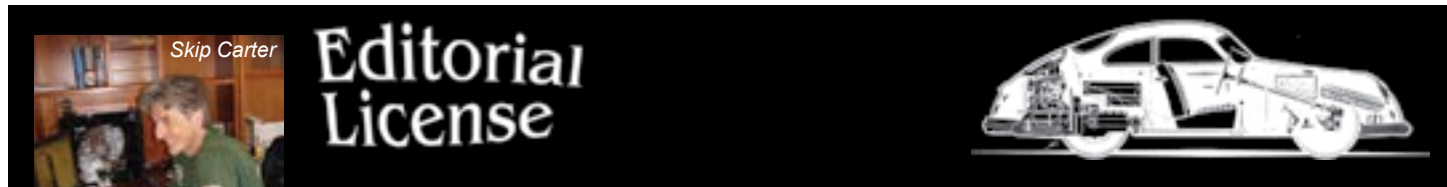
On March 22nd we had our annual Santa Monica Mountain Fun Run to Paradise Cove. Once again, an excellent drive and breakfast at the Paradise Cove restaurant. Thank you to Jeff Peck and Francis Lewis for organizing and executing this wonderful event. Personally, this is my favorite drive of the year.

On April 11-13th we have the Long Beach Grand Prix.

They are celebrating 50 years of racing in the streets of Long Beach. The first race was September, 1975 and was a Formula 5000 race. Since that time, we have seen Formula 1, Indy Car and IMSA as the top headline racing series for the weekend. I'm rooting for Colton Herta to win his second LBGP. I have to admit that that's a bit of a biased opinion on my part. I encourage all of you to go to the LBGP. It a fantastic race weekend. I hope to see you there.

Lastly, a friendly reminder to add to your calendars our annual Concours de Elegance at Lakewood Country Club on May 18th. We are also adding a few fun activities for our GPX Junior Members during the event. Be sure to bring the kids and grand kids to the event.

Have Fun
Eric



May 18th Concours for entrants & kids under 18

Well, on Sunday, May 18 we'll have our 41st Annual Concours d'Elegance at the Lakewood Country Club. We've been at this location for quite a few years now. We love the location, the large front lawn surrounded by mature trees. The lunch is always very good, an all you can eat buffet.

This year we have added a Porsche Juniors program. You don't have to have a car entered in the event to bring your kids/grand kids. Anyone under 18 is eligible. Registration is open and you can bring these youngsters for lunch and other activities designed for them. You need to register on MotorsportReg.com. If you have any trouble with registering, contact Suesan Carter at 619.992.4287.

The "theme" for this year's event is Vintage Cars. So expect to see some very nice 356's

Mt. Wilson Night Viewing thru 60-inch telescope

Jeff Peck has been getting requests for both the 60 and 100 inch telescopes, so he has managed to book two nights of viewing this year. April 26 will be with the 60-inch telescope and September 27 will be viewing thru the 100-inch telescope. Both of these viewings will be (as usual) sold out. We are limited to 25 people.

There is always a very nice, nearby dinner before heading up the short drive to the Mt. Wilson Observatory.

April 17th GPX Happy Hour and Dinner

For the second month in a row, Tour's co-chair Francis Lewis has scheduled a Happy Hour / Dinner. The March 20th event (our first like this) was also held at London's Pub & Grill in Artesia.

It was very, very successful. Put together at the last minute we still had 30 Porsches show up. The event is scheduled to last from 5-8:00 pm. The reports from this event were fabulous

December 13 Holiday Party - The Reef in Long Beach

Last year we tried a new location and, quite honestly, we got so many complaints about the food, bar service and others that we put a team together to find a new location and make sure that the

location AND food AND service will be what you would expect from an event like this. For a club of 400 primary members (especially compared to regions around with several thousand) to have 100+ of you attend an event like this is pretty remarkable.

So, as you can see, the Grand Prix Region is...

Well... GPX is doing a great job of creating a wide variety of events for our members. And one of the things about GPX is, we welcome everyone to our events. So, tell your friends about us and don't hesitate to bring them along with you. If you look at the calendar on page 2 you will see an up-to-date list of all of the events we have scheduled so far.

There will be more added on as we get further into the year. Expect to see information for our 3rd Annual Poker Run, another New Member Party (for those of you who attended last year, do you remember the FABULOUS food prepared by our Michelin Chef, Gary Menes.

There is a lot of craziness going on in this country right now, and it is nice to know that GPX is providing some distraction and good fun that we hope will help a little.

If you want any more information about any of our upcoming events, or have suggestions about things you would like to see, contact one of our Board members (contact information on page 3) and let them know.



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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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GPX SOCIAL MEDIA LINKS

Instagram: <https://www.instagram.com/pcagpx/>

Facebook: <https://www.facebook.com/pages/PCA-Grand-Prix-Region/336827569682620>

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

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

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

Air|Water

tickets coming soon!



Saturday April 26 2025
Orange County Fairgrounds

<https://air-water.com/>



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Join us for the 2025 Porsche Parade in Oklahoma City

Porsche Parade is PCA's crown jewel event. This week long gathering of 1,200+ Porsches and 2,000+ Porsche enthusiasts from all PCA Regions across the US and Canada enjoy many events and activities. This ultimate Porsche vacation includes competition, camaraderie, and, most of all, FUN for all ages.

This year at Porsche Parade, PCA has plans to celebrate the club's 70th anniversary, including a special PCA History Museum in the hospitality area.



Phase 1 Registration is Now Open



PORSCHE CLUB OF AMERICA

www.porscheparade.org



Grand Prix Region 41st Annual Concours d'Elegance



May 18th
2025



Skip Carter
1964 356 SC 1600

Registration
IS
OPEN

Featuring
Vintage Porsches

photo by Damon Lowney
PCA ONE MILE REVIEW



Lakewood
Country
Club



Grand Prix Region

GPX Party
2025

NEW &
IMPROVED

The Reef
ON THE WATER

Dec. 13th

ANNUAL HOLIDAY PARTY
Saturday December 13th 2025



The Reef
ON THE WATER



<https://www.reefrestaurant.com>
Porsche Club of America



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LOSS OF USE

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No actual rental required.



Luxury/Exotic Cars	DV Recoveries AND LOSS OF USE
2015 Ferrari 458 Italia	\$80,000
2020 Ferrari 488 Pista 2D Coupe	\$120,000
2015 Ferrari 458 Italia	\$153,837
2020 Lamborghini Huracan (LOU)	\$58,750
2014 Rolls Royce Wraith	\$65,000*
2017 Porsche Macan S	\$90,000*
2014 Lamborghini Aventador	\$74,899*
2016 Porsche 911 Turbo	\$55,000
2018 Mercedes AMG GT C	\$78,145
2017 Porsche 911 Turbo S	\$87,350*

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April 2025

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



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.

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

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 & Shel-



don 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



356SC SLATE GREY CAB 54 YEARS UNDER ONE ROOF

STORY & PHOTOS BY SKIP CARTER

1967-70 - U.S. Army. Six months in training, a year in Germany. A year in Vietnam. Three months in Virginia, discharged and then back home in Los Angeles. The day I got out of the army I stopped cutting my hair for a couple of years. I guess you'd say I had become a hippie

I went back to East Los Angeles College where I had completed year one of their Architectural program before the army and did the second year after.

Cal Poly Pomona was my next school. They had just started a new Architectural program and I slid right into it. Our labs were four hours a day and working on projects often went late into the night. Sleeping on the floor happened a lot. I was living in Rosemead at the time (20 miles town the 60 freeway) and I drove a Kawasaki 350 twin to school and back.

It was a great campus to walk around to get a break now and then. On one of those walks a secretary I knew asked me to fill out an application for their International Pro-

gram. My grades were OK, but not great. I picked "Italy" on the form because that's where most of my family was from, then forgot about it. A few months later I get a "congratulations" letter telling me I had two weeks to get on an airplane to Florence, Italy. Yikes. It was 1971.

I was not a great planner. The night before the plane left I was in my friend's garage to borrow a suitcase. The previous year my buddy and I had bought the Kawasakis. We found a two or three areas in Los Angeles where there were abandoned VW beetles. We'd ride out looking and always found at least one. You could tell... The license plate tags were usually several years out of date. There was an inch of dust on the windows and other signs of abandonment.

In those days you could walk into the DMV with a license plate number and they'd give you the last registered owner's name and address. We'd go to those addresses, knock on the door and talk with that person. Most of them



Top: The only changes to the car during restoration were changing the brown leather seats to red (It took me a long time and lots of convincing to feel OK with that) and they put in a tall 4th gear rebuilding the tranny.

Left: The strap holding the spare tire was signed by Hans Peter Porsche

Above: The car came with the Sonauto badge on the engine lid. Sonauto was the Paris distributor for Porsche back in the day

said they had sold that car years earlier. We told them it was still in their name and they were responsible for it, but if they signed the DMV form we had, we'd deal with it. Those addresses didn't always end up at a house. One I remember was actually in a riverbed.

Anyway, in no time we had 25 VWs in my yard. We swapped parts, turned some into sand rails and were, in general, just having fun. But now I had two weeks to get rid of all this, pack and get on a plane. Married with a three-year-old, my wife and daughter came over a few months later, but there were problems in the marriage and they ended up back in L.A.

That same year my sister was traveling in Europe with that same VW buddy. He had bought a rust bucket 356 Coupe they were traveling in. They stopped and spent a few days in with me in Florence.

A few weeks later I got a card telling me about this 356 Cab they found for sale at a small Porsche shop in Nice (France). \$1,100.00. Now, I was living on the G.I. Bill, loans and grants and had never had \$1,100 in my life that wasn't already spent. Several months later some things came through and, low and behold, I had \$1,100 with nothing to claim it.

I contacted the mechanic in Nice. The car was still available, so my girlfriend and I took the overnight train to Nice, bought the car and spent about a week driving South through the French and Italian Riviervas. Pretty great week that was.

Back in Florence, the car needed a valve job. I found a great mechanic to do that work. I didn't need the car for a couple of months until June when school ended, so it had a great storage place to live until I needed it.

The same girlfriend and I spent June traveling the perimeter of Spain and Portugal and July into Southern France, Paris and ending up in Bavaria. We were tired of never staying in one place more than one or two nights, so we got jobs working as chambermaids for the 7th Army Recreation Area at Lake Chiemsee. This was a very posh resort area and great hotel. She and I worked together starting about 6 am, done and gone by 9. We got to spend most of those days traveling around Bavaria,

Too soon it was time to think about going home, so we packed up, drove to Paris for her flight back to California. I continued to Brussels, shipped the car to Los Angeles then flew home to Los Angeles. A month later the car showed up and I started making plans to move to Sonoma County. After all, I was still in love.

I packed up the car and moved to Petaluma then Occidental, a fabulous little town near the coast. I met so many nice people and was having a ball. I initially got a job helping build custom passive solar homes with a great group of guys and later worked as a waiter in a nice dinner house.

My family lived in Monterey Park area and some had recently relocated to San Diego. So I'd pack up the car, take off about 11 or 12 pm after my Thursday night waiter shift and drive non-stop to LA. I'd usually stop for breakfast at

The Pantry, or the original Tommy's before winding up at my dad's house in Monterey Park. I'd spend a couple of days visiting family and friends, then drive to San Diego where my sister and kids lived. I lived in Sonoma County for over ten years before getting married (2nd time) and moved to San Diego, where I still live.

On one of those trips to San Diego I got T-boned on the passenger side of the 356. The car still ran, but it wasn't pretty. Raising kids and a career, I did not have the money or knowledge to repair the car for 17 years.

I was now a home remodeling contractor with a 5 year degree in Architecture from U.C. Berkeley. I was looking at a large kitchen remodeling job for a couple. The first thing I noticed in the house was that it was FULL of Porsche stuff. When they heard I had a 356 stored away they would not let me out of the house until I filled out a PCA membership form, which I gladly did. Little did I know that this couple, Vince & Cecelia Knauf, would become my best friends. A Porsche Parade was going to be in San Diego that year and I jumped in with both feet. I became editor (for 10 years) of the region magazine and held most of the jobs in the club (president, secretary, autocross, charity chair, and more).

The other great thing was there were plenty of people to steer me in the right direction to restore the car. So, by 2000 I had the money and knowledge of how to get the car back on the road. Part of that process was realizing that I was NOT the person to do the work myself. It would have been a disaster if I would have tried.

Anyway, the car was stripped down to bare metal. The body guy worked out of a small single car garage. He showed me a spot that had been damaged and repaired at the factory and other facts about the car. It did not have an ounce of bondo when it went out for paint.

It was finished in time for the 2000 Parade in Sacramento, which was the only Concours the car has ever been entered in. But it has been back on the road ever since.

Several years ago I actually thought about selling it. A good friend who knew what he was talking about (Skip Shirley) gave me this advice: "Don't sell it unless you need the money. Otherwise you will regret it every day of your life." He was right.

And I still go by what he said!



Top left: In 2000 it was still possible for my two kids to sit in the back seat. I don't think I ever asked if it was comfortable.

Top left: The car is covered and garaged. I always said I never wanted it to become a Garage Queen. It had been my daily driver for a long time, but after the 17 years waiting for the restoration, once it was done it was not a daily driver anymore.



MARCH BREAKFAST

PHOTOS BY JIMMIE MITCHELL



50-50 Raffle and door prize winners



50-50 Raffle winner Dennis Goode & VP Suesan Carter

Below: Dennis Goode and his 914







GRAND PRIX REGION

Please **JOIN GPX**

FOR THE
**SECOND 2025
SOCIAL**

Happy hours 5pm to 7pm

**THURSDAY APRIL 17TH
5:00 - 8:00 PM**

LONDON'S PUB & GRILL

11651 Artesia Blvd Artesia, CA 90701



THE PORSCHE CLUB OF AMERICA

Registration opens March 15th



**GRAND PRIX REGION
PRESENTS THE ANNUAL**

VIEW THE UNIVERSE

**Saturday Evening
APRIL 26 2025**

**MT. WILSON
60" TELESCOPE**

telescope by Omar Menchavez
Saturn by Judy & Don Bogart

GPX Space Cadets 2024



photo by Jimmy James & Tina Chen

PORSCHE CLUB OF AMERICA

Book Reviews for Porschephiles

by Bruce Herrington

Formula 1 Technology: The Engineering Explained

by Steve Rendle, published June 13, 2023 by Evro Publishing, Holwell, Dorset, UK

This book starts out with a unique Table of Contents, listing individually, every section of every chapter. These section headings almost tell the story, and virtually obviate the need for an index, which indeed this book does not have. Written by a journalist, not an engineer, it presents some complex technical issues in a very readable fashion. With outstanding graphics it explains the regulations and responding designs of many features of Formula 1 cars, frequently features, the vary existence of which, this reviewer was unaware. The annotated graphics (photographic quality drawings, many of which are depictions of components of specifically identified cars), may alone be worth the price of the book. Most illustrations have comprehensive captions and include arrows and/or colors to highlight the features being discussed. There are a number of one-page side bars providing extra details about a topic in the text. A nice touch is that the publisher has provided chapter number and chapter name on the bottom of the left and right-hand pages.

The detailed descriptions in the text are arguably priceless to any Formula 1 enthusiast. They describe, in detail, the regulations, engineering and design features of F1 cars as they change from year to year and are implemented by the various teams. Surprising to this reviewer are the number of components that are FIA provided to ensure that no team can design a competitive advantage.

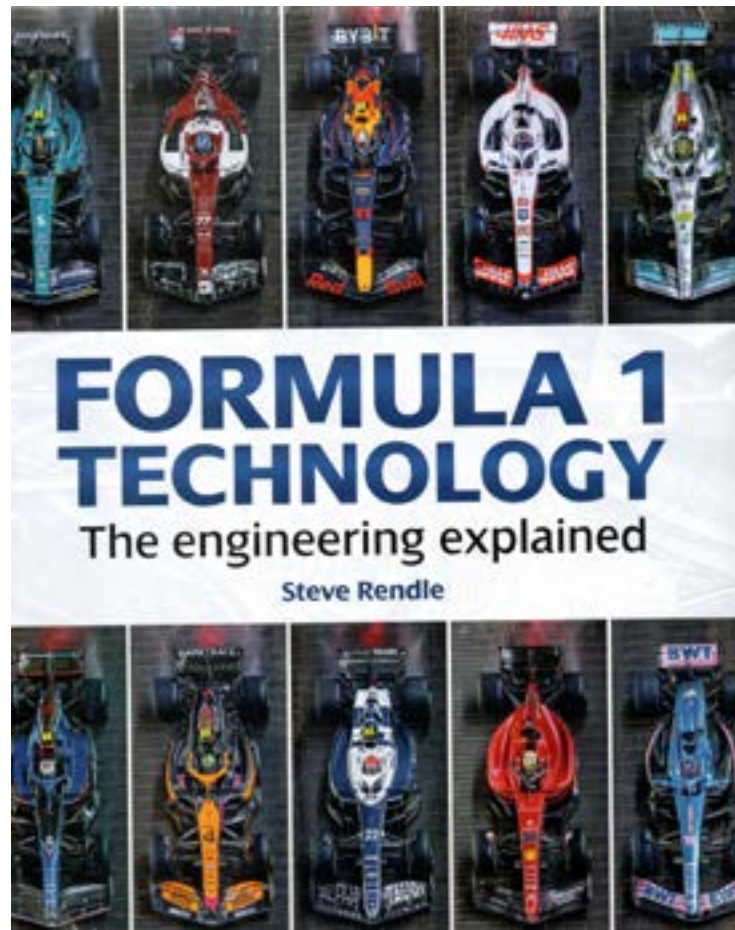
Chapter 1 presents a comprehensive description of the technical and regulatory innovations affecting F1 racing from 1947 to the 2022 season. Chapters 2-17 describe individual aspects of a F1 car, including such topics as Tyres, Chassis, Steering, and Hydraulic System. The two longest chapters, Aerodynamics and Suspension, whereas the shortest are Wheels and Cockpit Controls. There is a considerable amount of intricate detail, understandably presented with topic specific illustrations.

Made clear throughout FORMULA 1 TECHNOLOGY is that FIA rules are very detailed, very complex, and always changing. Each team, each year, must find a way to create, in its own way, a machine that fits mostly new rules. It almost seems that Formula 1 competition is between designers interpreting the annual regulation changes, rather than between drivers on the track.

This reviewer feels that the focus on ever changing design rules affecting the configuration of the car is what leads to the pairings on the starting grid. For instance, except for Fernando Alanzo's Aston Martin in third, the Chinese GP starting grid was: Red Bull, Red Bull, McLaren, McLaren, Ferrari, Ferrari. The prevalence of such pairings makes it look like the success of a team's designers in creating a car that complies with the rules is more significant than the skill of the drivers. The level of technical detail involved in F1 design is perhaps best exemplified by the fact that different brake disk cooling hole patterns are used for different tracks. How that relates to finishing position at the end of a race is a detail beyond the scope of this otherwise comprehensive book.

This book describes in detail, many of those design challenges. Design complexities can be exemplified by the fact that rules and design for front wings specifically address affects on tires, body shape, and the following car, as well as downforce, and if the front wing can in any way be active.

FORMULA 1 TECHNOLOGY is hardbound, with a photographic cover, there are 332, 9 x 8-3/4 inch semi-gloss heavy weight pages. It should be available for \$80.00 from your favorite bookseller or from QuartoKnows.com



Book Reviews for Porschephiles

by Bruce Herrington

Formula 1: 75 Years at Speed with the World's Greatest Motorsport

by Stuart Coding & James Roberts, published May 13, 2025 by Motorbooks, Beverly, MA

Formula 1 as a specific format for international motor racing began in 1950, with 7 races in 7 countries. In 2025 there will be 24 races in 22 countries. The USA is the only country with multiple races having events at Miami, Austin and Las Vegas. The authors of this book are uniquely qualified, having spent years as professional journalists for British Formula 1 specialty magazines that are essentially unknown in this country.

Eight chapters provide narrative discussion of the industry and reports on key races. For each decade there are special features on "Behind The Scenes", "Defining Event", "Significant Car." and "World Champions". Arguably, these special sections are the informational highlights of the book. There are many excellent well composed photos, all with comprehensive captions. A number of two-page spreads provide a you-are-there feeling. Shown in the photos of the early years are the drift angles assumed by cars with tall (by modern standards), narrow tires and no aerodynamic aids.

FORMULA 1 75 YEARS provides the story of the races and the racing environment with little technical information to distract from a great narrative. An appendix provides race results in detail, from 1950 through 2024. The authors have such intimate background in Formula 1 that they tend to write long sentences in order to include all the information they have to present. That information includes discussions of the personalities of drivers and key officials, as well as descriptions of the context of F1 racing as it evolved from an almost congenial sport to a cutthroat business.

Perhaps deserving of more detail is how humble were the beginnings of F1 as a sport for Gentlemen. This reviewer has a memory (fortunately enhanced by photographs) of the Formula 1 Grand Prix at Watkins Glenn in 1961. The only permanent

facility was the asphalt of the track itself. Temporary snow fencing kept the spectators in place; the lines at the porta-potties were sometimes long. To change rear end gearing of a Lotus F1 car, car owner (now Sir) Robert Walker, driver (now Sir) Sterling Moss and mechanic Alf Francis knelt in the dirt of the paddock, a temporarily cordoned off area of an abandoned pasture.

This book is as much about the people as the cars with very little description of the venues. The Biographies in the World Champions section of each decade are brief but comprehensive. The political, safety and economic issues that plagued the sport in recent decades are well covered.

Pictures are generally large but even the smaller ones are so well composed that they also seem larger than the pictures in most motorsports books. The often valuable chapter name in the corner of the page is almost redundant in this book because almost every page has pictures captioned by the year and name of the event pictured.

Coffee table sized with an eye-catching dust jacket, the book itself has a rather plain black cover with a silver 75 Year logo. Front and year end papers depict different events, B&W for one from the early years; flamboyant colors for a more modern one. All in all, this is a outstanding book, for both its visual presentation and its informational content.

FORMULA 1 75 YEARS has 256, 9-3/4 x 12 inch gloss heavyweight pages. There is a comprehensive three page, four column index which has two entries for Porsche. By the time you read this it should be available for \$50.00 from your favorite bookseller or from QuartoKnows.com.





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My good friend, Ilko Nechev, invited me to go on a drive to some back country, San Diego roads a couple of years ago. He and I traded front/back positions throughout the day, each taking the opportunities to photograph the Porsche ahead of us. To spend a day during the week when there is very little other traffic is always fun. It also included a stop at the Julian Pie Shop. As far as those pies go, I have to say... You can buy these frozen Julian pies in virtually every grocery store in San Diego county. That was my first experience of Julian pies. I was less than impressed. BUT, the first time I had pie from one of the two Julian Pie Stores in rural San Diego County, it was a completely different experience. Those pies are the best store bought apple pies I have ever had. Obviously hand made crusts. So, if you've not had a hand made, pie from one of the stores in Julian and Santa Ysabel, you've got a treat in store for you.



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Index of Advertisers

Accutrack	4 / 26
Advertising Manager Needed	27 / 28
Children's Dental Health Clinic	21 / 84
Circuit Advertising & Rates	31
GPX Name Badge Order Form	28
House Automotive	BC
Kerr & Sheldon	10-11
Marni's	30
Pelican Parts	26
Sierra Madre Collection	31

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