



THE

July 2025

Circuit

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



GRAND PRIX REGION &
ZONE 8 CALENDAR

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 **GPX 3rd Thursday Social**
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**
17 Thu **GPX 3rd Thursday Social**
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)**
13-16 W-Sat Monterey Historic Races Laguna Seca
15 Fri PCA Werks Reunion, Monterey,
17 Sun Pebble Beach Concours
21 Tru **GPX 3rd Thursday Social**
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 75 Anniversary Celebration,
17 Tru **GPX 3rd Thursday Social**
19-21 F-Sun F1, Azerbaijan
20-21 F-Sun PCA Club Race, High Plains
20 Sat **GPX 3rd Annual Poker Run**
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 Luftgekühlt 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)**
16 Tru **GPX 3rd Thursday Social**
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 Veterans Day
20 Tru **GPX 3rd Thursday Social**
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**
13 Sat **GPX Annual Holiday Party at The Reef**
18 Thu **GPX 3rd Thursday Social**
25 Thu Christmas



Jan Isenberger celebrated her 90th Birthday with us at the June Breakfast meeting, Jan is no slouch at 90. Her daily driver is a Turbo Cayenne. I (Skip Carter) can only hope to be as spry and active as she is at 80 let alone 90. GO GIRL!!!!

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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>

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

Wow, summer is nearly here. We have had a great year in the GPX Region so far. Last month we had our annual Concours de Elegance at the Lakewood Country Club. Once again, a great turn out with some fantastic cars. Great trophies, nice venue, sunny day and a special kick off for our GPX Region's PCA Juniors. Special thanks go out to Suesan Carter, Patty Reilly, Michael Dolphin, Arturo Charparro and Todd Sword for making this fun even possible.



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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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Editorial License



Have you ever gone to the annual Porsche Parade???

Well, here's my story about that. In 1991 I was a new member to PCA, thanks to Vince & Cecelia Knauf who I met doing a very large kitchen remodel in their home. Once they heard I had a 356 sitting in storage waiting to be restored (for 17 years), they sat me down with a membership application and that was that.

The Knauf's became my best friends and were very involved in PCA. In 1992 the San Diego Region was producing the annual Porsche Parade, an almost week long event held in different locations each year. Needless to say, I became very involved as a volunteer and had a great time.

By the end of Parade I was hooked. At this point I was a small remodeling contractor working long hours and never thought about vacations. The '93 and '94 Parades were in Cincinnati and Lake Placid. The '95 Parade was set for Portland, Oregon. I realized that my youngest sister took my kids on more vacations than I did, and thought that taking a week or two to attend Parade would insure an annual family vacation.

Both kids and my wife enjoyed those annual trips, making their own friends and enjoying new vistas. We drove to West Coast Parades and as far east as Colorado, and flew to the rest (using non-Porsche rental cars which was not a problem).

Parades are often held in unlikely locations, but they are ALWAYS well worth the trip. It's funny how, after a few Parades you look forward to seeing new friends you've made.

In 2001 at the Milwaukee Parade, someone forgot that a new sponsor was supporting Concours Preparation, but nobody remembered to do anything about it. I was conscripted to do the job. They gave us a location, supplied EZUps, tables, chairs and coolers with instructions to go buy a bunch of snacks for people preparing for the first major event of every Parade, the Concours.

Twenty-two Parades later in 2023 Palm Springs was my last one managing the Concours Prep area.

At this point I have attended 29 Parades and always look forward to them. This July Parade is being held in Oklahoma City.

You'll have to excuse me, but my first reaction was "Why

Oklahoma City?" It didn't take long for me to look at Parade information on this location that I changed my attitude. Descriptions of the tours was enough.

You can sign up for tours which always includes lunch or dinner. Now, because I don't eat through my mouth anymore (wonderful side effect from cancer radiation treatments in 1999) but use a feeding tube, I stopped signing up for those tours BUT, Parade also provides instructions for "self guided" tours, which basically give you the information to visit most of the same locations as the guided tours but on your own schedule.

Two years ago at the Poconos Parade, Jeff Peck, Chris Way and I went to the Martin Guitar Factory on a self guided tour. Martin is still family owned and is an amazing place. They limit tour size to about half a dozen people and we were led through the facility for about two hours. I have been on a lot of factory tours (another story) but nothing like this. It was very special. And Jeff ended up buying a new guitar.

So, Parades are a great opportunity to go to new places, meet new people (even if you are a bit anti-social like me), see things you would never see (at that Poconos Parade Chris and I also spent an afternoon in the Steamtown Train Museum in Scranton, PA. I cannot imagine anyplace where you can experience trains any better than this.

Suesan has a job each year at Parade. She manages the Parade Information desk with volunteers she has come to know over the years. She especially reaches out to first time attendees. It can be very confusing and she works hard to make things easier for anyone needing help.

PCA has always had a theme you've heard over and over "It's not the Cars, It's the People. Well, it's true. We are a great social club using Porsches as the key to making it all happen.



Sleazy Dog Construction

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>

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GPX 41ST CONCOURS

LAKEWOOD COUNTRY CLUB HOSTS OUR 41ST ANNUAL CONCOUS D'ELEGANCE

STORY BY SUESAN CARTER; PHOTOS BY JIMMIE MITCHELL, JEFF PECK & SKIP CARTER

Once again the Grand Prix Region put the Elegance into our annual Concours marking our 41st year for the region.

On a perfect California Sunday a gorgeous selection of Judged and Display cars were placed on the lawn of the Lakewood Country Club and beautifully arranged by Skip Carter assisted by Ernie Procter and GPX sponsor Castle Body Shop's Hugo de la Cruz and his crew. The cars looked regal all cleaned and detailed to within an inch of their glorious lives!!!

Starting at 0930 our Head Judge, Michael Dolphin, called the Judges meeting which included the entire team of judges, timers, runners and our Scoring Team of Jeff Peck, Jim Worsham and Patty Reilly. The rules and plans for the day were laid out and in just minutes the actual judging teams would begin their tasks for the day.

Teams were dispersed to their assignments of the various Divisions like Detail and Shine where only the interior and exterior are judged compared to a Full Vintage Concours where every place that can be judged was. This included interior and exterior, storage and engine compartments and underneath. Cars judged in Full Vintage needs six judges while Detail and Shine only needs two.

Not only is a Concours a cleaning competition, but for the organizers it is a math competition as well! Some classes require 4 judges for a vintage car and 3 for a modern car and then we need to calculate the scores.

Arturo Chaparro our GPX resident music man and announcer took care of all the microphone duties for the day with the usual expertise he displays. He has been at this for a while and knows how to handle a mic and fancy equipment and did so with the skill of a true professional.

In 2025 PCA Juniors (the future of our club) came to the Concours, led by the our Porsche Juniors Chair, Tod Sword. Tables were set out and multiple crafts and other kids projects were available and tackled by 7 or 8 juniors. The kids seemed to have a great time which included studying the "pretty cars"

The day ended with the Awards Ceremony and beautiful crystal trophies were given for class and division awards and of course the People's Choice Award!!

As usual, the Lakewood Country Club provided drinks and snacks early and a fabulous buffet lunch.

I want to thank everyone who showed up for this annual event. We'll see you again next year.



Head Judge Michael Dolphin



Music man and sound man, Arturo Chaparro



GPX President Eric Peterson with wife & granddaughter



Scoring & several other jobs, Patty Reilly



Event organizer and registrar Suesan Carter and GPX Sponsor, personal injury attorney Narbeh Shirvanian



Todd Sword, GPX Porsche Juniors chair and some of people entertaining the younger set



GPX Sponsor Hugo de la Cruz and crew from Castle Body Shop brought four cars and helped stage cars



GPX sponsor Hugo de la Cruz from Castle Body Shop



The crystal trophies were beautiful (and heavy)























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As fellow enthusiasts of precision engineering and exceptional design, my connection to the Porsche community runs deep. My journey with Porsche began with a striking 1977 1/2 924 Martini Edition, followed by the engaging performance of a black-on-black 1989 944 S2 with a manual transmission. Today, the exhilarating experience continues with my 2009 911 (997.2) Carrera S. This passion for excellence and meticulous attention to detail extends directly into the way we approach every landscape project.

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GRAND PRIX REGION

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DAY AWAY FROM WORK MARCH 17

STORY BY SKIP CARTER; PHOTOS BY JIMMIE MITCHELL & SKIP CARTER

Twice a year we produce the Day Away from Work Driver's Education event at Streets of Willow. We call it Driver's Education because that is exactly what it is. Grand Prix trains more first time novices than any other region in Zone 8.

Coming to the track for the first time you will be assigned an instructor to work with you throughout the day. I don't have to tell you that our Porsches (even my 1964 356) can be intimidating. Out goal is to make you more comfortable driving the car.

We divide drivers into 4 or 5 run groups (depending on attendance). If this is your first (or second or third) track day and you are not comfortable driving "solo" on the track, you will be placed in our Green (novice) run group.

Suesan and I do the preliminary work getting everything ready for that Monday at the track. As a lifelong social worker (by birth AND profession) Suesan is an expert at matching novices with an appropriate instructor. I used to do this myself, but after Suesan moved here from Toronto and started working with me, it did NOT take long for me to hand over several of those responsi-

bilities (OK, some of them I just woke up one day and found out I was not doing those jobs anymore --- And I'm not complaining about that. She does a better job).

Suesan has had a pinched nerve in her back since last August. It is extremely painful and the worst pain she has ever experienced. We've been working through the medical system and it looks like she will have corrective back surgery in the Fall. So right after lunch this Monday Suesan and I handed the reins to Eric Peterson and Francis Lewis and left for home (San Diego).

Our safety record doing this event for over 30 years is impeccable (knock on wood). We DO NOT train race car drivers. We teach drivers how to safely utilize more of the capabilities of the car. We do car control clinics where you experience things like slamming on your brakes at speed so you have experience doing that if it is ever needed in an emergency. Porsche brakes are famous for their power... They are one of the most important safety features of the car and you should know how to use them.

So, if this is something you would like to do, come out in October. We would love to see you.



Chief Driving Instructor, Nick Perdikaris at Driver's Meeting





CDI Nick Perdikaris conducting the instructor's meeting



Secondary Tech Inspection at the track



























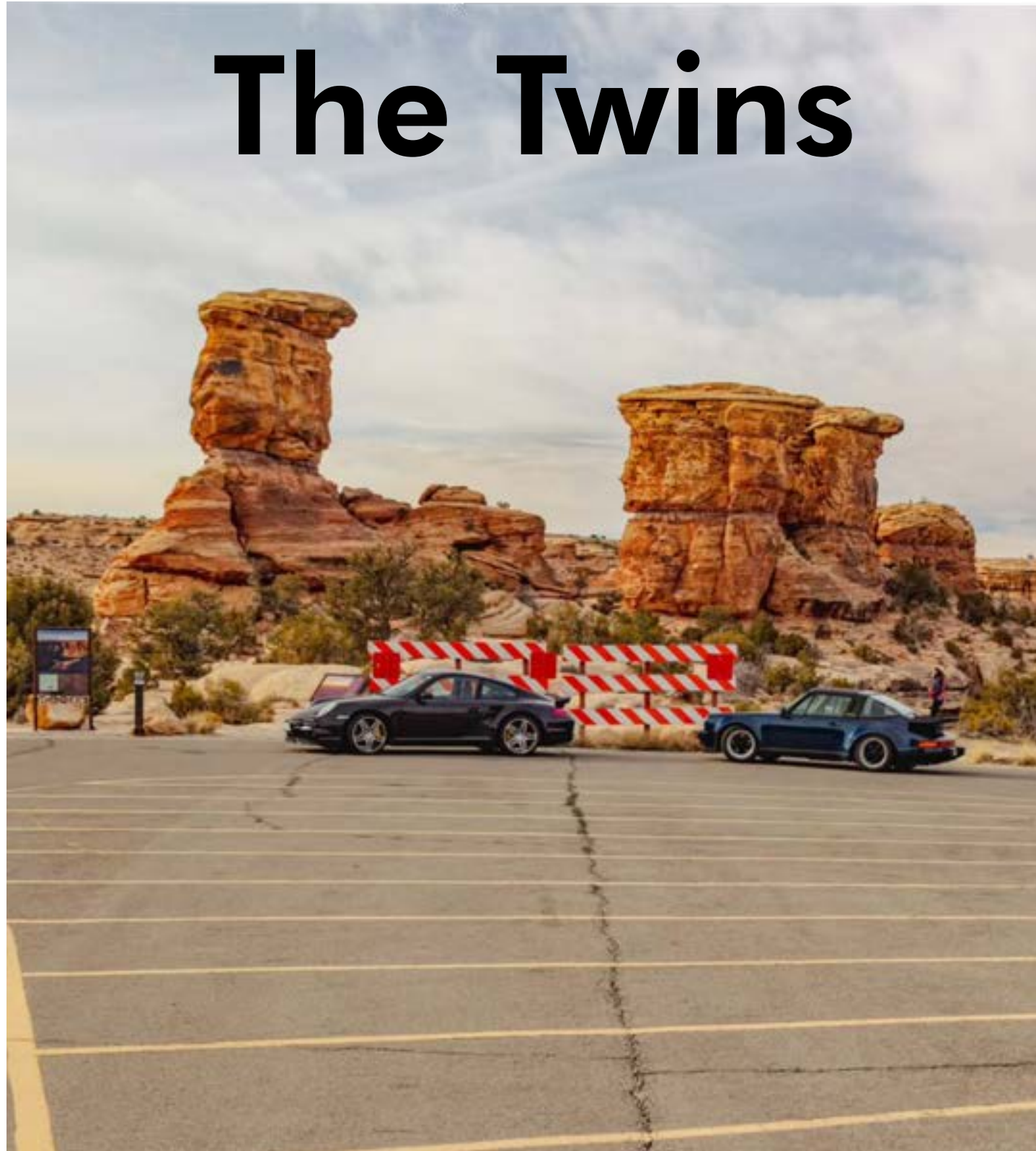








The Twins



If you have been following the now famous German couple, commonly known as The Twins and their exploits as they have spent years driving around North America in their his and her GT3RS's... They unexpectedly showed up at our Breakfast earlier this year after meeting the Bogarts at Werks Reunion in Monterey. Suesan and I had just arrived when we see these two VERY DISTINCTIVE Porsches pulling in. They had no idea that this was Suesan and my region and were as surprised seeing us as we were with them. Well, they are traveling with two "new" cars. Christians is a factory restored 930 and Ortrun's is a 997.2 Turbo.

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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



YOU CAUGHT ME SMILING

BY DANIELLE BADLER, PCA COLUMNIST

Man, it’s hard to write a column sometimes. It’s hard to come up with an idea, an idea that sings, that resonates and, oh by the way, has enough meat on the bones to fill up the allocated space.

When I started writing these columns, mumble/mumble/ mumble years ago, I was so worried about that challenge, about the fear that I’ll run out of things to say, or write, that I created a cheat sheet, a puddle of potential topics that, if I was ever desperate, I could dive into.

I’m not sure how it has happened, but I’ve never dipped my toe into the list. In fact, I’m not even sure where that list is. Because, again and again, something pops up, somewhere, somehow. I can’t explain it.

Sometimes I just make up the whole thing. And that’s fun. Sometimes I come across something that just clicks, and begs for commentary. But, and this is a big but, even there, I still have to make a judgment as to whether there’s enough to say on the topic to fill this space.

It happened when I came across this article in Autoweek, recently. The headline read “Which Car Brands Make Us Smile? You Won’t Agree With This List.”

Yeah, I know. What a caveat. It hooked me. Maybe Autoweek was swimming in its own desperation file. Maybe their writer was being paid by the word, and needed more words to make the rent. But no. Turns out that the actual list was compiled by Autotrader in the UK. Here’s what they did, and I quote, “A computer survey in the UK analyzed selfies people took with their cars, determined whether these people were smiling, and used the data to come up with the top 25 cars that make people smile.”

Uh, gee, let me state this unequivocally. I am not making this up. But I knew that I had my column.

The smiling winner? I know you’re on the edge of your chair... Smart! And Volkswagen was number two. They even ran a photo of a young maiden posing by the fender of a Beetle. Did the Autotrader folks even verify that the selfies were taken by the owners? Does it matter? Who knows. Who really cares.

It gets nuttier. Mini, that paragon of cuteness... Ever see the

window sticker that says “Actual size”? The Mini was 23 out of 25. Porsche was 12. Lamborghini was 21. Ferrari wasn’t on the list. Although Fiat came in at 20.

Let’s just say I’m glad Autoweek ran their caveat in their headline. Because, to me, what counts, what really counts, is what happens when you get in. I point to my ’78 911 as exhibit A or no. 1 on my list for real grins. After all these years, every time I start it, blip the throttle, roll it out of the garage, shift, that smile happens. As sure as summer follows spring.

The rest of my list? Well, this past weekend was the biggest car show of the season in the Denver area. And I can attest to the fact that, as I passed a Carrera GT, with the engine cover up, I

was panting. Panting, for the owner to start it up. I poked my friend and said, “Sounds like a detuned F1 car.” He grinned and said, “I know.”

I also got a laugh when I reached the Aston Martin section. Yeah, the cars were great. But the license plates. “MI 6.” And something like “Q.” And something like “Monypeny.” Sorry, I didn’t write them down.

At Lotus, I drooled over a Super 7. And an

original Elite. The Brit sports cars area brought back a flood of memories. A TR 250, a TR 3, several TR 6s. I wanted to see a TR 4, because that was the car that first brought an indelible grin to my face. My first sports car. I was 17. Took every last cent I had. The night I got it I sat in it and played the radio. Because I hadn’t yet learned how to drive a stick. But no. No TR 4s.

And what of the marque that was not on the smiles list? The purest of “pur sang?” Well, amid all the post-355 variations and the modern front engine/rear drive versions, there, resplendent, was one of the highest achievements of Il Commendatore, a true Prancing Horse legend for the ages, a 275 GTB. Rosso. Nero interior. I paused, in reverence.

Next time Autotrader fills space with a car brands list, it should factor in personal pedigree and awe factor. I know what would then be on my list, and in my heart. And I wouldn’t care if Autoweek agreed with me, or not.

There, I said it. I’m done.



Steve McQueen's Ferrari 275 GTB-4

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JUNE BREAKFAST

STORY BY SKIP CARTER; PHOTOS BY JIMMIE MITCHELL

Suesan and I missed the June Breakfast because we were in the middle of our semi-annual trip to Toronto. There are so many family and friends that it is impossible to visit everyone each trip. On top of that I did a story for Club Racer magazine on a Toronto family who I met at the PCA Club Race in Sebring this year.

We were hoping to arrange a visit, but the schedule got crowded and we were not able to do that.

In case you didn't know it, the Upper Canada region is the largest region in PCA. A couple of years ago I attended an evening get together at a massive Porsche dealership. The food and giveaways and camaraderie I saw was truly impressive. And driving around Toronto there is no shortage of Porsches.

I also heard that Porsche is building a Porsche Experience Center there like we've got in Carson.

Remember the days when Porsche's existence was questionable? (Which happened more than once). Peter Schutz (you should read his book "The Driving Force: Getting Extraordinary Results with Ordinary People." This man saved Porsche from extinction and it is a great read. And his daughter Lori is the Parade Historics Chair and a honcho in the 356 Registry.



5050 Raffle winner Michelle Sandhu and outgoing Zone 8 Rep Lori DeCristo



Susan and Vicki Moard with Rose McCoppin





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GPX President Eric Peterson



Dennis Goode and his brilliant 914





Doug Bruce and Michael Dolphin



And Jan Isenberger's daily driver, a Cayenne Turbo



Celebrating Jan Isenberger's 90th Birthday



Phillip Ruun and his 2013 Boxster

Book Reviews for Porschephiles

by Bruce Herrington

THE Nextgen Guide to Car Collecting: How to Buy, Sell, Live with & Love a Collectible
by Robert C. Yeager with intro by McKeel Hagerty, Published October 2022 by Motorbooks



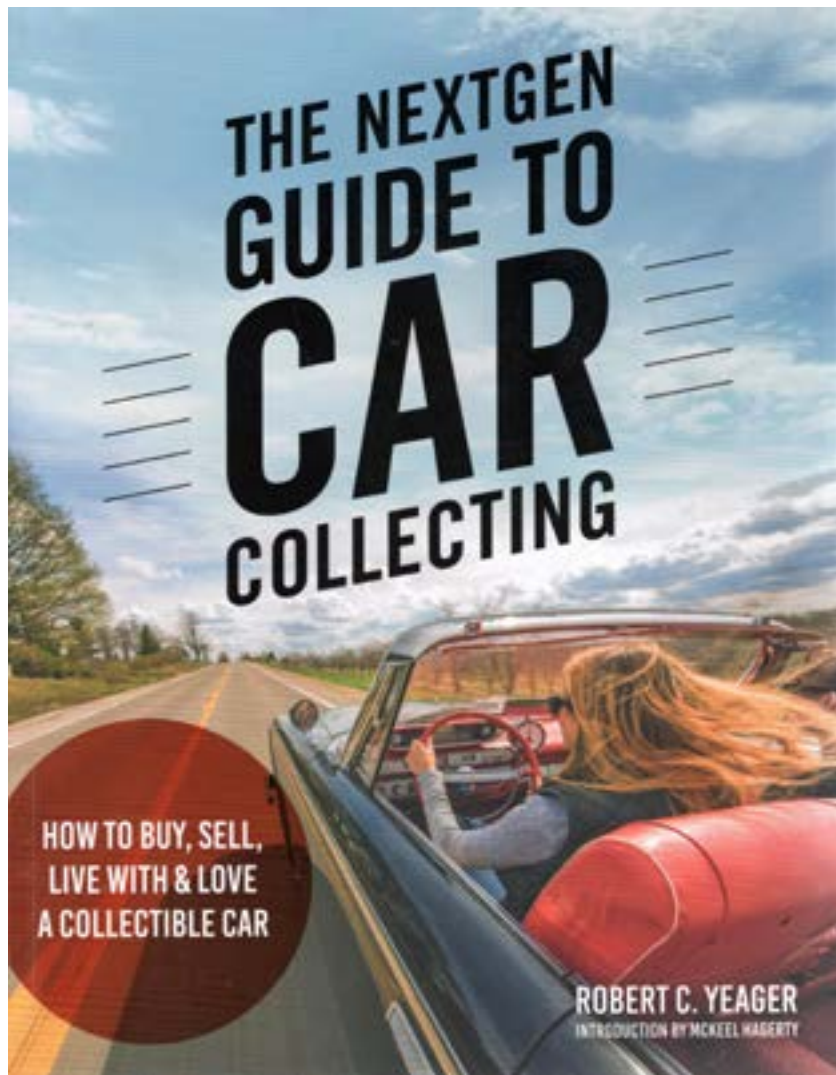
This book provides a very comprehensive guide to collecting cars. It starts with an analysis of the reasons various people collect various cars. And it is thoroughly modern, tending to focus on cars from the '70s and newer. Note that the “NEXTGEN” in the title refers to the intended audience - GenZ and Millennials - who “by and large are not rich; they want classic cars they can love, live with, and occasionally even drive to the grocery store...” The coverage is actually much broader with pictures and discussions of classic multi-million dollar collector cars, and most of the caveats apply to considering, acquiring and maintaining any collector car. Only the specific suggestions and examples that get detail treatment are vehicles 'appropriate' to the 'nextgen' age group.

Three of the 12 chapters in THE NEXTGEN GUIDE TO CAR COLLECTING specifically focus on American, European and Japanese cars for Nextgen era collectors. The other nine, with titles such as Automotive Origins, Investing and How to Love (and Live With) Your Classic Car, are of interest to the present or potential owner of a collector car of any vintage or price range. Overall, a very comprehensive treatment of the subject of collecting cars is provided with perhaps as much focus on the why as on the how-to.

Famous car models (DBR1, Testa,Rosa, 250GT, D Type, 300SLR, etc.) and the events in which they ran, are treated extensively. Historic trends in car prices are presented in detail, and there is an extensive chapter on women in motorsport, beginning with the classic story of Bertha Benz and her historic, illicit drive in the first practical automobile and including multiple stories of little known women who have had significant impact on motorsport's history.

Despite this coverage of history and women in motorsport, the book is focused on the cars that are of most interest to GenZ

and Millennials who are starting to get interested in collecting cars. These are age groups whose interests are not familiar to this reviewer, so he will defer to the author for appropriate



vehicles. He recommends as *rising stars and hidden gems*, such vehicles as Z28s, Toronados, Miatas, Opel GT, BMW M series, Audi Quattro, Honda 2000, Datsun 240-260s, and Toyota Supras. However, the index also shows 36 references to Porsches of various models!

THE NEXTGEN GUIDE TO CAR COLLECTING is very readable; full of stories of people and their cars, possibly more interesting stories of car collectors than about

car collecting. Overall, an interesting read for a member of any generation, even if you are not currently considering the acquisition of a collector car. It is soft bound, with 192, 7-1/2 x 9 inch heavyweight pages. It is very well illustrated with both B&W and color pictures inserted into the text. It should be available for \$29.99 from your favorite bookseller, or from quartoknows.com.

Book Reviews for Porschephiles

by Bruce Herrington

LeMans 100: A Century of the World's Greatest Race
by Glen Smale, published August 1, 2023 by Motorbooks, Beverly, MA



This book is very readable, but not a captivating read. Very well illustrated, it is not really a picture book, nor really a reference text. It is a compendium of reports on a century of 24-hour races at LeMans, France. The cover of the book itself is a wraparound photograph of the start of a late-60s event, and it comes in a red slipcase.

Full of interesting statistics, including the fact that the race with the highest percent finishing was race number 1 in 1923. The LeMans race is described as initially being very focused on showroom-production cars (shades of NASCAR !). It is also made clear that from the very first (or at least since 1924) LeMans was as much a carnival as a race. From the first, the race was focused on consistency and reliability, with the major trophies awarded on the basis of multi-year results not just those of a single race. And initially, even standings at the end of a single event were not based on average speed or even miles covered, but degree of achievement against a standard postulated by the organizers.

Each individual story is interesting in its own right. They make it clear from the discussions of the changing rules for each race, that the ACO, the organizers of LeMans events, were very bureaucratic from the very first. There are stories of unexpected successes and shocking failures. Stories of terrible weather conditions and gorgeous days. There are pictures of race cars that look barely driveable by modern standards and pictures of cars that almost look like jet fighters. They illustrate how much change can happen in 100 years.

LeMans 100 contains nine chapters, each covering a decade of racing, begin with a one-page summary of world conditions during that period. Each year's race is presented in two pages with a

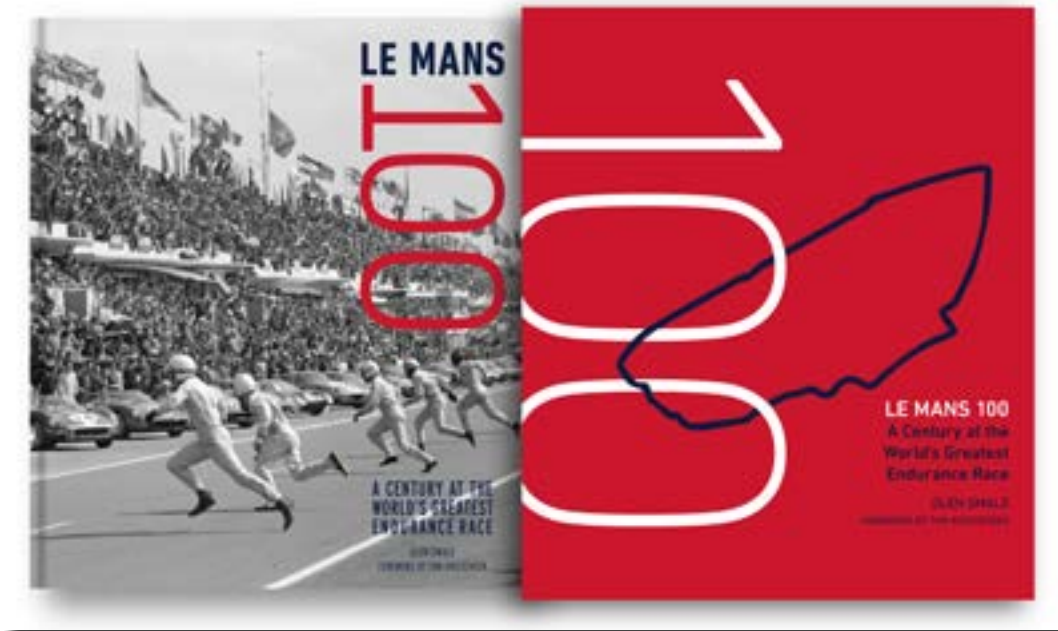
concise but interesting description of the highlights of the event, a table of the top three finishers, and appropriate photographs. The text is in a readably large type font. There are several fold-outs with a *suitable for framing* picture of a car in the race on one side and images of race posters on the other side, and some impressive two-page photo spreads.

Though there is a basic sameness to the race reports, the characters and conditions are all different each year – teams that are dominant one year can be mere *also-rans* or even DNF the next. Impressive to this reviewer is the number of manufacturers who entered teams of up to six cars in the '40s and '50s, but are no longer in existence. Porsche of course, is prominent in the write ups from 1951 on, though the first picture of a Porsche doesn't show up until the 1954 report. From the

early '70's on, there is considerable discussion of Porsche cars and their development.

Anyone interested in the LeMans race, or even just Porsches should have a copy of this book. Not so much to read from cover to cover, but to peruse when inspiration, about a particular model Porsche, or a specific race year or decade, hits. It will serve you well as a conversation starting display piece on your coffee table or as something for 'throne room' reading.

LeMans 100 has 240, 9x11 inch heavyweight semi-gloss pages, with 250 images. It has an impressive index which takes five, four column pages, despite being in much smaller type than the basic text. By the time you are reading this it should be available for \$75 from your favorite bookseller or from Quartoknows.





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

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ON THE COVER

Michael Wong enjoyed the ultimate High Performance Cheerleading from his two sons and wife Linda at the March 2025 HPDE Day Away from Work with their Go Dad! Go Baba! Posters. GO DAD! has to be the best tag line ever received by any supporter of Grand Prix's Day Away from Work! 80 drivers and instructors came out to the Streets of Willow track for the first of 2 HPDE events this year. Michael was one of 10 Novices experiencing their first HPDE, among 28 students, coached by 25 instructors.

Michael joined PCA in 2019 and brought his gorgeous 2008 Guards Red Boxster to his first event, instructed by the famed Glenn Orton. Grand Prix region hosts the event with participants from nine different PCA regions.

We hope to see Michael and the boys again at our next HPDE on Monday October 13th. We might have to change the name to the Day Away from Work and School!



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