



THE

June 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 Concoors
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
18 Tru GPX 3rd Thursday Social
25 Thu Christmas

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
John Leflang
(626) 318-5119
jleflang93@gmail.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

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

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>

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 Way Carter, Patty Reilly, Michael Dolphin, Arturo Charparro and Todd Sword for making this fun even possible.

Don’t forget to add to your calendars these upcoming events:
Wrightwood the Wrong Way June 28.
Dinner meeting at Pelican Isle on the 3rd Thursday of June.

And check the calendar on page 2 for more.

Have Fun, Eric



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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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I want to start by saying "I AM NOT A CONCOURS GUY." Having said that, I realized that my '64 356 SC Cab had not been outside of San Diego County for well over a decade. I recently had some mechanical issues taken care of and I felt like it was "begging" me to get her out of town.

Owning the car since 1971 I saw something in the 356 Registry magazine asking about owners who have owned their car for 50 or more years. I wondered, and it didn't take long to figure out that I was one of those people. That made up my mind to get the car to our May 18th Concours.

I thought it would be a perfect time to bring her up. But there were a couple of problems I'd have to resolve.

1), Suesan hates riding in the car with the top down, and I hate having the top up (except in the heat of summer when it is more comfortable driving with the top up, back window down and vent windows blowing air through the car. I don't blame her for not wanting to get blown away, but I like it.

2). Considering all the stuff I had to haul to Rancho Cucamonga (where we spend a couple of weekends a month visiting grand kids) and Lakewood (concours), it was obvious I needed a trailer. I had two friends offer to lend me trailers, but each involved having to drive quite a ways to pick up and return the trailer, so I opted to deal with U-Haul.

I won't go through that experience. The trailer probably weighed more than the car, but it was sturdy and did the job. So on Friday afternoon we headed up I-15 dreading what I expected would be heavy Friday afternoon traffic. As it turned out, there was only once stretch of a mile that was dead stopped and cost us about half an hour. A few miles before that I was wondering why half the freeway was exiting. We did not have Google Maps going or we would have been notified of a detour. Oh well. It only took us about 30 minutes longer to get to Rancho than normal.

The car was loaded on the trailer, top down. Weather reports looked good (not great). I brought the car cover and a tarp. Parked on the street in Rancho, the first thing that happened after dark was the wind blew the cover off. I really didn't want

to figure out how to tie the tarp down over the cover, so I kept it folded up sitting on the roof cover. It managed to keep the cover in place for two nights. So this was how the car spent Friday and Saturday. Saturday night it sprinkled. Not really rain, but a fair amount of moisture.

Up at 5 am Sunday morning, heading West on I-210 by 5:30, the sprinkling continued for about half way to Lakewood. I was surprised when we arrived that the car was bone dry inside.

It was easy enough to park in the lot, unload the car, get all of Suesan's stuff to her and start laying out the lawn. I had prepared small numbered envelopes with the owners' name, concours class and car information. I laid the envelopes on the lawn, walked four paces for the next envelope and continued until all were in place and I was ready to start bringing in cars. Too late I remembered that I always left 5 paces between cars (I've done this job before). Oh well, we made it work.

Jeff Peck, Ernie Proctor, Hugo from Castle Body Shop and several others helped get the cars placed. Everything went smoothly and we had enough room on the lawn to get a lot of Porsches on the lawn, many of which were only "visiting."

I saw a lot of old faces that I had not seen in years. And with my normal "can't remember names and/or faces" handicap, I was still very happy to see everyone.

Suesan's back was killing her, so after lunch she said she'd like to pack up and head home.

The trip back to San Diego was a breeze. I'd never seen so much open road on I-5 all the way to San Diego.

So, I was happy I had brought the car. Several people commented that they were beginning to think that I didn't really own one. While I didn't put many miles on the car, it was good to get it on the grass and share it with everyone.



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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GRAND PRIX REGION

Tour to Wrightwood The Wrong Way

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Saturday June 28 2025





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LONG BEACH GRAND PRIX

STORY BY ERIC PETERSON; PHOTOS BY JIMMIE MITCHELL

The following is a brief history of the Long Beach Grand Prix (LBGP). I have attended all but two LBGP's over the last 50 years and enjoyed every one of them. Full disclosure, this article is based upon my personal memory and aided by AI and Wikipedia.

The Long Beach Grand Prix is one of the most iconic street races in North America, with a rich history dating back to 1975. It was originally founded by Christopher Pook as a Formula 5000 race before transitioning to Formula One in 1976. Chris Pook engaged Dan Gurney to help sell the concept to the City of Long Beach. As we all know, that significant effort was a big success. Over the years, the event has evolved, hosting legendary drivers and teams while adapting to changes in motorsport.

Early Years: Formula One Era (1976–1983)

- The race quickly gained international recognition, attracting top Formula One teams and drivers.
- Mario Andretti made history in 1977, becoming the first American to win a Formula One race in the U.S.
- The 1983 race saw John Watson win from 22nd place, the lowest starting position for a winner in F1 history.
- In 1984, the event transitioned from Formula One to CART IndyCar, marking a new era.

IndyCar Era and Growth (1984–Present)

- The race became a staple of the CART/Champ Car World Series until 2008, when the series unified with IndyCar.
- Since 2009, the Acura Grand Prix of Long Beach has been part of the IndyCar Series, making it the second-oldest continuously running event in IndyCar racing after the Indianapolis 500.
- Legendary drivers like Al Unser Jr. (six-time winner) and Team Penske (seven-time winning team) have dominated the event.
- The race has also hosted various support series, including Indy Lights, IMSA, Formula E, and Stadium Super Trucks.

Cultural and Economic Impact

- The Grand Prix has transformed Long Beach, brought international attention and boosted tourism.





- Toyota was the title sponsor from 1980 to 2018, marking one of the longest-running sports sponsorships in the U.S.
- The event continues to be a premier street race, attracting fans and racers from around the world.

The Long Beach Grand Prix has a major economic impact on the city and the broader Southern California region. Here are some key highlights:

Economic Contributions

- The 2024 event generated \$98.7 million in total economic output across a seven-county region, with \$58 million coming from visitor and operational expenditures.
- Within Long Beach, the race contributed \$58.7 million in economic activity.
- The event supports over 700 jobs, including 525 local jobs in industries like hospitality, retail, entertainment, and transportation.
- The average wage for jobs created by the event is \$50,500.

Tax Revenue & Tourism

- The Grand Prix generates \$17.9 million in tax revenue, with \$8.9 million benefiting Long Beach directly.
- The race attracts nearly 200,000 attendees, boosting hotels, restaurants, and local businesses.
- The event’s global media coverage enhances Long Beach’s reputation as a premier motorsport destination, encouraging long-term business investment.

Beyond the Numbers

- The Grand Prix isn’t just about racing—it’s a cultural and economic powerhouse that strengthens community resources and infrastructure.
- The 50th anniversary celebration in 2025 highlighted the event’s legacy and its continued role in shaping Long Beach’s economy.

The Long Beach Grand Prix has a significant economic impact, but how does it stack up against other major motorsport events? Let's take a look:

Global Motorsport Economic Impact

- Formula One: The FIA study estimates that motorsport contributes €160 billion (\$189 billion) annually to the global economy, supporting 1.5 million paid jobs.
- NASCAR: The motorsports industry in North Carolina alone generates billions in economic output, with NASCAR playing a major role.
- Indianapolis 500: The Indy 500 brings in over \$300 million in economic impact annually, significantly boosting Indianapolis tourism and local businesses.
- Le Mans 24 Hours: The legendary endurance race contributes millions to the local economy in France.

Comparison to Long Beach Grand Prix

- The Long Beach Grand Prix generates \$98.7 million in economic output, which is smaller than events like the Indy 500 but still a major contributor to Southern California’s economy.
- Unlike Formula One, which operates on a global scale, Long Beach is a regional powerhouse, benefiting local businesses, hotels, and tourism.
- The IndyCar Series as a whole has a strong economic footprint, with Long Beach being one of its most important street races.

The Long Beach Grand Prix has seen many legendary winners across its history, spanning Formula One, CART, Champ Car, and IndyCar eras. Here are some notable champions:

Formula One Era (1976–1983)

- 1976 – Clay Regazzoni (Ferrari)
- 1977 – Mario Andretti (Lotus-Ford), first American to win an F1 race in the U.S.
- 1978 – Carlos Reutemann (Ferrari)
- 1979 – Gilles Villeneuve (Ferrari)
- 1980 – Nelson Piquet (Brabham-Ford)
- 1981 – Alan Jones (Williams-Ford)
- 1982 – Niki Lauda (McLaren-Ford)
- 1983 – John Watson (McLaren-Ford), won from 22nd place, the lowest starting position for an F1 winner.

IndyCar Era (1984–Present)

- Al Unser Jr. holds the record for most wins (6 victories).
- Team Penske and Chip Ganassi Racing have dominated, each securing 7 wins.
- Colton Herta set the lap record in 2022 with a time of 1:05.309.

CART/Champ Car World Series

- 1984 - Mario Andretti Newman/Haas Racing-Lola-Cosworth
- 1985 - Mario Andretti Newman/Haas Racing-Lola-Cosworth
- 1986 - Michael Andretti Kraco Racing -March-Cosworth
- 1987 - Mario Andretti Newman/Haas Racing-Lola -Chevrolet
- 1988 - Al Unser Jr. Galles Racing-March-Chevrolet
- 1989 - Al Unser Jr. Galles Racing -Lola-Chevrolet
- 1990 - Al Unser Jr. Galles/Kraco Racing-Lola- Chevrolet
- 1991 - Al Unser Jr. Galles/Kraco Racing-Lola-Chevrolet
- 1992 - Danny Sullivan Galles/Kraco Racing-Galmer- Chevrolet
- 1993 - Paul Tracy Team Penske-Penske-Chevrolet
- 1994 - Al Unser Jr. Team Penske-Penske-Ilmor
- 1995 - Al Unser Jr. Team Penske-Penske-Mercedes-Benz
- 1996 - Jimmy Vasser Chip Ganassi Racing-Reynard-Honda
- 1997 - Alex Zanardi Chip Ganassi Racing-Reynard-Honda
- 1998 - Alex Zanardi Chip Ganassi Racing-Reynard-Honda
- 1999 - Juan Pablo Montoya Chip Ganassi Racing-Reynard-Honda
- 2000 - Paul Tracy Team Green-Reynard-Honda
- 2001 - Hélio Castroneves Team Penske-Reynard-Honda
- 2002 - Michael Andretti Team Green-Reynard-Honda
- 2003 - Paul Tracy Forsythe Racing-Lola-Ford–Cosworth
- 2004 - Paul Tracy Forsythe Racing-Lola-Ford–Cosworth
- 2005 - Sébastien Bourdais Newman/Haas Racing-Lola Ford–Cosworth
- 2006 - Sébastien Bourdais Newman/Haas Racing-Lola-Ford–Cosworth
- 2007 - Sébastien Bourdais Newman/Haas/Lanigan Racing-Panoz-Cosworth

IndyCar Series

- 2008 Will Power KV Racing Technology-Panoz-Cosworth
- 2009 Dario Franchitti Chip Ganassi Racing-Dallara-Honda
- 2010 Ryan Hunter-Reay Andretti Autosport-Dallara-Honda
- 2011 Mike Conway Andretti Autosport-Dallara-Honda
- 2012 Will Power Team Penske-Dallara-Chevrolet
- 2013 Takuma Sato A. J. Foyt Enterprises-Dallara-Honda
- 2014 Mike Conway Ed Carpenter Racing-Dallara-Chevrolet
- 2015 Scott Dixon Chip Ganassi Racing-Dallara-Chevrolet
- 2016 Simon Pagenaud Team Penske-Dallara-Chevrolet
- 2017 James HinchcliffeSchmidt Peterson Motorsports-Dallara-Honda
- 2018 Alexander Rossi Andretti Autosport-Dallara-Honda
- 2019 Alexander Rossi Andretti Autosport-Dallara-Honda
- 2020 Canceled in response to the COVID-19 pandemic
- 2021 Colton Herta Andretti Autosport/Curb Agajanian-Dallara-Honda
- 2022 Josef Newgarden Team Penske-Dallara-Chevrolet
- 2023 Kyle Kirkwood Andretti Autosport-Dallara-Honda
- 2024 Scott Dixon (2) Chip Ganassi Racing-Dallara-Honda
- 2025 Kyle Kirkwood Andretti Global-Dallara-Honda

Supporting Races

Currently the LBGP has the following racing series as supporting races: IMSA GTP & GTD Pro (equal to Indy Car), World Challenge GT Series, Super Trucks and Historic Racing Cars. In the past, some of the supporting races included Formula 200 Road Racing Go Karts, 750cc Super Bikes, Trans Am, Indy Lights, Formula Atlantics, Toyota Celebrity Race (AKA “crash & dash”), Formula Drift and Formula E. I may have missed a few others, but this list represents the majority of supporting race series.

In summary, the LBGP has provided 50 years of racing excitement. If you have not attended, I highly recommend that you do at least once. It will be worth you while.





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2014 Rolls Royce Wraith	\$65,000*
2017 Porsche Macan S	\$90,000*
2014 Lamborghini Aventador	\$74,899*
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2017 Porsche 911 Turbo S	\$87,350*

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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



HOW TO EMBRACE OUR PAST

BY DANIELLE BADLER, PCA COLUMNNIST

It's an American dream. The fact that fabled designer Ralph Lauren hails from that northern borough of Gotham, the Bronx. Especially when you see how far Ralph Lifshitz, his original name, has come.

I happen to know the Bronx. At least I used to. My parents both grew up there. When I was growing up, we spent many, many weekends visiting both sets of grandparents there. All four were immigrants from Eastern Europe, just like Ralph's parents. I remember my grandmother taking me to the local butcher, and how fascinated I was that there was an inch-deep layer of sawdust on the floor, just like in the old country.

Of course, this scene is long gone. My parents moved away, just like Ralph, to find fame and fortune elsewhere. But Ralph did it better than just about anybody you can name. Not only did he become a famous fashion designer, his genius, what set him apart, was his ability to create a vaguely Brit-Euro-Classic world, totally removed from the Bronx, a world of impeccable taste that probably never existed. But which, for a princely sum, any aspiring esthete could sample.

The fashion and the retail empire go without saying. But then there are the homes -- the apartment in Manhattan, the houses, in Montauk and Bedford, New York, the place in Jamaica and the ranch in Montrose, Colorado.

I once passed the ranch. How did I know? Driving along, heading from Telluride to Montrose, I marveled at a wood and groove fence, a perfect fence, that went on and on and on and on... Until it paused at the ranch entrance, where the Double RL logo was carved into a wooden entrance trellis, only to pick up again, on the other side, for... who knows how long.

It's said that Ralph spreads his well-documented collection of automotive hyperventilation around his properties. Which seems only suitable. I'd do the same. What I didn't know is that his

latest venture is a line of home furniture. And not just throw rugs that match his lines of men's and women's clothing. Oh no, this furniture gets its inspiration from his actual cars.

It's all documented in an issue of Architectural Digest that arrived in my e-in-box, recently. Here's the headline; "Passion for Cars Inspires Sleek New Furniture." The subhead reads, "The Modern Driver collection by Ralph Lauren Home foregrounds materials, motifs, and construction methods rooted in automotive excellence. And there's Ralph, in all black, shades too, next to his Lamborghini Reventon. His silver hair matches the car color.

Oh my. To quote the article, "... an update to the Beckford table lamp features wire mesh reminiscent of the grille on Mr. Lauren's own 1929 Blower Bentley." Then there's a photo of the Astor salad plate, which is imprinted with what looks like the speedometer from Ralph's XK120 Jaguar.

Yes, when it comes to the phrase "no accounting for taste," Ralph's in the hall of fame, his own personal hall of fame. And he's giving you yet another way to buy in to his vision.

Not that Porsche hasn't tried to keep up. You thought you were cool because you had a pair of Puma Porsche Design running shoes. A Porsche Design chronograph. The folding sunglasses.

No, no, Porsche now seems to be seeing Ralph, and raising him with an all-in bet. Just a few days after the Architectural Digest arrived, I received a missive from Porsche, introducing "The Porsche 911 Turbo 50 Years." And, under that headline were three subheads, reading "Exclusive 50th anniversary model of the 911 Turbo" and "Limited to 1,974 units" and "Design evokes historic 911 Turbo models."

Why do I feel like I've seen this picture before? Maybe because I have. The release notes that the model is based on a loaded 911 Turbo S, with the same hyper-motive engine, the same active suspension, the same LED matrix headlights, the



same PCCB brakes, and so forth. What's different? "Turbonite" accents in the interior, a Turbo 50 logo here and there and, if you opt for the "Heritage Design" package, more throw-back logos and colors, inside and out.

Is it my imagination or hasn't Porsche been issuing limited edition "collector" versions of the 911 since, at least, the Weissach edition of the 911 SC in 1980?

But wait, there's more. A watch. No, not just a watch, an

"Exclusive Chronograph for a timeless sports car," a "special timepiece as an homage to the anniversary model." Also limited to 1,940 units. "The limited-edition number engraved on the titanium housing corresponds to the limited-edition number of the vehicle," says the release. Of course.

Ok, let's regroup. Ralph's table lamp reminiscent of a Blower Bentley, or Porsche's 911 Turbo S with added frou-frou. What would you aspire to? Or not?





A LOOK THROUGH THE GATES OF HADES

INTERESTING STORY, EVEN IF POORLY WRITTEN BY A SAN JOAQUIN VALLEY BOY FROM TAFT

STORY BY MARK O'BRIEN; PHOTOS BY BILLY THEODORAKOPOULOS



I always had my personal band of heroes:

Al Jardine, a Beach Boys guy who told me that I couldn't sing and couldn't even be in the band.

Don Kutyna, a USAF surfing buddy who flew 120 missions over Viet Nam in an F-105-D jet fighter called the Polish Glider and who gave my family a tour of NORAD where he had been Commander-in-Chief. as a 4 star general..

Jim, my Porsche Club driving instructor, who taught me about the apex, explained nuanced trail braking, and who pointed out that I should steer my car through the twisties by pulling up, not pushing down.

Then there is Billy - the ultimate 42-year-old Porsche mechanic. He rebuilt my 911-997S with a long block after 210,000 miles. He gave me his phone number to use if the car broke down on a weekend.

Billy retired from a Porsche dealership after 20 years. On one occasion he offered me some hints as to how I should approach the Streets of Willow, hopefully going clockwise. As for the track, he prefers Buttonwillow Raceway.

Billy lives in a 100 year old magnificent house in Altadena, near Eaton Canyon. As it turns out he lives way too near the canyon! Last January when "the fire" came to his neighborhood, blown by 70 mile an hour winds, he was determined to stay and protect his residence. He called Nick from Clarita Porsche to come help. Together they climbed roofs, pulled hoses and sprayed ... and sprayed again. Nick's wife got worried and asked him to come home. Billy then asked a buddy named Shomari whom he'd known from high school to come over and help him protect structures on the block. What the hell, and that it was. The two of them turned on neighbors' sprinklers, yanked garden hoses up ladders onto roofs and sprayed away, took buckets of water from swimming pools and attacked flying embers, some as big as golf balls. Billy recalls throwing 10 5-gallon buckets of swimming pool water into the house across the street, to no avail since embers had gone in under the front door. When the smoke cleared, 7,000 structures were lost along with 17 lives.

During the first 12 hours of the fire, numerous agencies

worked together to contain the conflagration: the L.A. County Fire Department, the California Department of Forestry and Fire Protection, the Riverside County Fire Department, the Arcadia Fire Department, and a Santa Barbara County task force.

When all was said and done, these guys worked 11 hours straight and fully protected 5 houses, including Billy's.

My friend tells me that there are some lessons to be learned: NEVER use bark for landscaping, be sure and trim vegetation around your structure, substitute something else for wooden fences which frequently end up under eaves. Wildfires will travel along fences as if they were oiled tracks. Make sure your doors and windows are fully sealed. Never let fire get above or below you.

Billy's comment to me was "I saved 3 of my own Porsches, and God saved a neighbor's 944," which ended up surrounded by burnt out metal hulks. It surprised me to find out that the inferno did not ignite gasoline in automobiles since that does not burn in liquid form.

When I was a kid, one of my favorite records had a song: "fire, fire, fire raging all about-where are the firemen who put the fire out?" Luckily, I found one to talk with.









Mark O'Brien

"I think it is an interesting story, even if poorly written by a San Joaquin Valley boy from Taft." This is Mark O'Brien commenting about the previous story "A Look Through the Gates of Hades", which he wrote. Mark grew up in Taft, a small city in Kern County with a rich history tied to Standard Oil and the oil industry. One of Marty Goldsmith's GPX tours (ages ago) was to this area. We visited the West Kern Oil Museum and saw the intersection where James Dean died. Here's what Mark had to say about that experience.

I lived in 11-C Camp which included about 70 homes all owned by "the Company." This is what Wikipedia says: At one time, it is reported that as many as 6,000 inhabitants of Taft were employed by Standard Oil. The hub of this activity was "11-C Camp", so named due to its survey township location in section 11 and designated "township C" by Standard's mapping department. The infrastructure to run a large oil and gas company included: a rail spur from the line running through Taft, steel and timber for derrick construction and maintenance, pipe, valves, numerous offices, an expansive and highly specialized machine shop, supply shops, the car and truck fleet on one side of the Main Street, bunkhouses for workers, and fourteen blocks on four streets of company homes for employees on the other side. 11-C Camp also included a playground, baseball field, tennis courts, a swimming pool, a cook-house open to the public, landscaped grounds, a clubhouse with a television, pool and card tables, and an ice-cream stand. The huge complex gradually closed down over a period of many years.

I do not remember the ice cream stand. The swimming pool was great – Olympic size and you were allowed to do "cannon balls"

Standard Oil hired their employees' college kids to work in the oil fields in summers - the pay was great. I worked in the machine shop, welding shop, in the field as a roustabout, as derrick man on well-pulling hoists, and unloading propane trucks at the I-C gas plant. Those were great summers. Oilfield men were tough dudes.

ED: Mark has written several stories for GPX and the Circuit, which we greatly appreciate.



Photos:
Above: A 2009 photo of Mark with Marty Goldsmith
Bottom left: James Dean in his 550 Spyder
Bottom right: James Dean's car after the accident



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PORSCHE CLUB OF AMERICA



MAY BREAKFAST

STORY BY SKIP CARTER; PHOTOS BY JIMMIE MITCHELL



Door prize winners

The May 10th Breakfast Meeting had a very good turnout. It was a great day weatherwise and there were a lot of beautiful Porsches in the parking lot.

We had a good number of door prize winners (see photo above) and everyone seemed happy and smiling.

I was able to bring a big box of older event shirts that we've had left over and taking up space in my garage, so I've been bringing a box of stuff to every breakfast and it gets used for door prizes or giveaways.

We're getting ready for our May 18th Concours. We have a good number of registrations (about 40). I've decided to bring our '64 356 SC Cab, which involved renting a trailer, driving to Rancho Cucamonga on Friday (I am not looking forward to the 100 miles of traffic going up I-15 from San Diego), but I will just be patient and not in a hurry (not something I am particularly good at). But it will be fun to see the car on the grass at Lakewood Country Club.

Of course, I'm writing this mid May for the June Circuit, so this will be history by time you are reading this.

Thanks... Skip Carter



50-50 Raffle winner Paul Heckman with President, Eric Peterson



Suesan Carter speaking with Francis & Tina Lewis







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Suesan holding up the BIG thank you card we received from Childrens Dental Health Clinic for our annual contribution

Book Reviews for Porschephiles

by Bruce Herrington

THE COMPLETE BOOK OF AMC CARS: American Motors Corporation 1954-1988
by Patrick R. Foster & Tom Latch, Published October 19, 2024 by Motorbooks, Beverly, MA



This book covers all AMC cars, from the Ambassador, through AMX Javelin, Gremlin, and Rambler and even the Jeep. It is a complicated story of corporate ownership and vehicle nameplates and configurations. For those new to the era of Classic cars who come to wonder 'what ever happened to Packard (or Hudson)', the answer is Nash. As for the next question, this book tells the fascinating story of American Motors and how it came (and ceased) to be. The complexities of the mergers and acquisitions and badge-engineering of car companies are discussed in sometimes intimate detail.

This reviewer, however, wishes that there had been a summary chart, or tabulation of 'begats', to help understand all the branches on the American Motors family tree.

Nash, et al, are described as being responsible for initiating many features that are common place today: effective auto air conditioning, wraparound windshields, and, of course, the seats that converted into a bed that were an infamous feature of the '50s Nashs. An 'explanation' is given for why Nashes were once known for an envelope body enclosing the wheels that resulted in what was arguably the largest turning radius in the world. No commentary is given about any correlation between the multiple antecedents to AMC's final failure and its remoteness from 'Detroit'.

Eye opening to some (many?) will be the chapter on racing involvement of the American Motors cars. There are interesting stories about their active involvement in NASCAR, Short Track,

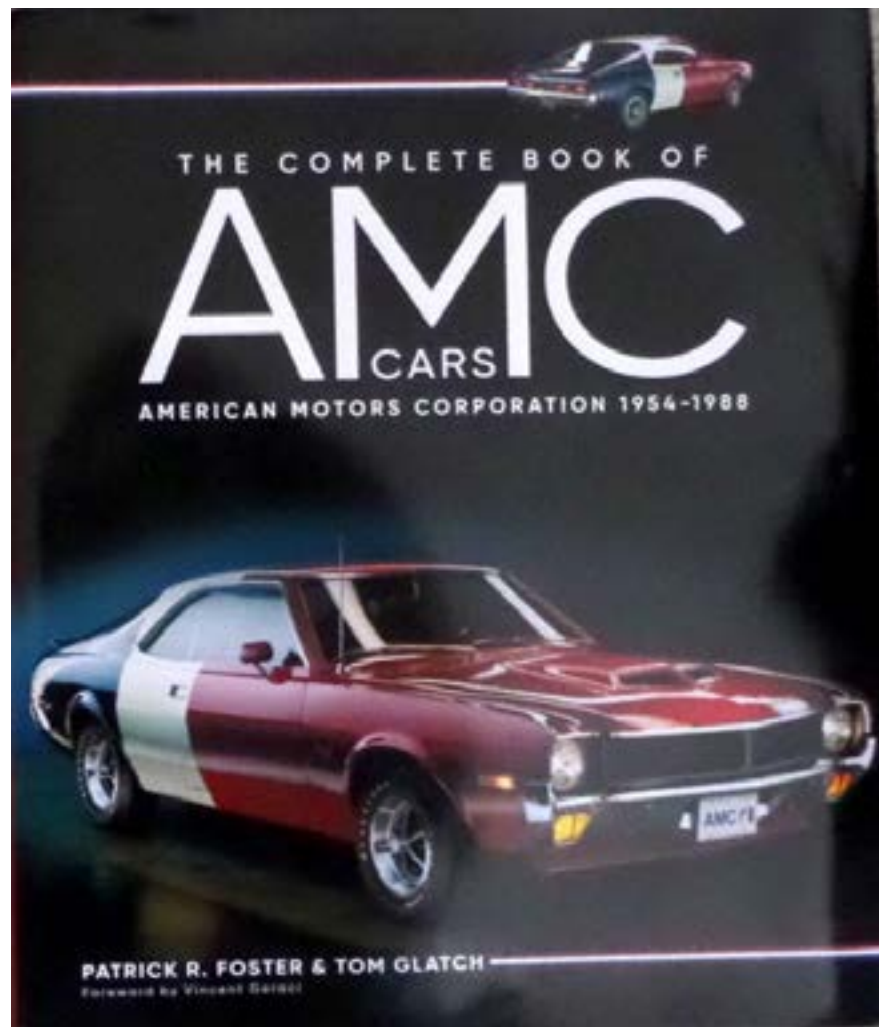
IndyCar and NHRA events. Over all, THE COMPLETE BOOK OF AMC CARS is a basically chronological collection of very readable articles about a variety of car makes and the individual companies that made them. Since these are cars

that are basically unfamiliar to current generations, but were in many ways avant garde for their time, it could almost be classified as a history book. It was certainly educational to this reviewer who lived through the time when Nashs (and Studebakers) were commonplace.

Very well illustrated, mostly with factory graphics and sales brochure photos. Under the dust jacket there is a photographic front cover showing a car with hood up, and a display of vehicles on the back. The end papers show different factory scenes front and back.

THE COMPLETE BOOK OF AMC CARS consists of 240, 8x9 inch, profusely illustrated, heavyweight matte pages. There is an

extensive, 5 page 3 column index. By the time you read this it should be available for \$50.00 from your favorite bookseller, or from Quarto.com.



Book Reviews for Porschephiles

by Bruce Herrington

The Complete Book of the PORSCHE 911: Every Model since 1964
by Randy Leffingwell, published June 3, 2025 by Motorbooks, Beverly, MA



Previous reviews have said "if it is by Leffingwell it's got to be good". This book is fabulous! Randy Leffingwell is arguable the most significant author of Porsche books since Kurt Ludvigsen. Unlike Ludvigsen, Leffingwell eschews the technical details and focuses on the real world application of Porsche's designs and the people involved and how they made it all happen.

The 24 page Introduction "Predecessors and Prototypes 1963-1965", provides a wealth of probably new information and pictures for the 356 community.

The ten chapters are characterized and named by year eras but much of the text discusses models by alpha code, up through the "R Program" of 1994. Each chapter provides a wealth of detail and a great number of large, spectacular pictures each with concise but comprehensive captions. For each version of 911 described there is a data table (labeled by year range) of dimensions and statistics but otherwise each chapter is a very readable, fast paced narrative of *the life and times* of the (sub)model in question. A great deal of detailed inside information is provided. The First Generation chapter even discusses the handling of the issue of reflection/glare off the flat glass covering the instruments, resulting in a solution markedly different from that of the VW influenced 924/944 series vehicles. The stories of interfacing with VW on the 914 and 924 are covered and so is the little known involvement of VW in the racing of the 917

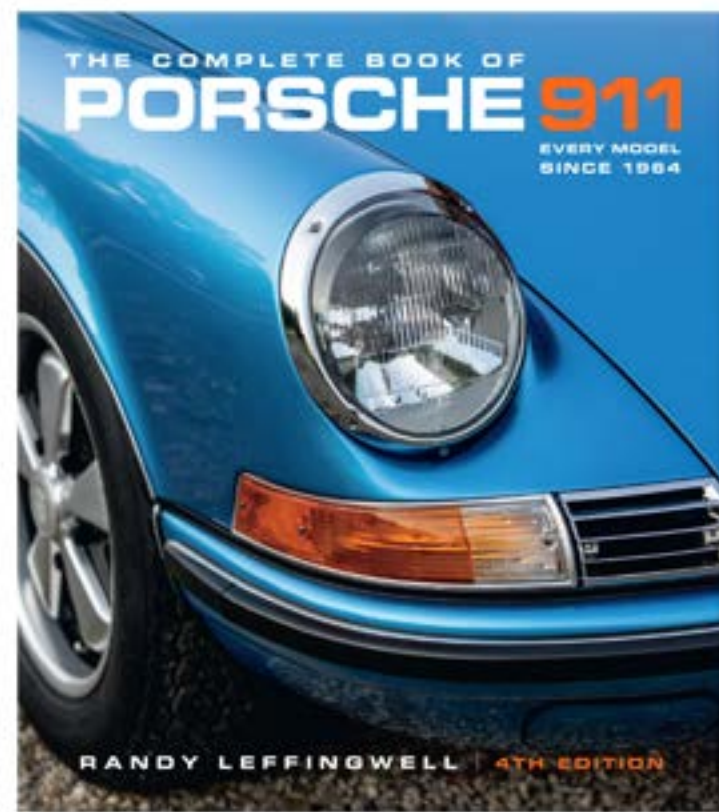
The switch from Solex to Weber carburetors for 1967 models is discussed as being for reasons other than just a power increase. It's perhaps the wealth of trivia contained in this book

that makes it such an absolutely fascinating read for any gearhead, Porsche enthusiast or not. PORSCHE 911 presents a considerable amount of inside information and mention of many people and their involvement and contribution to Porsche generally and the 911 specifically. It seems like decades of inside gossip is exposed in this book, including descriptions of little known infighting over model lineups, organizational structure, etc, above and beyond the coverage is given to the relatively well known

turmoil that lead Porsche to become a private company rather than a family enterprise. Every 911 owner is bound to learn something new about their car and its gestation; every 911 enthusiast will find lots of interesting details to make them more fascinated with the model.

Comprehensive, amazingly detailed, easy to read, very well illustrated... What more is there to say? Somewhat grating on the nerves of modern Porsche enthusiasts seeing the 1970 911S lauded for its ability to accelerate from 0 to 62mph in only 15 seconds! Also shocking to modern readers is the frequent quotation of prices in then dollars (1970 911S was under \$9,500). The shockingly low then-dollar prices serve to emphasize the magnitude of several decades of inflation in the United States.

PORSCHE 911 is hard-bound with 368, 9-1/2 x 11 heavy weight matte pages. There is an extensive, three page, four column Index, including some seventy different engine entries. By the time you read this it should be available for \$60.00 from your favorite bookseller.





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

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ON THE COVER

It's been a few months since we experienced "the wildfires". Mark O'Brien, one of our senior members and a great story teller (you may have seen some of his precious stories) has provided this story about friends who managed to save five homes in the Altadena area at the height of the fires.

Mark describes the story: I think it is an interesting story, even if poorly written by a San Joaquin Valley boy from Taft.

From our exchange of emails I gathered enough information about Mark's experiences growing up and living in a Standard Oil company town.

If anyone else out there has a fire story they'd like to share, please let me know

Thanks Mark!!!.



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