

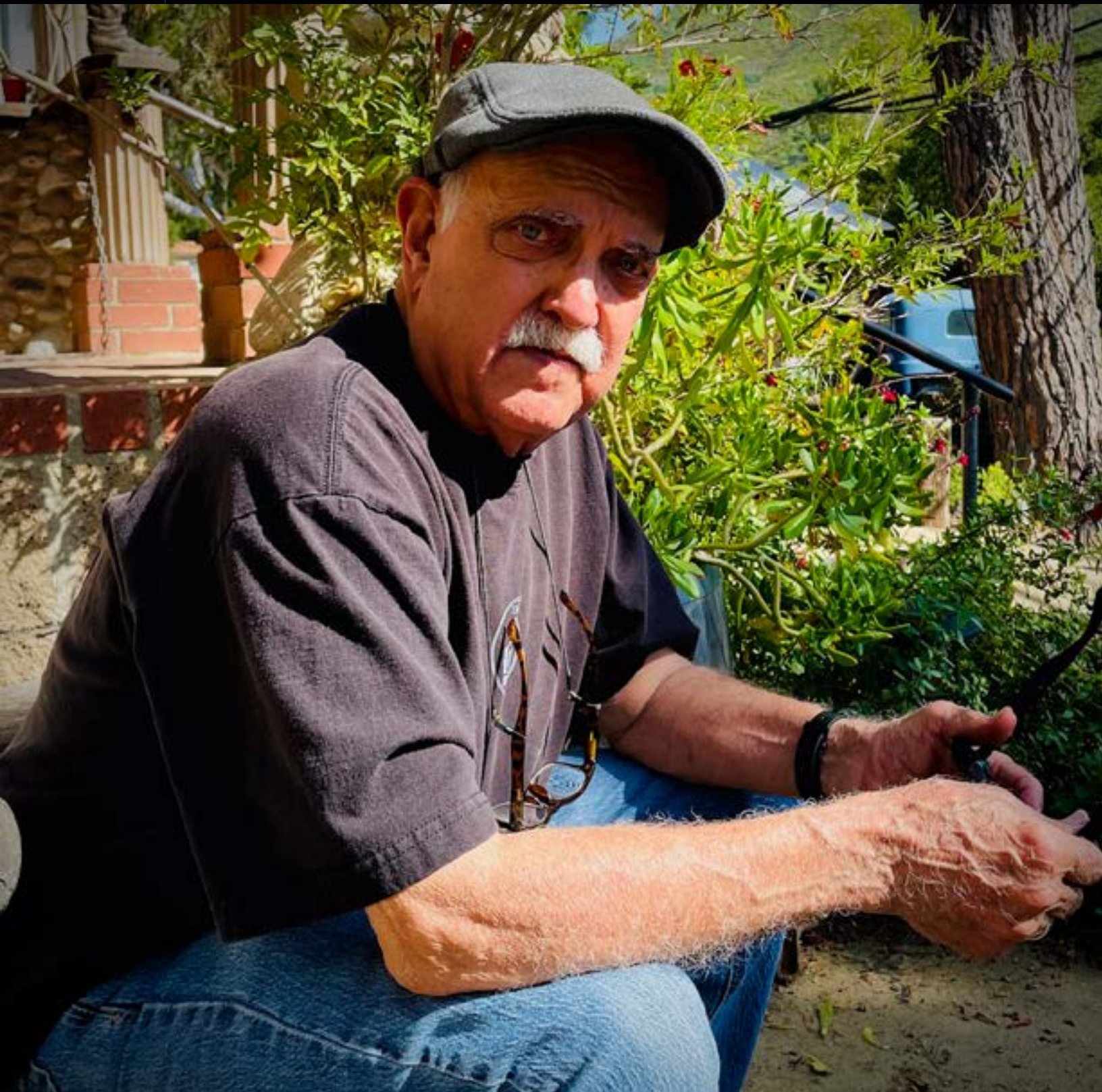


THE

October 2025

Circuit

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



GRAND PRIX REGION &
ZONE 8 CALENDAR

October 2025

- 3-5 F-Sun F1, Singapore
- 4 Sat Luftgekühlt 11 - DURHAM, N.C.
- 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 Thu GPX 3rd Thursday Social
- 18 Sat GPX Member's Say at Eldorado Park
- 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
- 13 Thu 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



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GPX Tour Information and registration
PCAGPX.MotorsportsReg.com

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- 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>

Gearheads Corner, by Eric Peterson



Happy October! By the time you are reading this article, we are half way into the month of October. Sorry for the delay with publishing the Circuit, but it has been an “action-packed” month right from the beginning.

First, we had our October Day Away High-Performance Driving event at the new and improved Streets of Willow Springs. The drivers lounge has been completely remodeled to be a driver club house with high end furniture and a bar. The track has new painted run-off areas and new Armco/tire barriers for added safety. Lastly, they have added a couple of new chicanes on the waterfall section that made for a fun/challenging drive. The feedback has been very positive from the participants. We plan to return next year for our Day Away events. Please note the cost of the track rental has MORE THAN doubled. While this will be a price increase, it is consistent with the cost of rental for all the other tracks in the region. We have been enjoying a really good deal with the cost of our past Day Away events.

Second, we had another fun Breakfast Club meeting at Marnis’ on Saturday October 11th. All had fun with the usual “tire kicking” and storytelling during breakfast.

Third, we had our monthly Social Thursday’s dinner at the Acapulco Mexican restaurant in Long Beach. The restaurant set aside a private seating area just us to enjoy dinner. Great turnout, again.

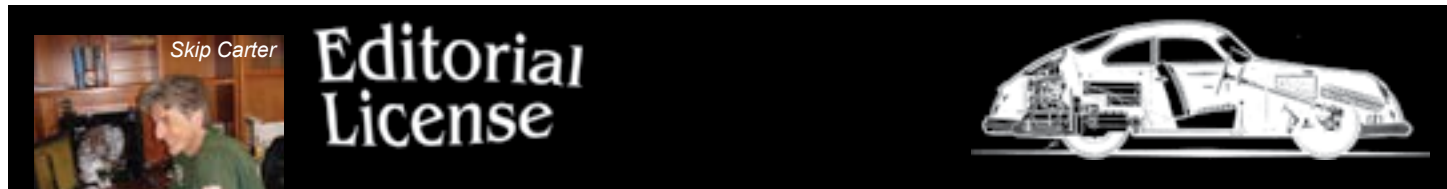
Fourth, we had out first annual New Member/Car Show/Picnic at Eldorado Park. The event turned out even better than we expected.

We had 62 cars and about 120 participants. Taco Shore with their vintage VW micro van provided the catering services. We had a fun car show with awards for the Best Vintage, Best Modern, Best in Show, Peoples Choice and Best Non-Porsche. Once again, the feedback was all positive. Your hard-working Board of Directors will be looking into a bigger and better picnic/car show for next year. Stay tuned for more adventure.

The year’s not over with more events planned. Be sure to sign up for our annual Holiday Party at the Reef. The team is putting together a really nice event. Please don’t miss it.

Lastly, the team is also planning on a drive on November 22nd. Please mark your calendar for this event.

Have Fun, Eric



Porsche Longevity

I Al'd the question "What percentage of Porsches are still on the road."

Decades ago I heard that Porsche, by far, had the highest percentage still on the road of any other brand in the world. I wanted to see if that was true (or still true).

"About 70% of all Porsche vehicles are still on the road today. That's a remarkable figure and speaks volumes about the brand's engineering quality, longevity, and the dedication of Porsche owners to maintaining their cars.

Whether it's a classic 911 or a modern Cayenne, Porsche's reputation for durability and timeless appeal clearly holds up.

From Hagerty

"When Porsche asked if a car could live forever by Ronan GLon, April 2023.

Porsche proudly points out that about 70 percent of the cars it has built are still on the road.

Desirability, strong resale value, and the support that the company offers for its classic models undoubtedly play a role in keeping vintage 911s, 968s, and 944s out of junk yards. That 70-percent figure, however, is also a testament to the time and effort the company's engineers have long put into designing relatively solid cars. One of Porsche's earliest longevity-related studies is the Forschungsprojekt Langzeit-Auto concept unveiled in 1973.

The car's name, often abbreviated as FLA, roughly translates to "research project long-term car."

Car-bashing - a popular pastime in Europe - is not a recent invention. :Boos have joined the joyful car chorus since the

early 1970s," a 1973 Porsche press release said, "and there is no lack of voices to damn the automobile with an existence and future of the drabbest kind. Many such complaints are so emotional they cannot be taken seriously. Others, however, give us sufficient reason to further consider the situation of the automobile and its possible future development."

. Porsche wisely ignored its more radical critics, but with the FLA, it gave the moderate ones something to chew on. The concept, Stuttgart claimed, was capable of lasting for 20 years or 300,000 kilometers (about 186,500 miles), remarkable figures at a time when five-digit odometers were common. (For context, documents in Porsche's archive peg the average cradle-to-grave lifespan of a 1970s German car at about 10 years.)

Commissioned by Germany's Ministry for Research and Development, the FLA prototype made its public debut at the 1973 Frankfurt auto show. It must have turned quite a few heads-the shape of a city car, with a gridlike and see-through false body seemingly made from giant egg crates.

Enthusiasts, Porsche said at the time, could rest assured: Mass-production was not the project's goal.

(ED" The article goes on and on, but I am running out of room).



Sleazy Dog Construction



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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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POKER RUN 2025

STORY BY JIM WORSHAM; PHOTOS BY RUSTY SCOTT & JIMMIE MITCHELL



Below: One of the 5 stops this year was the Childrens Dental Health Clinic that we have been supporting for (literally) decades (thanks to Marty Goldsmith). The work this facility does for underprivileged children is beyond wonderful.





The Long Beach Firefighter's Museum was another one of the fabulous stops this year. Jim Worsham did a yoeman's job coming up with these wonderful stops. Jan Isenberger and Rita Augustines with Rita's new super Turbo S Cayenne.



Jim Worsham with a docent from the Long Beach Firefighter's Museum





Lunch was served at the Mercedes Benz Classic Museum in Long Beach







Jim Worsham put together a fabulous assortment of locations for the 4th Annual Poker Run



Wilhoit Auto Restoration in Long Beach
- one of the oldest and best 356 restoration shops on the planet





Porsche Long Beach was the starting point of the Poker Run

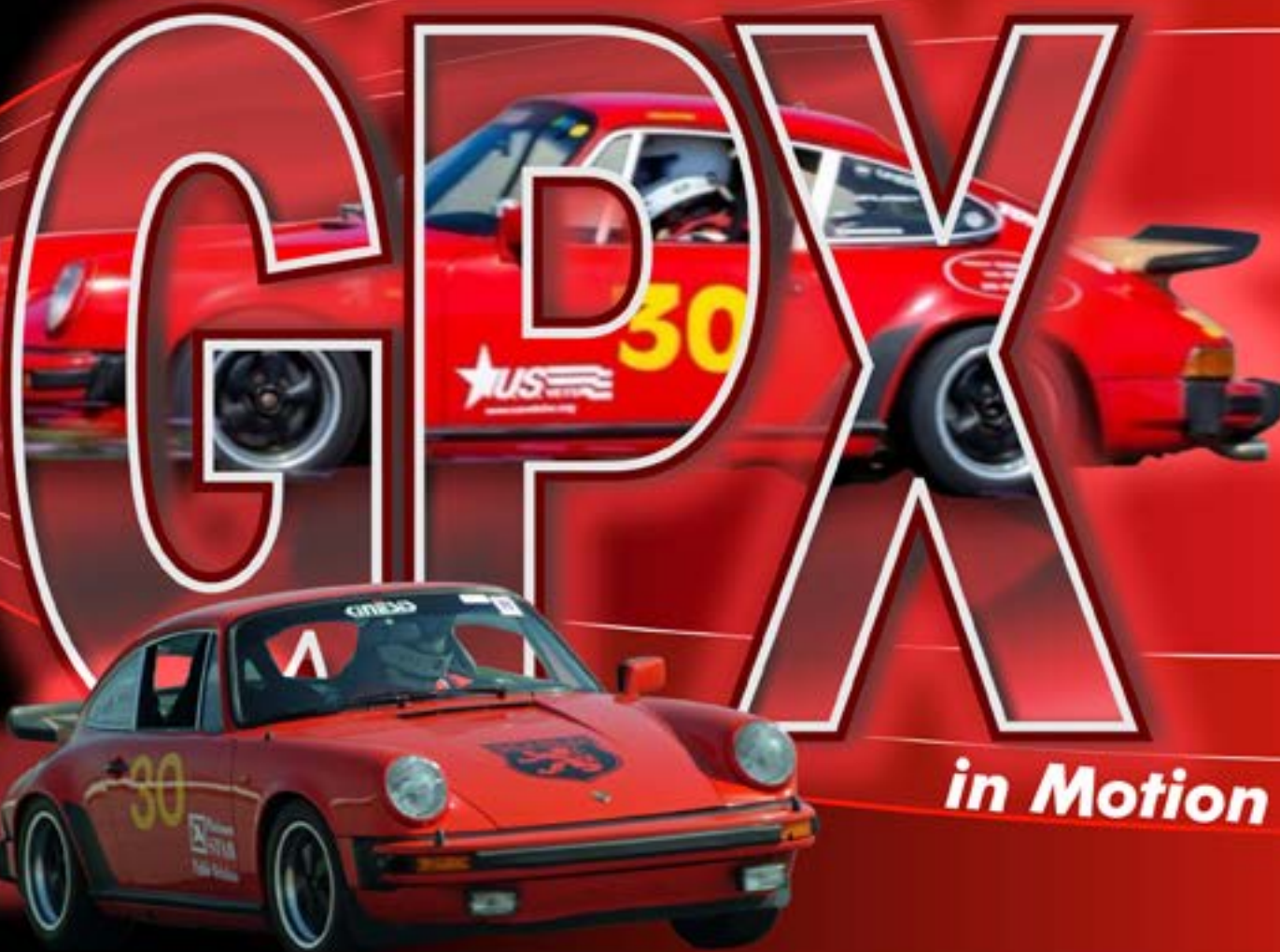




High Performance Driver Education Day Away From Work Monday, October 13, 2025

Instructors, Advanced & Intermediate Drivers Welcome
Novices & Amateurs Register to the Waitlist

Michael Dolphin



in Motion



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Porsche Club of America



October 2025

DAY AWAY FROM WORK HIGH PERFORMANCE DRIVER EDUCATION *Streets of Willow Springs*



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Oct 13
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DAY AWAY
HPDE

Patty Reilly
2017 911 Targa 4S

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PORSCHE IN THE PARK

CAR DISPLAY & GPX PICNIC

CAR DISPLAY TROPHIES

BEST OF SHOW
PEOPLE'S CHOICE
BEST MODERN >1998
BEST VINTAGE <1999
BEST NON PORSCHE



**SATURDAY
OCT 18TH 2025**

**FREE
LUNCH BY
TACO SHORE
IF REGISTERED**

The Golden Grove
El Dorado Regional Park
Long Beach CA

INFO & REGISTRATION

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Registration Closes Sunday Oct 12th



PORSCHE IN THE PARK

CAR DISPLAY & GPX PICNIC

SATURDAY OCT 18TH 2025

CAR DISPLAY TROPHIES

Best of Show
People's Choice
Best Modern >1998
Best Vintage <1999
Best Non-Porsche

It's Simple

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parking lot
to be eligible

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FREE

**Lunch by
Taco Shore
If Registered**



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El Dorado Regional Park
Long Beach CA**

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Registration Closes Sunday Oct 12th



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6 - 9 pm
November
20th
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Porsche Club of America



SHARING THE JOY OF A SUNDAY DRIVE

STORY & PHOTOS BY VIVIAN FRAHM

**Freelance writer and sister Ken Venegas...
Or one of those obsessive Porsche owners**

My friend Dave Nagel is a highly competitive, hard-core Porsche enthusiast. He is not someone to be toyed with on an empty mountain road. Recently, another side of him was exposed to me at a car show. Amid the many other like-minded gear-head individuals strolling through the showcased cars was a person with a dis-

ability sitting in a wheelchair lustfully eyeing Dave's 914-6. The conversation started with a quick "hi there" but soon Sal became very vocal about how much he admired the car. For those of us enthusiastic about our rides, besides driving them, nothing gives us greater joy than someone admiring them.

The two bantered back and forth discussing the idiosyncrasies of the 914-6, when Dave suddenly offered Sal a ride. Sal, with the help of some very physically fit

bystanders, was awkwardly muscled into the sports car seat and the seat belt connected. Dave drove out of the parking lot and circled the block a few times. Nothing fancy, just a short hop. Sal's face immediately lit up bearing a huge smile extending the width of his face. Dave intuitively recognized Sal's transcendent state of nirvana from just that short demo drive and knew Sal had to experience the "Canyon Run."

Arrangements were made for the full Dave Nagel Driving Experience. Dave went to the long-term care facility where Sal resides and with the help of nursing staff and a hydraulic patient lift, they were able to get Sal into the car. The first excursion was one of ultimate fulfillment for Sal even with a few hurdles. The hydraulic lift got stuck under the lowered Porsche. Dave had to retrieve a floor jack to raise the car and then remove the lift. The next challenge was struggling for 40 minutes to get Sal into the car. After more than 12 Sunday rides with Sal, Dave is now able to complete the entire task

in 15 minutes. And both fellows have learned that once buckled in the car, there are no pit stops. Sal is a captive audience for the duration of the excursion.

Requiring little motivation, it was soon easy for Dave to cast aside his golden rules – adhere to recommended service intervals, be conscious of all warning signs, no eating, or drinking in the Porsche, wipe your feet and hands before getting in, don't touch anything that was just detailed. Our obsessiveness even means running to the painter for a touch up and a Protective Film Coating when a single rock chip is found. But, as Dave puts it, "you should see Sal's facial expressions every time we go on a run."

Those runs are familiar to all Southern California car aficionado. They include Angeles Crest Highway, Santa Monica Rock Store, Newcomb Ranch, the wide-open spaces of the desert, the beaches, all the cars and coffee stops. And then there's "Sherwood's" named after Sherwood Lee, a well-known fixture of the Porsche owner



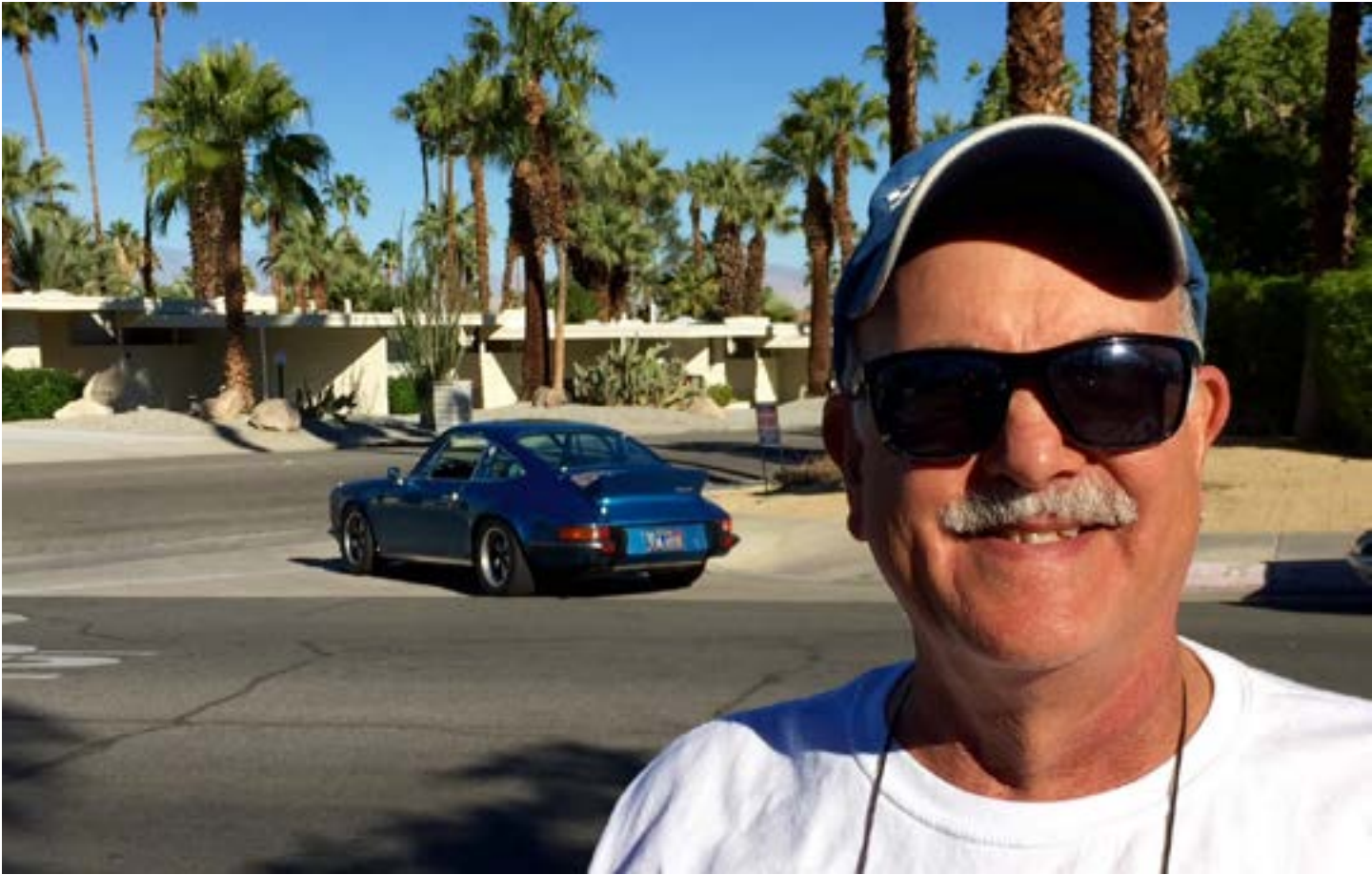


scene. He organized the La Canada/Flintridge runs. Sherwood would send group texts announcing he'd bring the bagels, I would bring donuts, and we would all meet up in the United Artist parking lot for coffee from Starbucks. Sal has done them all, and with the summer just getting started, no doubt he will be riding in the wind wearing his signature grin.

I am proud of my friend Dave, I admire what he has done for another car guy mindful of the fact that I probably would not attempt such altruistic behavior.

If you ever see the dark green 914-6 #46 at a car show, introduce yourself. Dave has truly embraced inclusivity and shared his passion. He is worth knowing.

CHUCK MILLER EARLY 911S REGISTRY



Chuck Miller was a beloved and influential figure in the Early 911S Registry community, known for his deep passion for vintage Porsche 911s and his tireless dedication to preserving and celebrating their legacy.

Chuck Miller's Role in the Early 911S Registry

Creative Director & Moderator: Chuck served as the creative director and forum moderator for the Early 911S Registry for over two decadess.

Esses Magazine:

He was instrumental in producing Esses, the official magazine of the registry, commissioning cover art and shaping its editorial direction.

Board Member:

His leadership extended to the board, where he helped guide the registry’s mission and community engagement.

His Legendary 1973 911S

Chuck was synonymous with his metallic blue 1973 Porsche 911S, often referred to as “Chuck Miller Blue” by enthusiasts.

He raced this car with the Porsche Owners Club, participated in numerous R Gruppe events, championing the “sports purpose” philosophy of driving early 911s as they were meant to be driven and attended all Grand Prix Region's Day Away from Work events.

His 911S was selected to represent the 1973 model year during the Porsche parade lap at the 1998 Monterey Historic Automobile Races.

Community Impact

Chuck was known for warmly welcoming fellow enthusiasts, including many international visitors to U.S. Porsche events.



Left: Chuck was a regular at our Day Away from Work DE events, and he always came with a box of Early 911S magazines

Right: Chuck and his best friend, Eric Williams, also an instructor and participant in our Day Away from Work events.

He was a fixture at R Gruppe Treffen gatherings and Cars & Coffee meets, often leading spirited canyon runs in Southern California.

His contributions earned him the first R Gruppe Perpetual Treffen/Sports Purpose Day People’s Choice Award.

In Memoriam

Chuck Miller tragically passed away in May 2025 during an R Gruppe event in California, following a cardiac arrest while driving his beloved 453 911S. His passing was deeply felt across the global Porsche community, with tributes pouring in from forums like the Early 911S Registry, DDK, and Typ901 Register.

Chuck’s legacy lives on in the vibrant community he helped build and enduring spirit of early Porsche 911 enthusiasts.



TWISTIES AGAIN - ALL SUMMER LONG

A MAN OR WOMAN BEHIND THE WHEEL AIN'T A PERSON ON THE SKIDS

When I joined the Club I had no idea that I would be exposed to so much more than a group of people who liked cool cars. Thanks to the mentor I met at my first Day Away from Work I began doing a lot of driving on canyon roads. Luckily I came up with some self developed maxims to share:

- 1
- Buy and wear a Saint Christopher medal just in case there is an unexpected event.
- 2
- Never leave your lane and always slow down when you go around blind corners since there may be bikers (properly) on your side of the road.
- 3
- Groove with the Grateful Dead if you have SiriusXM; otherwise enjoy KUSC because it's all about the music...or just because. Do not listen to Telstar by the Lively Ones because it might tempt you to race a Mongol Nation motorcyclist who thinks that your fol lowing him is a personal insult.
- 5
- To maximize driving smoothness through curves try to push up and not pull down on the steering wheel.
- 6
- Set the the scale on your Global Positioning Satellite screen so you can glance at it and get an idea of where the road will turn once you get 'around the bend."
- 7
- Experience the terror of driving to the top of a hill at full speed, not knowing which way the road will veer once you go over the crest.
- 8
- Realize that you are participating in one of the 3 sports that still exist. The other activities are just games. Those other real sports are mountain climbing and bull fighting.
- 9
- Slow down a lot if you spot a flock of vultures circling above your car.
- 10
- If you arc following a buddy who gets stopped by a cop - do not park behind him. The police officer will get nervous if he feels he must deal with two drivers. Just pass him by and wait for your friend when you stop way up ahead.
- 11
- If you decide to "floor it" in Death Valley and drive in the center of the asphalt because you can see that the road goes clear to the horizon, remember that burros are difficult to spot at high speed, unless they are painted to look like zebras an unlikely condiion since you are north of Tijuana.
- 12
- Follow the 4 second rule, keep that time distance when you follow the car in front of you.
- 13
- When you drive Decker Canyon in Malibu always travel west to east so you don't worry about going down into the gorge when some RV driver comes at you from around a blind corner.
- 14
- Try not to brake in a corner except for "trail braking" to keep your car as level as possible by optimizing tire grip and vehicle rotation.
- 15
- It is verboten to "do the twisties" at night or in the rain or while enveloped by the Buttonwillow Raceway tule fog.

Driving the twisties has given me a great benefit because it demands that I keep constant focus, a skill that my advanced age seems to be pulling away from me, and it satisfies my wish never to grow up completely but to relive the excitement of riding my first bicycle as fast as I could through the shadows of cottonwood trees more than seventy five years ago.

So after reviewing the foregoing, I think of the following hypotheticals:

- Guy #1 puts his money in the stock market.
- Guy #2 buys the Porsche and parks it in his garage.
- Guy #3 buys the Porsche and drives it.

Do the math and (with rare exceptions), you will see it never makes sense to be guy #2.

Editor: I disagree with Mark's #5

When I started track driving I had autocrossed maybe 20 times in various sized parking lots before getting on a real track. My first track experience was Laguna Seca with BMW club. My instructor was someone I'd known for a few years. He thought I had plenty of track time under my belt and he was just going to give me a check ride.

All through Saturday I'd drive several perfect laps then, with no warning I went 2 wheels off. The car was never out of control and I just eased the car back onto the asphalt. By the end of Saturday my instructor had no idea what to tell me.

Saturday night I thought about it and it occurred to me that in Autocross I only had to concentrate on the course for maybe a minute. What I was doing that Saturday at Laguna was staying focused for a few laps then lost it. Once I figure that out and got on the track again Sunday my instructor was amazed. He wanted to know who that guy was on Saturday and what happened. I told him and we both learned something.

As far as Mark's #5, I was taught to keep a light grip on the steering wheel. For track driving I usually drive with light fingertips on the wheel. Coming back to L.A. thru the desert one day, a "friend" and I were driving an '80s 911. We were on a wide open 4 lane, straight as an arrow highway. The idiot next to me asked if he could drive the car. I let him.

His idea of performance driving was how fast you can go in a straight line. That never interested me. At one point he put the pedal down to the floor. As he passed 100 and 110 I noticed his grip on the wheel getting more and more tight and the car was starting to wander in the lane. I told him to loosen his grip and just use his fingertips on the wheel. He heard me and it immediately resolved the problem.

CLASSIFIED ADS

FREE for PCA Members
Send info including a photo
Skip Carter at SkipCarter@pobox.com

Selling my black 2008 Porsche Cayman base model. Manual 5spd, with 77,000 miles. The car has heated seats, black leather upholstery, 18" Cayman S wheels, Bose Surround sound system, and Bi Xenon Headlamp PKG. The previous owner added LED lighting and a Kenwood stereo with a backup cam-era. I added Continental Extreme Contact Tires, a Carnewal 987.1 GT exhaust (Which sounds awesome, like a Mini GT3), an LN Engineering oil bundle kit (Spin-on filter adapter, filter, and magnetic drain plug), SiriusXM SXV300V1 Tuner, Euro Warning Triangle Kit, Porsche First Aid Kit, Magnetic Phone Mount, Red Steel Vasek Polak Hermosa Beach (2) License plate frames, New Porsche owners manual set, 2 new rear tail light assemblies, and Porsche all weather floor mats. The car has normal wear and tear for a 2008 daily driver, but runs strong and smooth, shifts well, and drives like a dream. The car has a recent oil change and service, and all records since I have owned the car. Including a Carfax and window sticker. The car has been serviced at Modern Specialist by the owner Leo and his sons, who worked for Porsche in Germany. Car is in Long Beach I would like \$16,265.00. Call Mike Smith 562-533-3929, or email mikebear61@gmail.com



Year: 2008
Make: Porsche
Model: Cayman 2dr Cpe
VIN: WP0AA29898U760731

Engine: Flat 6 Cylinder Engine
Transmission: 5-SPEED MANUAL TRANSMISSION
Exterior: Black (A1A1)
Interior: Black Standard Leather

SAFETY

- Traction Control (ASR)
- Porsche stability management (PSM)
- 3-point inertia-reel safety belts w/pre-tensioners & load limiters
- Door mounted side-impact airbags
- Front head curtain airbags
- Driver & passenger front airbags, front passenger on/off switch
- 4-wheel anti-lock braking system (ABS)

MECHANICAL

- Central exhaust pipe
- Active brake differential (ABD)
- 4-wheel anti-lock braking system (ABS)
- Black brake calipers
- Pwr 4-wheel vented/perforated disc brakes w/4-piston fixed alloy calipers
- Pwr steering
- 17" aluminum wheels
- P235/50ZR17 rear tires
- P205/55ZR17 front tires
- Front/rear stabilizer bars
- Independent 4-wheel MacPherson strut suspension
- Rear wheel drive
- Traction control (ASR)
- Porsche stability management (PSM)
- Double inertia flywheel
- 5-speed manual transmission
- Drive-by-wire throttle
- Variable Cam Plus variable valve timing system
- 2.7L DOHC SMP horizontally-opposed 24-valve 6-cyl engine

INTERIOR

- Driver/passenger illuminated vanity mirrors
- Rear window defroster
- Auxiliary pwr outlet
- Air conditioning
- AM/FM stereo w/CD player, 5-speakers
- Immobilizer system
- Alarm system
- Tire pressure monitoring system
- Cruise control
- HomeLink universal transmitter
- Central locking system w/remote control
- Pwr windows-inc: one-touch up/down
- Trip computer
- Adjustable steering column
- Leather-wrapped 3-spoke multi-function steering wheel w/full color Porsche crest
- Standard leather bucket seats

EXTERIOR

- 2-speed wiper system-inc: wiper delay control, heated washer nozzles

CITY MPG23

HIGHWAY MPG32

New

MSRP	\$49,400.00
INSTALLED OPTIONS	
(342) Heated Seats	\$500
• inc: 2-steps	
(401) 18" Cayman S Aluminum Wheels	\$1,235
• inc: P235/40ZR18 front/P265/40ZR18 rear tires	
(810) Interior Colored Floor Mats	\$90
(680) Bose Surround Sound System	\$1,665
(446) Bi Xenon Headlamp PKG	\$1,090
• inc: dynamic leveling	
• headlight washers	
(446) Wheel Caps W/Colored Porsche Crest	\$185
(A1) Black	
(AN) Black Standard Leather	
Original Shipping Charge	\$860
RETAIL PRICE (ORIGINALLY NEW)	\$55,025.00

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History events affecting this vehicle's value

Personal Vehicle

Minor Damage

\$25,580 Retail Value

CARFAXVehicle History Report™

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VIN: WP0AA29898U760731
COUPE
2.7L H6 F
GASOLINE
REAR WHEEL DRIVE

Damage reported: minor damage

MINORMODERATESEVERE

12 Service history records

3 Previous owners

Personal vehicle

61,221 Last reported odometer reading

This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 8/6/22 at 1:26:24 PM (CDT). Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

CARFAXOwnership History	Owner 1	Owner 2	Owner 3
The number of owners is estimated			
Year purchased	2008	2016	2019
Type of owner	Personal	Personal	Personal
Estimated length of ownership	8 yrs. 1 mo.	2 yrs. 10 mo.	3 yrs. 3 mo.



JACK AND GINNY CASE PCA FOUNDING MEMBERS

STORY BY SKIP CARTER' PHOTOS BY SKIP CARTER & CASE DOCUMENTS

Suesan and I became friends with the Cases. They lived in a retirement community in the Oceanside area. Transferring their PCA membership to Grand Prix region, they regularly attended our events and we regularly met them for lunch. I thought I loved to drive, but the Cases left me in their dust.

Ginny passed before Jack, but Jack was not long behind. When Jack passed I found out that they had willed all of their Porsche stuff for me to figure out how best to deal with it. This was no small matter, as you will see.

I first met the Cases at the annual L.A. Literature Meet. They always had a table full of memorabilia they were selling and it was a pleasure getting to know them. Famous Porsche people I barely knew by sight were always paying their respects to Jack and Ginny. And after years of selling off Porsche stuff it did not make a dent into what was left to deal with.

Jack was an engineer, was a founding member of PCA and was Bill Sholar's (PCA's founder) Executive Vice President. He did a lot of traveling recruiting new (all of them were new in those days) Porsche Clubs to become PCA regions.

Porsche Owner's Club (POC) was founded a short time prior to PCA and always felt like they should be THE Porsche club. The way they tried to expand was creating new "regions" geographically close to L.A. while PCA reached out to existing small clubs around the country. And the results are what we see today... PCA is the largest car club in the world with over 155 thousand members.

Jack was also involved in creating new regions from scratch: Reisentoter and LA being two of them.

Ginny was a nurse and at one point she was a visiting nurse in the countryside outside of Princeton. There are some famous photos of her driving their 356 in the snow doing her job. The snow was no obstacle to Ginny or the 356.

They KEPT EVERYTHING (Cleaning their attic included tossing out all of their utility bills, FROM THE 1950's. They did a lot of traveling, mostly Porsche related. There are journals and photos of every trip. There are photos of EVERY hotel room they stayed in. There were diaries describing EVERY meal they ate, every place they went.



In those early days Porschephiles in the U.S. were hungry for information about their cars. The Cases were instrumental in getting that info from Porsche and getting representatives to travel to the U.S. to deliver technical lectures to these hungry Americans.

As I said, they threw away nothing and they documented everything. You could see how their documenting technology evolved from photos to slides, etc. But there were always journals.

Jack's company transferred him to Los Angeles, which gave them the opportunity to create LA region.

They lived in the Hollywood Hills and loved Mid-century Modern, which I was very fond of as well. Their home was filled with Porsche stuff. I have photos of all of it.

There were filing cabinets in their den. In the top drawer of the first file cabinet were 10 manila folders, each one contained documents for the first 10 Porsche Parades. And not the stuff passed out to participants, but stuff needed to produce the events.

I scanned EVERY document I removed from their home and posted them on the internet. Over 10,000 documents. In the end I sent a large number of boxes to PCA. PCA had great historians at that time, a husband/wife team. They made sure everything was treated appropriately.

He told me that the original office documents had been stored in a garage in Virginia. Unfortunately, it backed into a hill and every document stored there was destroyed from moisture. So the stuff I sent was VERY important to PCA's history. It was the first time in decades that anyone saw it.

I visited PCA awhile after that and was delighted to see a display about the Cases.

They drove almost up to the days they died. They drove to breakfast every morning. There is an Oceanside restaurant that actually has a plaque at "their" table. Every Friday they drove from Oceanside to Newport Beach to lunch with friends. And a couple of times each month they drove to GPX or other Porsche related events. They never missed a Rennsport Reunion or other significant PCA events. They drove to every Parade.

Suesan and I had lunch with them on a regular basis. THEY NEVER BRAGGED about themselves, but at those lunch meetings things would slip out... Like Ginny telling when she and her twin sister, nurses working in Princeton, were out for a walk at lunch when they came across Albert Einstein sitting on a bench. He did not miss the opportunity to chat with these two beautiful nurses.

And later her sister was living near Thomas Alva Edison, and knew him. He always wanted to meet Ginny and on a visit she got to meet him.

I MEAN... HOW MANY PEOPLE CAN YOU NAME who have met both Einstein and Edison???

Suesan and I attend every Parade. So did Jack and Ginny. For Savannah they drove their Boxster from Oceanside to Savannah and back. On the return trip they made a circuitous route to visit friends, including Princeton. I had to check their odometer more than once to verify (in my mind) that the stories I was hearing were

true. THEY WERE.

At the first Porsche Parade there were four competitive events. Below is a photo of them next to the mantle on their fireplace. They had won all four of those competitive events from that first Parade.

Jack had A LOT of model cars. I still have two large crates of models that I'd like to find a good home for (any ideas?). And if you want to see those documents, I can make them available.

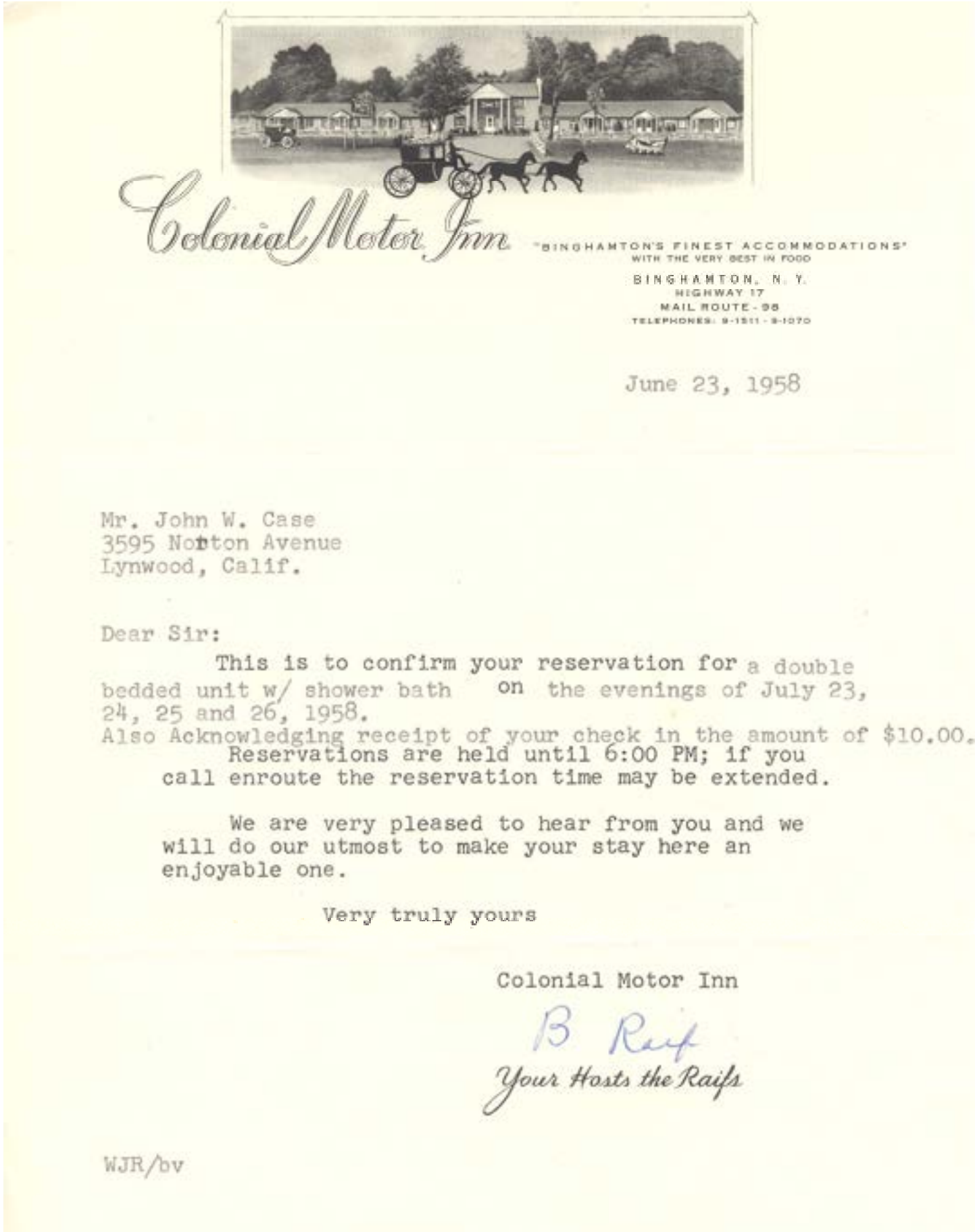
Whenever we went to lunch Ginny insisted she ride with me in my Ford F-150. SHE LOVED to be in a car driving fast, and I LOVED to indulge her.

In the first Panorama there is a photo of Ginny at the 1st Parade. The photo shows her sort of laying across the front fender of a 356. She has a Porsche scarf draped around her. Those scarfs were only available at the Porsche Museum. They had that scarf mounted and framed. It measures about 30" square and is hanging on a bedroom wall in my home. One of my treasures.

They were an amazing couple. And they are responsible for a lot of what we know about the early club. Pretty great stuff.

For Suesan and I it was a great honor to be their friends and I was more than happy to be trusted with the responsibility of managing their Porsche stuff.





Page 14: The first Porsche Parade had four competition events. This photo shows Jack and Ginny with the four trophies they won at that Parade (all four of the competitive events).

Page 15 top: This is a photo they took at the original Gmund site where the first 356 was born

Page 15 bottom: Jack and Ginny with their last Porsche

Facing page: This is confirming a Motor Inn reservation for the Cases at the first Porsche Parade

Above: Here's Jack with Paul Gregor who, for many years was the liaison between Porsche AG and PCA. At a Parade one year Porsche gave three senior PCA couples an all expense paid trip to the Porsche factory. Suesan and I drove Jack and Ginny to LAX where we were met by a Porsche representative whose job was to escort them to Germany. The Cases came back from that trip beaming. They were treated like royalty. Paul was particularly fond of them and knew them for decades.



FIRST PORSCHE PARADERS

Here is a list of PCaers, guests and other Porsche owners who attended the First Annual Porsche Parade. We HOPE that this list includes everyone...but we are by no means certain since there was so much coming and going during the four days of activities. If we missed anyone...drop us a postcard:

Williard Van Nest-Fla. Donna Van Nest	Earl Kirschbaum-Mich. Mary Kirschbaum	Howard Miles-Wash. Maria Miles	Dorothy Scharf-Va.
Norman Milliard-Conn.	Ed VonTom-Ohio	John Peregoy-Md.	Clarence Rutbell-N.Y. Mrs. Rutbell
Max Bunnell-N.Y. Herbert McGough	William J. Sholar-Va. Virginia Sholar	William Sacks-Pa. Shirley Sacks	R. M. Hiltgren-Md.
Allen Fine-Va.	Frank Beckett-Va.	Charles E. Fowler-N.J.	Wolfgang Reital-N.Y.
Brooks B. Ford-N.Y. Marian Ford Brooks Ford, Jr.	Jim Healey-Md. Edward Jekkel-N.J.	Oscar Stroh-Pa. Ray Pitts-Va.	Herbert Drann-N.Y. Don Wester-Mich.
Phil Cowan-Pa. Ann Cowan	Roy Cross-Md. Marian Cross	John Snyder-Va. Betty Snyder	Bob Tiemann-Md. Joe Hersen-D.C.
Robert McCarthy-N.Y. Rudy Salchi	Eugene Annabel-Mich. Dorothy Annabel	Bill Brewster-Conn. Helen Brewster	John Christian-Va. Tom Donaldson-Texas
Earnest Kearns-Conn. Mrs. Kearns	John Case-Pa. Virginia Case	Olive Toombs-Conn. Bruce Toombs	Steve Spitler-D.C.
Martin Barber-Fla.	Jim Richeimer-Va.	Ray Wilcox-Md.	Petunia & Magnolia-Va.
Tom Lusk-Va. Peggy Lusk	Stanton Agnew-N.C. Bernice Agnew	Richard Hall-Va. Ann Hall	Peter Pearman-D.C. Don Kinney-Md.
Ken Twigg-Va. Marguerite Twigg	Gamble Mann-Va. Elizabeth Mann	Michael Ashley-Va. Marian Ashley	R. W. Flynn-Md. Fulton Cooke-Va.
Fred Schulenburg-D.C. Sue Schulenburg	Bob Tosch-D.C. Jane Bennett	Allan Meredith-Va. Betty Meredith	Guy Lanzilotti-Md. Mrs. Lanzilotti
Allen Meredith, Sr.-Ohio Mrs. Meredith	Bob Flick-Va. Jinx Flick	Harvey Brown-Va. Anne Brown	Jaryl E. Dyrud-Md.
Karl Grimm-Md. Mimi Grimm	Vince Lockhart-Md. Mrs. Lockhart	James J. Thorpe-Va. Mrs. Thorpe	Doug Grewer-N.Y.
Nick Sakiotis-Md. Mrs. Sakiotis	Karl Grassow-N.Y. Mrs. Grassow	Benjamin Poster-Md. Mrs. Poster	George Cognard-N.Y.
John Markon-N.Y. Sid Loew	Lucas Ziluca-Conn. Mrs. Ziluca	Wilford Frutiger-N.Y. Kenneth Varker	C. J. Pearce-N.J.

FIRST ANNUAL PORSCHE PARADE RALLYE

The First Annual Porsche Parade Rallye turned out to be a lulu...the kind to gladden the hearts of Porsche dealers and service garages.

Due to the tight time schedule of the Parade it was decided to compensate for the short rallye course by making it a rugged one in order to do justice to the handsome First Place trophy donated by Hoffman as well as to the other awards. It was...and did.

The course ran for 125 miles (a shade more for some contestants) thru the hills of Central Maryland, with National Pike 240 as an axis. All cars and contestants arrived at the finish line looking as tho they had driven thru a flour mill. Few Paraders had the courage to examine their Porsche's belly pans after the constant din of boulders, stones, rocks, rabbits, fishes, turtles and whatnot throughout most of the Rallye.

The Porsche Parade Rallye Champions for 1956 are John and Virginia Case of Levittown, Pa. John and Ginny, a smooth functioning team, ran a remarkably steady rallye thru all checkpoints, including secret ones, for the low score of the day.

The first ten cars in the rallye finished as follows:

Position	Driver	Navigator
1st	John Case	Virginia Case
2nd	Mick Sakiotis	Gamble Mann
3rd)	Max Bunnell	Herb McGough
3rd) Tie	John Christian	Ray Pitts
4th	Norman Milliard	Harvey David
5th	Bob McCarthy	Rudy Salchi
6th	Don Wester	Earl Kirschbaum
7th	Williard Van Nest	Donna Van Nest
8th	Peggy Lusk	Elizabeth Mann
9th	Allen Fine	Tom Donaldson

The Porsches proved themselves on the rallye. Herb McGough, who came to the Parade as Max Bunnell's navigator, after seeing how the Porsches handled and survived the beating of the rough course, decided "That's for me." Herb is now arranging to take delivery on a 1600 Convertible next Spring, join PCA and will be at the next Parade with bells on.

PORSCHE MEMORIAL TROPHY

The Porsche Memorial Trophy, donated by the Porsche Factory in memory of the late Dr. Ferdinand Porsche as a perpetual award to the Overall Winner of the Parade, was won by John and Ginny Case of Levittown, Pa. John and Ginny accumulated the best score overall on the Rallye, Gymkhana and written test for Drivers to take home the "loot" for this year.



HARDWARE ON THE MANTEL AND THE CASES AT HOME



LONG HAUL CHAMPS

Howard and Maria Miles of Tacoma, Washington, were the Parade's Long Haul Champions. They were awarded a special prize---a ceramic Porsche that Maria had been eyeing throughout the Parade...for their interest and endurance.





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HOUSE AUTOMOTIVE

SPONSORING GRAND PRIX REGION
STORY & PHOTOS BY POL PITTAYANURUK

I am writing to express my sincere appreciation to House Automotive for the outstanding service they provided on our vehicles. Their expertise & integrity were instrumental in getting my vehicle back in optimal condition, and I highly recommend their services. Having expanded to multiple locations, their staff maintains a friendly and welcoming atmosphere. Always a pleasure to experience.

The facility is immaculate, and our dog also felt comfortable. Furthermore, House Automotive provides complimentary pickup and drop-off services utilizing a flatbed and shuttle service. Finally, I extend a special thank you to Greg Hwang for consistently treating me like family, and congratulations on the birth of his new baby boy, Winston.



CASTLE BODY SHOP

SPONSORING GRAND PRIX REGION
STORY BY JEFF PECK; PHOTO BY SKIP CARTER

I had a very good experience at Castle Body Shop, one of Grand Prix Region's valued sponsors. The hood on my 2017 Audi A4 had been severely oxidized. How this happened, I don't know. The paint is a metallic pearlescent paint. I decided to take the car to Castle. I firmly believe in supporting our sponsors. The finished paint job on just the hood matched the rest of the car perfectly. The quality of the work was excellent! I also own a 1995 Jeep Wrangler. The clear coat on the hood was peeling badly. Since the Audi came out so well, I dropped off the Jeep to have the hood on the Jeep repainted. Again, the paint matched the rest of the car perfectly, and the quality of the work

was exceptional. Hugo de la Cruz, the owner of Castle Body Shop, is a great guy! Hugo's daughter Veronica is also great and helps me with check-in at our driving tours. Veronica also works at the shop. They are great supporters of Grand Prix Region, attending our monthly breakfast, our driving tours, and many of our other events. They have become very involved in the club. It's hard to find a body shop that combines skilled craftsmanship with excellent customer service, but Castle Body Shop delivers on both fronts. I highly recommend them to anyone needing reliable, honest, and top-quality auto body repair! Support our sponsors!

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2015 Ferrari 458 Italia	\$153,837
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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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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



ROLLING, ROLLING, ROLLING

PART 1 OR 2 --- BY DANIELLE BADLER, PCA COLUMNNIST

Yeah, we're about to hit the road. In a few days, my partner and I will pick up a camper/van and, over two weeks, head for parts northwest. We're planning on hitting the Oregon/Washington coast, up to Vancouver, a detour to Vancouver Island, east to Banff, down to Glacier and home. With two dogs. Are we crazy? I guess we'll find out.

I do know that, when I sprung this plan on friends and family, the uniform response was something like, "Gee, I had you pegged as a room service - Daiquiris by the pool - valet parking - hot tubbing - road runner. What gives?"

A valid question. One major response is that we need some time and space, to cut off, recompose, regroup, reenergize. It's sort of an experiment. I want to see if I can really slow down, smell the roses, commune with nature, throttle back. All that stuff. It's not something that comes naturally to me.

Not that we're actually roughing it. Although that's a relative term. A few weeks ago, we drove out to said vehicle to check it out. And, lo and behold, like so many things in life these days, you scratch the surface and you uncover a whole world you didn't know existed. Like the website Outdoorsy, which lists vehicles to rent. It's kind of like a mobile Airbnb or Vrbo. That's where I found the gray monster.

It starts as a Mercedes Sprinter van. Which means four-wheel drive, and a turbo-Diesel engine. Then we blast off into all sorts of custom additions, dreamed up by the owner. Like a remote-controlled fold-out awning, solar on the roof, flat screen TV. Our "host" asked me what type of coffee I like. "Keurig Peet's French Roast," I said. And he made a note – it has a Keurig machine.

In fact, the printed "van inventory" runs to ten pages. Extra ziplock baggies, oven mitts, bear spray, USB charging cord (2), a fuzzy lounge pillow... Beau, the owner, sent us videos. He told us to plan on an hour to walk through. Is this "glamping?" Beats me.

Now, one item has me in knots. Will I suffer from withdrawal when I'm driving the thing. Will the longing for a Porsche, say, on the Road to the Sun, be too painful. I asked Beau how fast it goes. He said it more than keeps up with any traffic. And it handles, he said. Except in cross-winds. Well, I thought... ok!

There's a bit of a throwback here, a reliving one's youth. When I was 11, my parents loaded my two sisters and me in a new Buick and we hit the road, from NY to LA and back, for five weeks. Without air conditioning. My seat, as the oldest, was behind the driver. Most of the time with my head stuck out the window, imitating man's best friend. The wind blast was such that I kept licking my lips... And they became so chapped, they expanded across my face.

But my sisters and I still, to this day, over 60 years later, talk about that trip. About the Corn Palace in Mitchell, SD, about Tioga Pass, about the Tetons.



When my daughters were young, we took a road trip from Chicago to my parents in Charlottesville, VA. In a minivan we owned for two whole years. Mostly, the girls sat silent, with their earphones surgically attached to their heads. When they did speak, a sole question came out. "Can you explain again why we're not flying?"

So, sure, there's a "remembrance of things past" element to the adventure. And a coupling with the reality that, if we don't do these things, if we don't keep moving forward with new adventures, if we don't expand our comfort bubble, while we can, time could very well run out.

I learned the hazards of settling for something, for being too practical, when I owned a '68 VW Beetle in college in the early 70s. I thought the swing-axle suspension would kill me, and it nearly did. From then on, my driving motto has mimicked the tag line for that lost and lamented magazine "Automobile" – no boring cars. But a camper van?

My father drove until a stroke at 86. My mother drove until she was 91. When she stopped, it wasn't because she couldn't drive... I followed her at 91, and she had no problems... but because she thought she should.

One visit to my parents, I programmed the GPS in their car for "home." There, I said, just press this, and the car will navigate you home. From wherever you are. Oh the thank-yous. Turns out, they were so afraid of getting lost, they were staying in a roughly 5-mile radius.

This trip is all these things, and more, much more. Like, for example, will we still speak to each other. But I'll leave that for another day and time. There's just one thing to do. Hit the road, Jack.

THE WHEEL GOES ROUND & ROUND

ART 2 OR 2 --- BY DANIELLE BADLER, PCA COLUMNNIST

We're back. We did it. Roughly 4,000 miles in exactly two weeks. Seven states, two provinces. In Le Monstre, a battleship-gray 19-foot camper van based on a turbo diesel Mercedes Sprinter platform, jacked up with four-wheel-drive and a front-end winch.

What did I learn? Let's just say I had recurring flashes of doing the trip in one of my cars – the two dogs in the back seat, a few suitcases in the trunk, a warm bed each night. But no. As expected, we challenged ourselves, our patience, our sanity. And we learned something. It's a lot simpler if you know what you're doing.

Take the vehicle. And think giant erector set. Oh yes, we had an orientation. Which turned out to be exactly what the word means – we got oriented. That doesn't mean familiar, as in "we got familiar with the rig."

We tried to avail ourselves of the high-tech portable induction cooking device. Wedged vertically into a slot under a counter. We wiggle-wiggle-wiggled it out, plugged it in and a pilot light came on. And, uh, that was that. For the life of us, we just couldn't get it to heat up. So we called Beau, the van's owner. And he said, no problem! There's a manual in the... We found the manual. Hungry, tired and not in the mood.

The power went out, in the middle of the night. We called Beau. He said I should download some app, scroll to a certain site, ensure that two separate electronic switches were in the on position and... The second time it happened, I was proud of myself – I turned the power back on, without any help.

No wi-fi in the van. Beau said it had to be at our end. Yeah right. I tried to reboot. No dice. I told Beau, uh, I really don't think so -- my laptop and both of our cellphones had no problem getting wi-fi at campsites that offered it. Mostly slow wi-fi, but still.

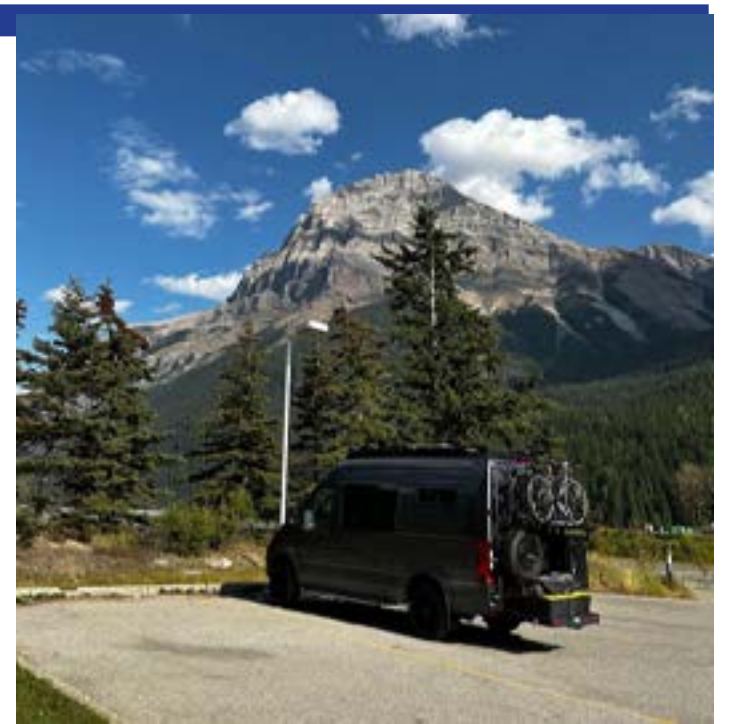
Funniest electronic moment; pulling up to the campground in Banff, I asked the lady showing us our spot if they had wi-fi. She swiveled around and spurted out, "This is the wilderness!"

Running the van down the road. Now this particularly concerned me. Would I get comatose, chugging along, mile after mile, at well below posted limits? Would I relive those somnambulant moments from the '70s, when the national speed limit was 55? Does that ring a bell? Are you old enough to remember those days of endless soporific daydreaming down the road? I know I do.

But no! The thing rocked! A bit of trickiness off the line, as the turbo spooled up. And then, well, 75+ was good all day. As long as you didn't have to stop, or turn.

Like a semi. Maybe faster, but still requiring a cranial rewiring of what enthusiastic driving is... into the zen of mastering a big rig mentality. Quite satisfying, if you forget the "whole trip at speed, with a warm bed each night" alternative.

I must say, Le Monstre was small enough to maneuver through a supermarket parking lot. I have no idea what the giant Newells and Airstreams and Winnebagos do. But it wasn't our problem.



And then, and then, bicycling with the grandkids around Stanley Park in Vancouver, with lunch on the water. Banff. Just jaw-dropping. The Canadian Rockies do deliver. We hit Glacier National Park next and, well, sorry but it's like a first trip to Europe. Go to London, then Paris. Because if you do it in reverse, you'll be disappointed in London. Glacier was like that, compared to Banff. And this is from someone who thought she was jaded by mountains, living in the shadow of the Colorado Rockies for 19 years.

Lowlights. It started the very first day. At our first rest stop, west of Vail. We did our thing, the dogs did too, and it was time to move on. But Lily, my 40 pounds of love, just would not climb the two metal stairs under the sliding door. I went to pick her up and she squirmed out of my hands, and her harness, and proceeded to prance down the exit ramp, me yelling obscenities after her, with the hyperkinetic Martian, Molly the Boston terrier, close behind. They got to not more than 20 feet from the Interstate. We were agog, shocked, fogged with fear... until, all of a sudden, Lily turned, headed toward a small pond, and began pooping. Whereupon, adrenaline-charged, I yanked her up in my arms and toted her deadweight the half mile back to the van. Janelle did the same with Molly.

Our relationship. Let's just say we brought new meaning to the term "hangry." It became the norm, literally every night. But we did grope our way through the miasma that we created for ourselves. We're still talking, still together.

So, yeah, we certainly pushed ourselves, certainly redefined our comfort bubble. But, perhaps most important, we made memories. It's mission accomplished, I think.

Book Reviews for Porschephiles

by Bruce Herrington

Triumph Cars 100 Years

by Ross Alkureishi, published June 20, 2023 by Motorbooks, Beverly, MA.

This book presents a complicated story, in a fashion that is somewhat complicated to follow. It is basically told in chronological bites with a multitude of side bars providing amplifying information, biographies of people significant to Triumph and detailed specs on most of the multitudinous models produced over the century.

Well illustrated with modern pictures, the presence of many contemporary pictures and reprints of contemporary advertisements and promotional literature provide a historical feel to this book. The title is somewhat of a misnomer: the earliest car described is the Triumph 10/20, announced in April, 1923; the latest car is the Triumph Acclaim, produced by British Leyland in 1981-84, with arguably as little as 40% European Content.

It seems that English traditional, insular, industrial culture lead to considerable corporate incest – Donald Healey designed his car to be a Triumph, not an Austin-Healey. Standard Swallow (that became Jaguar) was also a progenitor of Triumph. Triumph gained considerable income building Ferguson Tractors before they became Ford-Ferguson, etc. Further complexity comes from the fact that Triumph tended to produce a multiplicity of models, all *parts bin specials*. And it all began with a British importer/distributor of German sewing machines who bought a defunct motorcycle factory, successfully built his own motorcycles that he expanded into four-wheel vehicles, which evolved to include Triumph sports cars.

The TR2-3A series of Triumph sports cars (built from 1953-1962) are described as out performing but price competitive with the MG TD/TF competition. Subsequent models TR4 – TR are described not so much in terms of beating the competition but for maximizing parts interchangeability

between multiple models of vehicle, built for multiple geographic/cultural markets.

The Standard Swallow company was part of Triumph (or vice versa) before it morphed into what is now known as the Jaguar *brand* of a long sequence of corporate owners.

Book clearly shows how much more there was to Triumph than TR-3, TR-4, TR-250 etc. Production years are given in the narrative, but not clearly tabulated. Not a spotters guide, the differences between, say the TR-3 and 3A are described in the chronological text as they happened but not as a specific comparison. Even the Index lists different pages for specific models, depending upon whether they were built during the British Leyland era or the Standard-Triumph era, eras not specifically clarified in the chapter headings.

Photographic front and back covers illustrate a total of eight different Triumph

sports cars; There are 224, 10x12 inch heavyweight matte pages. There is a four-page, three-column double-spaced index with no Porsche entries. It should be available for \$60 from your favorite bookseller, or from QuartoKnows.com.



Book Reviews for Porschephiles

by Bruce Herrington

NASCAR 75 YEARS by Kelly Crandall, Jimmy Creed, Mike Hembree & Al Pearce
published April 23, 2023 by Motorbooks, Beverly, MA

There seems to be no end to the anniversaries, but indeed NASCAR does seem to have been around forever. This book tells the story of how NASCAR was conceived and organized by Bill France Sr., a mechanic/race car driver with a vision and a talent for organizing. The first France organized race was held on Daytona beach sand in 1938. He was an upstart.

There were numerous race organizing groups in the '40s, and the AAA began organizing races in the '30s. In December 1947 he convened a meeting of various track owners and independent race promoters. His vision was of racing showroom cars (rather than modified jalopies) to increase audience appeal to paying spectators. It is an interesting story, how Bill France sold his idea to those attending his meeting, became head of the organization he created with *Stock Car* virtually NASCAR's middle name. To this day NASCAR is still a family business, not a conventional corporation with a more or less cumbersome board of directors.

This book is a chronological series of race and season highlight stories (not complete reports), arranged in chapters by decade. And there are a lot of stories as NASCAR policies continuously evolved to charm audiences and control drivers and cars, sometimes in the name of safety, sometimes, seemingly, just for the sake of change. The frequency and abruptness of the changes to NASCAR rules can be ascribed to a benefit or a liability of private, family, rule.

NASCAR has eight chapters presenting a chronological narrative of tracks, drivers and cars. The first seven chapters include brief profiles of the champion of each year in that decade. Throughout the book there are numerous sidebar pages giving details about tracks and drivers. Many drivers, owners and mechanics are mentioned by name. There are numerous pictures, mostly of cars/and or drivers at work, each with a comprehensive explanatory caption.

Interestingly, during NASCAR's first season, 1949, there were two woman drivers and three of the 11 races were held north of the Mason-Dixon line, and a black driver in 1952. First race on pavement rather than dirt or sand was Darlington, SC in late 1950.

Charlotte and Daytona tracks came later.

Told is how during the 1960s safety regulations morphed vehicles from strictly stock to custom built, especially through the efforts of former driver Banjo Mathews. The sole ownership of NASCAR by the France family has allowed other changes to car configuration or race format, to be mandated abruptly over the years to improve safety or audience appeal. Mention is made of the fact that the new CEO has had an interest in sports cars and Le Mans, so more changes may be coming to NASCAR in addition to the imposition of fully independent suspensions in current cars.

This book tells how NASCAR really came of age in the '70s, becoming national, rather than regional, and eliminating the races on small dirt tracks, arguably due to an act of Congress – when advertising of tobacco was banned from radio and television, NASCAR became the vehicle (sorry) of choice for tobacco advertising. From January 1971 on, NASCAR and its Winston Cup races virtually became an arm of the RJ Reynolds Tobacco Company. Then there is the interesting story of how bad weather in December '79 initiated flag-to-flag TV coverage of NASCAR Races, and while TV put the sport on the map, the sport went to night races under the lights to help with TV Scheduling.

NASCAR has 224 9x10-1/2 inch heavyweight pages, with a five page, three column index that will guide you to more than you ever wanted to know about NASCAR. It should be available for \$50.00 from your favorite bookseller or QuartoKnows.com.





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For more information or questions please contact Rose McCoppin Romrak75@gmail.com (818) 974-9034

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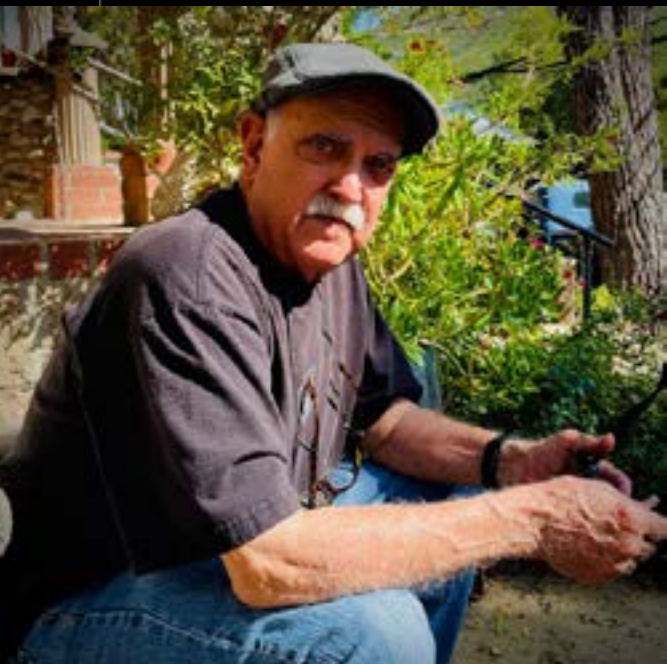
ON THE COVER

Chuck Miller was a wonderful guy, something that you immediately realized after meeting him. Chuck was a regular driver and instructor at our bi-annual Day Away from Work events at Streets of Willow. He was just a pleasant guy and a big contributor to the Early 911S Registry. You can read more about Chuck on page 30. He is someone that is truly missed.



THE Circuit
October 2025

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



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