



THE

September 2025

Circuit

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



GRAND PRIX REGION &
ZONE 8 CALENDAR

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,
14 Sun	GPX Tour to Wrightwood
18 Thu	GPX 3rd Thursday Social
20 Sat	4th Annual GPX Poker Run
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 - 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

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

Concours - 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

Porsche Juniors - Rose McCoppin
Romak75@gmail.com (818) 974-9034

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

Proofreaders



Chris Way



Judy Gibbs

CONTENTS

2	Grand Prix Region Calendar
3	Masthead page: Table of Contents Board of Directors & Chairs
4	Gearheads Corner
5	Editorial License Social Media Links
6	Mt. Wilson 100" telescope flyer Sep 27
7	GPX 4th Annual Poker Rally flyer Sep 20
8	GPX 3rd Thursdays Social flyer
9	GPX Breakfast Meeting flyer
10	Twisties Again - All Summer Long
11	CLASSIFIED AD
12	Jack and Ginny Case - Founding Members
24	Monterey Car Week
59	70th Porsche Parade, Lake Placid June 2026
61	GPX Holiday Party flyer December 13
64	Circuit Proofreaders
67	Tips for Recovering Diminished Value
68	Rolling, Rolling, Rolling
69	Rose McCoppin, GPX Juniors chair
70	Book Reviews for Porscheophiles: Triumph Cars 100 Years
71	Book Reviews for Porscheophiles: NASCAR 75 Years
73	Classified Ads
74	PCA Juniors
75	Circuit Advertising information
76	On the Cover
77	Circuit Advertising rates Index of Advertisers



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

EDITORIAL POLICY: THE CIRCUIT is the official publication of the GRAND PRIX REGION of the PORSCHE CLUB OF AMERICA. Statements appearing in THE CIRCUIT are those of the author and are not necessarily the opinions of the CLUB or its editorial staff. The Editor reserves the right to edit all material submitted for publication. Permission to reprint any material herein is granted providing full credit is given to the authors and THE CIRCUIT, with the exception of copyrighted material.

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.

Everything You Need
To DIY



Pelican Parts
Order Online at Pelicanparts.com or call us at (310) 626-8765

Gearheads Corner, by Eric Peterson



Wow, it's fall. We've already had a busy year with the wonderful Club events so far. Fall starts an even busier schedule of action-packed events.

First up this month is our 2nd Saturday Breakfast at Marni's. Our breakfast coincides with PCA's 70th anniversary. For our breakfast, be sure to bring your kids and/or grandkids expanding our PCA Junior's program. Thank you Rose for leading the program.

Before your Porsche engine has time to cool off from the drive to breakfast, we have our La Canada to Wrightwood Tour the next day, Sunday September 14th. Don't miss out. Then we have our 3rd Thursday September 18th Dinner Meet at Ballast Point in Long Beach. If that is not enough for you, we have our 4th Annual Poker Run on September 20th. The starting point for the Poker Run is at Long Beach Porsche in their all-new facility. Big thanks to Jim Worsham for organizing another great event. But wait, there is more. On September 27th we have our Mount Wilson 100" Telescope event. Currently the event has a waiting list. Thank you, Jeff Peck, for all the hard work setting up this event.

That was just September events. Now we have more fun in October. Don't forget our Day Away from Work HPDE driving event at Streets of Willow Springs. As always it will be a great event for sharpening your driving skills. We have a new event for October. It will be our first New Member Recognition/Car Show/Family Picnic. Please save October 18th for this fun event at Eldorado Park in Long Beach. Please look for registration on Motorsport



CLASSIC EUROPEAN AUTO PARTS

SIERRA MADRE
COLLECTION

CLASSIC
EUROPEAN
AUTO PARTS

Sales@SMCparts.com • www.SMCparts.com
888.986.4466 • +1.323.593.4300
1669 Colorado Blvd • Los Angeles, CA 90041



MANHATTAN BEACH

GRANT KAEPLINGER
AND RAY CANALES
NOW AT ACCUTRACK:



GRANT AND RAY HAVE EXPERIENCE WORKING ON ALL PORSCHE WITH EXCLUSIVE EXPERIENCE WORKING ON AIR COOLED:

Grant: Past employed at Vasek Polak racing / an independent Porsche shop in Torrance, Calif. / Andial He has worked on models such as RSR, 934, 935, & 917

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.

WE'RE HERE TO SERVICE ALL YOUR PORSCHE MODELS

Some shops charge over retail for parts, we charge straight retail for parts

Customers are welcome to come down and interview us. All of our work is guaranteed.

1117 6TH ST, MANHATTAN BEACH, CA 90266 | 310.318.1586 | ACCUTRACKMB.COM



September Circuit

This Circuit has a mixture of articles in it. I've been cleaning out a lot of closets and other "storage" areas and, in the process have seen a lot of Porsche things that have not seen the light of day in, well, decades.

At 78 years old I figured I'd better figure out what I what done with these things or they will probably not end up where I'd like them. I've been giving away things here and there. I gave a very rare 1950s or '60's mounted poster to a Porsche friend who was very happy to receive it.

A lot of the stuff is not very valuable, dollar wise, but would still be appreciated by many of you. Those two large plastic crates of model cars will show up at one of our upcoming Breakfast meetings. I will put them on the "free" table outside and advise people not to take more than two models each. We'll see what happens after that.

I have no idea how I accumulated so many Porsche books. Most of them have never had a page turned. I have both the original and 3 volume set of Excellence was Expected and so many more.

Jack and Ginny Case — PCAin55 (their license plate)

Included in this issue is a short story about Jack and Ginny Case, dear friends of Suesan and mine and founding members of PCA. They were a wonderfully unique couple and it was a pleasure and an honor getting to know them in their last years. We shared the love of Porsche, Mid-Century Modern homes and furnishings and many more things. When Jack passed after Ginny I discovered that I was listed as the person to deal with ALL of their Porsche memorabilia. And when I say "ALL" I mean a LOT.

Boxes of magazines from the 1950s, utility bills from the '50s, documentation of every trip they made (all Porsche related, of course), Ginny had an Eames Chair that was her TV chair. It has a small cigarette burn on the wood top of the headrest. I cherish that chair. We were also able to buy a couple of other furniture pieces.

GPX SOCIAL MEDIA LINKS

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

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

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

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

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

Willow Springs

For those of you interested in our Day Away from Work events at Streets of Willow, we heard about a year ago that Willow Springs was sold. We've talked to a couple of drivers who have been on the "new" Streets track. They were very excited about the improvements and think we are going to enjoy it on Monday, October 13. We were also told that there is a very significant increase in the costs, so we'll have to see what we can do.

We especially like Streets because it is the best novice training track we know of. It's not too fast. The number of car damaging off road incidents we've seen in the last 20 plus years is two and both of those drivers were VERY experienced. One was a driver with a new turbo (about 15 years ago). First lap ot in the morning.. Cold track and cold tires, went off the track and damaged the low to the ground aero features. He was kicking himself hard for that one. The second one was another very experienced driver who got distracted by a waving blue flag from the corner worker and missed the waterfall. He went off into the dirt. I don't believe he did any serious damage. AND, the best part is that we have never had a novice damage a car, at least none that I've heard of.

We take pride in the fact that Grand Prix region brings up more novices than any other region in Zone 8. And we owe a lot of that to our large cadre of instructors.

So thanks to everyone and I'm looking forward to seeing you October 13 at Streets.


 Sleazy Dog Construction



GRAND PRIX REGION

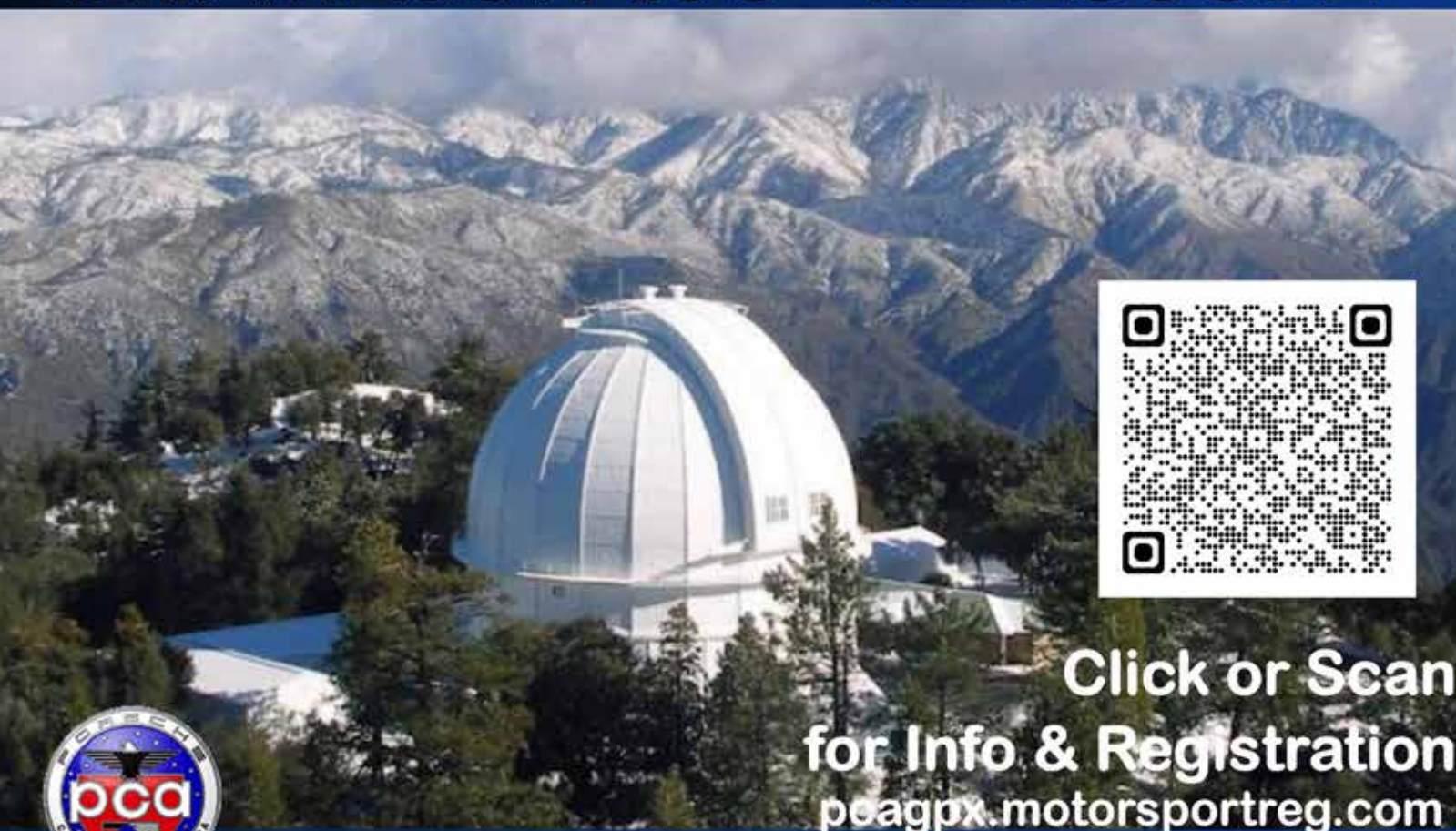
VIEW THE UNIVERSE

"It's Unforgettable"

SATURDAY EVENING
SEPTEMBER 27TH 2025



MT. WILSON 100" TELESCOPE



Click or Scan
for Info & Registration
pcagpx.motorsportreg.com



PORSCHE CLUB OF AMERICA

Save The Date

GRAND PRIX REGION

4TH ANNUAL POKER RUN

Sat Sept 20th 2025



PORSCHE CLUB OF AMERICA

PORSCHE

3rd **SO** **CIAL** **GEAR**

THURSDAYS

3rd Thurs
6 - 9 pm

Sept 18th
2025

THURSDAYS

110 NORTH MARINE DR

BALLAST POINT
BREWING COMPANY

LONG BEACH



GRAND PRIX REGION

BREAKFAST CLUB



Jim Worsham
speaking of the
upcoming 4th
2025 Poker Run

Next Month: Sat Sept 13th
Marnie's 620 E Pacific Hwy Seal Beach



PORSCHE CLUB OF AMERICA

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/le-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
- Varicam 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
(P74) 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

Get more information on your smartphone:

SHIFT

shift.com

CARFAXHistory-Based Value Report

History events affecting this vehicle's value

Personal Vehicle

Minor Damage

\$25,580 Retail Value

CARFAXVehicle History Report™

2008 PORSCHE CAYMAN
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.

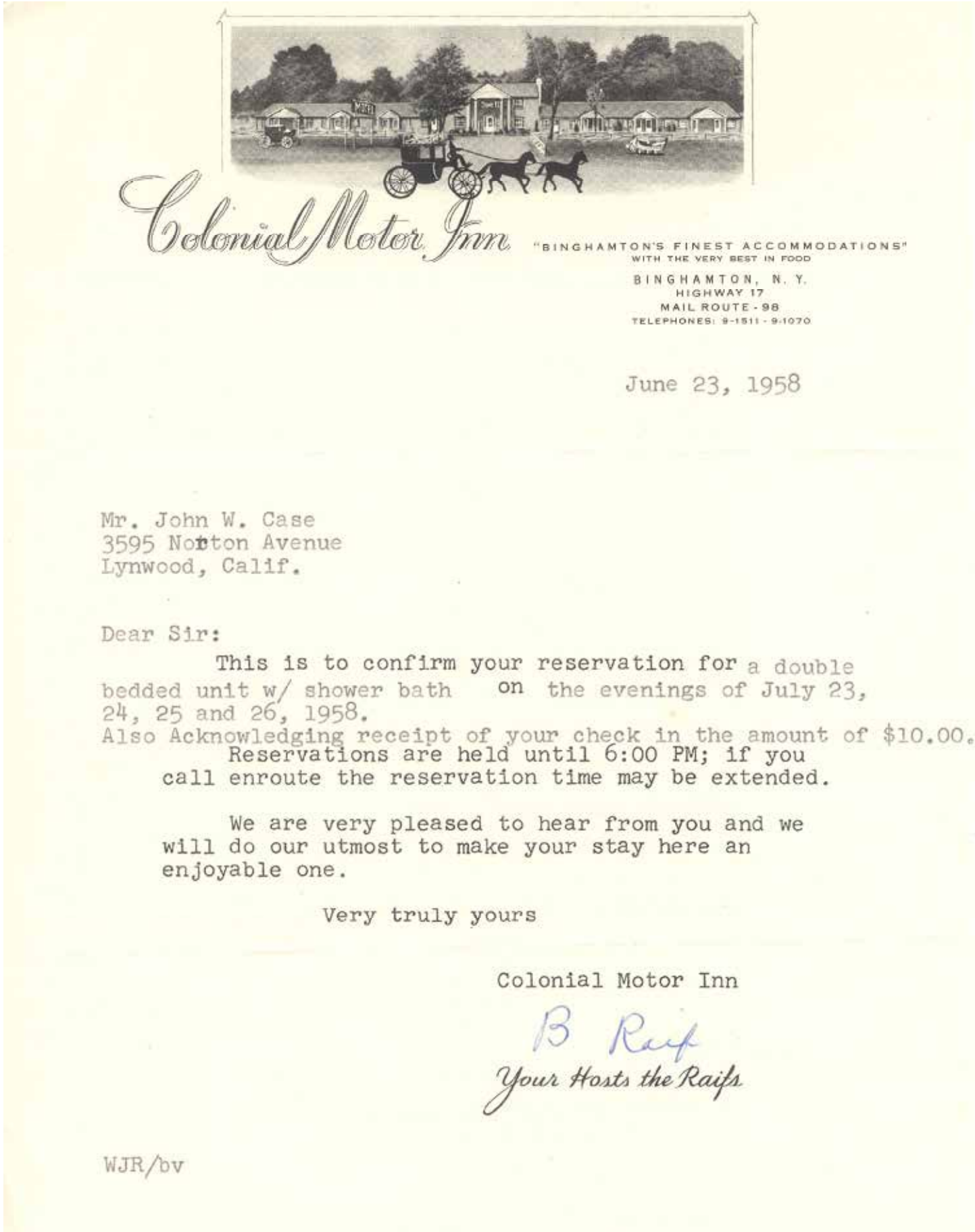
Whenever we went to lunch Ginny insisted she ride with me in my Ford F-150. SHE LOVED to be in a car driving fast, and I LOVED to indulge her.

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. Hilltgren-Md.
Allen Fine-Va.	Frank Beckett-Va.	Charles E. Fowler-N.J.	Wolfgang Reitzl-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 Dramm-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 Lanzilletti-Md. Mrs. Lanzilletti
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	Benamine Poster-Md. Mrs. Poster	George Cognard-N.Y.
John Markon-N.Y. Sid Loev	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	Nick 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.







MONTEREY CAR WEEK (OR SHOULD IT BE 2 WEEKS)

STORY BY SKIP CARTER AND AI; PHOTOS BY MICHAEL DOLPHIN & JIMMIE MITCHELL

Monterey Car Week is the automotive world’s equivalent of fashion week — a dazzling, high-octane celebration of speed, style, and history held every August on California’s Monterey Peninsula. It’s not just a car show; it’s a week-long pilgrimage for collectors, designers, racers, and enthusiasts from around the globe.

What It Is

- Annual event held in August, typically spanning 10 days.

Location

Monterey County, California including Pebble Beach, Carmel-by-the-Sea, and Laguna Seca.

Audience

Over 100,000 attendees, including celebrities, industry insiders, and collectors.

Signature Events

Pebble Beach Concours d’Elegance: The crown jewel: a showcase of the world’s rarest and most elegant cars on the 18th fairway of Pebble Beach Golf Links.

The Quail, A Motorsports Gathering: A luxurious garden party featuring exotic car debuts, gourmet food, and high-end brands.

Rolex Monterey Motorsports Reunion: Historic race cars roar around WeatherTech Raceway Laguna Seca, including tributes to Formula 1 legends.

Motorlux at Monterey Jet Center: A glamorous kickoff with private jets, hypercars, and champagne under the stars.

Exotics on Broadway: A free, high-energy street show of supercars and modified exotics.

Highlights from 2025

- Alfa Romeo 33 Stradale: A handcrafted revival of the 1967 classic, limited to just 33 units.

McLaren F1 Tribute: Historic F1 cars like Niki Lauda’s MP4/2 and Lando Norris’ championship-winning MCL38 wowed fans.

Hennessey Venom F5 Revolution LF: A 2,031-horsepower American hypercar with a manual gearbox — yes, manual.

Corvette CX and CX.R: Futuristic concepts for Gran Turismo, blending virtual and real-world design.

Beyond the Cars

- Michelin-starred food tents, wine tastings, and live music.
 - Art shows, auctions, and collector expos.
 - Scenic drives along 17-Mile Drive and Big Sur.
- End of AI

My Story - For those who have not been

I don't know how many times I've been, but it is always a choice of which events do you want to see. There are many overlaps and more every year.

It is considered to start Monday or Tuesday. Cars participating in the Pebble Beach Concours are required to participate in a fairly long drive on Thursday, culminating with all of the cars being parked in downtown Carmel for a few hours around lunch time. This is the best opportunity to see and speak with the owners. The actual Sunday Concours is NOT the time to have casual conversations about the cars... At least, not with the owners. Too much tension.

The Quail is a relative newcomer (2003). I had already been several years and I was put off by the entry price of the Quail event, especially compared to the Pebble Beach Concours

The crowds entering Pebble Beach on Sunday are crazy. If you don't get there just after daylight, it will become very crowded and harder to get good photos.

While Pebble Beach entrance price has gotten unbelievably high until you compare it to The Quail (\$525.00 versus \$1200.00 per person) Pebble Beach started in 1950. The Quail 2003. Pebble Beach atmosphere is a grand, formal showcase while The Quail is like an upscale garden party.

So that's just those two events

Monterey Historic Races

Action at Laguna Seca starts on Thursday and continues through Sunday. It is "gentlemen" racing, but still very entertaining. Many of the world's best drivers participate and the signature signing event sports a line a mile long (ok, not quite) with people lined up with their posters and other items needing signatures.

Many people don't know that the weekend before Laguna Seca hosts the Monterey Pre-Reunion that weekend before the Rolex Monterey Motorsports Reunion. It is more relaxed, less crowded and a wild spectacle that's become a fan favorite.

Carmel

Carmel is a wonderful place any time of year. Suesan and I stay in a cottage at a wonderful place on the edge of Carmel. It is not well known and they are one of the few places I know of that do not raise their prices to astronomic levels during car week. And staying in an individual cottage is very nice.

Suesan and I love visiting this area, especially when there is NOT some large event going on in the area. There are so many great restaurants and shops, it is hard to describe. It is Heaven on Earth for shoppers.

Rennsport Reunion

Every four or five years Porsche puts on the Rennsport Reunion events at Laguna Seca. These are spectacular events. Everyone has access to the pits and, actually, the entire facility.

The last event was October 2023 and feathered the global debut of the Porsche 911 GT3 R. This was the 7th Rennsport Reunion and celebrated the 75th anniversary of Porsche. We should start hearing announcements for Rennsport Reunion 8 soon.

I went several days in 2023. Thursday was the best day. Crowded, but not too crowded. As an example, the line to enter the Goodie Store was between a one and two hour wait... AND THAT'S the day before the event starts.

I made short visits the next few days, but soon tired of the crowds and left. There was a lot to do in Monterey and Carmel without the crowds.

This might all be a sign that I am getting older and somewhat crotchety. Could be. I know a large group from GPX who went to this year's Historics and had a great time.

For myself and Suesan, I suspect our visits to that area will work around the big annual events.

The Rest of the story

The rest of this story is comprised of photos with a few captions. I think it will give you a good idea of what these events are all about and what to expect.

I encourage anyone who has not been to make the effort. There's no way I can deal with the \$525.00 Pebble Beach entry fee, let alone The Quail's \$2,500.00. It's not a matter of affording the cost, I just have no desire to spend my money that way... BUT I HAVE other ways of getting into those events if I want to.

PCA WERKS REUNION - MONTEREY

















MONTEREY CAR WEEK PHOTOS MICHAEL DOLPHIN









2 HOUR
PARKING
8AM-7PM
\$10.00

MEP0





© Michael Dolphin







Children's Dental Health Clinic

serving kids one smile at a time since 1932



We are a 501(c)(3) non-profit organization, serving children of low-income families, including children with special needs.

Our Main Clinic is located on the Campus of Miller Children's Hospital
455 E. Columbia Street, Suite 32
Long Beach, CA 90806

To Support our kids,
please call Barbara at
562.933.0602

We have satellite clinics in Bellflower
and Avalon, and a Mobile Dental Clinic.

For appointments Call 562.933.3141

DOOR PANELS DAMAGED ?



WE CAN PERMANENTLY REPAIR YOUR PORSCHE DOOR
PANELS FOR A FRACTION OF THEIR REPLACEMENT COST!
LIFETIME WARRANTY ON THE REPAIR

PEDROSGARAGE

ONE PORSCHE AT A TIME



CALL US TO ARRANGE SHIPPING
(813) 749-0150
TURNAROUND IN 24-48 HOURS
WWW.PEDROSGARAGE.COM

LAKE PLACID



70TH PORSCHE PARADE 2026

JUNE 14 - 20, 2026

AWARD WINNING PERSONAL INJURY ATTORNEY

 **THE SHIRVANIAN LAW FIRM**
A PROFESSIONAL LAW CORPORATION

2025 GRAND PRIX REGION SPONSOR



**Personal Injury
Car Accidents
6 Locations
Experienced & Aggressive**




(866) 724-0263 | info@shirvanianlawfirm.com

Grand Prix Region
GPX Party
2025

NEW & IMPROVED

The Reef Dec. 13th
ON THE WATER

ANNUAL HOLIDAY PARTY
Saturday December 13th 2025




The Reef
ON THE WATER


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





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!

Let us transform your yard into the space of your dreams.



PCA Member

Plant Water Stone Fire



ED GONZALEZ
LANDSCAPE DESIGNS
CA LIC 644284

The EGLD touch:
Quality you can see,
service you'll appreciate!
www.gonzalezlandscape.com



Call (or text) today!
562-394-7576

ED GONZALEZ --- NEW MEMBER --- NEW ADVERTISER



GRAND PRIX REGION



CHILDREN'S DENTAL HEALTH CLINIC



GPX Event Proceeds Support CDHC



GPX SUPPORTS THE CDHC



cdhc.org

Porsche Club of America

OVER \$3 MILLION RECOVERED

HAS YOUR PORSCHE LOST VALUE FOLLOWING AN ACCIDENT?

Diminished Value and Loss of Use
ARE Recoverable

DIMINISHED VALUE

The decreased value of a car following an accident
and all proper repairs.

LOSS OF USE

The cost to rent a similar vehicle as yours during repairs.
No actual rental required.



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

For a complete listing of
Diminished Value and
Loss Of Use cases,
visit our website:
kerrlawfirm.com/diminished-value/

* Settlements based on
policy limits

We're California's #1 law firm for
Diminished Value & Loss of Use claims.
Over \$3 million recovered... *and counting!*

KERR LAW FIRM

A PROFESSIONAL LAW CORPORATION

714.531.5900 | www.KerrLawFirm.com | russell@dimvallaw.com



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

BY DANIELLE BADLER, PCA COLUMNIST

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, USBC 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.



Announcing Rose McCoppin GPX Juniors Chair



Get in gear with GPX

Looking for your support
to develop a fun and
effective Juniors program
for youth 8 - 18 years old

Watch this space...

<https://www.instagram.com/pcajuniors/>

<https://www.facebook.com/pcajuniors/>



PORSCHE CLUB OF AMERICA

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

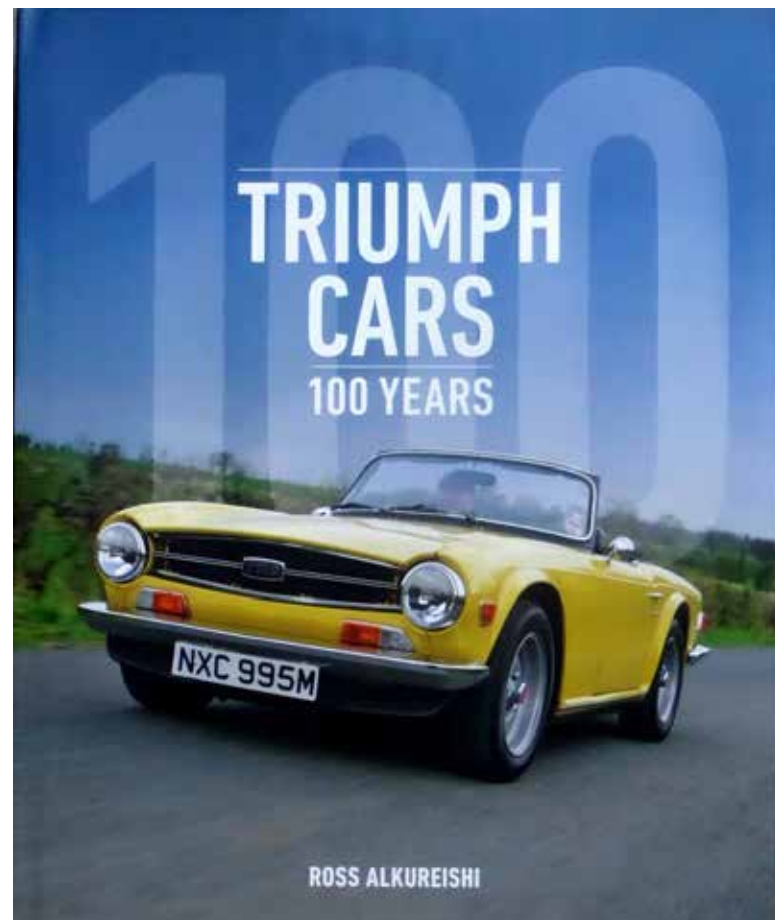
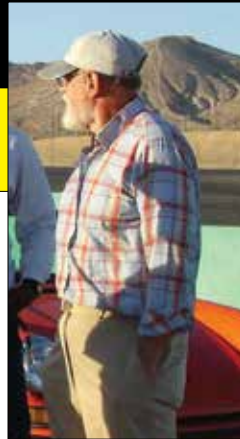
between multiple models of vehicle, built for multiple geographic/cultural markets.

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.

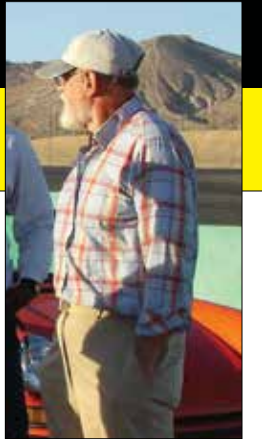
Interestingly, during NASCAR's first season, 1949, there were two woman drivers and three of the 11 races were held north of the Mason-Dixon line, and a black driver in 1952. First race on pavement rather than dirt or sand was Darlington, SC in late 1950.

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.





**GRANT KAEPLINGER
AND RAY CANALES
NOW AT ACCUTRACK:**



GRANT AND RAY HAVE EXPERIENCE WORKING ON ALL PORSCHE WITH EXCLUSIVE EXPERIENCE WORKING ON AIR COOLED:

Grant: Past employed at Vasek Polak racing / an independent Porsche shop in Torrance, Calif. / Andial He has worked on models such as RSR, 934, 935, & 917

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.

WE'RE HERE TO SERVICE ALL YOUR PORSCHE MODELS

Some shops charge over retail for parts, we charge straight retail for parts

Customers are welcome to come down and interview us. All of our work is guaranteed.

1117 6TH ST, MANHATTAN BEACH, CA 90266 | 310.318.1586 | ACCUTRACKMB.COM

CLASSIFIED ADS

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

1999 BMW R1200C - \$4,500.00

Original owner 12,560 miles

Hard saddlebags, folding back rest,
passenger grab rail, cover
Motorcycle clothing. Located in San Diego

Skip Carter
SkipCarter@pobox.com 619.992.9927



2013 Porsche 911S Cab 7-speed manual Agate Grey Metallic w/Black interior

Miles: 58,549 Price: \$75,991 VIN: WP0CB2A93DS155216 400 HP

Invoice Price \$110,299, Bose Sound System, 14 Way Power Sport Bucket Seats,
Sport Exhaust System w/2 fuel-tube tailpipes in chrome plated steel, silencer.

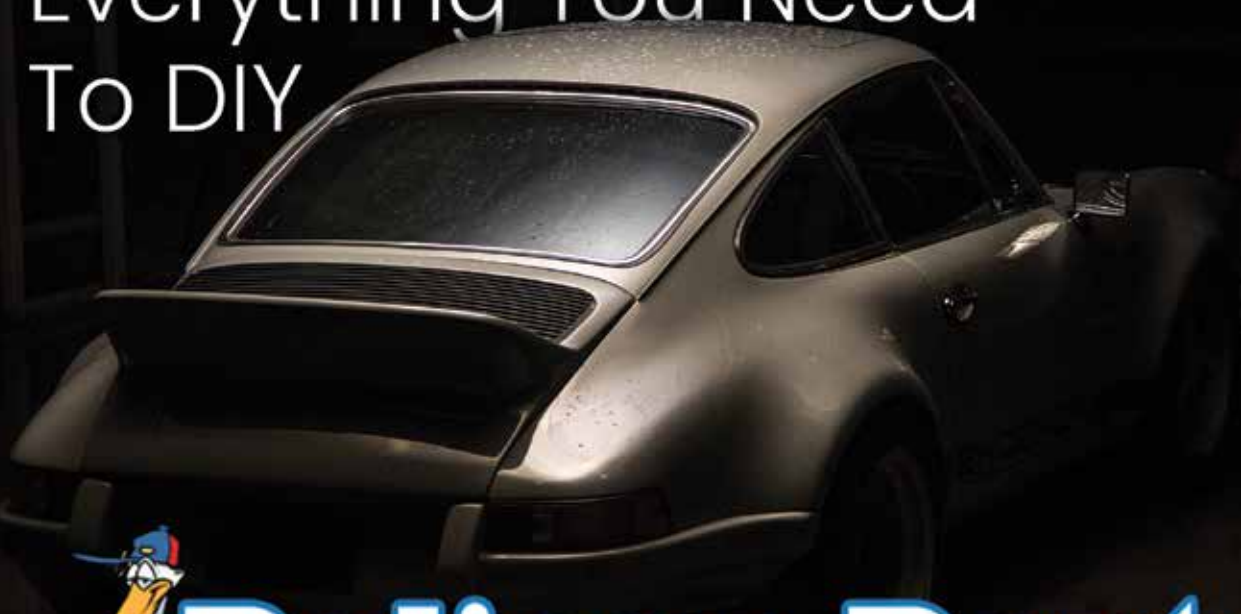
Contact: Tod Sword 310-508-2166 Swordtod@gmail.com.



PSE - BOSE - PREM PKG PLUS w/SPORT SEATS - 7 SPEED MANUAL



Everything You Need
To DIY



Pelican Parts

Order Online at Pelicanparts.com or call us at (310) 626-8765

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



Grand Prix Region has officially started GPX KIDS, in keeping with the Porsche Club of America's overall priority to make our kids a part of the club by starting them young.

Children up to 18 can be registered to become PCA JUNIOR MEMBERS at no cost, and will receive an age appropriate gift from PCA.

The PCA Juniors program has been created so kids can enjoy club events, learn about Porsches and build the enthusiasm that runs through all of PCA. We look forward to developing the program and its features over time.

The program is FREE! Kids must be registered by an active PCA member. Parents, grandparents, aunts, uncles, etc. can sign up younger family members for PCA Juniors. We will reach out to families to bring their kids to our Saturday morning breakfast meetings the second Saturday of each month, and have younger kids and parents do crafts projects and fun activities and get a GPX Goodie Bag.

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

ADVERTISING MANAGER CHAIR POSITION OPEN

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

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

**IF YOU MIGHT BE INTERESTED IN HELPING
CONTACT SUESAN AT
SUESAN@POBOX.COM OR 619-992.4287**

Children's Dental Health Clinic
serving kids one smile at a time since 1932

We are a 501(c)(3) non-profit organization, serving children of low-income families, including children with special needs.

Our Main Clinic is located on the Campus of Miller Children's Hospital
455 E. Columbia Street, Suite 32
Long Beach, CA 90806

We have satellite clinics in Bellflower and Avalon, and a Mobile Dental Clinic.

To Support our kids, please call Barbara at 562.933.0602
For appointments Call 562.933.3141

Grand Prix Region Name Badges *Order yours today!*

Magnetic attachment - no pin
Light weight \$15.00

Order at the GPX Store or
mail the order form from the
GPX Website at
<http://gpx.pca.org/?p=8429>

Questions? Contact Jeff Peck
jbpeck@pacbell.net
(310) 345-8081



THE Circuit

***The Most
Affordable
and Effective
Advertising
to reach
the Porsche
Enthusiast
and an
Affluent
Market.***



The Circuit is a great place for many different types of business to advertise, because it reaches over a 1000 Porsche owners that are loyal to the Porsche brand and their cars, but they also have a very high median income and high net worth. Most Porsche owners own multiple vehicles own real estate, are investors, travel, dine out frequently, and are involved in their community.

Business that should consider advertising in the Circuit

Automotive related business

Real Estate Agents, Insurance Agents, Attorneys

Financial Advisors, Travel Agents, Photographers

Automotive Upholstery & Restoration businesses

Tire and Wheel businesses

Automotive Audio and Alarm businesses

Interior Designers and Contractors

Automotive Storage businesses

Businesses that sell Porsche branded products or accessories.

We also need volunteers to promote advertising in The Circuit

Please contact us if your business want to spread the word about your business to the Porsche community. Or if you know someone that should advertise in The Circuit, please spread the word to them.

**For Rates and Details:
Contact Skip Carter at:
619-992-9927
skip.carter@pobox.com**



Marni's

A Party Everyday!

Sports, Music, Gourmet Grub & Outstanding Cocktails

[ORDER ONLINE](#)

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

ON THE COVER

For those of you rerlatively new to Grand Prix region, you may not know that our monthly breakfast meetings have been going on for decades.

The first one I attended was in downtown Redondo Beach. There were about a dozen people, you had to park on the street, put money in parking meters and that was it.

Shortly after this we relocated to Ricky & Ronnies, a fabulous place (by comparison). There was a separate building from the main restaurant. It faced a parking lot where only Porsches parked for our meetings. They would bring food out and create an "all you can eat" buffet line.

This all worked very well. There were a few more locations before arriving at Marni's several years ago. This cover photo shows the door prize winners from our August breakfast.

There is plenty of Parking Lot conversations and "tire kicking." I encourage all of you to attend our 2nd Saturday Breakfasts.



JOIN US

PCA HAS SOMETHING FOR EVERYBODY

- Social Events

Tours & Rallies

On-Track Driving

Concours d'elegance

Panorama (National Magazine)

The Circuit (GPX Magazine)

All for only \$56/yr !
- Porsche Parade

Treffen North America

Member Discounts

Club Racing

Autocross

3000+ Events Annually

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



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

Index of Advertisers

70th Porsche Parade 2026 Lake Placid	59
Accutrack	4 / 72
Advertising Manager Needed	76
Castle Body Shop	63
Children's Dental Health Clinic	58 / 65
Circuit Advertising & Rates	75 / 77
Circuit Proofreaders	64
Ed Gonzalez Landscaping	64
GPX Name Badge Order Form	74
GPX Sponsors	57
House Automotive	62 / BC
Kerr Law Firm	66
Marni's	76
Pedro's Grarage	58
Pelican Parts	2 / 72
Shirvanian Law Firm	60
Sierra Madre Collection	4 / 77

CHECK US OUT

Come to our Monthly GPX Breakfast Meeting - Everyone Welcome!

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

NEW MEMBERS receive a free
GPX Coffee Mug

MARNI'S (NEW OWNERSHIP)
620 Pacific Coast Highway
Seal Beach (562) 594-3800

HAVE BREAKFAST AND TALK WITH OTHER PORSCHE OWNERS & PCA MEMBERS
IT'S NOT JUST THE CARS - IT'S THE PEOPLE!

Size	Invoiced Quarterly	Size
Business card	50.00/mo	3 5/8" x 2"
Quarter page	100.00/mo	3 5/8" x 4 1/2"
Half page	125.00/mo	7 1/2" x 4 1/2"
Full page	200.00/mo	7 1/2" x 9 1/2"
Full key position	250.00/mo	7 1/2" x 9 1/2"
Full bleed available on half & full page only		

Classified Ads
Free to PCA members, including photo

For advertising information, contact:
Skip Carter 619.992.9927 skipcarter@pobox.com



SIERRA MADRE
COLLECTION

CLASSIC
EUROPEAN
AUTO PARTS

Sales@SMCparts.com • www.SMCparts.com
888.986.4466 • +1.323.593.4300
1669 Colorado Blvd • Los Angeles, CA 90041

THE
Circuit



Porsche Club of America
Grand Prix Region
P.O. Box 2119
Huntington Beach, CA 92647

House

Personalized **Service**
with **Genuine Care**



Exclusively **Porsche®** Service and Collision



Our goal is to provide a complete experience,
ensuring client **satisfaction** and the **longevity**
of your Porsche®.

- DOES **NOT VOID**
FACTORY WARRANTY
- **2 YEAR UNLIMITED**
MILES WARRANTY
- **HASSLE-FREE**
EXPERIENCE



SCAN THE **QR CODE** TO
SCHEDULE YOUR SERVICE

PASADENA
(626) 765-9111

ENCINO
(818) 849-5060

THOUSAND OAKS
(805) 929-1900

- Collision Only -
LOS FELIZ
(323) 666-1373