



THE

November 2025

Circuit

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



GRAND PRIX REGION &
ZONE 8 CALENDAR

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)
- 21-30 F-Sun Los Angeles Auto Show,
- 22 Sat GPX Cars & Coffee at Porsche Long Beach
- 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

March 2026

- 10 Tue GPX Board Meeting via Zoom (2nd Tuesday)
- 14 Sat GPX Breakfast Meeting, Marni's Seal Beach
- 30 Mon GPX Day Away from Work DE at Streets

October 2026

- 10 Sat GPX Breakfast Meeting, Marni's Seal Beach
- 13 Tue GPX Board Meeting via Zoom (2nd Tuesday)
- 19 Mon GPX Day Away from work DE at Streets



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GPX Tour Information and registration
PCAGPX.MotorsportsReg.com

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INFORMATION LINKS

- GPX GrandPrixRegion.com
- Zone 8 Zone8.org
- PCA National PCA.org
- PCNA US.Porsche.com/national
- Porsche AG Porsche.com
- GPX Landing Page on MotorsportReg: <http://pcagpx.MotorsportReg.com>

Gearheads Corner, by Eric Peterson

Now, we just concluded another action-packed month of October with multiple great events. That said, we have more fun coming in November and December.

First and foremost, we have our election for the 2026 Board of Directors. Please cast your ballot and post marked before November 15th.

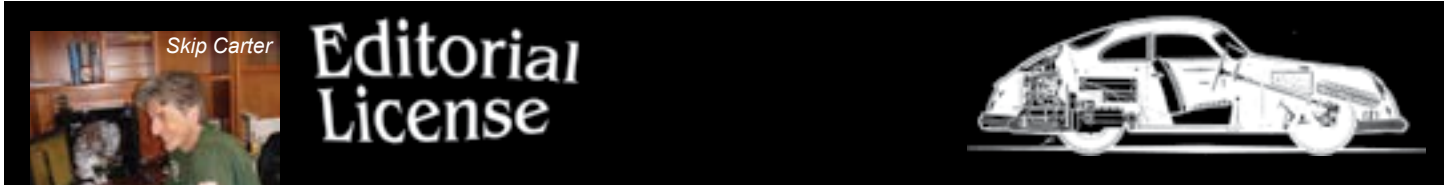
Second, we have some of our regular events this month with our Breakfast Meeting at Marni's on November 8th. Don't miss our 3rd Thursday November 30th.

Third, Long Beach Porsche is sponsoring a Cars & Coffee event for our GPX Region on Saturday November 22nd from 8-10am. Be sure to join us for that event.

Fourth, be sure to sign up for our annual Holiday Party at the Reef on December 13th. It will be a great event with a lot of new features that will enhance our evening of fun.

Lastly, as mentioned in last month's Circuit we had a highly successful Day Away at the new-and-improved Streets of Willow Springs Raceway. As a result of a successful event will plan to return to Willow Springs next year for our High-Performance Driving Education event. Improvements included painted runoff areas, new safety barriers, painted curbing, new track configuration options and a significantly updated driver's lounge. As many of you are aware that all the other regional race tracks are a lot more expensive to rent. With the new owners and improvements at Wil-

low Springs our cost to rent the track will increase significantly. That track rental pricing is now aligned with all the other tracks in the region. Therefore, our HPDE event pricing will increase. Please don't let that discourage you from coming out to the track for more fun at a competitive price.



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).





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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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PROTECTING WHAT PORSCHE PERFECTED

ONE OWNER'S STORY OF PASSION, DISCOVERY AND TRUST

STORY & PHOTOS BY TOD SWORD

When I first set out to understand Porsche paint, I didn't realize I was about to go down a deep rabbit hole. Hours turned into weeks, scrolling through official data sheets, owners' forums, and professional reviews. With AI tools, I analyzed more than 14,000 independent sources, focusing on reliable data.

What I discovered confirmed what many enthusiasts already know: Porsche's OEM paint technology is among the most advanced in the industry. The process begins with electro-dip priming (KTL), which provides a fully sealed, anti-corrosion base layer. Next comes a robotically applied waterborne basecoat, sprayed in a hermetically controlled booth to eliminate dust and inconsistencies. Finally, a multi-layer clear coat is applied and baked at nearly 285 degrees Fahrenheit to lock in depth, gloss, and UV protection.

The process ensures micron-level consistency in paint thick-

ness across body panels --- something that makes Porsche paint as admired for durability as it is for brilliance. Still, even with such precision, I realized that road debris, harsh sunlight, and other environmental factors threaten the factory finish.

The real question is: how do I protect it?

My Care Journey

I've always been meticulous with my Porsche. From hand washing to experimenting with nearly every car care brand on the market, I've seen which products deliver and which are just marketing hype. The more I tested, the more I understood that true protection and brilliance go beyond "quick detail sprays" and glossy social media posts.

Meeting the Experts at Burtex

That search led me to Burtex, a studio in Torrance, California, that specializes in high-end paint protection and restoration. Stepping inside completely changed the way I think about paint. Burtex has built a strong reputation across Los Angeles as the shop Porsche owners trust when it comes to paint care.

The team at Burtex didn't just sell services --- they educated me. What impressed me most was how closely their knowledge aligned with what I had uncovered in my deep research. That gave me peace of mind and immediate trust.

They showed me why paint correction begins with digital paint thickness gauges, why balancing gloss with safety requires restraint, and how the right protection choices can keep a car showroom-fresh for five, ten, or a dozen years.

I also learned about BurtexUSA, their in-house car care line, formulated and manufactured in the USA. Their philosophy: Every product should be user-friendly while still delivering professional-grade results."

Preserving Perfection

1. Three-Stage Paint Correction

Paint correction is an art built on science and restraint. Burtex technicians perform a full three-stage correction, using foam polishing pads paired with carefully selected diminishing abrasives. This isn't a quick gloss-up --- it's a precise, data-driven process. They eliminated swirl marks and fine scratches while constantly monitoring paint thickness to avoid excessive clear coat removal.

2. Paint Protection Film (PPF)

I was skeptical about PPF, but Burtex put my mind at ease with LLumar PPF. Made in USA by a company with more than 130 years of history, LLumar delivers crystal-clear optical quality, industry-leading self-healing properties, and a warranty that covers both labor and material. My Porsche's front bumper is now shielded against rock chips, sand, and road rash without compromising appearance.

3. Ceramic Coating

To complete the process, Burtex applied a two-layer ceramic system which consists of a professional-grade 9H coating to add hardness and film build, and the Burtex Zero Touch Ceramic Coating for extreme slickness, hydrophobicity, and UV defense. The result? A paint surface that looks deeper, feels smoother, and resists water, dirt, and oxidation.

From Skeptic to Believer

This journey taught me something important: protecting Porsche paint isn't about chasing fads or buffing endlessly --- it's about combining engineering, science, and expertise.

Today, when I look at my Porsche's flawless finish, I don't just see paint. I see craftsmanship, technology, and a partnership between enthusiast, manufacturer, and professional care.

I will proudly carry the Burtex logo on my Porsche - a reminder of the dedication and craftsmanship shown by Kyrlo, Stani, and Brendan at Burtex which keeps my car looking its absolute best.

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Allied Operations

Combat

World War I (1914 - 1915)
World War II (1939 - 1945)
Korean War (1950 - 1953)
Vietnam War (1955 - 1975)
(30,000 Canadians enlisted in US forces)
Gulf War (1990 - 1991)
War in Afghanistan (2001 - 2014)
Iraq War (2003 - 2011)
Libya Intervention (2011)
Coalition against Isis (2014 -)

Peacekeeping

Korean Peninsula (1950s -)
Sinai Peninsula - Multinational Force and Observers (MFO) (1981 -)
Egypt and Israel. Haiti - UNMIH, MINUSTAH, MINUJUSTH (1990s-2010s)
Multiple UN missions to stabilize Haiti
Bosnia and Herzegovina - UNPROFOR, IFOR, SFOR (1990s-2000s)
Kosovo - KFOR (1999-present)
Afghanistan - ISAF and Resolute Support Mission (2001-2021)
NATO-led efforts to stabilize Afghanistan post-Taliban. Iraq
Global Coalition Against ISIS (2014-present)
Iraq and Syria. South Sudan - UNMISS (2011 -)
UN mission. Democratic Republic of Congo - MONUC/MONUSCO
Libya - NATO-led intervention (2011)



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.

A pair of Cab's for Bill & Sheila

2023 911 Turbo S Cabriolet



Look! It's a jigsaw puzzle.

GPX BREAKFAST CLUB
SAT NOV 8 2025

Breakfast Fuffet
Tickets 8:30 - 9:30 am

MARNI'S 620 E Pacific Hwy Seal Beach

NEW/ALL MEMBERS AT ELDORADO PARK

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



The New/All member party at Eldorado Park on October 18 was a terrific success. With over 100 cars and who knows how many total people, it is a good thing we arranged for a LARGE parking area.

Considering that Grand Prix region has about 400 primary members and about 650 primary and associate members, having 100 attend one event is tremendous. We are surrounded by regions with much higher membership. This is primarily because of the difference in geographical size. GPX is made up of little more than the City of Long Beach. Orange Coast region and over 2800 primary members. Los Angeles is also very large.

Now, I have to explain something. For over 20 years (at every event) we add the contact information (name and email) to our

database. This database list is what we use for our weekly email blasts and most other purposes (for example, Board of Directors ballots only go to registered GPX members).

So, over those 20 years our list has grown to over 2000. Chris Way is the guy who creates all the content in those weekly emails. The thing about this list... Everyone always has the option to remove themselves from the list, but they don't. These are active PCA members who have attended GPX events. Most people find out about the newest Circuit magazine by seeing it in the email blast. The Circuit is the #1 most popular link opened by these folks.

Anyway... The large turnout was wonderful. The photo above is "The Taco Truck" that did a great job, not only with the quality



of the food they served, but the you didn't have to wait long to get it. I think we can thank Patty Reilly for recommending them.

I had never been to Eldorado Park, so I was taken by surprise at how large and varied it is. We came in the recommended Southern entrance and then it took about 10 minutes to get to the area designated for our event. And that was without any traffic slowing us down.

You'll see in these photos the variety of cars (including one small dog riding in a small radio controlled car) who showed up that Saturday.

I believe the original idea for this event came from Francis Lewis. He and Eric Peterson and Patty Reilly (as far as I know) were the main people who made this happen.

In the couple of years that Francis has been active in GPX, he has been responsible for lots of new events. The 2nd Thursday social dinners, the Temecula White Tasting overnight trip and others. I think we can look forward to this trend continuing.









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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.

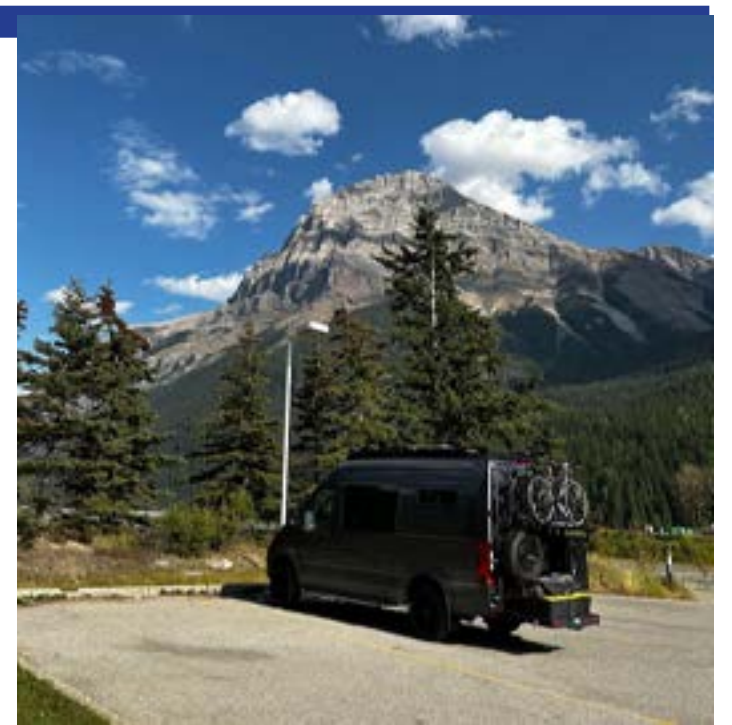
Funniest electronic moment; pulling up to the campground in Banff, I asked the lady showing us our spot if they had wi-fi. She swiveled around and spurted out, "This is the wilderness!"

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.

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

LOSS OF USE

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No actual rental required.



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

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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





DAY AWAY FROM WORK

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

October 13's Day Away from Work Driver's Education was pretty incredible. The attendance was extremely high. Not only were we running 5 run groups instead of our more typical 4, but we had to limit the drivers to 90. This number allowed us to have full but not crowded run groups.

Our 37 instructors managed 42 novices, which worked out really well.

The facility was sold recently and we had been hearing about big changes. We were all very excited and anxious about running our first event since all that happened.

Willow Springs Raceway was founded in 1953 and originally envisioned as a replica of the Indianapolis Motor Speedway oval. The layout was ultimately shaped by terrain constraints, resulting in the now-famous 2.5 mile, nine-turn road course known as "Big Willow."

While several individuals were involved in its planning, including legendary racer Ken Miles, the original ownership

group is not clearly documented in public records.

In 1982 Bull Huth, a former speed shop owner from Lancaster, purchased the track for \$116,000. He initially intended to covert the facility to a drag strip, but the main straightaway was too short for AA/Fuel dragsters. He pivoted to road racing after being approached by groups like SCCA Cal Club and AFM motorcycle club, who offered to rent the track if it was paved.

Huth owned and operated the facility for over 50 years, making it one of the longest privately held racetracks in the U.S. After his death in 2015 the track remained under the management of the Huth family. .

In 2025 CrossHarbor Capital Partners officially acquired the facility from the Huth family. They teamed up with Singer Vehicle Design, the renowned Porsche 911 restoration company, to reimagine the historic track as a premier automotive lifestyle destination.



Flag demonstration and morning driver's meetin. Chief Driving Instructor Nick Perdikaris assisting Candy and Tom Jones

Their future plans are the renovation of all racing track and paddock facilities, creation of a luxury members club, development of a motorsports tech hub and continued public access with improved safety and expanded event offerings.

Anyway, the changes were immediately obvious. The photo on the left is the Garage. It was not designed to facilitate our check-in and meeting needs, but we are looking out how we can make it work better. Suesan had to do check-in from a couch with a coffee table in front of it.

We ran the track clockwise. The additional runoff areas and other changes seem to have made the track safer. The bowl itself, although not noticeably changed had much more runoff area, making it seem much safer.

We did a post event survey of the participants and got a lot of feedback, and a few comments showed up several times.

One thing mentioned often was the chicane that "replaced" the waterfall. The waterfall is still there, but was coned off so the track had a right hand chicane that shortened the passing zone and eliminated the waterfall. All we have to do to include the waterfall would be to cone off that chicane and remove the cones that blocked it when we were there.

We have also heard that using the track counterclockwise is

either not advised or not safe. We have not figured that out yet, but will. So far our thoughts are to run clockwise always but to alternate each year in the Spring using the waterfall and in the fall use the chicane. We'll see how that goes.

The P.A. system did not work very well. There was no speaker in the garage, so drivers there could not hear the P.A. announcements. There were also dead spots outside the garage as well.

The lunch wagon, which was open from about 7 am through lunch is gone. People needed to drive to the Cafe at Big Willow. Sending over 100 people to the cafe to eat in the one hour allocated to lunch was a problem. We have some ideas and hope to have this "fixed" by our next event on March 30.

Book Reviews for Porschephiles

by Bruce Herrington

BMW M - 50 YEARS of the ultimate driving machines
by Tony Lewin, published by Motorbooks, Beverly, MA.



The cover may be rather plain, but the end-papers present impressive images of two different engine compartments. Throughout the book there are many very sharp and crisp photos, mostly of cars, and tables of specifications. Picture captions are comprehensive and the extensive white space gives the pages a European flavor.

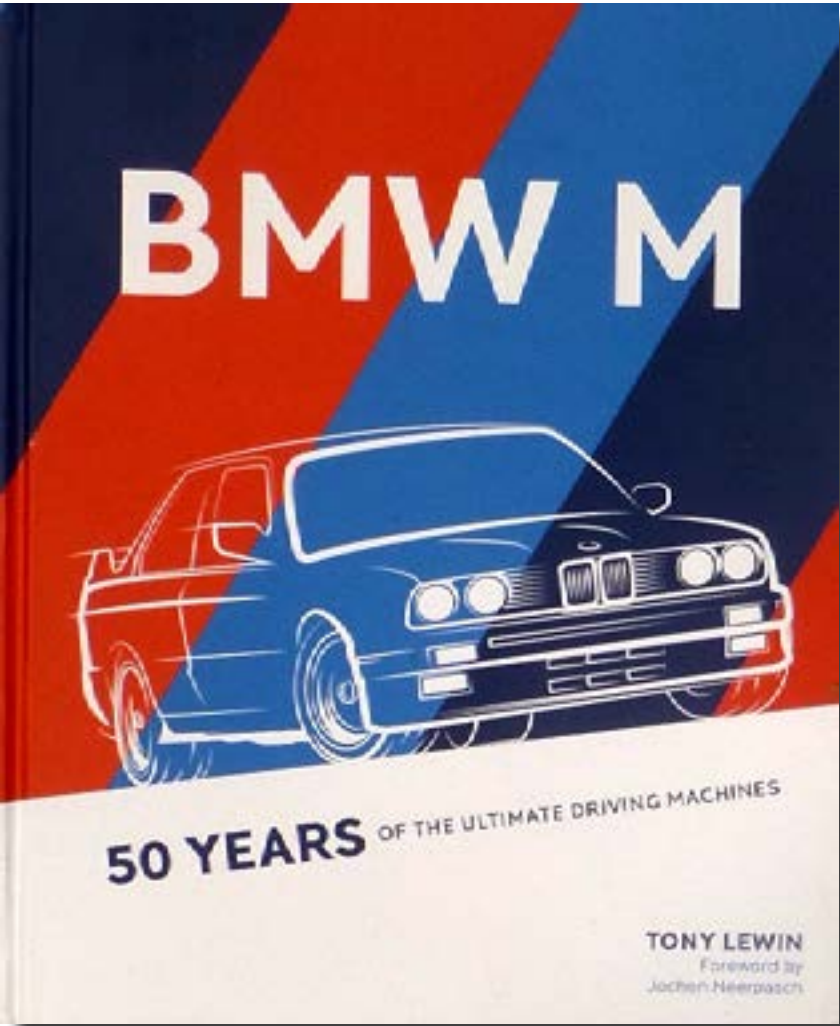
Is is not a book about BMW because BMW Motorsport GmbH is only slightly more related to BMW than RUF is to Porsche. Since the “M” versions are developed from basic BMW vehicles, there necessarily is considerable mention of BMW models and their design.

The Introduction by Jochen Neerpasch, founding CEO of BMW Motorsport, explains the concept behind the BMW M cars as “cars that set racetrack lap times to equal those of competition cars, but which give the driver the comfort of a large limousine for their return journey home”.

Chapter name, but not number, is printed in the top right of the pages to help the reader understand the context of the text. Chapter two, appropriately, is about engines, aircraft, motorcycle and car engines, since motors is BMWs middle name. Engines remain a large part of the description of the multitudinous models covered throughout the book.

BMW M consists of fifteen chapters ranging from a BMW history, through the founding of the “M” organization and its various generations of products, to a promotional projection of M cars in a zero-emission world. A great deal of specific information is given in the narrative discussion, complimented by data tables scattered throughout the book. Though the text mentions many engineering aspects of each version of the “M” vehicles, the artsy-classy

pictures were clearly selected by the marketing department, not engineering. The writing gives comprehensive descriptions, some sentences are so comprehensive as to take over 50 words. Measurements are all metric though



some prices are translated into dollars.

There is a wide ranging narrative about each model variant and its development; this reviewer occasionally felt lost as to what car was being discussed. Data tables are provided for each variant, and they very concisely provide specific details about the models described in the narrative. This reviewer, not a BMW enthusiast let alone an “M” aficionado, found the extensive use of factory vehicle and engine model numbers a bit off putting. It seemed like a Porsche book that just talked of 996, 986, 987.2, 991 and 997, rather than using terms like 911, Boxster, Cayman, etc.

A three page, three column index, lists a mind-blowing number of E-, F-, G- and M- models. Not surprisingly, there is no entry for Porsche, but committed Porschephiles

will find indirect references to Porsche in such textual remarks as “their stodgy stuck-up rivals” and “BMW’s invention of the affordable sporty, high-quality car”. The Cayenne, however, is specifically mentioned as a challenge to BMW’s development of an SUV.

BMW M is hardbound, with 242, 9-1/1x12 inch heavyweight pages. The eye-catching cover, and the well illustrated contents make this a worthwhile addition to any car enthusiast’s coffee table. It should be available for \$50.00 from your favorite bookseller or from QuartoKnows.com.

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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 camera. 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
- Vario-Cam Plus variable valve timing system
- 2.7L DOHC SMI 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
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EXTERIOR

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GASOLINE
REAR WHEEL DRIVE

Damage reported: minor damage

MINORMODERATESEVERE

12 Service history records

3 Previous owners

Personal vehicle

61,221 Last reported odometer reading

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Year purchased	2008	2016	2019
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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.

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ON THE COVER

Jimmie Mitchell took some great photos of the "new" Streets of Willow track. We had been hearing about the changes for a couple of months, but no one (of us) had had the opportunity to actually see and drive it. The changes were impossible to miss. Much larger runoff areas, the bowl seemed "safer," the new chicane had mixed reviews... but, overall, I think everyone really appreciated the improvements. We've already got our two Day Away from Work DE's on the calendar (see page 2)



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