



# An April Tradition for the Porsche Club

**E**ach April, the Porsche Club of America rents the Auto Club Speedway in Fontana, California and invites everyone they know to come join in a “festival of speed.” The Zone 8 region, which roughly comprises the southwestern US, assembles a mix of track action, car displays, car corrals, vendors, swap meet goodies and even an autocross course.



# Welcomes Summer Club of America

by Kevin Ehrlich

The traditional mid-April date is also usually an introduction to summer in Los Angeles, so bright, sunny and hot is usually the order of the day.

Spectators pay for car for parking, but otherwise admission is free. It is natural for Porsche owners to bring their toys and the parking lots are filled with makes and models from all eras, ranging from factory correct to the heavily modified. Of course, a Porsche



isn't required to attend, so the odd Ferrari, Lamborghini, Audi and even a Mercedes McLaren SLR found their way in for the festivities this year.

A special Saturday display this year featured a timeline of 54 years of 911 examples. It is a unique opportunity to walk through the evolution of the model all the way from the earliest to the most recent. One owner drove his beautiful red Turbo-look coupe all the way from Phoenix to participate in the timeline. Sunday featured a line-up of 356 models as well.



Track grouping cater to the range of drivers with the range of cars. Many road cars wear temporary numbers and tape on their nose to protect from chips. Newer drivers get track time and some bring coaches to sit alongside and provide pointers as well. On the other end of the spectrum sits all out PCA Club Racing cars and drivers – these are race cars run (usually) by those with the most experience and skill.

Some race cars reflect more of a home-built project look about them while others have only recently retired from active racing. Two cars in particular carried obvious markings of a former life under the Manthey Racing banner which is famous for racing Porsches and

success at the Nurburgring, only minutes from their shop in Germany. The quicker race cars are 911-based but there are a good number of Boxster platforms on track with a scattering of 944/924 models mixed in.



This year the organizers made provisions to open the infield area for spectators which

gave those willing to make the walk over a bridge a great look at most of the infield road course action. In some past years, getting access was more difficult which limited viewing options, so kudos to the organizers for opening up the infield.

A highlight was a 70 minute enduro race as the last Saturday event. Participation is high and the field is large, but the longer race gives a different competitive feel than a brief sprint race.

While amateurs clearly comprise the bulk of the entrants, there are several professional operations that support their amateur customers. Banners and trucks bearing familiar names of Hergesheimer, Global Motorsports Group (GMG), Vision Motorsports, the Speed Gallery, Patrick Motorsports among others attest that this hobby is serious business. Some customers drive or trailer their own cars, but some shops offer an arrive-and-drive program for those that wish to rely on someone else for transportation, preparation and support.







Porsche of Riverside (part of Walter's Automotive Group) is a sponsor of the event and has a visible presence including putting new cars on display and selling goodies like hats and posters. Other vendors lined the alleyway behind the pits with everything from car care products, lubricants, suspension bits and wraps for your car to hats, shirts, flags,

posters and model cars for your closet and home décor. Several food trucks set up shop in the paddock and did a healthy business.

Lunchtime laps gave any takers willing to part with \$30 a chance to drive on the track for a few parade laps. The idea was clearly popular –



likely too popular given the fact that some of the laps looked less like grand touring and more like a crawl on a Los Angeles freeway. Regardless, it is still quite a sight to see dozens of Porsches snaking around the circuit with passengers snapping photos and video along the way.



As spectators circulated through the garages and around the track, a steady stream of cars made their way into the autocross course. Some drivers were clearly experienced and looking to give their tires and brakes a workout but many were newbies who just wanted to gently check out life between the orange cones. Helpful workers even jumped in to provide guidance and even gave rides in their own cars for a few lucky attendees.

A day at the track is a good day and the Porsche Club of America Festival of Speed puts on quite an annual event. Thank you to all of the PCA members, volunteers, corner workers, participants, vendors and others that combine to make the event happen. If all of this sounds like fun, keep an eye out for the April 2018 PCA calendar and head to the track!

