



July/Aug 2024

Prieta POST

Official Publication of Loma Prieta Region, PCA

Russ and Doris Britschgi's 53 Year Old 911 Goes to Treffen Wine Country





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Prieta POST

July/Aug 2024



Pg 16 53 Year Old 911 Goes to Treffen

Treffens are magical events. And when so close in the Sonoma area, Loma Prieta members took advantage of the magic. But sometimes, even magic gets complicated. Check out the story by Doris Britschgi!



Pg 20 Forest Bathing Tour: Report and Background

An in depth interview with Hugh and Nancy Calvin on how they approach their tour(s). It's essentially an easy exercise, but intensely detailed and curated.



Pg 26 Informal Cars & Coffee/Thirsty Thursdays

Loma Prieta had two extremely well attended informal get togethers. Just how well attended, read on!



Pg 30 IMSA Racing Gets Intense

Porsche GTP racers mix it up in two IMSA events, the Motul Monterey GP and the Chevrolet Detroit GP. All in all, good outcomes for the home team but not 100%.

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Back Story The Prieta POST Cover Photo

Photo by: Doris Britschgi
 Camera: (no details available)

Choice of a Cover Shot sometimes is easy, other times not so much.

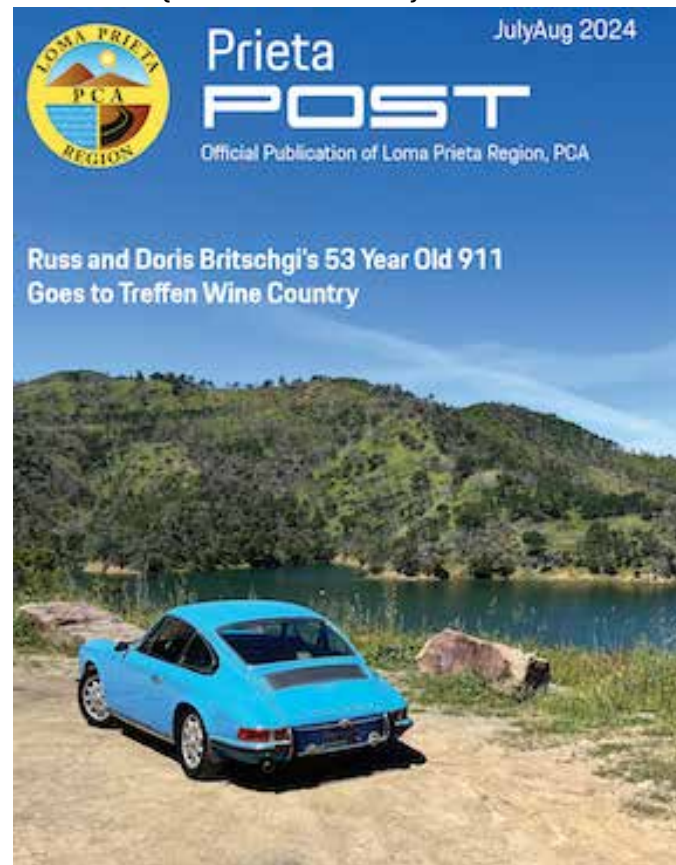
First, there are the technical requirements. For the POST, the photo must be in portrait orientation to fit the page. Then the LPR logo and POST masthead must have space at the top of the photo without distracting details. Of course, the image must be sharp, high resolution with a nod to the dramatic.

Then, there is the subject matter. As editor, I tested several images that Doris provided or were published in www.Treffen.pca.org in its Gallery link.

The one that resonated best was this photo by Doris of their 53 year old 911T overlooking the south end of Lake Berryessa in the heart of Sonoma's wine country.

I'm told that Treffens can tend to be busy or congested at times, so this serene, contemplative break from any chaos of the week was interesting.

To the right is the 2nd place cover shot... I like the 1st place one!



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 president@lprpca.org



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SECRETARY
Sheila Dunwoodie
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TREASURER
Andy Ward
 treasurer@lprpca.org



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Kathy Musser
 membership@lprpca.org



ACTIVITIES
Greg Sickal
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Homer Pitner
 member-at-large@lprpca.org



PCA ZONE 7 REPRESENTATIVE
Brian Adkins
 brianpadkins@gmail.com

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Dave Dunwoodie
 autocrosschair@lprpca.org

CHARITY
Emilie Highley, Kathy Musser, Kris Vanacore
 charity@lprpca.org

HOSPITALITY
Emilie Highley
 hospitality@lprpca.org

PRIETA POST EDITOR
Don Chaisson
 prieta-post-editor@lprpca.org

PUBLIC RELATIONS
OPEN
 public-relations@lprpca.org

WEBMASTER
 Jim Turk
 webmaster@lprpca.org

SAFETY
John Reed
 safety@lprpca.org

SOCIAL MEDIA
Dana Ambrisko
 social-media@lprpca.org

TECHNICAL
Peter Ridgway, Bill Weir
 technical@lprpca.org

TOUR
Nancy and Hugh Calvin
 tour-director@lprpca.org

Miscellaneous Ramblings and Back Story

Don Chaisson, Prieta POST Editor.

I like to think of myself as a pretty open minded sort of guy! I came to Porsche ownership in 2007 with a 3 pedal base Cayman. When I bought my 2015 Cayman GTS, I got it with PDK because, in part, my feet were not heel and toeing that well. I wasn't hung up on having to have traditional 3 pedal control of my car. And to be equally transparent, while never having to address the dilemma of moving from air cooled to water cooled Porsche designs, I'm sure I would have gotten over it pretty quickly.

Yep, pretty open minded.

Then, a Sunday or so ago, June 9th to be exact, my wife and I went to San Francisco returning to the SF Symphony. (The last time we were there I had to miss the IMSA race at Laguna Seca — as I complained about in the intro to this issue's article about that race. See page 26). I noticed a couple of Waymo autonomous ride-hailing cars rolling along with the traffic on Gough Street. When Waymo started putting their cars on the street, in the wild, there was a safety driver behind the wheel, though not doing much it seemed. Now the Waymos are amongst traffic WITH-OUT a driver. Just a couple of people captive in the back seat on their way to somewhere. OMG!

That evening I had caught up with the Sunday Mercury News issue. The *Today's Economy* section featured an article titled "Should Consumers FEAR AI" with an interview with the two co-founders of Applied Intuition. There has been a lot of hype and media coverage about AI lately. Nvidia's stock price on a roar that the "Roaring Kitty" could only dream of. It's either the salvation of humanity or the end of it with a real life "Skynet" behind it all. Nah, just a predictive computer program that can write this editorial better than I can — or can it?

Anyway, I started to scan the article, and suddenly I dropped my jaw! The interviewer asked, "**You announced a partnership with Porsche recently — does this mean we'll be seeing Porsche autonomous cars on the road anytime soon?**" What the Zuffenhau-sen is that all about? Porsches without drivers? Say it ain't so!

So I checked the internet, the source of all truth in our world. OMG, Google found a list of articles about Porsche and autonomous driving, all in 0.46 seconds. It must have been a slow day at Google.



Well, open mindedness be damned! You will have to pry my Cayman's steering wheel from my cold dead hands to replace me with an Nvidia powered computer! Part of the pleasure of owning a Porsche is to drive the thing. Why else would Porsche engineers spend hundreds, no, thousands of hours developing the ultimate driving experience just for us to enjoy! That's what we pay so much for: **the experience**. If all we wanted was to take a taxi to go somewhere it would cost a lot less!

But the Google search also came up with an interview with Jurgen Bortolazzi, Director Driver Assistance and Automated Driving at Porsche in the Porsche News-room. As part of the discussion, Jurgen asserted that: "When it comes to driver assistance systems, Porsche customers expect the highest level of support, convenience, and safety. We can and must offer state-of-the-art technological solutions—including ones in the field of automated driving. *But the underlying premise will continue to apply: A Porsche will always first and foremost be a car for people who want to drive themselves.*"

The collaboration with Applied Intuition uses its systems to help train autonomous car systems to make them safer. Or just brain wash them to driving only their way?

There is the notion that while driving in city traffic, not doing brisk runs on picturesque country roads, I would rather be doing paperwork, or catching up on emails, or??

NO, even when I'm in traffic, I'd rather be in control of my part of the road and my Porsche!

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Driving with Friends

2024 Parade - A Parade of Happy and Fun Surprises

Photos: Dana and Missy Drysdale

2024 Parade was full of fun surprises for Missy and me. Parade 2025, PCA's 70th anniversary (!) Parade 69 (Covid) is a year and only 1,600 miles away in Oklahoma City. Hoping tons of LPR members can come to 2025 Parade and be pleasantly surprised in Oklahoma City just like we were in Birmingham, Alabama (who knew)!

2024 recap:

Porsche Drive Car Switch – Surprise #1



We are extremely fortunate to rent with Porsche Drive. Porsche Drive is a good deal vs. Turo for the same car, guaranteed service and zero liability for anything – wear and tear, accident, anything.

For Parade Birmingham, we rented our usual Boxster, it hit 1 year in service and the dealer sold it! As seen in the picture, Porsche Drive gave us a 2024 911S – for the same price – surprise! I accidentally hit push to pass and that was an extremely fun surprise.

Great Zone 7 People – No Surprise There



Zone 7 had 17 people at Parade. Here we are at the Welcome Party, with LPR's VP Honore D'Angelo and John, Sandy Provasi and Tom, and Zone Rep Brian Adkins. Honore must be taking the picture – she is missing in this one.

Concours Surprises – Meet the Nicest People with a Porsche



Concours Prep and Concours are great ways to meet people. We had several unusual entries in Birmingham. Here is a picture of a car I helped judge. The guy on the left – Grant Larson

– owns the car. We were going to mess with Grant, but he was very apparently a first time competitor. In the picture, Grant's helper is Tony Hatter. Combined, these two were the design leads on Boxster, Panamera, 997, 911 Sport Classic, Boxster Spyder, 993, 981 Cayman, and Carrera GT.

Later, Mark Porsche and I were the only two people at the reception snack table, so we met and visited – family, cars, more. He let me in on the family secret of his grandfather's favorite Porsche. We meet the nicest people with a Porsche!

Advice - Have "Free Days" at Parade – Get Local, Be Surprised!

We learned to have less scheduled days and enjoyed them. Our 2nd free day we took off to Pursell Farms <https://www.pursellfarms.com>, "home of the world's only R&D golf course". Great drive, exceptional food, incredible service, nice people. Downtown Birmingham was another pleasant surprise.

Free Surprising Porsche Bike Rides



The Porsche Bike team was at Birmingham with free rides, free water and instructors who adjusted bikes before our ride and made sure we stayed safe. Porsche Bike Sport drives like the 911S we rented – solid, powerful, predictable. PCA Past President Tom Gorsuch (at left in picture) was on my ride. Tom is a member of the Porsche Bike group and he explained Porsche bikes and their group rides, a delightful surprise.

Surprising Barber Museum

Look at that picture (upper right)- Barber Motorsports Museum defines huge. Mostly motorcycles? Maybe, but those little things hanging on the wall are outboard mo-



tors! Lots of Lotus (Lotii?). The tiny place we grew up has a key role in motorcycle history and I walked right into that at Barber. Our guide/docent said it is common to see someone or something important to you at Barber Museum.

My Favorite Surprise Prieta Post won a well-deserved award – 2nd in National Newsletter for Regions our size (C III).

I did not know, Don Chaisson did not know, the table and all Zone 7 went nuts LPR style. Don Chaisson is a splendid example of a rising tide lifting all boats – well deserved, and what an impact! Congratulations Don and team! Prieta POST - the Panorama of regional PCA magazines.

Editor's Note: check out the "One Last Look" for a photo of the Newsletter Award that the Loma Prieta POST won!

Loma Prieta Coming Events



Loma Prieta Board Meeting Tuesdays: July 9th, Aug 13th, 7:00 PM

The meetings are either totally virtual or a hybrid, with a physical meeting and with others joining via ZOOM. Contact President Drysdale if you would like to attend. You are WELCOME to attend and we would love to see you there!

Various Cars and Coffee and Meet up Brunches

It seems that Cars and Coffees are returning to being well attended drop-in events. There are two Cars and Coffee events July 14 and Aug 11, both at Carpo's in Santa Cruz. There will also be a Porsche Brunch at Alice's Restaurant, Aug 3rd, organized by George and Carol Grialou -- just drop on by at about 9 AM.



Thirsty Thursday, Aug 1st, Beer Thirty

Join members for an informal gathering at this famous Soquel location, enjoying munchies provided by LPR and the wide beer selections offered by Beer Thirty. Limited food offering from the Carpo's window to the beer garden. No need to register, just SHOW UP about 5 to 6 PM.



LPR AutoX #6, Aug 10th, Crows Landing

Dave and the LPR AutoX crew return to Crows Landing in the Central Valley, now that it's cooling off a bit. After several runs at Salinas Airport's smallish area, enjoy a more open and FASTER course.



Zone 7 Concours: Wash, Rinse, Polish: Repeat

There are concours in July and August. On July 21st, Monterey Bay Region hosts their concours at Carmel Valley Park while Golden Gate Region hosts their event at Redwood City Porsche on Aug 4th.

Annual Picnic at Roaring Camp, July 13th

Let's make this year's Annual Picnic even more of a success than last year. Great drive to Felton, choice of Pioneer Burger Platters, Giant Hot Dog Platters, Jr. Engineer Plate or Veggie Burger Platter. Games and good times. All courtesy of Loma Prieta Region!



LPR AutoX #5, July 21st, Salinas Airport

This is the last time you can enjoy AutoXing at Salinas Municipal Airport, 30 Mortensen Ave, Salinas. The rest of the year will be at the wide open Crows Landing location. Watch for details on registration in the LPR email blasts!



GTG at Dana's Club, Aug 3 from 4 till 9 PM

Melissa and Dana plan 1 or 2 dishes with SPAM, a tradition from earlier GTG times and other contributed potluck items. Meet at Cupertino Hills Swim and Racquet Club next to Deep Cliff Golf Course for a Good Time. Details to come in the bi-monthly email blasts!



WERKS Monterey, Aug 16th, Monterey Pines Golf Course

WERKS Reunion at Monterey is one of the year's most anticipated events on the calendar. This year's featured model is the '73 & '74 Ducktail Porsche Carrera. But there is a field full of other models to take in. Walk through all the displays with other Porsche friends! LPR members will be behind the scenes helping to stage the event. Registration is required for Corral Parking (if any space left). The event is free to attend, but general parking is \$40 (cash only).





CY2024 in Review Events for Loma Prieta, PCA National and Local Racing



Loma Prieta Regional Events

- 7/13/2024 – LPR Summer Picnic – Roaring Camp
- 7/14/2024 – Cars and Coffee - Carpo's in Santa Cruz
- 8/01/2024 – Thirsty Thursday – Beer Thirty – Santa Cruz
- 8/03/2024 – Dana's Club GTG – Cupertino Hills Swim and Racquet Club
- 8/11/2024 – Cars and Coffee - Carpo's in Santa Cruz
- 9/05/2024 – Thirsty Thursday – Jake's of Saratoga
- 9/14/2024 – Jacob's Heart Tour
- 9/15/2024 – Cars and Coffee - Carpo's in Santa Cruz
- 9/22/2024 – LPR Concours -- Porsche Fremont
- 10/03/2024 – Thirsty Thursday – Beer Thirty – Santa Cruz
- 10/12/2024 – Octoberfest Tour (a joint LPR and MBR event)
- 10/13/2024 – Cars and Coffee - Carpo's in Santa Cruz
- 12/01/2024 – Toys for Tots Tour (this is a change in date)
- 12/07/2024 – Awards Banquet – BackNine Restaurant in Pasatiempo

Note: Dates are subject to change: Please check the LPR enews email blasts, the POST and website for updates



Zone 7 Concours Series

- 7/21/2024 Concours: Monterey Bay Region, Carmel Valley Community Park, Carmel Valley, CA
- 8/04/2024 Concours: Goldern Gate Region, Porsche Redwood City, Redwood City, CA
- 09/22/2024 Concours: Loma Prieta Region, Porsche of Fremont, Fremont CA
- 10/06.2024 Concours: Redwood Region, Sonoma Plaza, Sonoma CA



Loma Prieta AutoX Events

- 7/21/2024 Salinas
- 8/10/2024 Crows Landing
- 9/15/2024 Crows Landing
- 10/12/2024 Crows Landing (a Zone 7 event)
- 11/10/2024 Crows Landing

Note: Dates are subject to change: Please check the LPR enews email blasts, the POST and website for updates



Professional Racing Events

at local racetracks

June 23, 2024 NTT Indycar Series, Firestone GP of Monterey, Laguna Seca



PCA Club Racing - DE/Track Days

at local racetracks

- 8/3-4/2024 Club Racing plus HDPE hosted by GGR Thunderhill Raceway
- 10/11/2024 HPDE hosted by Diablo Region Thunderhill Raceway
- 10/12/2024 - 10/13/2024 Club Racing plus HDPE hosted by GGR Thunderhill Raceway

* HPDE: High Performance Drivers Education



National PCA Events

- 8/16/2024 Werks Reunion, Monterey
- 9/29/2024-10/3/2024 Treffen Mt Washington, Omni Mount Washington Resort, NH

Membership Corner

New Members

Sherwood Anderson	Scotts Valley	2013 Boxster S
Glen Ceresaa	Watsonville	2024 718 Cayman GTS
Arthur Caisse	Los Gatos	1984 911 Carrera Cabriolet
Schooner Viguers	Santa Cruz	2014 911 Carrera
David Zajicek	Royal Oaks	2021 718 Boxster GTS

Transfer In

John Daker	from Golden Gate	2011 911 Turbo
Daniel Seol	from Golden Gate	2012 911 Carrera S Cabriolet

Membership Numbers

Primary Members: 372
Affiliate Members: 231
Grand Total: 603

Anniversaries

5 years:	Bruce Manning David Olson Bob Nunes James Thompson	10 years:	Jim Reeder Jim Turk
15 years:	Peter Ridgway Dadbeh Roubakhsh	20 years:	Frank Pacheco Thomas McGuinness
25 years:	C. Blanchard Greg Loitz		

LPR Board Minutes

The LPR Board Meetings are open to all members. Contact President Drysdale if you would like to attend. You are WELCOME to attend and we would love to see you there!

Minutes are posted on the LPR website: <https://lprpca.org/lpr-board-meeting-minutes/>

Photo: Treffen Wine Country D. Britschgi



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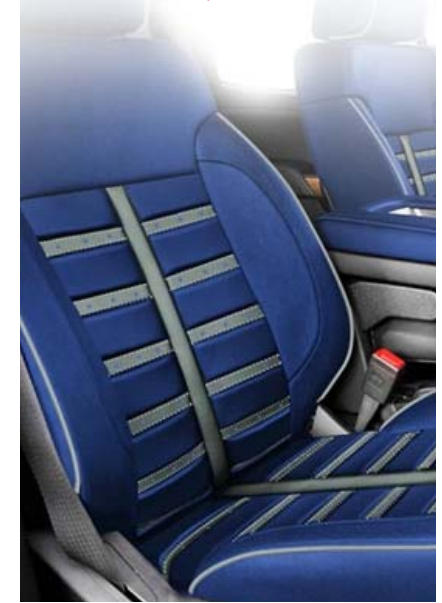


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53 Year Old 911 Goes to Treffen

Story by Doris Britschgi

Photos: R & D Britschgi, T. Provasi

Treffen Gallery



"A Roadtrip Driven by Dreams" The German couple. Guess you can't get their luggage for the trip in just one Porsche!
Photo: Treffen Gallery

of registration, I found an opportunity to make an email request to be put on a list for any cancelled tours. A few days later we were offered the California Coastline-Cinematic Tour. Hurray!! We've always loved the California coast, and the cinematic part involved driving past several Valley Ford and Bodega buildings used in the Alfred Hitchcock movie "The Birds".



The obligatory pre-tour drivers' meeting at Viansa Winery was distracted by a passing noisy airplane. Note all the matching puffy jackets.
Photo: D. Britschgi



The North Coast tour had lots of twisty, hilly roads as well as spots where the sea is trying to reclaim the land. As is often the case, it was an overcast day. Photo: D. Britschgi

On tour day we joined the lucky participants at the Viansa Winery staging area, had the obligatory drivers' meeting, got tour directions, and were off in two groups into the still-green countryside of Spring. Rolling hills of green corduroy vineyards gave way to smoother green grassy farmland after we crossed Highway 101 and headed west, skirting Petaluma. Winding, deeper green forested areas closer to the coast left our windshield wet with mist. Even though we're both native Californians, we still love the variety of scenery this state offers! After a Bodega Bay rest stop, we headed north on Highway 1, admiring the beauty of the California coast, twisty mountain roads and the always present waiting-at-construction-sites where the sea keeps trying to reclaim the highway.

In 1971, as a young married couple, Russ and I somehow managed to buy Russ's dream car, a new 911 T. Russ drove it to work for a couple of years but hated seeing it wear out with commuting. It became our car for special occasions: infrequent drives and events. The little blue 911 spent more and more time in the garage as the years went by, helping to preserve its original paint, but it did drive to PCA Parades at Portland, Oregon in 1995 and Steamboat Springs, Colorado in 1998. That was followed by a long rest. This inactivity came to an end this year when Russ began examining and repairing various issues of aging (the car's as well as his own), getting the 911 ready to reappear in public at Treffen Wine Country in Sonoma.

With minimal coughs and occasional backfires, our 53 year old 911 successfully carried us to and through the four day event. At Treffen headquarters, Fairmont Sonoma Mission Inn, the 911 turned a few heads as one of few old timers among a huge variety of beautiful Porsches of

newer vintage. It performed well on the twisty roads encountered on a pleasant group tour to Bodega Bay and surrounding area, as well as a solo run to Lake Berryessa, and a drive to the Charles Schulz Museum in Santa Rosa, a delightful museum for Peanuts fans. All of these activities left us smiling.

Treffen Wine Country included four tour choices for the lucky few who registered in the first five minutes! Having experienced the incredible speed of registration fill-up in the past, I was online and ready at 12:00 p.m. California time, the exact moment registration opened. (Out of four tour choices, each car can participate in two, one per day. The third day everyone is on their own, though some Treffens offer bus rides to various venues as a "driver's/navigator's day off.") I knew precisely which two tours we wanted, had my credit card handy, and began registering right at noon. Unfortunately, a small error on my part sent me momentarily backwards in the online process, and at 12:07, all tours were already full! After finishing the rest

While passing Fort Ross, the Russian fur trading outpost active from 1812 to 1842, our little blue 911 almost met its demise. As we rounded a corner on the narrow two lane road, a large pickup appeared well over the yellow line coming right toward us! Russ had a brief view of its huge bumper in his driver window as he veered as much as possible to the right. Simultaneously, the pickup driver jerked to his right, just missing us. Whew!! It was one of those moments where we felt very thankful to still be in one piece! People behind us on the tour were amazed we weren't hit as well as grateful the pickup didn't fishtail into them. We had a lot to talk about at the lunch stop not long after that! Although the tour was officially over with lunch, and feeling much calmer than when we had arrived before lunch, we followed suggested directions back to the hotel which took us along the scenic Russian River area. It was quite a day!

In addition to tours, Treffen's fee included two delicious dinners, two social gatherings, and three hearty breakfasts. The weather was nice enough to be outdoors for some of these events. Charcoal colored puffy jackets included in the event fee came in handy for the cooler evenings. (You might have noticed them in an earlier photo.) Some of the tours included wine tastings at various wineries in the area, hence the Treffen Wine Country event name. We each also received a small cloth bag with built-in dividers to transport wine bottles.



Sandy Provasi & John D'Angelo (in background) at wine tasting
Photo: T. Provasi

As with all seven Treffens Russ and I have attended, there is always ample time to meet new people from all over the U.S. There were many congenial people from several western states as well as from distant states including New Hampshire, Virginia and Florida. Some participants drove hundreds of miles while others flew and picked up a rental car. We even met an adventurous German couple seeing the U.S. in their own two Porsches shipped from Germany. You might have heard about their trips online. LPR was represented by John and Honore D'Angelo, Johnny and Kathy Musser, Russ and me, plus new members Brian and Lori Rusca whom we had met at Treffen Bend. It was also good to see former LPR members Tom and Sandy Provasi, now living in Reno.

Unfortunately, Brian and Lori's 2004 turbo 911 996 lost its alternator the first day on the way from their home in Gilroy. After a lengthy ride on a tow truck, their car spent the entire Treffen at a dealership for repairs while Brian toured with son Ryan, a Sierra Nevada Region member, and Lori enjoyed some solitude at the hotel pool and spa. The Ruscas finally got their finished car two days after the end of the event! We certainly hope for better luck on their next event.

As for our elderly blue 911T, after surviving the four days of Treffen Wine Country, and after continuing updates using appropriate YouTube advice, it should appear more frequently at upcoming Porsche events.



Russ and Doris Britschgi with their blue 53 year old 911 at Treffen.

People from various states sharing the closing night dinner. Looks like a congenial group for sure!
Photo: Doris Britschgi



Two shades of green, both unique! D'Angelo's Club Sport and Provasi's GTS Boxster showing off at Treffen Wine Country. Photo: T. Provasi



Forest Bathing Tour & Interview with Tour Leaders Hugh and Nancy Calvin

Photos: John D'Angelo and Nancy Calvin

The Forest Bathing Tour is a mainstay on the Loma Prieta Calendar, though the first FB Tour was only three years ago. As a new member of LPR, I attended the first FB Tour and thought it was really well run. This year the tour was no exception, except that Nancy had to cancel because she caught a bug, leaving Hugh to, as the Brits say, "Keep Calm and Carry On!"

To get the background story about the tour, as POST Editor, I interviewed Hugh and Nancy Calvin about their leadership roles in this event. Their answers are detailed and interesting.

POST: You have been the tour leaders for this tour for how many years? I'm still a bit new to LPR but this will be my 3rd Forest Bathing Tour and you've led for sure these three years!

Nancy: Absolutely right Don, this will be our third year putting on this tour! As long as we enjoy doing it and

are capable of it, we plan to continue. Everyone likes a little break from the hustle and bustle of a noisy world and that's what we offer. If we get to the point where we can't or don't want to do it anymore, we're happy to hand over the reigns, ready-to-go forms and instructions to anyone who wants to host the tour.

POST: Other than living on the windward side of the Santa Cruz Mountains, what was (and continues to be) the attraction to this tour?

Hugh: It's a fun drive; the redwood forest is awesome; the filtered light through the redwood canopy is pleasant, and the forest air is so refreshing. Driving through the redwoods on a curvy mountain road in a Porsche in the summertime is an experience that never gets old!

Nancy: The attraction to the Forest Bathing in the Redwoods Tour is just that – **the forest!** The Santa Cruz Mountains offers a quiet respite with some of the most beautiful groves

of evergreens and scenic vistas around. Tour participants have told us it was easy to let one's mind disconnect from reality if only for a few hours.

POST: How difficult is it to organize the registration, the route and the destination arrangements? Note: I see that LPR has some policies and procedures for conducting tours in their LPR P & P document on website.

Nancy: Organizing a tour is relatively straightforward. There are a few guidelines that have been put in place to insure both participant safety and compliance with PCA's policies. That said, it helps to be relatively organized to make everything run smoothly; it's not complicated, it just needs to unfold in a specific order. There is a great article on the LPR website under Tours titled 'So You Want to Put on a Tour...'

Hugh: Organizing the registration involves developing the flyer for publication in the mid-month eBlast, receiving registration requests, responding to registration requests, and capturing the registrants on a participation list. The tour is popular, so we also put together a waiting list with contact information.

Organizing the route: Organizing the route involves discovering and evaluating it, driving and confirming it meets the evaluation criteria, making changes to improve the route as necessary, and confirming the route shortly before the tour. We look for a mid-point rest stop, keep track of distance between milestones, and time our trip from start to finish. **Organizing the destination arrangements:** As part of our route evaluation, we have lunch at the destination, meet with the manager to discuss the feasibility of accommodating our tour participants at the restaurant (tour date, time of arrival, parking, seating, ordering, food service, and restroom). We also researched activities in the area around Loma Mar that participants might want to do on their own after lunch.

These organizational activities are consistent with the LPR approach to touring. LPR's objective is to have a successful tour, and we've found good preparation is the key! It sounds like a lot of work, but most of the hard work occurs before the first tour; after that, you know what to do and it's not much trouble.

POST: How do you handle the difference in slow cars and guys who want a bit of brisk driving?

Nancy: Okay, now that's a great question! There are always tour members who fall into either of these two categories. Our responsibility as tour guides is to keep the tour safe and enjoyable for everyone, therefore we adhere to the posted speed as closely as possible, but on the straightaways in unincorporated areas we give those with a heavy foot a small window to loosen up a little. That said, if they're looking to drive fast the entire tour, they're in the wrong place and we gently suggest those drivers try Autocross or Club Racing!

Hugh: Driving safety: The Porsche is a sports car known for its performance, beautiful appearance, and advanced technology based on its heritage as a race car. PCA members can participate in several popular activities that test driver and car performance limits including Autocross, Driver Education, and Club Racing. LPR's Autocross events are our most popular activities for developing driving skills and engaging in friendly competition. Specific safety measures are designed into all PCA and LPR activities to address the safety concerns inherent in each type of activity.

Our Forest Bathing in the Redwoods Tour takes full advantage of navigating through the curve-after-curve route through the mountain roads near Santa Cruz. Our cars were built to drive, and driving around curves is fun, but we recognize we're not driving around a race track. The average speed of our tour is 30 mph, excluding the rest stop. While most of the route is full of curves, there are some points where the road straightens out a bit that allow us to drive faster. We try to stay near the speed limit (but we may go a touch over it for a short time). The tour speed is limited basically by the lead car, with others following at a safe distance. Because we drive the tour route the week before the tour takes place, we're aware of road construction or other hazards ahead of time and anticipate them as we approach. The curving roads can be rough on the passenger in your car if they are motion sensitive. We have first-hand experience in this area and found a neuro stimulation wrist band like Reliefband eliminates this problem and makes the trip much more enjoyable.

POST: How do you arrive at the specific route?? I'm sure you have been on just about every road on the mountain, but how do you pick and choose the specific route, and make it different each year?

Nancy: Well, I guess we like the phrase "start with the end in mind" because that's just how 'organically' this tour unfolded. Hugh and I were just out for a drive through the Santa



Forest Bathing Tour end point: Loma Mar Store

Cruz Mountains one beautiful Sunday morning when we 'happened' upon the Loma Mar Store and Kitchen. Hungry, we stayed for lunch, and as we soaked up the charm, good eats and peaceful setting, it occurred to us that this would make a great end point for an LPR tour! I'm personally big on having an overall 'theme' for an activity, so after some thought, there was no question what the name of our tour would be. The natural gifts of the mountains including the visual, breath-taking beauty of the forest and soothing sounds of nature spoke for itself; we came up with the name before we got home! This year we didn't start with the intention of changing our route – why mess with a good thing – but the rainy winter had done severe damage to the already narrow and winding Alpine Road, and it became clear to us we needed to find an alternative for that leg. Of course we were also influenced by previous 'passengers' when they expressed how 'spirited' the tour was. When a person is not in control of a vehicle and rounding a sheer drop-off, one can actually feel their heart skip a beat or two. This year's route will offer all the enjoyable elements of the forest without the need for a defibrillator, but remaining true to our region moniker The Good Times Region.

Hugh: Route discovery / selection: Nancy and I enjoy driving on mountain roads, and Santa Cruz County has plenty of them! We're always looking for a nice drive. Participating in tours in the past gave us some ideas about what makes a tour exceptional, and beside driving our car and socializing with our friends, the curves, the scenery along the way, and the destination make the route interesting. We discovered the Forest Bathing in the Redwoods route incrementally. We've always enjoyed eating at Alice's at the corner of Hwy 35 and

Hwy 84, and we'd drive from Santa Cruz along Hwy 1 to Hwy 84 to Alice's. We've always liked driving Hwy 9 from Santa Cruz to Boulder Creek or Big Basin. And Skyline Blvd has always been an interesting road to drive with incredible views of the SF Bay from time to time. One day we were driving on Skyline, and decided to see where Alpine Road would take us. We had lunch at the Loma Mar Store and Kitchen. The drive and destination was magical! I'd found a Forest Bathing book for Nancy around the same time, and from this confluence of events the Forest Bathing in the Redwoods Tour was born. We suggested the tour at our LPR Planning Day one November and hosted the first tour on Father's Day.

POST: Do you pre-run the route or go off your encyclopedic memory of the roads?

Nancy: I'm afraid both of our memories are less than encyclopedic at this point. Always pre-run the route more than once to confirm timing, road conditions and general impression. In our case, we're in the SC Mountains and there's often road work or other repair work going on after a rainy season, so we do our last dry run about a week before the tour in order to give a heads up in our drivers' meeting.

Hugh: Yes, we pre-run it each year to get the milestone mileage right and to assess the road conditions. We're still working on the encyclopedic memory!

POST: I'm sure you have been on a number of other tours. What have you learned to help make YOUR tours a good experience?

Nancy: Oh my goodness, there have been so many great tours!

- Route. Be sure the route is easy to navigate in order to reduce the odds that someone will get lost. This happened at the start of our very first Forest Bathing tour! We looked for a better starting location for the next year and found a great one -- plenty of parking, easy in and out, public bathrooms available.
- Stoplights. The fewer the stoplights, the better because that's when a group can get separated.
- Turn-by-Turn driving instructions. Be sure to make each milestone instruction brief and clear.
- Pullout. We found it helpful to have at least one large pullout area where we could enjoy a view, stretch out our legs and let stragglers catch up. A bath-

room at this pullout is a plus, especially on tours longer than 90 minutes, but we encourage people to use the restrooms at the starting point before the drivers' meeting as everyone is anxious to peel out once they get in their cars.

- Goodie Bag. This is an opportunity for a little creativity. It's been fun to come up with snacks that reinforce the theme of the tour. We've made green evergreen tree cookies and the like, but we're also sure to include one 'healthy' alternative like nuts. We have found it helpful to label the Goodie Bags with each party's last name to be sure no one is left out. We also include a 'surprise' (think Cracker Jacks) that goes along with our theme. One year we gave everyone a washcloth, another year soap, and this year – yellow rubber ducks. We had to laugh when we heard that some people hadn't made the connection between the 'surprise' and the name of the tour, so Peter Ridgeway spelled it out in his tour write-up the following year.



Hugh leading the required safety and information meeting for this year's tour.

Hugh: Lessons Learned: Your hosts want to make the tour successful. Everything about our tour is oriented toward making the tour safe and fun! We establish the departure time based on the time it takes to get to the destination, and we ask participants to arrive 30-min early to ensure no one misses the start. This affords some time for our participants to catch up with friends, to sign the insurance waiver, and to collect their goodie-bag. 15-min before the start, we hold a drivers' meeting to discuss the driving details, where we're headed, an overview of the route, the time to the rest break, who will lead and who will sweep, and any hazards for drivers to be aware of. We hand out goodie-bags with a homemade sweet, nuts, and a memento of the tour like a washcloth or bar of soap (forest bathing), or a description of the types of trees the participants will encounter along the

route. Goodie bags also include the milestone mileage table to help with navigation and suggestions for post-tour activities in the Loma Mar area that participants might want to explore on their own.

POST: How do you handle the arrangements with the lunch destinations?? (Always a problem for us in Yosemite Region over the years)

Nancy: Each Forest Bathing tour ends at the Loma Mar Store and Kitchen and we've already talked with the owners a number of times prior to the tours. In the case of Loma Mar Store and Kitchen, the staff was prepared for each participant to order their own lunch if we could arrive at least 30 minutes prior to the noon hour rush. It gave participants more choice than a set menu and we didn't need to collect cash up front. Simple. Having said that...

We once planned an overnight tour to Lake Tahoe that never happened – the first year it was interrupted by COVID, the next year we had to cancel because of the huge wildfires. Anyway, in the case of an overnight trip involving a dinner and overnight stay, we collected money up front for both the hotel and restaurant. Our fearless Tour Director at the time, John Reed, gave us great advice about arranging three entrees from which participants could choose prior to going, and these selections were coordinated with the restaurant. We had plate choices of red meat, chicken or veggie. At dinner everyone would have a color-coordinated picture of their meal to place at their setting to cue the waiters.

Hugh: The Loma Mar Store & Kitchen is owned by a PCA member in the Golden Gate Region. When he found out who we were and what we wanted to do, he was very excited about our plans. We know how many cars and people they can handle and when we should arrive to get in ahead of the lunch crowd.

POST: What would be the top thoughts you'd like to convey to LPR new members or just new to your tour?

Nancy: We really surprised ourselves by feeling confident enough to lead a tour after we'd been on a few ourselves. We shook in our boots the first year but now we laugh at ourselves that we were ever nervous about it. With so much guidance and hand holding by previous tour leaders, we applied our knowledge by really thinking through

every detail of the tour so there were few surprises. And our mantra now is 'dry run, dry run, dry run!' Now that we have the nuts and bolts in place, we really look forward to hosting this tour each year! LPR is such a fun group of people.

Hosting a tour involves prep and planning but it has been really FUN and there is plenty of guidance from the Tour Director and others to walk you through the entire process. I would say don't be intimidated and let your imagination fly! Create a tour around a route or destination you yourselves find interesting. Remember that safety and participant enjoyment are key, and prepare yourselves to be flexible. Don't be afraid to give it a try!

Hugh: Message to new members: LPR is The Good Times Region, and we're serious about enjoying ourselves and each other. All of us love our cars as much as you love yours, so we've always got something to talk about, and we're very happy to meet new friends! We hope you enjoy the tour, and hope you decide to be an active participant in many of our car club activities.

POST: After doing this tour for a few years, you must have had some interesting stories about things that went exceptionally well or -- not so much!

Nancy: Well, right from the get-go we laughed at how the dry run for our proposed Lake Tahoe Tour went down while we were just learning to use the CB radios. Traditionally the Lead car and Sweep use CB radios to stay in touch about how the cars are staying together, any unexpected road hazards, a group of cyclists, etc., the key words being 'stay in touch'. In the beginning there was back and forth banter just to check the connection, but after a while things got really quiet and we thought "Wow, we must be doing really well!" When we finally stopped for lunch Doris Britschgi smiled and asked us why we weren't answering our CB? Well, it turns out I was partially sitting on



Here is that pullout in the 2024 Forest Bathing Tour.

it! The Reeds and Britschgis joked that they were listening to every word we said. "Ha! Thank goodness we love them both and weren't saying anything that might have embarrassed us!" Lesson 1: Keep your CB in your hand and "answer the phone when it rings!" Something similar happened on our Forest Bathing tour when we did a dry run with Johnny and Kathy Musser. Lesson 2: Keep your CB in your hand and "answer the phone when it rings!" I hope third time's a charm because we think we have it down now.

On our first actual FB tour we swung into a nice pullout with a pleasant view of the rolling Santa Cruz Mountains. While everyone stepped out to stretch their legs and take in the view, we noticed a young, attractive couple with a Nikon Camera walking between the cars admiring all the P-candy. At one point the woman stood in front of a Porsche, stretched back on the hood of the car and proceeded to get her picture taken in several different poses, then skipped back to the photographer with a big smile on her face. We thought their boldness a little odd but figured maybe we'd show up on the cover of a sports car magazine or something. To our knowledge that never happened, but we totally understood the attraction of the cars! That same rest stop is popular with motorcyclists and on that same day a group of four black-suit-clad men wandered over and started asking about the cars. Turns out one or two of them were actually members of the Golden Gate Region PCA! One thing is for sure, wherever there's a large group of Porsches, they always attract attention!

Hugh: The Forest Bathing Tour is an annual event now. Changes happen as we talk about what we might do to improve the tour for the following year. Each year, we try to do something a little different. After the first year, we changed the starting location since the first turn was a little tricky and we lost a car due to the confusion. (Editor's note: I was following the car that made the wrong turn. I chased after him as he happily zoomed towards Seaside on Highway 1. Finally I zoomed in front of him and slowed down to the point that I was able to get him to park on the roadside. Once I explained what happened, we turned around, returned to the start point and restarted the route. Though he got the first turn instruction right now, he left the tour after another couple of turns that he just didn't get. I got to drive to lunch at my own speed!) We've improved the route and we change up the goodie-bag each year. Last year Alpine Road was difficult because it turns into a single lane road with some steep hillsides in places that can be intimidating or if there's a

bike or pickup truck coming right at you! This year, we're taking Skyline to Alice's instead of turning off on Alpine Road.

POST: Anything else you'd like to convey to our POST readers about tours in general, or the Forest Bathing Tour in particular?

Hugh: The Forest Bathing Tour filled up quickly this year and we were thrilled. LPR has been experimenting with different types of tours lately, adding the Oktoberfest Joint Tour with Monterey Bay Region, the Ken Iles Me-



One of the early registrants to this year's tour was Mark Radovic, pictured to the left. Mark currently is a member of Golden Gate Region, but the LPR folks made him feel totally at home and very welcomed!

The registrant list was very volatile this year, with several early entrants having to cancel, your POST editor being one of them. Things happen, even tour co-chair Nancy had to cancel due to catching a bug. But Nancy and Hugh showed their flexibility by calling up Wait List members. They were able to fill all open spots and brought the tour back up to capacity.

Nancy followed up with this special note.

Step One of putting on a tour begins with the leader washing his car!!!!

Editor note: I really want to thank Nancy and Hugh for their contribution to the POST's article on the Forest Bathing Tour Interview.

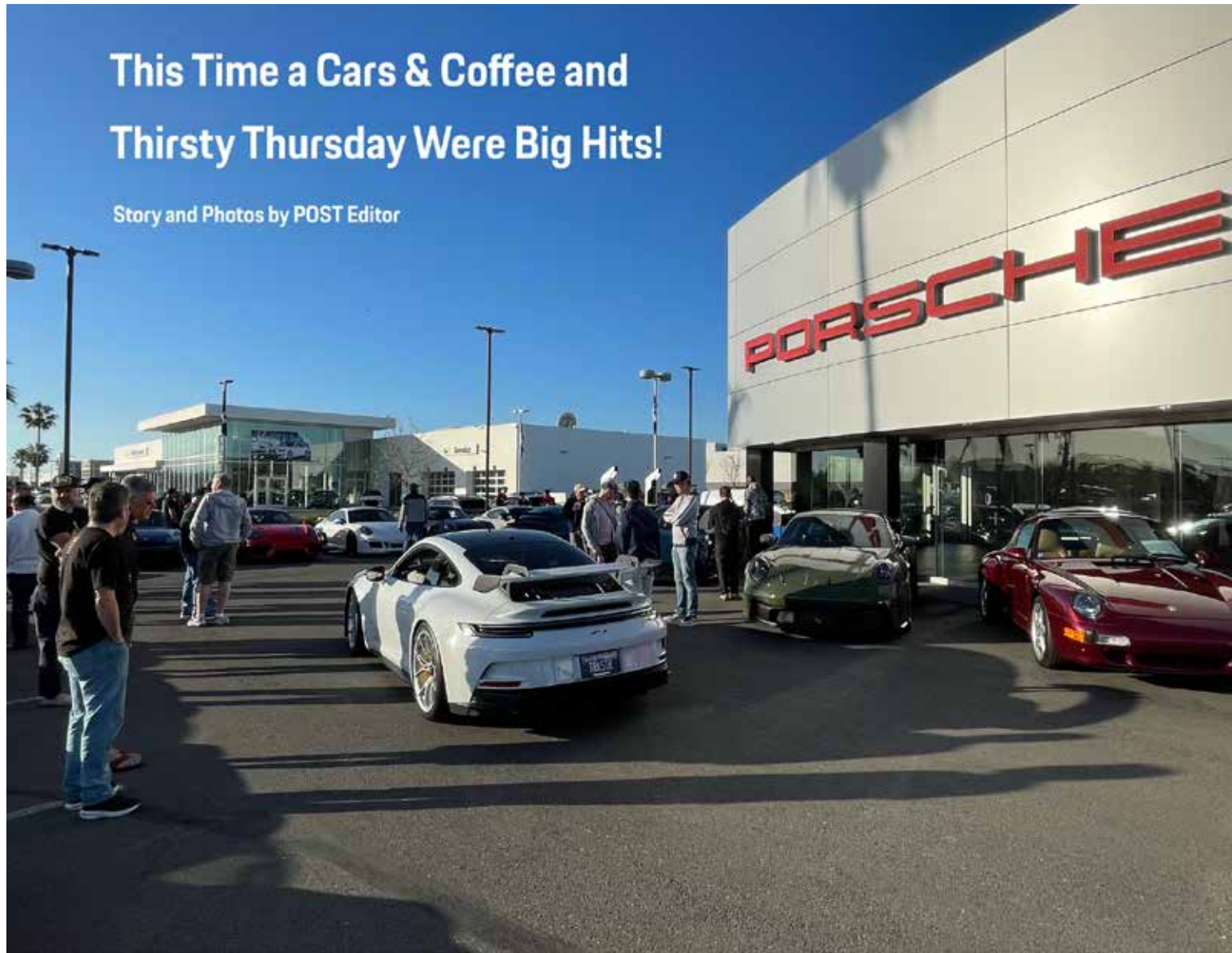
Their comments clearly demonstrate the passion they bring to the table for this tour. Then again, they have a BLAST putting the event on.

Think about organizing your own tour. There are plenty of fun roads and destinations to explore, and plenty of support in doing it.



This Time a Cars & Coffee and Thirsty Thursday Were Big Hits!

Story and Photos by POST Editor



Informal gatherings have always been a part of car club genes, just part of their DNA. For Loma Prieta, such informal gatherings started as Good Time Gatherings at members' homes. It's not only part of LPR's DNA, but part of its tag line: The Good Times Region!

For LPR and most other car clubs, informal gatherings started simply just getting together to show off their cars Sunday mornings, just Cars & Coffee at some designated rally point near a coffee house.

Recently Porsche dealerships seem to be encouraged by Porsche NA to seize on such gatherings as part of their outreach programs. The first of this recent outreach program was orchestrated by Fremont Porsche on May 21st, with administrative help from LPR members. The idea was to spice up Cars and Coffee to Porsches, new and old Porsches getting together for coffee and breakfast. The

catered breakfast was Mexican style and the lines queuing up for service were lengthy.

The result was a MASSIVE gathering — massive number of Porsches, massive number of GT and special Porsches, massive number of regular new and old Porsches, catered breakfast, coffee and baristas serving your favorite special caffeinated beverage.

Fremont Porsche cleared their parking lot and showroom to accept the expected number of cars. It wasn't enough! We had to park overflow cars in the Toyota lot across Cushing Parkway! The showroom swallowed the cream of the crop both in model and unique colors, representing easily "7 figure" dollar inventory, just in the showroom floor!

Some of the cars that showed up were WERKS quality attractions. One couple drove up in two cars, one GT3

and the other a GT4RS. Now that's a pair to draw from, with 1000 HP in just the couple's cars! Others included a slant nosed Carrera, all sorts of Turbos, Caymans, Boxsters, cabriolets and simple Carrera Ss by the dozen.



Left: couple with GT3 and GT4RS (didn't get their names!) Above: beautiful slant nose Carrera.

The atmosphere was totally informal and comfortable. Folks roamed about the now full parking lot and show room, talking to owners and gawkers alike. The breakfast service was really quite excellent, provided by Talvera Tacos.



Left: Talvera Taco cooks ready to serve!

Below: The lines were long with patient waiting for the catered meal.



Since this was not an official PCA event, no one complained about the drone buzzing around and chasing cars as they tacked to redline leaving the parking lot onto Cushing Parkway.



Elita Gamboa, (left) Fremont Dealer Customer Experience Manager.

One by one, people climbed into their rides, waved goodbye to new and old friends and headed back home for errands and chores. Thanks to Porsche NA for urging dealers to do more outreach to their customer base/community and to Fremont Porsche for carrying through with the charter with a memorable event.



LPR Helpers: (L to R) Dana Drysdale, Jim Turk, Peter Ridgway, Bill Bauer, Don Chaisson

BUT, not to be outdone, Loma Prieta held a Thirsty Thursday at a new venue, Jake's Pizza on Sunnyvale-Saratoga Road, just inside the Saratoga city limits.



I know this place because I used to live in the condos right behind Jake's a few years back, like 25 years back. It seems that the new venue was very popular, or there are a lot of LPR members in the south bay that were really hungry for a local event!

Honore D'Angelo and Dana Drysdale outdid themselves, ordering a number of appetizers for the LPR members as Jake's does not allow groups to bring their own chips and dip. Jake's pizzas are better than most and several members ordered pies for themselves and sharing. Pizzas or snacks were aplenty. The LPR advance team had laid claim to two full tables which barely held all the LPR members who attended.

Also and perhaps reflective of members looking for a good time, there were six new-ish members who attended. We discovered the new-ish members by serendipity. Dana and I were talking and we mused to ourselves, "I wonder if there are any new members here tonight?" So Dana just announced: "Is any-

one here at your first LPR event?" Suddenly, a couple hands started rising, then more. Holy Breaking News! We said to each other, "We need to recognize these new-ish members!" So I introduced myself, as POST editor and asked if I could take a photo of them and their cars.

So, let me introduce these new-ish members to Loma Prieta Region!

Meet Bill and Debbie Teasleuy and their 2008 Cayman



Meet Chuck Leiter and his Turbo S Carrera



Meet Murry Hastmann and his Turbo Cabriolet



Meet James Quin and his 2014 911 with only 16,000 miles on the clock



Meet Jon Witkin with his Targa at Mammoth Lakes



Meet Alen Giorgio and his 2008 RS60

The RS60 was one of the special models that Porsche presents near the end of a model run, here the 987.1 series. Though sometimes dismissed as a "parts bin" car, Porsche designers curate those "parts" in an exquisite manner. Alen's example was an excellent example of this model. I've only see one other RS60 in the flesh and it too was an excellent example and part of a heart felt story. Nah, can't be the same car, or??



IMSA WeatherTech Sports Car Championship: Laguna Seca

Story: POST Editor, Photos: IMSA

The IMSA race at Laguna Seca is always a highlight of my motorsports calendar. This year the race was on Mother's Day and my wife reserved a date at the SF Symphony as her treat for being such a good mother to our kids. Guess which one I attended. So rather than my ears getting blasted with wonderful Porsche engine notes from the latest 963s, I enjoyed a Cello Concerto in E minor by Edward Elgar (OK, I never heard of him either) played by a Spaniard on a Stradivari "Archinto" cello made in 1689.

But with the help of a number of internet reports, IMSA press releases, detailed IMSA scoring tables and the magic of VCRing the event on NBCSports I can report on the race as if I were there — which I wasn't!

While our favorite marque had a good weekend, it didn't start that way. The GTP qualifying was dominated by Cadillac V-Series R cars of Cadillac Racing (#01 with Sebastien Bourdais) and Whelen Cadillac Racing (#31 with Pipo Derani) locking out the front row. Bourdais set a new GTP lap record at 1:12.445. To put things into perspective, imagine Bourdais standing next to his car at Start/Finish as I flash by in my Cayman GTS on a flying lap at WOT (Wide Open Throttle). Bourdais would be able to

finish his cup of cappuccino, leisurely put on his helmet and HANS device, climb into the car, fix his seat belts, check his mirror alignments and pull away for his lap — and still pip me at S/F by seconds — many seconds! 1 minute 12 seconds is quick, damn quick. Relative to his competition however, he only had tenths of a second to spare. The first 7 GTP cars were all in at 1:12s. The best Porsche 963 with Jaminet at the wheel had a 1:12.664, about 2 tenths behind Bourdais and also behind the BMW M Team RLL Hybrid V8.

The GTDPro qualifying was also dim for the Porsche GT3R 992s. Both Corvette Z06s were on the front of their grid, followed by the Pfaff McLaren 720S GT3 and the Lexus RC F GT3. The best that our friend Rexy from AO Racing, could do was 5th in class. GTD wasn't much better with the best Porsches (Andretti Motorsport and Wright Motorsports) being a full 1 1/2 seconds in arrears of the fastest GTD Lamborghini Huracan from Wayne Taylor Racing. OUCH!

It's a good thing they don't give out the final trophies based on qualifying, though the early parts of the race didn't look much better for the Porsches Penske 963s.

The Cadillacs lapped in order except for pitstops and driver changes. The #6 Porsche Penske tasted the lead on lap 75, but that was transient due to the Cadillac's pit stops. Then there was the multi class traffic effect!

"The Pass" when #31 went to the left of the Corvette and #6 went right.

The Cadillac dropped a wheel off track and lost its position with just 12 minutes left in the race!

Screen shot from IMSA coverage on NBC



As reported by IMSA, "Tandy, in the No 6 Porsche Penske Motorsport Porsche 963, hounded leader Jack Aitken in the No 31 Whelen Cadillac Racing Cadillac V-Series R through the last half-hour of the two-hour 40-minute race. When they came upon slower traffic through Turns 3 and 4 of the 2.238 mile, 11-turn road course at the 12-minute mark, Aitken was balked behind the No 3 Corvette Racing by Pratt Miller Motorsports Corvette Z06 GT3R while Tandy slid inside and past for the decisive move of the race." From there, Tandy extended to a 5.7 second win over Aitken.

The GTDPro order for the first 30 laps was as they qualified with Rexy stuck at 5th in class. Things jumbled a bit with a FCY, normal pit stops and driver changes mid race.



Then the Corvettes fell off pace and REXY and the Pfaff McLaren pushed to the top over the Corvettes and the Lexus. Once ahead, the AO Porsche GT3R won by 9 seconds over the McLaren. Second was the McLaren entered by Pfaff Motorsports, who until this year campaigned a Porsche

GT3R to a championship. But Pfaff switched to the McLaren 720S GT3 for the 2024 season. Payback is a B***** as they say!

The GTD class saw the #120 Wright Motorsports Porsche GT3R start toward the back of the grid (8th in class), but steadily climb the charts throughout the race finishing 3rd behind the class winning Mercedes-AMG GT3, which you may remember I'm not a fan of!

All in all, a pretty good day for Porsche. It was Penske's 100th sports car win and Porsche's 600th IMSA win. Things were a bit different when the series made its stop at the Detroit Grand Prix!



The Laguna Seca Weekend had a local flavor in the Michelin Challenge support race.

Story Bill Bauer, Photos: B Bauer, et al.

LPR members had a real treat at the IMSA WeatherTech Race at Laguna Seca, when Bill Bauer, Dave Modderman and friend of the club Joe Silva were asked to work/volunteer for the CSM

(Czabok-Simpson Motorsport) Cayman GT4 RS team competing in the GS class of the Michelin Challenge. The Michelin Challenge is a support race for the WeatherTech series and is usually a 2 hour race held the day before the main event. The LPR members participated in the refueling/driver & tire change for practice, qualifying and the actual race. It was quite an experience.

"It was cramped, hot, loud, smelly and an absolute rush!" Bill Bauer yelled, since his ears were still ringing. "I hope they invite us back next year!"



Left LPR's Bill Bauer enjoying a selfie in tech line, standing next to the No 2 Porsche GT4RS entered by CSM.



Joe Silva and Dave Modderman with CSM crew shirts



Below The No 67 GT4RS, also entered by CSM on a pit stop.

The Chevrolet Detroit Sports Car Classic: AKA Detroit GP

Jeff Olson wrote on the IMSA website:

"From Disarray Comes Accuracy For sports car drivers, racing on a street circuit is like playing tennis in a blender. What normally is fast and graceful is altered by its surroundings, squeezed and confined into a smaller space and time. Somebody is bound to look foolish, and things are bound to be broken."

Yes, mistakes were aplenty Saturday. But from them emerged some exceptionally skillful driving."

narrow streets in downtown Detroit. The AO Racing No 77 Porsche GT3R, aka REXY, didn't do as well with both Corvettes locking out the GTDPro front row and REXY managing 4th in the second row with the No 14 Lexus.

Yes, there was skillful car control by the drivers, but all you need to know is captured by a couple of pictures (below)-- well worth a couple thousand words.

The start of the Detroit GP was encouraging enough for the Porsche Penske 963s as the No 6 and No 7 cars locked out the first row in the critical qualifying session. Critical because passing was going to be, well, difficult on the track's very, very

In the end, the Acura ARX-06 with R. Taylor and F. Albuquerque at the helm passed No 6 Porsche 963 for the lead on lap 55. One and done. But the AO Porsche GT3R came home first in GTDPro as the Corvettes and Lexus took themselves out of the race.



Typical of the race, one slight driving error blocks the track.

Here the Whelen Cadillac vs JCC Porsche 963 with no where to go.

Below same thing with Corvette and Lexus but with contact as the AO Porsche looked on!

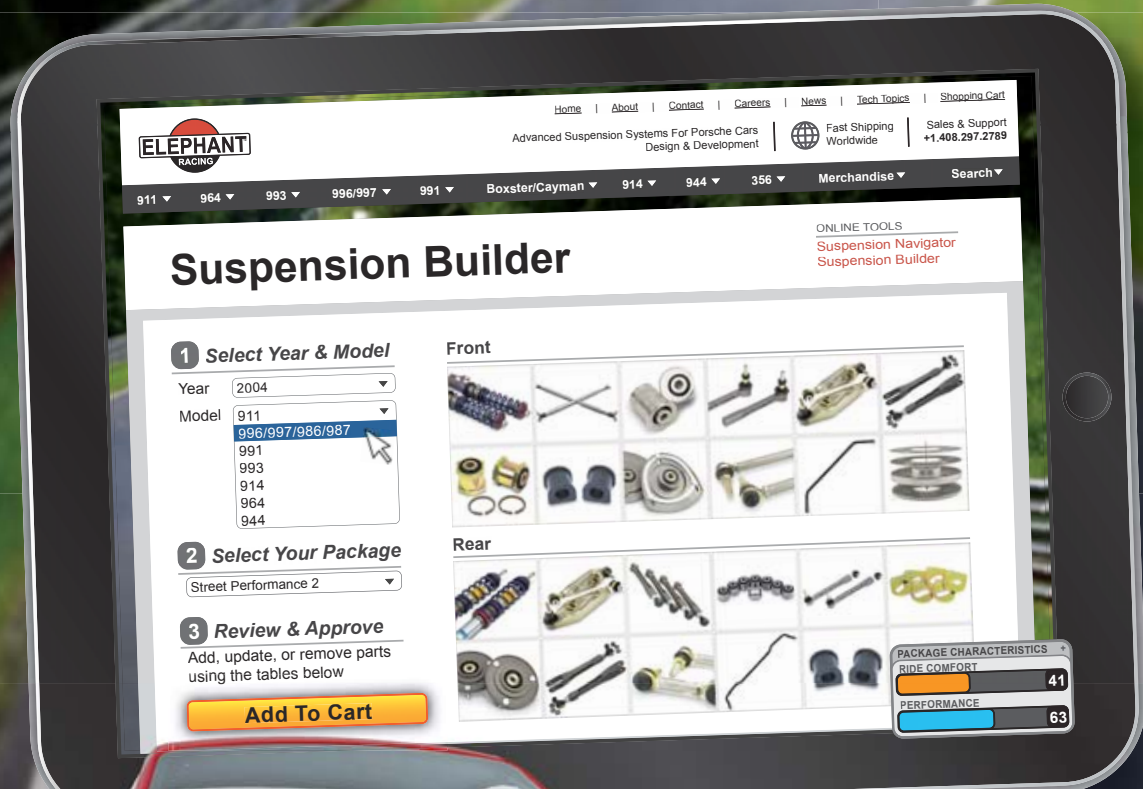
Photos are screen shots from IMSA TV/NBC



Left AO Racing drivers Seb Prizulx and Laurin Heinrich on the Detroit podium celebrate their second win in 20 days. Team mascot, REXY, joined the party! Photo: IMSA website.

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In The Zone July

with Brian Adkins

Hello Zone 7,

I am writing this on the official first day of SUMMER & already ½ the year has passed.

I attended the 68th Porsche Parade last month in Birmingham, Alabama. I did not know what to expect when visiting Birmingham ... It was impressive & really fun. The Parade campus was the Birmingham Jefferson Convention Complex, two hotels, and the "City Walk" area under the freeway, which was a unique place where the Zone Mixer was held, other parties and the Concours with historical displays and even 20 Porsche Bikes in Porsche racing livery. I am always amazed with the vision and creativity of parade event planners. The concours participants had indoor prep area at the convention center. That was a site to see. The week started for me with some PCA business prior to Parade officially opening. One item of business as it is the Summer EC National meeting and Zone Rep meeting(s), I will be sharing lots of information with your Region Presidents as follow up.



The 2025 Porsche Parade is in Oklahoma City, Oklahoma July 6 to 12.

And just announced the 2026 Porsche Parade will be at Lake Placid, New York, June 14 to 20.

The trophy winners from the competition events at Parade and the annual PCA National awards presented at Parade can be found on PCA.org soon. They are listed in posts on the PCA and various Porsche Parade facebook pages.

I would like to congratulate all the participants and all those who submitted information to be considered for National Awards both for regions and for individuals who have exempli-

fied what PCA is and all that our members do.

For Zone 7 please join me in congratulating the Regions that received National Awards.

Website Awards:

Zone 7 Website 3rd place in the Zone category, Richard Chew, webmaster

Newsletter Awards:

Loma Prieta Region Newsletter (The Prieta Post) 2nd place in "class III"

Public Service Awards:

Sequoia Region Public Service, 2nd place.

End of June and July I'll be attending a Region DE and Clubrace at Sonoma, Visiting Sierra Nevada Region & taking part in their Zone 7 Series Concours & later in the month visiting the Monterey Region including their Zone 7 Concours. Then ready to board ship for Treffen at Sea Alaska. Very excited for all the PCA activities on board the ship.

Werks Monterey registration is open NOW.

Please look below for 2024 events and information.

See you at an event SOON!
Brian

2024 DE Schedule

- 6/28- PCA Diablo, Sonoma Raceway
- 6/29-30- PCA GGR, Sonoma Raceway
- 8/3-4- PCA GGR, Thunderhill 3-mile
- 10/11- PCA Diablo, Thunderhill 3-mile
- 10/12-13- PCA GGR, Thunderhill 3-mile
- 11/1- PCA CCCR, Buttonwillow

2024 Zone 7 Concours Series Schedule As of July 2024

Date	Location	Host Region
July 14	Mormon Station, Nevada	Sierra Nevada
July 21	Carmel Valley Park	Monterey Bay
Aug 4	Porsche Redwood City	Golden Gate
September 22	Porsche of Fremont	Loma Prieta
October 6	Sonoma Plaza	Redwood

2024 Zone 7 AutoX Series As of April 28, 2024

Date	Location	Host Region
September 21	Thunderhill Raceway	Sacramento Valley Region
September 22	Thunderhill Raceway	Redwood Region
October 12	Crows Landing	Loma Prieta Region
October 13	Crows Landing	Golden Gate Region
October 19	Madera	Sequoia Region

Sacramento Valley Region invites Members of Zone 7 Regions to join them:

SVR Tour to Anderson's Conn Valley Vineyards II, July 27th, 2024, Registration is OPEN. What Better Way to Combine a Thrilling Drive in Our Cars with the Equivalent Experience in the Wine World? Come join us for a drive to the St. Helena wine region and this unique winery, world renowned for its vintages.

Sitting on forty acres, this will be a truly unique, highly personal and educational wine tasting experience. Meet in West Sacramento (details TBD) @ 8:00 am, driver's meeting and departure at 8:30 A wonderful drive to St. Helena via Lake Berryessa and Pope Valley Details and Registration at <http://msreg.com/ConnValleyWinery2024>.

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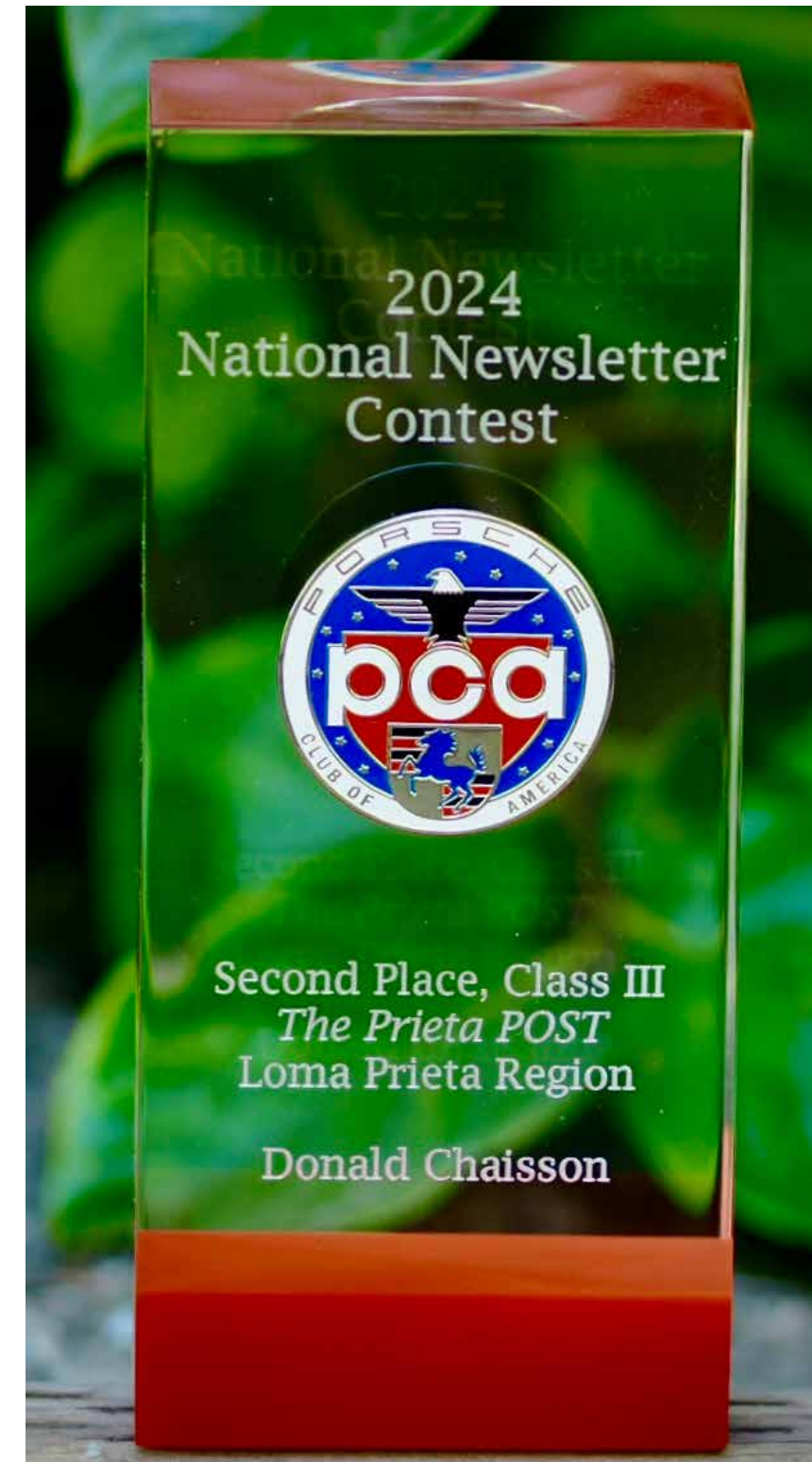

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One Last Look....



This award was announced at Parade in Birmingham, AL on June 12th. LPR President, Dana Drysdale was in attendance and accepted the award for our region. Thanks to everyone on the board and the many members who contribute to Prieta POST content. I especially want to thank Doris Britschgi and Kris Vanacore for their detailed and significant proofreading, not an easy job! Post editor: Don Chaisson



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