



Sept Oct 2024

Prieta POST

Official Publication of Loma Prieta Region, PCA



In Memoriam: John Reed
1942-2024



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Prieta POST

Sept Oct 2024



Pg 16 In Memorium: John Reed 1942 - 2024
John was one of the original pillars of the Loma Prieta Region, along with Ken Iles whom we lost last year. This issue offers many memories of John and what he meant for LPR



Pg 20 WERKS Monterey 2024!
The 10th Anniversary of the Reunion. Great cars, great people and a couple of Loma Prieta members shine! In case you were not there, enjoy the stories.



Pg 26 Interview with Vu Nguyen, PCA, Executive Director
Vu gives LPR a look behind the scenes at WERKS Reunion, its challenges and what keeps him busy at WERKS.



Pg 30 Annual Picnic and New Member Welcome
Loma Prieta's Annual Picnic is also a New Member Welcome event. Catch up with some of LPR's new members and an overview story by ex-POST editor Kevin Bennett.

Departments and Special Items

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Back Story The Prieta POST Cover Photo

Photo by: Not known, from LPR archives
 Camera: Olympus Digital



This photo of John Reed is somewhat of a rarity since John is generally the one taking the photos for LPR events. So this image from the 2022 LPR Concours at Porsche Fremont is indeed a rare photo.

This issue was supposed to lead and feature the 2024 WERKS Monterey, always a favorite event, and include an exclusive interview with Vu Nguyen, Executive Director of PCA. High profile stories and content.

But the issue needed a complete revision when news of John's passing burned up the LPR emails.

John's shadow was as large as his tall frame and as extensive as his enthusiasm for the Loma Prieta Region. Not surprisingly, that long shadow pushed WERKS into the background.

We will also run a report on our annual picnic/new member event. John's long shadow was there at the picnic also. Look for the photo message to John (then recovering from foot surgery) from members at the picnic. It is surreal how it turned out to be a premonition of things to come.



Porsche Club of America

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Loma Prieta Region



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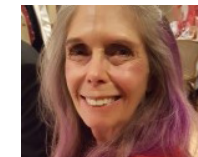
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Miscellaneous Ramblings and Back Story: an Editorial

Don Chaisson, Prieta POST Editor.

This September/October 2024 issue of The Prieta POST was coming along nicely, even with travel and conflicting commitments. The lead was to be WERKS Monterey 2024, always a "must attend" date on my calendar. To go with my report of the event was an exclusive interview with Vu Nguyen, PCA Executive Director; a great "get" in journalism jargon that I'm learning. With all the excitement of putting the issue together I was also getting ready to go on a road trip with college friends to Sun River for some golf, always some golf for me, some enjoyable meals and remembering fond memories. Things were going well.

Then on August 20th, just before leaving for Oregon, a work colleague sent out an email blast that one of our dearest co-workers suddenly passed away. His name was Larry Hamel. Larry and I worked together from 1989 to 2011, spanning two companies. Kinda bummed me out since he was so full of life.

Then, life dished out a gut punch to the Loma Prieta Region when LPR's Emilie Highley sent out an email on August 23rd announcing that John Reed passed.

This issue will include a number of LPR folks offering remembrances of John and their long time friendship with him. Remember, John was there at the start of LPR as a region. He served as an LPR President 10 times over three decades (1980's, 1990's and 2000's). He crossed trails with a lot of people who were there then and continued to be a part of LPR until now. Their remembrances will be full of recollections of good times and great adventures, befitting one of the pillars of Loma Prieta Region.

So it might seem that John belonged to the long time members, the ones that he spent 50 plus years playing around with. And that, of course, would be true.

But, I have to tell you that I felt a bond with John that began with my earliest time as an LPR member only two years ago. I reached out to John for his take on the early days of LPR as part of my research into the March/April 2023 issue of the POST, one of my first as editor. I called the issue, The Loma Prieta Big Bang Theory. A History of Loma Prieta Region. I liked John from the first 10 minutes. I marveled at his encyclopedic memory of past events. Who remembers the name of the salesman that



sold him his first Porsche! I marveled at his stories of the early adventures of the region, some of which I promised not to print! John was a "do-er" who volunteered to get stuff done. I liked that. He worked all of the region's board seats, but what got me was that he just got stuff done. Things that I respected. Some of our newer members may not know that John was editor of the Prieta Post in the early days of the region, putting the issues together with typewriter and Scotch tape. Yet, as editor, he won the Paul Heinmiller Award in 1972 for the best Newsletter in PCA, that's in ALL OF PCA. PCA thinks that award sucked John into working as an associate editor for Panorama in 1974, serving with PCA's celebrated and long time editor, Betty Jo Turner, for whom the current "Best Newsletter Award" is now named.

Sucked him in? Baloney: He jumped in!

While I could never consider myself as the kind of friend that many of the legacy members rightfully claim, I can say that we hit it off. We both were zealous Porsche fans, we both worked on the region's publications, we both LOVED photography. I would show up at an LPR event with my trusty Canon SLR, but John was already there, religiously documenting events with his Nikon SLR. I quickly found out that everyone referred to John as the region's official photographer! And why not, he was there for every event with that Nikon working the crowd. That is why I chose the cover shot with John taking a picture at an LPR event.

Damn, first it was Larry, a dear coworker, then it was John, a new friend with whom I had a lot in common.

Life can suck, but it's better to bear the burden of these losses than not to have the chance to have known, to have worked with or to have enjoyed pastimes with them.

Rest in Peace, Larry and John.

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Driving with Friends

By Dana Drysdale, 2024 LPR President

Writing about someone with John Reed's achievements (see May Prieta Post) might seem like a tall order! A couple things we may not have mentioned are 1972 (LPR's 3rd year!) National Newsletter of the year (Paul Heinmuller trophy – now Betty Jo Turner award) and assistant editor to Betty Jo Turner for Panorama. John is one of the easiest subjects and a joy to write about – just ask around!

Les Schreiber, President, 2009-10, Co-President 2017

What can you say about a great leader? As a Past President of LPR – a lot. Once selected by the membership of a great sports car club like LPR, you say, now what am I supposed to do? All you have to do is ask John Reed, he has been there, more than once, whenever we needed him.

As a club founding member (missed by a few months; he is often regarded as a "3rd founder" - Dana), John helped work out what was acceptable to the PCA National Presidents tradition and what LPR's members wanted in a club. John was always there, with any help needed for anything – drive to Parade or Escape, AX, Tours ,GTGs – and brought a smile and his camera. John will be greatly missed by all who knew him.

Tom Provasi, now Werks Reunion Chair, Porsche Club of America

John Reed was instrumental in getting me involved with volunteering for the club. He called me in the early 80s asking me to volunteer to be Activities Director for LPR. At the time I was very quiet and not an outgoing personality. John finally convinced me to volunteer, promising that he would be there 24 / 7 to help. That phone call changed my life and turned my volunteerism into a lifetime of service to LPR (several Board and Committee positions including President), Zone 7 (AX chair and Z7 Rep), and PCA National (Safety Chair, Secretary, Vice President, and Werks Chair). John was an incredible resource throughout all these positions. Most memorable were the 5 years I was the Prieta Post editor and worked with John side by side with editing and page layout. His passion for LPR was never ending. I will cherish our friendship and his mentorship forever.

Hank Malter, Zone 7 Rep, 20 Years Service, PCA Executive Council and Board

So many good memories not only of John but also of our many old friends!

Peter Ridgway, LPR Co President 2017, President 2018, 2021-22

John provided about the same amount of consulting for me as I am doing for you. He could give me valuable advice on every subject. EVERY subject. John took me to my first Zone 7 President's meeting.

Dana Drysdale, President, 2023 – 24

John gave me valuable advice on how to help the Board start out right. He gave me ideas to help the club and serve the members. John and Angie are inspirational to me – even last summer, John planned with me how to use Porsche Drive to go on an Epic tour at Birmingham Parade. And caught me up on ideas for fun from dozens of Parades!

Our last call might be one of the funniest of all time. I asked John for advice about what to do at a Potluck / GTG. Spamfest was OK, games and dancing fun, but it seemed like there should be more! Eventually we ended up with John describing a new game with a very imagy name. A poet right up there with Steven Tyler. Just when we headed for the ditch on the far side of PG, John would save us from disaster. That day, John displayed comedy and humor I will never forget. We laughed and laughed. Going to remember to have some laughs like that forever!



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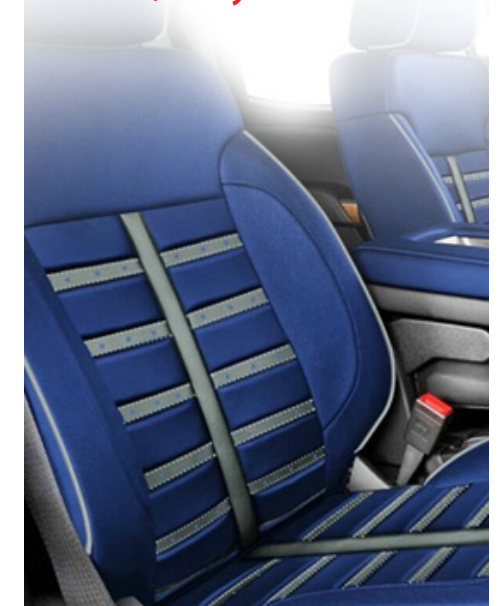
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Loma Prieta Coming Events



Loma Prieta Board Meeting Tuesdays: Sept 10th and Oct 8th: 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!



Have a Heart Charity Tour: September 14th

This charity event for Jacob's Heart will begin with a tour of Canepa in Scotts Valley, a classic and collector auto showroom! Coffee and donuts at Canepa, followed by a drive to Jacob's Heart for a tour of their facilities and a light lunch. Email Kathy Musser (momcat1951@yahoo.com) to register.



Loma Prieta Concours: Sept 22nd, at Fremont Porsche

The penultimate concours for the Zone 7 series is our own Loma Prieta Concours at Porsche of Fremont on 5740 Cushing Pkwy, Fremont, CA. Register at: <https://www.motorsportreg.com/events/fremont-concours-porsche-pca-loma-prieta-social-864800> Start to wash, wax, repeat to finish with a trophy!



Thirsty Thursday: Oct 3rd, Beer Thirty, Santa Cruz

Join members for an informal gathering at Beer Thirty, 2504 S Main St, Soquel, CA. LPR always provides some snacks to go along with available tasty beer options. No need to register, just SHOW UP about 5 to 7 PM.



Toys for Tots Tour: Dec 1st

Always a feel good event, a tour followed by lunch and donations of toys to needy kids. Watch the Prieta enews blasts for details.

Thirsty Thursday, Sept 5th: Jake's in Saratoga

Join members for an informal gathering at Jake's Pizza in Saratoga, 12175 Saratoga-Sunnyvale Road, enjoying munchies provided by LPR. The pizzas at Jake's are outstanding! No need to register, just SHOW UP about 5 to 7 PM.



LPR AutoX #7: Sept 15, Crows Landing

Back to the wide open spaces at Crows Landing. Registration is open at: <https://www.motorsportreg.com/events/lpr-pca-ax-7-crows-landing-airport-loma-prieta-autocross-924911>, but ends Sept 11th.



The Oktoberfest Tour: Sept 28 (note date change)

The Loma Prieta and Monterey Bay Regions Joint Tour - "Oktoberfest" is the menu for the end of tour catered lunch at Brookdale Lodge in the gorgeous San Lorenzo Valley. Any LPR or MBR can join "just for lunch"! Tour participants will meet for Cars and Coffee at the start to connect with MBR and then traverse the roads of the Santa Cruz Mountains. \$40 catering charge for lunch which includes Ein Glas Bier. register at: <https://www.motorsportreg.com/events/oktoberfest-tour-lpr-mbr-brookdale-lodge-pca-loma-prieta-social-745934>



LPR AutoX #8: Oct 12th, Crows Landing

Take on the challenging course at Crows Landing again this weekend. To make it memorable, sign up for both Saturday and Sunday (led by GGR) and enjoy the special dinner Saturday evening between two days of cone abuse!

Watch the LPR enews blasts for registration links.





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



Loma Prieta Regional Events

- 9/05/2024 – Thirsty Thursday – Jake's of Saratoga
- 9/8/2024 – Cars and Coffee- Fremont Porsche
- 9/14/2024 – Jacob's Heart Tour
- 9/15/2024 – Cars and Coffee - Aptos at Edna Vilozny's and Julio Ortiz's - 7545 Soquel Dr STE B, Aptos, CA 95003
- 9/22/2024 – LPR Concours -- Porsche Fremont
- 9/28/2024 – Octoberfest Tour (a joint LPR and MBR event)
- 10/03/2024 – Thirsty Thursday – Beer Thirty – Santa Cruz
- 10/13/2024 – Cars and Coffee - Brookdale, Brookdale CA
- 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

- 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

- 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

May 9 - May 11, 2025 IMSA Motul Course de Monterey

Watch this space for more events as the 2025 schedules firm up



PCA Club Racing - DE/Track Days

at local racetracks

- 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

- 9/29/2024-10/3/2024 Treffen Mt Washington, Omni Mount Washington Resort, NH

OKTOBERFEST 2024!

PRESENTED BY LOMA PRIETA AND MONTEREY BAY REGIONS PCA

TOUR - START POINT EMAILED TO REGISTRANTS NEAR WEST SIDE FARMER'S MARKET, SANTA CRUZ, THEN "LPR'S HIT PARADE DRIVES"

EVENTS AND PROGRAM

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Membership Corner

New Members

Mathew Bigarani	Scotts Valley	2007 911 Carrera C
Neil Porsch	Watsonville	2024 911 Carrera T (Now TRX to Monterey Bay)
Beverly Aigen	Aptos	2022 911 Carrera 4
Ron Covell	Aptos	2016 Cayman
Eugene Heinrich Dittberner	Centurion, Gauteng	2000 Boxster
James Masterson	Aptos	2014 Cayman
Richard Northcutt	Aptos	2024 911 Targa 4S
Scott Renfrew	Santa Cruz	1967 912
Lucas Yang	Saratoga	1998 911 Carrera S
Gregg Peterson	Santa Cruz	2023 718 Cayman GT4RS

Transfer In

Matthew Cooly	Golden Gate	1974 911
Hai Lan	Golden Gate	2020 718 Cayman GT4
Paul Moran	Golden Gate	2022 911 Carrera
William Johnston	Golden Gate	2019 718 Boxster S
Tom Winton	Golden Gate	1997 911 Targa

Membership Numbers

Primary Members: 374
Affiliate Members: 241
Grand Total: 615

Anniversaries

5 Years:	Dana Ambrisko (+ many at GGR)	10 Years:	Dave Kawaghima
	George Grialou (+ many at GGR)		Janice Nonhof
	Ellsworth Wente IV		Todd Todd
	Gerda Sander	15 Years:	Matthew Valente
	Hilton Vasconcelos	30 Years:	Kevin Hill
25 Years:	Bob Morgan	35 Years:	Russ Britschgi
	Dave Modderman		
	Larry Ludwigsen		
	Scott Weyland		

In Memoriam: John Reed

1942-2024



Photo from Doris Britschgi

Remembrances from Loma Prieta Friends

Don Chaisson, Editor Prieta POST:

John was one of those people that you just loved to be with, play around with, and work with. While I still consider myself new-ish to LPR and only knew John for two years, his passing hit hard. John's shadow was as large as his tall frame and as extensive as his enthusiasm for the Loma Prieta Region, which makes the hero photo above so poignant. Now to get a feel for what John brought to the region, new members can only learn about John from talking to those who knew him or from the remembrances members contributed for this piece.

We start with how most of us found out about John's passing, an email sent from **Emilie Highley**, longtime LPR hospitality chairperson and link to legacy members:

*From: Emilie Highley
Sent: Friday, August 23, 2024 5:48:24 PM
To: Ridgway, Peter, Subject: With a Heavy Heart I Bring You this LPR News
Good Afternoon to our LPR Family*

With sadness, I need to inform you of the passing of our beloved John Reed. As we all know, John loved LPR and was a member for over 50+ years! For years and years we all enjoyed the pictures that our "Official Photographer" took at the many LPR events that were published in the POST.

What I know at this time is that he passed away at home, yesterday from a heart attack. Angie was beside him.

Angie is with her daughter Laura and will accept phone calls at (408) xxx.xxxx (phone number hidden for the family's privacy)

*Once arrangements are made, I will email everyone.
Please keep Angie and the family in your thoughts and prayers.*

*In friendship,
Emilie*

One of the first members to respond was **Bob & Deb Frosthalm** with a wonderful story of John's outreach to them:

It was May of 2008. We read online in the then PCA independent Cayman Club web site about a Boxster Brunch at Alice's...in small print, "Caymans we welcome." Having not been there in years, Deb and I decided to have a go.

We arrived excited to see so many Porsches in the parking lot and found our way to the back room filled with long tables and lots of old folks in Porsche attire. We had agreed earlier that if it was full of spoiled young Hi Techies showing off how much money they'd made, we turn and exit. The place was packed with gray hair...a good sign...with only a couple of seats available which we quickly claimed. After getting introduced to those near us, the usual barrage of questions... what are you driving? ...are you a member of PCA? ...why not? ...where do you live? ...you should join PCA but be sure to request the LPR region otherwise you'll be banished to the GGR and they're no fun.

Oh, by the way, the interrogation was led by non-other than John Reed, with Les Schreiber and George Grialou struggling to get a few words in edge-wise. Angie and Carol were extolling the fun side of LPR to Deb, but as expected, John continued to talk over them about something called the Good Times Region.

John and I discovered that we had probably met each other decades ago when we were avid car rallyers in the mid-late 60s (damn, we're old!), which led us to getting rallyes back into LPR.

John was a great human being with a heart of gold. He loved life and everyone around him and we will miss him greatly.

More members started pouring in their contributions.

This from **Tony and Kris Vanacore**:

*Tony: Why he was called Big John!
Taken on the Costa Rica trip at Lola's bar on the beach.*

Kris: He was a quality human who made us all laugh!

From **Dana and Doug Ambrisko**

We have known John for a long time. He was our go-to guy for questions about the LPR and PCA. I will miss his guidance, input on the Blasts, but most of all his friendship.



From **Andy Ward**, another somewhat recent friend of John's!

I have only known John for at best a couple of years, but every time I interacted with him he greeted me as if we've been friends for decades. We'll miss you John.

Longtime LPR member and ex-POST editor, **Kevin Bennett**, recalled a spicy bit of LPR lore and John's funny ways, with a photo to prove it!

Reference to Spam was practically a mantra for John. The winner of a GTG limerick contest;

We all know that Kathy's a fan of Big John, head of the Reed clan. Their relationship hums when, donning tights, he becomes her superhero of love, called Spam Man.

(Editor note: the region brought back some Spam themed times at the Good Time Gathering at Dana Drysdale's Tennis Club this year! What other region could claim such continuity!

Also the reference to Kathy was to his wife before he began life with his current wife Angie. }



Photo from LPR archives

Jim Turk, LPR's webmaster (aka WebDude) and archivist was a benefactor of John's work as "The Region Photographer". He also had great memories.

As many of us know, John (AKA El Grande Juan) could wax loquacious, particularly when he was on the phone. Best stories ever! He shared one with me about Alfie, a kangaroo and a cheetah. Hilarious. I am truly going to miss our phone calls, and your stories, John.

John was THE PHOTOGRAPHER for the club, and as such, spent his time behind the camera. Very few pictures of him at club events. But this one says it all about this part of John's contributions!



Photo from LPP archives

Greg Sickal offered this remembrance:

We had many GTG events over the years and John was always there, in fact he was always the first one there! Two of our favorite tours that John helped put on year after year were the Mendocino and Pismo Beach Tours. Boy did we have some great times on these! We are going to miss John's smile, laughter and friendship.

Doris (POST Proofreader) and **Russ Britschgi** remember tours with John

When we think of John, we remember not only his warm friendship and devotion to the club but the fact that he was the consummate tour-meister of LPR. In our 35 years of sporadic participation in club activities, we quickly learned that a John Reed tour was well worth our time. His detailed planning and countless hours with Angie organizing, developing route instructions, prerunning more than once, and hosting a tour guaranteed an enjoyable event. He knew and seamlessly followed PCA guidelines on how to conduct a tour and shared his expertise with others. He took the time to find good Porsche roads with interesting sites to see, and arranged reasonable meals and hotels when it was a two day event. In years past when we all had CB radios, John even entertained us with his sharp wit and frequent banter as well as useful information along the road. John's tours have been a big part of maintaining the Good Time Region's reputation.



John and Angie worked with Russ and Doris Britschgi on a tour in 2019. The tour was such a success they received an award for the tour at the annual December party in 2019. Photo LPR archives

John Musser offered a recollection of John's playful side:

When Kathy and I were very new members of LPR we went on our first tour. It was the Peak to Peak tour. The tour went from San Juan Bautista to Fremont Peak and then to Jacks Peak Park. We stopped to use the restroom at Jacks Peak Park. While I was standing at the urinal, I heard the sound of a camera shutter behind me. I looked over my shoulder and there was this very tall person taking pictures of all the men at the urinals. This was my official welcome to LPR and John Reed.



Speaking of being on tour, Doris Britschgi found a photo of John and Angie on tour to Fort Ross in 2016 and, as always, John was capturing the moment, here with his iPhone!



John and Angie in a relaxing moment on tour
Photo from Doris Britschgi

The 10th WERKS Reunion Monterey

Story and photos: Don Chaisson



It's hard to wrap our heads around the fact that the 2024 installment of WERKS Reunion Monterey is the tenth of its still young life. This year the turnout at the Monterey Pines Golf Course site was over the top. The general corral and judged category sold out and the general admission enjoyed a very brisk business.

The Porsche Classic Restoration Challenge, covering three categories: restoration, preservation and individualization, is now in its third year. Numerous California dealers participated at WERKS Monterey - more on this later!

While WERKS Reunion Monterey is a national event, its roots run deep in the Loma Prieta Region. The setup crew had several LPR members on site, including leadership positions. John D'Angelo manages the judging activities with a large crew of judges. Dave Dunwoodie manages the corral setup with LPR members and other region volunteers..

Thursday's work began at noon-ish with Togo's lunch boxes as the hired staff erected the vendor and PCA tents and the display stands. A full jumbotron was assembled on site as the backdrop for the main stage. PCA staffers were busy unpacking all their PCA wares and setting up their tent. Kelly Tefler's tent (Kelly is the artist who does PCA's posters and auto related art work) was next to the PCA tent which kept things lively with Tefler's enthusiasm and chatter! There were two setup teams, one for the judging area and one for the general corral parking. The judging area segmented the particular classes giving each contestant ample room to set up their car and allow WERKS attendees close access to the contestants and their entries. Each car had its assigned place within the class's area. Achieving this tasteful setup was challenging, but the final result was worth it.

The general corrals were also partitioned by models, though this year had less granularity, e.g. all general water cooled 911s were in a single area, as were all air cooled 911s. Other specific areas included: 4 doors, the transaxle cars, eg. 924, 928, etc. Boxsters, Caymans, GT cars and Sport Purpose cars had their own areas. Fun fact: there was one row between the Boxsters and Caymans that was meant as an overflow area and was indicated to be for both Boxster and Caymans. The ex-Yosemite Region president, Chuck Pierce, and I routinely park our Caymans together but this year his 987.2 was on the lift chasing down a fuel flow CEL so he brought his wife's 986 Boxster. Since we knew of the dual indication of the row, we parked his Boxster and my Cayman GTS next to each other there. Very ecumenical of us we thought. Turns out we had the row to ourselves for the whole day!



There were so many wonderful cars to look at as it seems the quality of the judged cars has been improving year over year. I pick my favorite each year. My choice this year wasn't that stunning, but it was very special. First of all, it was a Cayman 987 model — sort of. You would have to have a keen Cayman eye to pick up the differences from 50 ft, but as you got closer, there were obvious clues to its unique pedigree, such as different front bumper and its insignia on the hood, not the Porsche crest but a RUF crest. Scott Doonan of San Francisco presented this 2006 Ruf 3400k Cayman in paint to sample Azure Santa Barbara blue. I spent time at UCSB so the color just spoke to me! And yes, it was built and tuned in Pfaffenhausen, Germany by Ruf. At 400 hp with its 3.4L supercharged motor, it was far ahead of its time for a Cayman with a power to weight ratio of 7.6 lb/hp. The GT4RS now takes that top power to weight ratio honor at 6.4 lb/hp but not for rarity since this Ruf Cayman is one of two prototypes.



Scott Doonan, 2005 Ruf 3400K Cayman with my favorite entry

Let's take a look at how Loma Prieta members did in various competitions.

Longtime PCA and LPR member, **Joe Hartman**, presented his 1974 911 Carrera for the 1970s 911 class. Of course, Joe's car, like all his competitors', was immaculately prepared but in WERKS Reunion competition, the story behind the car carries a large part of the voting valuation. In that line Joe had a leg up on his competitors. Firstly, he was the original owner of the '74 Carrera and ordered it with unique features, e.g. paint to sample Ivory #132 plus special leather in-



Joe Hartman and his 1974 911 Carrera, with ducktail

terior to match color and grain of a leather driving glove. Joe claims it is still 98% original as delivered from the factory. The other 2% was possibly the special leather luggage I saw in the back seat. Joe recalls how he came to get this three piece special luggage set. The luggage was originally sold to Lou Marble by Wester Porsche/Audi but he had second thoughts and returned them to the dealer.



The salesman, Mr. Brown, credited Lou for the purchase and then kept the luggage until he died, about 12 years later. Mr. Brown's son inherited the luggage though he really didn't have a need for it and ultimately listed it in the classified ads in Pano (back when Pano ran classified ads!). So after 30 years looking for this particular luggage set, Joe bought Mr. Brown's set of three bags. Joe noted, "If you want to see photos of the luggage set, my luggage, you can see it in the Ryan Snodgrass book Carrera 2.7 which describes the luggage completely. So the documentation is quite complete. In fact the set is still so original that it still has the original manufacturer's tags." With Joe's encyclopedic recall of all such details of his story, the other competitors didn't have a chance!!



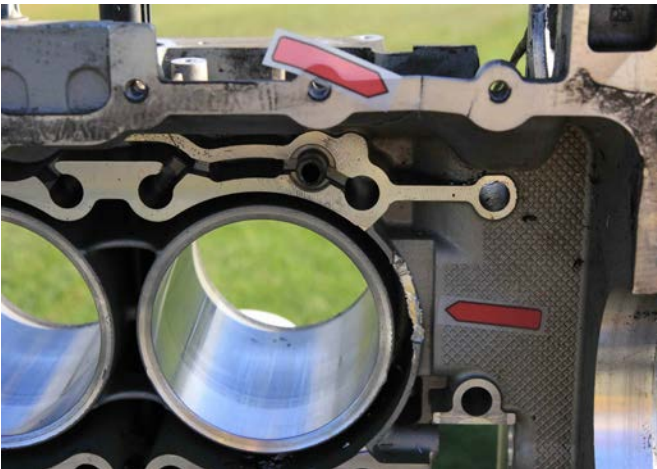
Dana Drysdale celebrates Joe's 1st place ribbon!

Another LPR member had a special day. Gunter Feldmeier, a longtime LPR member, is now the Service Manager for Porsche San Francisco. He brought a 2006 Cayman S that had a broken motor to demonstrate his shop's restoration work. Katie Mohler, a Gold Meister Technician at the shop was also there to present the car and her work.



Katie Mohler and Gunter Feldmeier

The car was immaculate but the story was in the detail of the engine failure, which they documented with pieces of the motor laid out on a table at their exhibit site. The story line was extremely well detailed, starting with a broken rod bolt that then cascaded into a broken connecting rod cap, a damaged crankshaft carrier, and a cracked 1-3 Cylinder bank. You could almost see the motor's destruction in slow motion in your mind. Other cars in the Restoration class were also very nicely done, but Gunter's story



line and physical evidence carried the day. Gunter's modesty was on display when he was informed that the Cayman won the class. He was visibly humbled and proud, proud of his excellent technicians and their efforts. All this emotion came out when he was video interviewed by a Porsche media outlet.

Congratulations to both of our Loma Prieta member winners.

The exact number of LPR Members who attended the 2024 WERKS is hard to come up with. A list that Dana was able to get from PCA had 29 LPR registered attendees, but I question the accuracy of the list since it didn't have folks that I personally saw there, including some pretty obvious contributors to the event: Dave Dunwoodie, John D'Angelo, and new members Bill Williams, and George Kopinsky. Oh yea, me! So, likely upwards of 40 LPR members or more attended and enjoyed this tenth edition of WERKS Reunion, Monterey.

Next year will be even better!



Gunter celebrating with the trophy



The obligations of a winner -- an interview

A gallery of sights at WERKS...



Scenes from WERKS: from Telfer's booth to camper 911's to our LPR group shot!

An Interview with Vu Nguyen, PCA Executive Director at WERKS Reunion

Photos: POST editor, D Chaisson

Last year, I sat down with Tom Provasi to get a better understanding of how WERKS Reunion came to be. This year, the day before WERKS, I sat down with PCA Executive Director, Vu Nguyen asking what does PCA do and more specifically what does he do to make WERKS happen. The interview has been edited for ease of reading and brevity.

POST: When do you start to work on the next WERKS?

VN: We start thinking about the next year as soon as we are packed up at the end of the event. We try and plan as much as we can in advance. About six months before this event happens the staff is putting in the orders and getting shipments lined up. It takes a while, about six months because you have things produced overseas. Then one month before the event, things get packed up at the office and actually leave our office. Then we meet it all here and unpack. It takes two days... really one active day to sort through things and one day to actually set up and we're good to go!

POST: Are there things not obvious to attendees that help enable WERKS to happen?

VN: Absolutely! What I say is that we the staff and the volunteers are like the wedding party. When our guests come, they will have a great time, but they won't see all the things that we're looking at behind the scenes: like did the catering people come, are people parking their trailers in the right spot making sure the traffic flows. There's lots of stuff behind the scenes to make it look seamless to the average attendee. There's a lot! Just parking alone means understanding the logistics of how to bring the thousands of cars onto the property efficiently. When handling the money, there's cash and credit cards, and you gotta scoop it up routinely, you gotta run to the bank to make deposits. There's all the event logistics that we are constantly monitoring how it is progressing. During the event I'm typically on stage, but I am scanning the property to see if there are any bottlenecks or if anyone is injured or scanning to take care of the "fires".

POST: But you take time with Manny doing the YouTube videos, right?



VN: Well yeah. The reality is that such a small percentage of our membership will ever get to experience this, and we're happy that those members do come out. But there are those who kind of live vicariously through what we provide on YouTube or through the podcast. We want them to be proud of this event even though they didn't get to go because they know that their club puts on one of the largest gatherings of Porsches every year and we've made a mark at Monterey. Everybody knows WERKS Reunion. They know if you are a Porsche fan, you have to be here. We want to make it a must-see event, a bucket list event. (POST: a couple of vendor fellows drop by for Vu. Vu gives them some quick guidances/directives). You just saw what I was talking about. I can interact but I see things that are going on and I don't want people waiting. This was a perfect example of what I do all day long!

POST: This is the third year that WERKS has been at Monterey Pines Golf Course. I remember from talking with Tom that it was like a last option.

VN: Hmmm, It may have seemed that way to him, but I am a firm believer that when things and opportunities come about, and when we lost or had to move from another place, or we moved into Blackhorse/Bayonet which was pretty but the logistics were difficult, there is always something else, another opportunity. We're very thankful that we landed here. It's an ideal location for us. We will continue to make it work, but I'm also not worried, if for whatever reason we're not able to come back, we will always find a home for it.

POST: How do you get special displays to show up?

VN: It's all about relationships. So, here we'll have 30 some exhibitors and sponsors and some of them have hardware that they want to display. It might be our presenting sponsor Michelin has a theme that they want to do at their display. Porsche Classic wanted to have one of their competitions at our event so all of a sudden you have 29 amazing examples of freshly restored Porsche vehicles here. It's all about the relationships. Everybody wants to be here, but we are somewhat limited in space. We really do try to incorporate everybody that wants to be here, and I think it just adds to the total experience for the attendee because it's kind of one-stop shopping. We open at 7:00, you roll through and you don't need to leave because we have the food, we have the drinks, we have so many cars, so many people for you to talk to. It is an all encompassing Porsche day.

POST: Speaking about Porsche Classics, does that program come from Porsche? I'm sure it didn't originate from the dealers, right?

VN: No, the program didn't originate from the dealers. Porsche Classic, which is at the Porsche Experience Center in Atlanta and the whole classic arm of PNA (Porsche North America) has grown tremendously over the decade. They wanted to challenge their dealers that work on these cars to do a project and showcase them. They are from areas all over the country. I think there are 3 area competitions, one of them being the one tomorrow and then the finals, I think at the Peterson Museum this year. The winners of this region will then compete for the finals. It all came from Porsche Classic looking to highlight the work that their classic dealers can do.

POST: So how did the Junior judging come about?

VN: Gosh, I think it started about 5 years ago. PCA is known to be family friendly. That's what I love: that we include young and old as long. As long as you're enthused we want you to be a part of it. But we really kicked off the Juniors program where a member's son or daughter or niece or nephew or grandchild can join the club. We wanted them to not just come and hang out. We want to give them somewhat of a schedule of doing things at the event. Junior judging together with Hagerty was so we could cultivate the people that will be doing this stuff for us 10 to 15 years. So that's how it came about. We did a simplified version. The kids love it because they get



Vu interviewing a favorite Porsche photographer, Michael Allen Ross. They were discussing Ross' upcoming book *Porsche Outlaws: Stuttgart Hot Rods*

to go around the fairways with somebody that's knowledgeable about the cars and they learn something. They can pick cars based on the funniest things; they can pick based on color, or they can pick based on the person presenting the car, but it's about keeping them involved. The last thing you want is the child to come to our event and be bored.

POST: It seems that the judged cars are getting better and better. Is it organically growing, or is PCA pushing the limits, ...or?

VN: No. Concours, believe it or not, is an area that is not growing in leaps or bounds in terms of numbers. The members are in a cycle where folks that have been in PCA for two or three decades have gotten to the pinnacle of concours judging. Some like to stay there, but some of them are kinda done and just want to relax.

Then you have the newer members that are not at that pinnacle of concours yet and are still learning. They just got their 997, 991, 992 and still want to be a part of it so we have different classes which can introduce them to the whole experience of being in a concours. PCA members are all cut from the same cloth in that they are all very competitive. Once they are in and did well in this class, what's next? And then they see a car that is fully prepared to go and say, "Wait a minute, I wanna be somewhere like that someday," and it is a natural progression. Cars that are coming from the region and zone levels to compete are incredible examples of number one cars but I think

there's a range. I don't know if those number one cars are growing, but it's sort of that bar that everyone strives for and we are still at the young curve for the newer owners to get there. There is so much to learn. That's what I hope people take away when they come to compete at an event like WERKS. They go to their local zone or region events and are competitive because they've learned so much at this national event.

POST: So you see the improvements as organically growing.

VN: Yes, and WERKS Reunion is not your typical Pebble Beach or Hilton Head. It is casual. We don't even call it concours. We call it judging because you don't have scoring sheets that go back with you. It is more about the whole story of the car. Yes, it must be presented well, clean, proper, whatever. But sometimes a car that might be normally a concours number one car that should win but doesn't have a story might lose to a car that isn't as well prepared, but it was the grandfather's car, was restored, and they drive every day. They drove it here from Alabama. A car like that can beat a completely prepared concours car at WERKS. And I think that is important, the story of the car is important.

POST: So are any there other surprises for next year's WERKS you can share with us.

VN: I would say just like anything with PCA we don't sit on our laurels and we have our foot on the gas. We are always looking at doing something different each year and it might be something very subtle or might be something very dramatic. We might consider changing the layout of the field or we might pick a particular theme. For next year in 2025 the big thing is that it will be our 70th anniversary. You will see, at a minimum, some of the highlights of the anniversary cars and special displays. We'll bring out our historic memorabilia for the club to keep people informed and proud of being part of an organization that is turning seventy.

POST: WOW, that sounds like something to look forward to. Vu, thank you for sharing your perspective of WERKS.

VN: Hopefully this works out and you can write a couple of sentences with that! (POST: a typical encouraging and playful response from Vu!)



Scan QR Code to see the Spring 2024 Winners



Win a Porsche with PCA's member-only raffles!

Twice a year, many PCA members get a surprise announcement!

Discover an incredible benefit of PCA membership: the opportunity to take part in PCA's semiannual raffle. Members can buy entries for a chance to win a brand-new Porsche. The fall raffle is on the horizon, with the anticipation of multiple winners.

Stay tuned to pca.org for raffle dates and details!



PORSCHE CLUB OF AMERICA

Our 2024 Annual Picnic and New Member's Welcoming Party

Story: K. Bennett Photos: J. D'Angelo, D. Chaisson



When Debbie and I arrived, we encountered Dana Ambrisko, working the check-in table, where we received the plastic bracelets that would grant us our hamburgers later in the day. We quizzed Dana about the progress of her home rebuild, and she produced pictures of current progress, as well as artist renderings of the projected finished product. During our brief repartee, she mentioned that she had recently seen a picture of her, taken from behind, and thought to herself, "Who is this lady with all that gray hair?" Being of an age, myself, I expressed a



Shelia and Honore at the check in table.

certain solidarity with her concern with the passage of time, but, hey... what can you do?

We walked into the actual picnic grounds and touched bases with Kathy and Johnny Musser, who have been shuttling between their home in Santa Cruz and their son's new home in Phoenix. Kathy commented that their trips south have contributed mightily to the decluttering of their home... a big perk to raising children, in my opinion. Sue Sickal came into range, and knowing Sue's infatuation with dogs, I showed her photos of my new dog, Fera, which led to a quick lovefest for all things canine.

Looking over Sue's shoulder, I noticed a trio of what I took to be newbies. They were just standing, looking around... kind of lost, with stick-on name badges. This kind of action is really not my forte, but I went over to them, verified that this was, indeed, their first event, and gave them a briefing on helping themselves to food, drinks, and finding a table. In retrospect, I'm not even sure I introduced myself (I said it wasn't my forte). I then went looking for my wife and found her sitting at a table with the Mussers, Kris and Tony Vanacore, and Uwe and Michelle Schaefer. As I was sitting down beside her, who should I see sitting at the end of the table,

alone and unoccupied? It was the newbie trio. So, being stuck on the periphery of the conversation down-table, I decided to move up-table and talk with Daniel S., his wife, Haesun, and their son, John. It was somewhat awkward, in that there was a slight accent problem, all three were softspoken and I am a bit hard of hearing. I determined that Daniel is a graphics designer, to which I related to my time creating ads and such for the POST. Haesun is a nurse practitioner, to which I related to my grandson being in nursing school, and John is a software engineer, to which I related to my time as a computer programmer for a bank. All this gave me something to talk about, but, in retrospect, I think maybe I talked too much.



Jim Turk leading a table with a message for John Reed and Angie!
Yes, we miss you.

Doris Britschgi brought Don Chaisson over and introduced us. Having been the POST editor for nearly ten years, I can see where it would make sense for us to meet, and he, being the current editor, didn't hesitate to take advantage of the situation by recruiting me to write this account. I guess I shouldn't resent it; I would have done the same.

People started showing up at the table with burgers and dogs, so we headed over to the chow line (our burgers were good, the beans were lousy, and the corn just so-so). While near the back of the line, I pointed out to Don that, at the head of the line was Daniel S., the graphics designer. Don ended up back at my table sitting directly across from Daniel... these editors are all alike, always picking people's brains for anything that might be useful.

There was a brief interlude wherein gift bags were handed out to newcomers (unfortunately, my trio were somehow overlooked) and a bingo game was called. Three people

split the single pot. After that bit of business, ice cream was handed out to all who were interested, then the crowd started to thin as peeps drifted homeward. Karen Morgan sat down and recounted some of her adventures in their trip to Spain. I could relate to some sites and activities, having visited Barcelona myself, but what I found to be most interesting was that both Karen and Bob came down with Covid, and they, therefore, cut their trip short and flew home. How the world has changed! It wasn't that long ago that they would have been quarantined for weeks. Now, you just fly home.

One of the great treasures of LPR over the last 30+ years has been the participation of Tony and Kris Vanacore. Not only have they performed a myriad official duties and put on innumerable events, but the membership has been blessed by being regaled with many colorful stories by Tony.

As the crowd thinned I had a quick exchange with Jim Turk (thanked him again for taking the website off my hands), thanked Uwe for keeping my wife occupied (they were sitting next to each other, so his situation was hopeless), chatted briefly with Mike Zampiceni (a longtime LPR member who was at the park with a different group), and finally, commiserated with Johnny Musser and Russ Britschgi about how the world had changed so much, especially that the country was so polarized.

I have to say the folks behind the antipasti table did an absolutely incredible job. So much food and an amazing array. Thanks, on behalf of Debbie, me, and all of those attending, to everyone involved in putting on this event.

See y'all next year.



Dave Dunwoodie and Hugh Calvin either parking cars with red flags or telling folks that the picnic was over -- with their red flags?

New Members Welcomed at the Annual Picnic

Introduce Themselves to LPR

As told by the new members, Photos: D. Chaisson

Introduction: An editor always looks for a story. Here, the stories are told by the new members themselves. As you get to know them, you will surely agree that this class of new members bring a varied array of interests and enthusiasm to our region. When you see them at future events, please go out of your way to say hello and welcome them to the event.

Glen Ceresa



My Porsche is a 718 GTS 4.0 in Arctic Grey, manual transmission with limited slip. It was so new when I arrived at Roaring Camp it was only 4 days old and had only 105 miles on the clock, but getting the car was a long story. Allocations for a 718 GTS were very rare and I had to wait for almost two years for one to open up. Interestingly, allocations for the 718 GT4 were pretty available, but not for the GTS 4.0! The dealer called with the allocation news in December. It took another six months for it to get on the schedule, get built and be shipped to California for delivery. It was fun watching the car carrier boat's progress on the ocean. The car specked out very close to the price of a 911 Carrera, but I wanted to try a mid engine car. After driving it, even for just a few weeks and obeying the 4000 rpm break in limit, it was "the right choice!". I joined LPR when he got the VIN information.

Glen is no stranger to "the need for speed". In 2007 he bought

a Mustang GT500 and had it set up for track duty. Glen ran the Mustang for 15 years on most of the Nor-Cal tracks, but said Laguna Seca is his favorite. It was easy to get to LS, enjoy a full day on the track and be home for dinner. Laguna was the most challenging for Glen probably because most of his seat time was on LS. Glen gave his wife, Lauren, a shout out as she let him do all these fun car things even though she thinks a car is something to get her from A to B. Here is a photo of the Mustang.



George Kopinsky



George, with his partner Diane Robinson, attended the LPR picnic as their first event after going PCA. George lives in Santa Clara and drives a 2006 Cayman S. George seems to be getting into the LPR spirit, signing for his LPR badge at the picnic. Bring it on !!



James Williams

We didn't get a photo of James, but he provided us with a photo of his current ride in its comfortable setting:



James confirms the car as a 2023 911 Carrera in Arctic Gray. He first joined PCA in the early 1980s and owned a 1972 911T and a 1986 911 but let his membership lapse. He rejoined PCA last year when he took delivery of his new Carrera. He is interested in and has participated in LPR AutoCross (competed in class O-04 in AX#3 and #4) and tracking at Sonoma, Laguna Seca, etc. He is a good friend of Jim Turk.

WELCOME BACK TO PCA!

Jon and Marsha Witkin



Here is how Jon tells his Porsche story:

I sold my business Western States Glass in Fremont about six years ago. I feel blessed to be able to explore hobbies and leisure activities: hiking and golfing and books and cars. In college I had a 914 from Mozart Porsche in Palo Alto. After college I bought a 1976 black Porsche Targa from Bud Hart Racing in Santa Clara. In the first year of the pandemic I was the only vehicle sold at Stevens Creek Porsche on July 4th, a 2016 black Porsche Targa. I have been having a blast and visited the Porsche Experience Center in Carson and had a few rides with friends. Last winter I attended the Cars and Coffee at Petes in Los Gatos and decided there to join the club. The BBQ was my second event and I was very impressed with the small group of dedicated volunteers. Looking forward to attending more activities. Thank you again. I'm excited to be back in the Porsche community.

Jon

P.S.

I decided to use BRRacing to service my vehicle. BRR is not only locally convenient but Bruce and his team have done a very good job on my car. Some friends use Don Wise Autowerks in Campbell. Don is a great guy and actually used to rebuild engines for Bud Hart. Local history.

I am glad I joined Loma Prieta rather than the Golden Gate Region as it is much larger and less personal.

Daniel, Haesun & son Jon Seol

The Seols are rather new to the area, moving here from Los Angeles. Their Porsche is a white 2012 911S. Daniel is a Graphics Designer while Haesun is a nurse at Kaiser. They seemed to appreciate that I enjoy Korean Dramas on Netflix. We talked about the first series that my wife and I got hooked on, Extraordinary Attorney Woo. Interestingly, the article author, Kevin Bennett chimed in that he also got hooked by Attorney Woo! Jon drives a Hyundai Veloster and enjoys autocrossing! Maybe he can get his dad and mom to try and AutoX their 911S!



John Tucker & son Scott

John has a 2005 911 Carrera, a 997 model. I didn't get a photo of John and Scott, but Scott's history with cars is an amazing story, so he gets a picture taken from his business website. Here is his report.



It was great meeting you at the barbecue this weekend. It was a really great day and we are glad we went. We've been trying to get involved the last year but our schedules haven't lined up.

As I said I wanted to give you a little more background on my experience especially as it relates to Porsche.

I was in the automotive restoration and high performance business for 30 years before moving over to the family business in wealth management (Morgan Stanley Wealth

Management). When I was in my early 20's while studying automotive technology at De Anza College I was taken under the wing of famed Porsche camshaft designer Dema Elgin who some of your members may know. I eventually became his top student and protégé. After I finished at De Anza I attended Cal Poly Pomona studying mechanical engineering but didn't finish due to a spinal injury. I went on later in life to get two AS degrees in Automotive Technology and a bachelors in Information Systems. In my early days I spent a lot of time working on domestic hot rods and then in 2001 I went to work for Dinan Engineering, the BMW tuner. We also did Porsche 'power chips' under the Weltmeister name. At Dinan I was a software and calibration engineer and began my experience as a professional test driver as calibration requires a lot of high speed driving. In 2010 I went to work in Bruce Canepa's shop restoring and modifying cars. I started out as technical lead and ended up as his project manager. In 2016 I left Canepa and took an opportunity as an analyst at Borelli Motorsports in San Jose. My job was to try to turn around a company that had been losing money for many years and make it profitable. Unfortunately the best route we found was to shut down the business, which we did while finishing up projects in the shop amicably. After finishing that up, I became a manager at Dell Auto Body in Campbell. In 2018 I had a catastrophic failure of a disc in my neck requiring emergency surgery. It was at that time I decided to leave the business and became a financial advisor at Morgan Stanley in Scotts Valley. I am the fourth in the family so it was an easy and rewarding switch. I also teach high performance engine design at De Anza College in Cupertino.

Covid messed up my plans to join PCA, but I am very happy to have gone to my first event and hope I can attend many more. I live in the Santa Cruz Mountains and am a well-known San Lorenzo Valley historian. I am an active member of the SLV Rotary Club and Chamber of Commerce. I write for the local newspaper and do a lot of community volunteer work. I am married with 2 kids and besides cars enjoy hiking and woodworking. Although I currently share a 2005 991 with my father, I am hoping to buy a Cayman GT4 for my daily driver in the next few years. I currently drive a BMW 135is, which is a special model only made in 2013 of which 600 coupes were made. Mine is the only one in its color combo.

A few more Porsche related experiences: I have driven hundreds of Porsches including 10ish 959s, a 906, quite a few sub 1000 mile 930s. Some of these cars I got to drive

out on the road were worth up to \$35 million. That doesn't include the Ferrari 250 GTO (\$60 million) and 250 LM that was the last Ferrari to win LeMans outright (insured for \$85 million) that I drove in the parking lot, slammed on the brakes, and skidded sideways to make sure the brakes were in working order.

Scott

There were other new members who I was able to get a photo of but didn't have time to interview them for their stories. Here are more new members and their photos -- so you can say hello when you see them at their next LPR event!

Sherwood & Marcy Anderson



Jason & Sylvia Cathy



Connie Linton



Finally, there were a couple of new members that I failed to meet and failed to get their pictures. MY BAD !!!

But, here are a couple more new members that we need to reach out to at the next event they attend.

Blaine Halley Katrie Groothof

PORSCHE Motorsport Update



by D. Chaisson, Editor

As the 2024 season is short lived with only IMSA's Indy and Petit Le Mans left, it is time to start looking at what the grids will be like in 2025. The Porsche Penske team looks strong as ever with two cars in IMSA and 2 in WEC though the driver lineups are rumored to be in flux. The rest of the IMSA grid will generally be the same with 2 cars by BMW M Team RLL, 3 cars by Cadillac Racing and Whelen, and 2 cars by Acura. Fairly new will be 1 car for Heart of Racing with an Aston Martin Valkyrie and 1 car by Iron Lynx Lamborghini (Endro Cup only). The independent Porsche crowd will continue with Proton Mustang Sampling and JDC-Miller fielding 963s.

Since Watkins Glen, the team has fallen back a bit with Aston Martin, Corvette Racing, Ferrari and BMW winning at Watkins Glen, Detroit, Road America and VIR respectively. The team standings with two races to go are:

Team	Points
1. Porsche, AO Racing	2519
2. Aston Martin, Heart of Racing	2502
3. BMW, Paul Miller Racing	2408
4. Lexus, Lexus Racing	2358
5. Corvette, Pratt Miller	2318

The WEC grid will continue with Ferrari 499Ps, Toyota GR010 Hybrids, BMW M Hybrids, Alpine A424s Lamborghini SC63s, Peugeot 9X8s, and Porsche 963s fielded by Penske and Proton Competition. In general, the two series' grids will be strong and competitive.

If AO Racing continues its slide, the year long championship is definitely at risk.

Speaking of competition, the IMSA standings with only Indy and Petit Le Mans left is tight. Porsche Penske cars sit on top of the standings. Cadillac Racing sits in 3rd and 4th, both in striking distance if the 963s falter at Indy or the Petit Le Mans at Road America.

With due respect to us Porsche fans, I am watching the Ford Multimatic Mustang GT3 team, as I once owned '65 and '82 Mustangs.



Ford announced continued support for IMSA and WEC, entering 2 Mustang GT3s for GTD Pro for 2025. The team had problems early on but they continue to improve, scoring a 2nd place at VIR.

Watch out for the Mustangs in 2025.

The IMSA GTD Pro class saw our favorite Porsche GT3 R team, AO Racing doing well, but mid season the team changed the car's livery from the well known green "Rexy" to a pinkish "Roxy" look.





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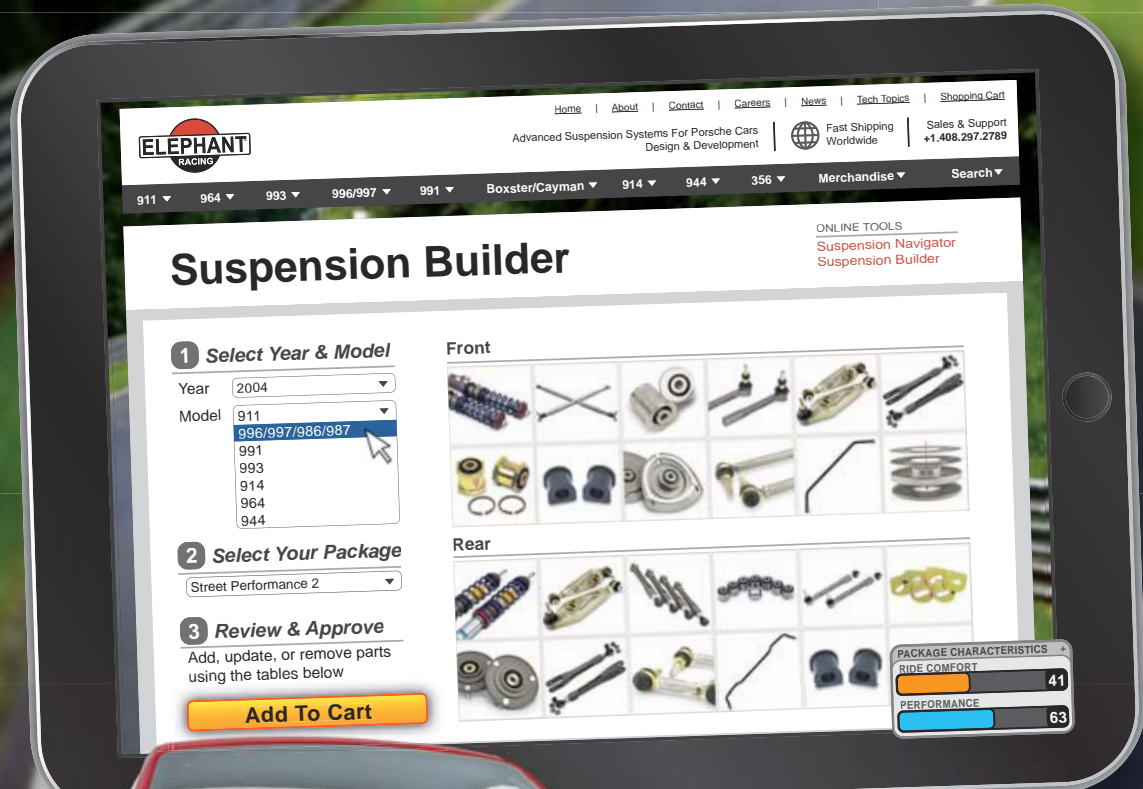


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In the Zone

Hello Zone 7

I'm just home from Werks Reunion Monterey.

Wow ... What an event! I pulled a couple volunteer shifts and setting up / working at the event was SO fun. Thanks to all who volunteered, were one of the almost 1000 participants on the judged field and in the corral. Congratulations to multiple Zone 7 ribbon winners. An amazing venue, great weather, cars and friends everywhere. (Even the music was enjoyable).

The week before I sailed with Princess Cruises / Treffen at Sea. I had been to Alaska before and was "all in" on the PCA aspect of the cruise. Every moment there was something to do. Yes, in the ports of call but on board even more. I attended all ten tech talks, raced toy cars, entered the on board concours, decorated my door, enjoyed each of the special cocktails, had amazing food, attended multiple parties and get togethers. Seeing many friends and making even more. I enjoyed it so much I have already signed up for the '25 Treffen at Sea where we will visit the Eastern Seaboard. We will also celebrate PCAs 70th anniversary with many special functions.

Registration for the Zone 7 Autocross rounds 7 & 8 IS OPEN!

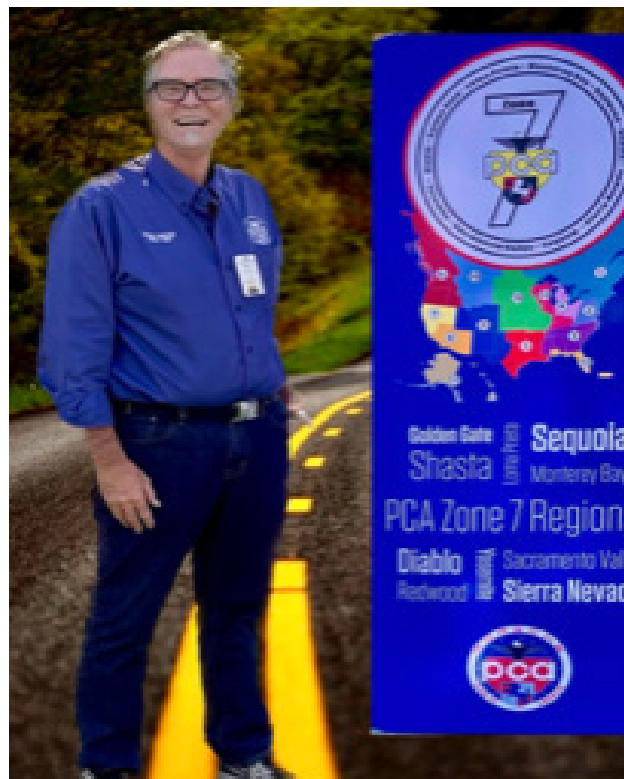
This is a two day Zone event weekend.

Sacramento Valley Region PCA AX Zone 7 Event: Saturday, September 21 @ Thunderhill Raceway

www.motorsportreg.com/events/2024-pca-svr-autocross-7-zone-event-thunderhill-raceway-park-sacramento-valley-649678

Redwood PCA AX Zone 7 Event: Sunday, September 22 @ Thunderhill Raceway

www.motorsportreg.com/events/2024-redwood-autocross-2-zone-7-event-thunderhill-raceway-park-pca-072022



Brian Adkins
Zone 7 Representative
Diablo Region
brianpadkins@gmail.com

Zone 7 Concours Series – Registration is OPEN !

Next event hosted by Loma Prieta Region

September 22nd @ Porsche Fremont

www.motorsportreg.com/events/fremont-concours-porsche-pca-loma-prieta-social-864800

Looking forward to September and seeing you and an event.

Brian.

2024 Zone 7 Concours Series Schedule

As of September

Date	Location	Host Region
September 22	Porsche Fremont	Loma Prieta Region
October 6	Sonoma Plaza	Redwood Region

2024 Zone 7 AutoX Series

As of September

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

2024 Zone 7 DE Schedule

As of September


Date	Location	Host Region
October 11	Thunderhill Raceway (3-mile)	Diablo Region
October 12-13	Thunderhill Raceway (3-mile)	Golden Gate Region
November 1	Buttonwillow	CCCR

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One Last Look.... yes LPR will miss you John





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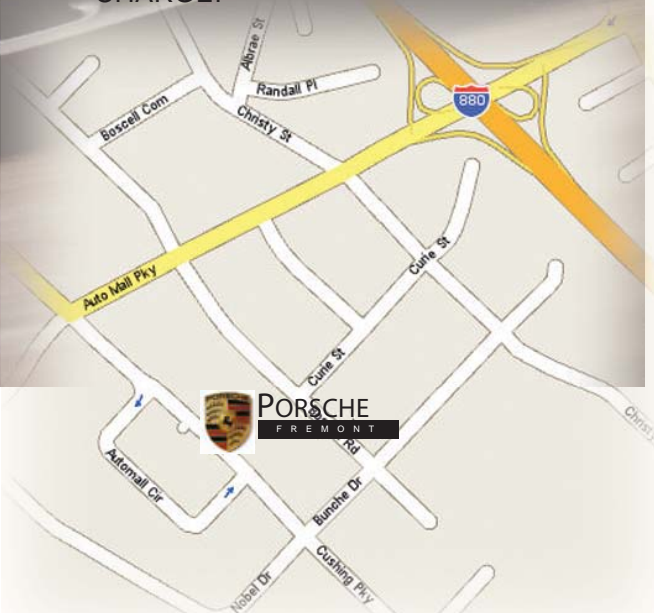
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