



May June 2025

# Prieta

# POST

Official Publication of Loma Prieta Region, PCA

## LPR Test Drives the Macan EV







## Courage Changes Everything at Porsche of Stevens Creek



### Porsche of Stevens Creek

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# Prieta POST

May June 2025



### Pg 18 LPR Test Drives the Macan EV

Loma Prieta Region gets a taste of driving the newest Porsche, the electric Macan just like Manny Alban did for Panorama in Germany. But we evaluated the car on local Bay Area roads and settings. Check out what Dana thought about the drive.



### Pg 24 Zone 7 Awards Banquet

A Loma Prieta couple is honored with a prestigious Zone 7 award. If you know LPR, you can guess who the recipients are!

Yes, John and Honore D'Angelo.



### Pg 26 Bunnies and Bonnets Parade in Campbell

As Doris Britschgi puts it, "Small Town America in the middle of a megalopolis. That's how the annual Bunnies and Bonnets Parade in Campbell makes me feel." Catch the joy for yourselves as you read about the experience.



### Pg 28 Porsche Sprint Challenge at Sonoma

The Porsche Sprint Challenge series gives a professional experience to both aspiring professional and amateur drivers and provides an opportunity to hone their skills and race craft. It's also fun to watch them work on their dreams. Bruce Todd of BRracing provides a history of how he got into the position of helping drivers live their dreams.

### Departments and Special Items

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## Back Story      The Prieta POST Cover Photo

Photographer: Don Chaisson  
Camera: Canon EOS 60D, EF-S10-18mm  
1/500, f5



### Prieta POST Sponsorship Rates

Full Page	
inside cover, inside back	\$1,800/yr
Full Page:	\$1,000/yr
1/2 Page:	\$ 600 /yr
1/3 Page:	\$ 450/yr
1/4 Page:	\$ 300/yr

#### Optional Add-ons:

Sponsor provided and installed logo on LPR AX trailer:  
\$250/yr.

Sponsor o w n e d banner displayed at LPR AX  
events: \$100/yr

The cover shot was part of the test drive and photo shoot for the article "LPR Test Drives the Macan EV". While on the drive, Dana happened on the Saratoga Quarry Park, Big Basin Way, that Missy often visits to hike in nature.

When we pulled into the parking lot, I knew it would be a great backdrop for a cover shot with its interesting structure and soft evening light. The Danger sign on the structure suggests a risky electric nature of the Macan.

The shot used portrait orientation but still needed a bit of cropping to match the cover dimensions and to cen-

ter the "*electric*" badging that was highlighted on the front fender. I did a bit of Photoshop work to remove the distracting electrical conduit on the face of the quarry bunker structure, but that was all that was needed.



Porsche Club of America

Region Leadership

Loma Prieta Region



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## Miscellaneous Ramblings and Back Story: an Editorial

Don Chaisson, Prieta POST editor



I've been taking a night class in Graphic Design to get some ideas on how to spruce up the POST's look.

So: two things!

One way to improve the POST is appropriate use of Photoshop to touch up photos, not just adjust exposure errors, but to do some computer-generated imagery (CGI) magic. In this issue's Back Story, I mention that the cover photo was improved by removing a distracting electrical conduit on the face of the Saratoga Quarry's structure. Avoiding distracting elements is a key part of automotive photography as outlined by noted professional photographer Michael Allen Ross (see my first issue of the Prieta POST, Nov/Dec 2022).

Another, more extreme example was to Photoshop the hero shot from last month's article by John D'Angelo, "First Love, New Love." I wanted to use one of John's photos of Primo on the shore line near a lighthouse. Here is the original photo.



The problem with this photo is that I wanted to use it as a hero shot for the article, and I need some space to highlight the article's title and start the text as an introduction. Also, I needed that space on the left side of the car so the flow would be: title/introduction, the car, and the lighthouse as background.

Enter Photoshop AI. Without ANY SKILL in creative AI, the app walked me through creating 30% more shore line to the left of the car. The results, as you can see comparing the original to the modified image are both amazing and spooky! The modified image simply looks like I just panned the photo to the left, but there was nothing to the left of the stake at the car's front bumper. All left of that was created by Photoshop AI!



Secondly, I'm experimenting with more creative design elements for content.

This issue changes the look of the recurring feature "Loma Prieta Coming Events". The POST's proofreader, Doris Britschgi, never liked the way I presented the events, organized with the events across the two page spread in a left, then right, then drop down to the next level. That drove Doris crazy! Turns out she was on target with her criticism. I'm experimenting with a top-down on first page, then top-down on the second page.

ALSO, I was dead wrong in how each event element was displayed: avatar, then description, then date/time, then details. So I've changed the display to: highlighted date/time, then avatar, then description. This order and color emphasizes the first and important element: date/time.

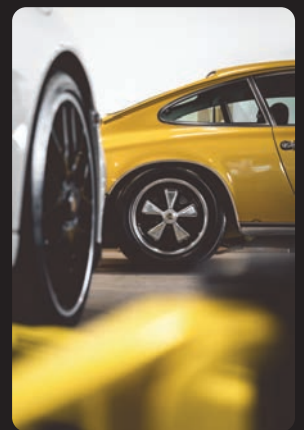
What do you think? Comments to: [prieta-post-editor@lprpca.org](mailto:prieta-post-editor@lprpca.org).

The Prieta POST welcomes Beeline as an advertiser/supporter

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# Driving with Friends

## Porsche Heritage Day, June 22 - Info - More to Come, Keep Watching the Bimonthly Blast

This issue, Driving with Friends will recap information about Porsche Heritage Day on June 22. This is a great idea from member Steve Douglas, and we deeply appreciate Porsche Stevens Creek's work to help make it a reality!

## What Is Porsche Heritage Day and Who's Coming?

Porsche Heritage Day is a day to celebrate Porsche's incredible history, the cars and to meet people and learn about the cars. People we do not see often will be there with their incredible cars. We will appreciate every member's help with the cars and displayers.

**Display Cars** - We have reserved spots for display cars, up to 90 cars, and we are at 50. We need Transaxle cars! And 964s! And early Boxsters! Also Race and Sports Purpose! Display Cars will get a free grille badge as soon as Porsche approves them.

**Everyone Else Cars (that's my class!)** - We believe there will be registration for other onsite parking soon. There is a special parking area for early 911s and 356s that are not on display. Additional public parking is available at the shopping areas nearby.

## Signing Up a Display Car

Anything equal to or older than 996 / 986 are eligible for Display Cars. If that's your car, email president@lprpca.org to get signed up.

## Where is Porsche Heritage Day?

Use a Map App and search for Los Gatos Acura. That's it.

## Approximate Schedule for Porsche Heritage Day

**8:30 AM** Open for Display Car Setup. Complimentary Breakfast for Display Cars.

**10:00 AM** Parking for everyone else and show opening

**12:00 Noon** People's Choice and Kids Choice Awards (there may be more)

**1:00 PM** OK to begin wrapping up and leaving

**2:00 PM** All remaining cars must go

## Food, Etc.

We expect an exceptional food truck on site. Cupertino Rotary plans to serve coffee (bamboo cups). Starbucks is next door. More to come, watch the Bimonthly Blast.

## Restrooms

There are restrooms in the building and portables will be on site if needed.

## Traffic Plan and What to Expect

There is a traffic plan for Porsche History Day - enter Los Gatos Boulevard, exit the back exit on Blossom Hill. If parking is temporarily full, LPR's Parking Crew will direct you away from the Los Gatos Boulevard entrance to look for Public Parking nearby.

This is LPR, so expect to have a Good Time, meet new people, and see some great cars and maybe Mark Merrill's Schwimmwagen!



## Display Cars signed up for Porsche Heritage Day



Left: Ron Stansbury's 356

Right: Bill Packwood's 914-6 GT



Above: Joe Hartman's '74 911 ducktail



Below: Maurice Eckley, Jr's GT3



# Loma Prieta Coming Events



**May 8  
5 PM**



## **Thirsty Thursday at Balefire Brewery 21517 E Cliff Drive, Santa Cruz**

Try this new venue for a brew in the East Cliff Villages Shopping Center. The Balefire Brewery specializes in American and English styled ales. LPR will start off with snacks for all or buy something from the food truck!

**Jun 10  
7 PM**



## **LPR Board Meeting**

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, love to see you there!

**May 11  
8 AM**



## **Cars and Coffee at Carpos 2400 Porter St, Soquel**

Webmaster Jim Turk is organizing just-show-up Cars and Coffee events in the Santa Cruz area. This is the second in a series. Gathering begins at 8 and ends at 10 AM.

**Jun 12  
5 PM**



## **Thirsty Thursday at Jakes, Saratoga**

This is a favorite for members north of the mountain. Visit friends and enjoy LPR provided snacks or buy a personal pizza (their pizzas are good!) and your favorite suds.

**May 13  
7 PM**



## **LPR Board Meeting**

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, love to see you there!

**Jun 14  
8AM-4PM**



## **LPR Autocross # 4, Salinas Airport**

Getting the hang of the Salinas venue? Great, here is another run at those tight courses on the tarmac. Registration link: [msreg.com/2025-LPR-AX4](https://msreg.com/2025-LPR-AX4)

**May 18  
8AM-4PM**



## **LPR Autocross # 3, Salinas Airport**

If you didn't get a good feeling for the shorter and exciting Salinas Airport venue last month, you can get more seat time at this site May 18th. Registration link: [msreg.com/2025-LPR-AX3](https://msreg.com/2025-LPR-AX3)

**Jun 15  
8AM-4PM**



## **Forest Bathing Tour**

Time to start our year's touring calendar with this always favorite tour in the Santa Cruz mountains. The tour always ends at one of several wonderful restaurants in the hills. After that, even though the official event ends after lunch, there is the thrill of getting home out of the hills!

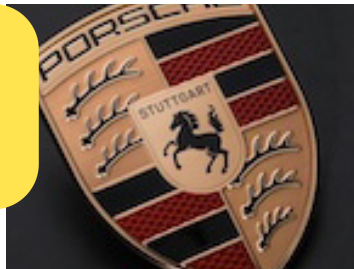
**Jun 7  
10 AM**



## **Porsche Brunch at Alice's Restaurant**

So much to enjoy: a drive up to Skyline, a yummy brunch menu, socializing with fellow Porsche people. Just show up after 9:00 AM in the room at the back at the intersection of Hwys 35 & 84.

**Jun 22  
9AM-3PM**



## **Porsche Heritage Day, presented by Stevens Creek Porsche, 16151 Los Gatos Blvd, Los Gatos**

Celebrate the legacy and vision of Porsche, Bay Area PCA and Registry Groups. Cars, race cars, and good friends will lead us through decades of excellence from the 1940s through the 2020s. Browse specially curated Porsche models on display. Enjoy refreshments and other displays.



# LPR Annual Calendar Plan



- 5/08/2025 - Thirsty Thursday – Balefire Brewery – Santa Cruz  
5/11/2025 - Cars and Coffee – Carpos, 2400 Porter St, Soquel.
- 6/07/2025 - Porsche Brunch – Alice's Restaurant in Woodside  
6/08/2025 - Cars and Coffee – TBD  
6/12/2025 - Thirsty Thursday – Jake's of Saratoga  
6/15/2025 - Forest Bathing Tour  
6/22/2025 - Porsche Heritage Day, Sunday, June 22, 2025  
Presented by Porsche Stevens Creek and Loma Prieta Region, PCA  
Stevens Creek Porsche Service Center, 16151 Los Gatos Blvd, Los Gatos
- 7/13/2025 - Cars and Coffee – TBD  
7/19/2025 - LPR Summer Picnic – Roaring Camp
- 8/02/2025 - Porsche Brunch –Alice's Restaurant in Woodside  
8/07/2025 - Thirsty Thursday – Beer Thirty – Santa Cruz  
8/09/2025 - Dana and Missy's Pot-luck GTG - Tentative  
8/10/2025 - Cars and Coffee – TBD
- 9/11/2025 - Thirsty Thursday – Jake's of Saratoga  
9/13/2025 - Oktoberfest with Monterey Bay Region - Location TBD - PCA 70th Birthday -  
MBR is working on details, may involve dealer, not so much of a tour this time.  
9/14/2025 - Cars and Coffee – TBD
- 10/04/2025 - Porsche Brunch –Alice's Restaurant in Woodside  
10/09/2025 - Thirsty Thursday – Beer Thirty – Santa Cruz  
10/12/2025 - Cars and Coffee – TBD
- 11/23/2025 - Toys for Tots Tour
- 12/06/2025 - Porsche Brunch –Alice's Restaurant in Woodside  
12/06/2025 - Awards Banquet – BackNine Restaurant at Pasatiempo

# LPR Autocross Season

Date	Venue	Comments
May 18, Sunday	Salinas	
June 14, Saturday	Salinas	Zone 7 event, w GGR on June 15
July 13, Sunday	Salinas	
August 9, Saturday	Salinas	
September 14, Sunday	Crows Landing	Zone 7 event, w GGR on Sept 13
October 11, Saturday	Crows Landing	Kill-A-Cone charity event
November 9, Sunday	Crows Landing	

# Zone 7 Concours Season

Date	Event	Comments
June 8, Sunday	SVR Concours	Porsche Sacramento
July 13, Sunday	SNR Concours	Mormon Station State Park, NV
July 20, Sunday	MBR Concours	Carmel Valley Community Park
August 3, Sunday	GGR Concours	Porsche of Redwood City
Date to be confirmed		
August 24, Sunday	Diablo Concours	Porsche of Livermore
September 21, Sunday	LPR Concours	Porsche of Fremont
Date to be confirmed		
October 12, Sunday	Redwood Concours	Sonoma Plaza

# Local Driver Education Schedule

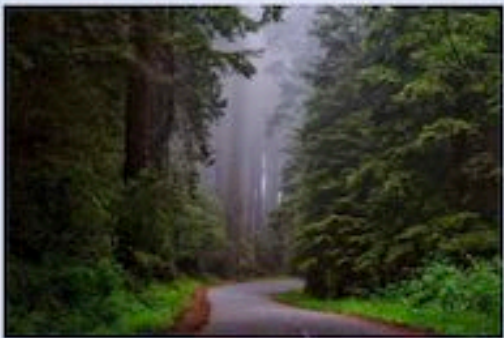
Date	Event Description
June 27 Diablo, June 28-29 GGR	Sonoma Raceway    Dates may change
June 30 PCA-CCR	Laguna Seca (92 Db day)
October 17 Diablo, October 18-19 GGR	Thunderhill

Notes: Snell SA 2015 helmets or newer required. Closed toe shoes, cotton long sleeve shirts and long pants required. Tech inspection within 30 days. Brake fluid flushed within 12 months preferably with 600 or 660 degree rated fluid.



# FOREST BATHING IN THE REDWOODS Tour

Sunday, June 15, 2025



Inspired by the Japanese tradition of Shinrin-yoku, forest bathing is the art of spending intentional time in nature to increase health and restore well-being. You too can experience this healing magic by winding your way through the majestic redwoods of the SC Mountains, soaking up nature from the comfort of your own front Porsche...

Our tour will begin in Santa Cruz and end in Loma Mar, where you'll order a deli lunch and enjoy some leisurely time under the redwoods. With plenty of indoor and outdoor seating, your only job will be to kick back, relax and tune in to the soothing sounds of the forest. Our tour ends there, but with an afternoon free, you might want to continue down the road a few miles and check out Harley Goat Farm, or park at Pescadero State Beach and walk barefoot in the sand or meditate to the rhythm or the waves.

The traditional \$5 tour fee has been waved, and the tour will be limited to 15 cars. The deadline for sign up is Friday, June 6: Please reply to [nancycalvin52@gmail.com](mailto:nancycalvin52@gmail.com). We'll send specific details to all participants within a week of the tour. Your hosts: **Hugh and Nancy Calvin**



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# Membership Corner

## New Members

Jonathan Moore	Aptos
Stephen Piter	Scotts Valley
Daniel O. Walker	Felton
Robert W Davis	Santa Cruz
Richard Rivoir	Santa Cruz
Kathy Shortley, co-member	Santa Cruz
Remey Grousseau	Los Gatos

## Transfer Ins

None

## Anniversaries

5 Years: Mike Humphries

**Board Meeting Minutes:** (click on link(s) below)  
[March 2025](#)

**If you are interested in volunteering for board positions or to help in any of the chair positions (see page 5 for list of positions) contact Homer Pitner @ [member-at-large@lprpca.org](mailto:member-at-large@lprpca.org)**

# Meet a new Loma Prieta Member!

## Meet new LPR member Dan Florea



Dan transferred into Loma Prieta Region from GGR fairly recently. He wanted more activities that were other than pure speed competition and a smaller region so he could get to know more people.

He came to the Easter Parade and jumped into the spirit of the event. The fact that he was there at all was a testament since his wife , Cristina, had a previous appointment and their avid-Porsche-fan 15 year old son, Kris,

had to coach a group of sixth graders in football. Their Standard Poodle, Tobi, probably was OK with everyone being away for the day!

The basics:  
Car: 2023 Boxster GTS 4.0 w PDK.  
Colors: Gentian Blue with Chalk interior.



# LPR Test Drives the Macan EV



Story by Dana Drysdale and Don Chaisson  
Photos by Don Chaisson



With the impending doom of the ICE (internal combustion engine) based Macan (and Boxster/Cayman 718s), an LPR electric duo of Dana Drysdale and Don Chaisson got together to do a road test of a Macan 4 EV, courtesy of Stevens Creek Porsche, to see what sort of fate awaits us as Porsche enthusiasts.

Speaking of fate, you may have already seen the February issue of Panorama, also known as The New Car Issue where Manny Alban also did a road test of the single motor, rear wheel drive Macan EV version in Germany. Between Manny's views and those of Dana and Don, readers can get a good insight into what awaits us when the ICE motored Macan retires to Porsche history.

The Tale of the Tape shows the Macan 4 EV is an AWD dual motor chassis delivering 402 Hp and 479 lb-ft of torque feed by a 100 kWh battery pack with 95 kWh net capacity. It has a frunk with 3.0ft³ volume and 19.1 ft³ rear luggage volume that expands to 47.6ft³ with the back seats folded down. Acceleration from 0 to 60 mph is in 4.9 seconds and has a driving range of 308 miles, subject to driving style! The Macan 4 will see the quarter mile in 13.5 seconds. MSRP, before options, is a respectable Porsche value at \$78,800.

The interior space is a very refined area. The dashboard is dominated by 3 display “tubes” in front of the driver, with each tube accessing a number of display options. There is a standard 10.8 inch display touch screen in the center which is also highly configurable and an available additional, equally configurable 10.8 inch display touch screen directly in front of the passenger seat.



Fit and finish of the Macan 4 was at expected levels of excellence for a Porsche, which puts it well above down scaled competitors. The Leather interior option (\$3,270) contributes a lot to this plush feeling. The steering wheel and switches had a solid, haptic feeling consistent with existing ICE models.



Though the Macan 4 has things that a minimalist, futuristic Tesla Y does not have, a few similar trends are throughout. For example, both have sophisticated technology inbred in their informatics and connectivity systems. But while the Tesla boasts near autonomous driving, the Macan revels in incorporating the driver as part of the driving experience. There is similarity with various sensor feedbacks and alarms. But, in the end, the comparison is stark.

As with any EV, feeding the battery gets a bit to get used to. The Macan distinguishes itself from other EVs with an 800 volt system that can be charged from 0 to 80% in 20 min with a DC fast charger. The 80% level will give a range of about 240 miles (100% would drive about 300 miles). The Macan does not currently have access to the Tesla Supercharging system; rather it uses the Electrify America system standard. Stevens Creek Brand Ambassador, Terry Erdei, explained, “Tesla systems have a single power feed to a bank of chargers. If there is only one car on the bank, it will charge very fast. But if all stations in the bank are occupied, charging is slower. Electrify America (EA) provides one line to each station so you are guaranteed a fast charge every time. And EA's reliability has improved dramatically since initial rollout!”

Porsche addresses “range anxiety” by providing real time readout of range left, adjusted by driving style, weather and route elevation changes. Clearly, this is a navigation skill (pun intended!) which will take some adjustment.





# The (Dana) Drive Test

**Don Chaisson** and I met PCA member, **Stevens Creek Porsche (SCP)** Ambassador and car enthusiast / whis-perer **Terry Erdei** for a long test drive of the 2025 Macan 4.

**Loves:** Interior and Quality, Displays / Electronics, Im-pressive Brakes, Driving Feel / Ride

**Walk Up and First Look:** The same hot hatch look, smoothed. Terry tells us a little longer and wider. Macan is consistent with the latest Porsche design language while undoubtably a Macan! Porsche colors work their usual magic on Macan - SCP had colors from stunners to stealthy.

**Getting into Interior:** 1st surprise - the interior seems at least two levels better, like a refresher of Taycan / Pan-amera, two of Porsche's top luxury cars. Design, fit and finish and texture looks and feels more premium to me. Don and I checked the rear seat; more room than last Ma-can.

**Turning On:** Macan's displays must be seen; they are great! As a former software lab rat and influencer, I say the displays are a level up for Porsche. Touch on Macan's displays has very positive feedback, the feel I want but don't get on other cars.

**Getting There:** Nav as we know it is transformed into trip planning with stops at Electrify America. As much travel info as we want is at our fingertips. Have Terry show you.

**Bye, Terry, Time to Drive:** Don and I took off for a too short 60 - 90 minute test drive. Comments:

- \* Brakes, awesome brakes: Surprise! I was not prepared for Macan's brakes to be that good. Com-petitive with the best Porsche feel and performance. They are great!
- \* Steering: Very precise tracking to input. We had a great (legal) sample coming down Highway 9 into Sara-toga. Tracks as good as my bike down that stretch of 9. After getting a feel for Macan, it's like skiing down, just like the bike. Much higher off the road and safer than the bike!
- \* Driving Dynamics and Feel: Solid, not like parts. All Macans have adjustable, responsive air suspension with Porsche Active Suspension Management (PASM).

Terry showed us how to adjust Macan. Body roll is mini-mal in stiff, not much more in other modes. Feel is one of my top 3 Macan features! Yes, I felt the weight, but the Macan wears it very well.

\* Zip: Relentless, unrelenting acceleration. I rode Macan Turbo at PEC LA. The Macan Turbo matches the Cayenne Turbo GT. 3 seconds 0-60. At PEC LA, they tell you to hold your head against the headrest when you launch Macan Turbo. AX? Macan can do that - it's wild, but Porsche driving instructor vs. a pretty good GT3 owner, we kept up in AX.

\* Shh and Boom: Electric cars are extremely quiet. Bose music system - seems clearer than prior models. Or is that my new hearing aid? Actually, the aids let me hear how great it is. This Bose really is better.

**Bottom Line Test:** I always get back in the Boxster after a test drive, get on the road, and reflect on the test drive. Usually, I end up thinking about how stupendous Boxster / Cayman are. This time was different.

The new Macan feels like the leader in its class too! The engineering in the Macan, from the Macan to the Macan Turbo are also stupendous. Macan's driving and handling are in \$3 million dollar supercar class from a few years ago. Depending on how much of that performance we want, we can pay as little as \$80K out the door for Ma-can.

**Would I Buy It:** Absolutely! When Missy and I are shop-ping for electric, the Macan is a must see. The Macan is every ounce a Porsche, and everything meets or exceeds expectations - that interior / quality, displays & electron-ics, brakes, and feel / ride are ahead of many PCars and way ahead of anything else. So yes, when we are shop-ping for electric, Macan is on the list.

**P.S.** There's a volume knob and some real switches!



The Test Team: Don Chaisson, Terry Erdei, Dana Drysdale



**Notes on the interior:**  
The cockpit looks like a Porsche and is the antithesis of a Tesla Model Y dashboard.

Also, a close inspection shows over 300 miles range is left after we drove it around for a while.



# The 2025 Zone 7 Awards Banquet

This February, Zone 7 Representative, Brian Adkins, called up and said, “Don, why don’t you try and attend the Zone 7 Awards Banquet.” Brian knows me as the Editor of the Prieta POST and that I always seem to have a camera in my hands, so I guessed that his normal photographer couldn’t make the event. Since the banquet was held at Niello Porsche in Sacramento, Diane and I mapped out a weekend to visit our college friends in Auburn, pick up a year’s worth of wine club wine at our favorite winery, Di-Arie in Plymouth and take in the Zone 7 Awards Banquet.

The banquet itself was interesting in that it was held in the service department at Niello. We had to sign the usual PCA waiver since cars were elevated off the service floor. After all, one of them could fall on one of us wandering around the floor. Speaking of the floor, yes, it was so clean you could eat off it, which we sort of did!



It soon became apparent that there was something special planned for the Loma Prieta Region. It wasn’t about the table full of awards for Zone 7 Concours since LPR isn’t very active in concours and it wasn’t about Zone 7 Autocross, though LPR is very active in autocross.

It turned out to be a very special award for **John and Honore D’Angelo** for their many and significant contributions to PCA, Zone 7 and Loma Prieta Region over the years. They follow another Loma Prieta icon, John Reed, who was inducted in the Wall of Fame in 2023, along with Collin Fat of Sacramento Valley Region.



**This is a BIG DEAL and quite an honor.** The only problem was that John and Honore had other commitments that precluded them from being there to accept the award. So I had to make do by taking a nice photo of the Wall of Fame and their individual award on a table, pretty anticlimactic to the honor bestowed.

Another major award, Lifetime Achievement Award, was presented to Rik Larson. Rik happened to be at our table and I was able to get a picture of Brian presenting him with his award. That was the way Brian had planned it to happen for John and Honore.

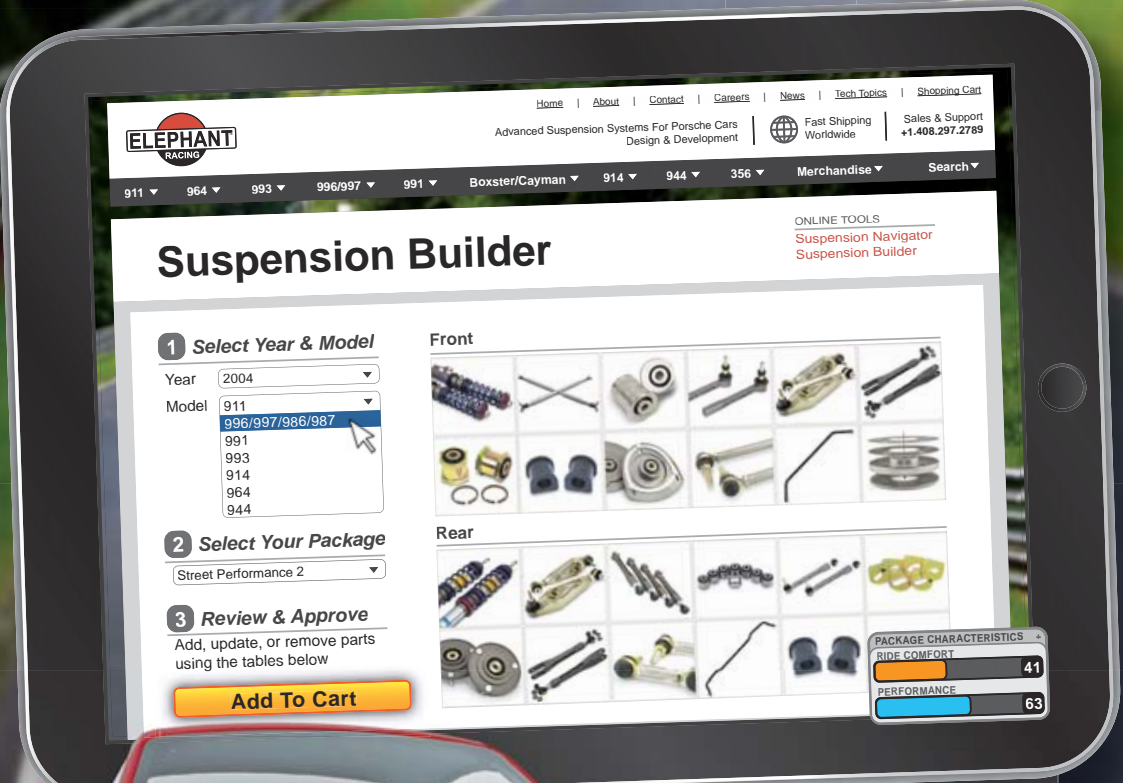


Next time you see John and/or Honore, make sure you congratulate them on being the inductees to the Zone 7 Wall of Fame for 2024.

At least they can get some of the fame that they missed at the Awards Banquet.

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# LPR Joins in the Campbell Easter Parade

Story: Doris Britschgi, Photos: Doris and Russ Britschgi

John Eiskamp's Porsche tractor leads LPR parade participants

Small Town America in the middle of a megalopolis. That's how the annual Bunnies and Bonnets Parade in Campbell makes me feel. Russ and I love living in Campbell with its friendly, small town vibe. We also love that a few LPR Porsches participate in this simple parade every year with high tech Porsches decked out in simple Easter decor.

The Porsche part of the parade was led down Campbell Avenue by John Eiskamp's Porsche tractor, a tradition of many years and a definite crowd pleaser. The decorated Porsches following the tractor included Bill and Mary Wallace's Panamera, newcomer Dan Florea's Boxster, five varied 911 models driven by Bob and Carrie Ross, Hugh and Nancy Calvin, Tony and Kris Vanacore, Johnny and Kathy Musser and ending with the Ridgeways' Macan. I stood on the curb with the many children and adults lining downtown Campbell while Russ rode in the Macan (sciatica has him grounded for now). LPR's participants had lots of smiles and waves for the crowd as they crept down the short route.



The Ridgeways' Macan, the bookend to the tractor!

Other automotive parade participants included some classic Chevy cars from all eras, a vintage fire truck and highly decorated VW bug, and even the Santa Clara County Bookmobile. Of course there were some city and county dignitaries riding in convertibles, various marching groups, and community groups represented, all contributing to the small town vibe, but no huge marching bands, floats or Broadway show performances. Some of the walking paraders even threw candy and small trinkets to the eager children who immediately left

the curb! I'm proud to be associated with a car club that likes to share itself with the public this way. After all, it's not just the cars; it's the people.

After the parade, most of us gathered for a late lunch and camaraderie at Opa on the parade street. Kudos to the Mussers for organizing our involvement and to all who gave their time and creativity attaching balloons, ribbons, stickers, and oodles of bunnies to their Porsches.

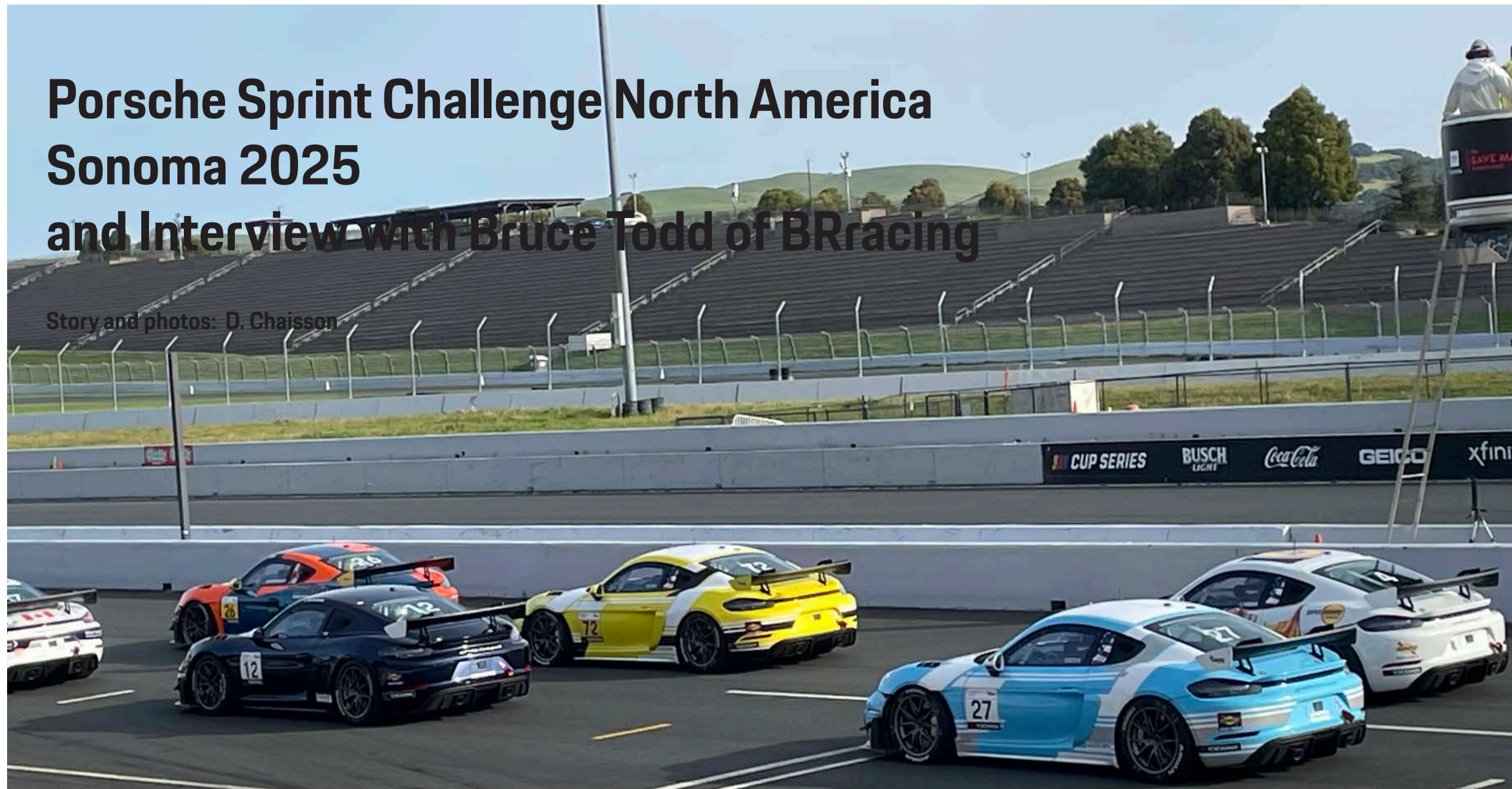


Top left: Tony and Kris Vanacore, top right: Bob and Carrie Ross  
Bottom left and right: non Porsche cars added to the joy. In the center, the center of the parade -- the kids!



# Porsche Sprint Challenge North America Sonoma 2025 and Interview with Bruce Todd of BRacing

Story and photos: D. Chaisson



Porsche Sprint Challenge North America at Sonoma Raceway is an interesting event to enjoy Porsches racing a difficult track without the hassle of a big crowd.

It is also an interesting event to catch up with friends from the racing world, watch some more senior drivers, e.g. Masters Class, apply their skills against younger drivers and to watch those younger drivers develop their race craft. This year's version at Sonoma had all these aspects on display.

As a review, the Porsche Sprint Challenge North America is a series of races run under United States Auto Club (USAC) featuring Porsche Cup cars (992.1) and Cayman Clubsport cars with sub classes of Pro, Pro/Am and Masters in each car class. The Sonoma version featured both Sprint Challenge North America and USA West. The USA

West group is essentially the same as the North America group with respect to the cars, driver skills and team preparation but differs in whether a driver/team wants to compete all over the US or stay a bit more local on the west coast. The last race of the weekend was a 90 minute Endurance Challenge, generally with any two drivers sharing the driving load.

This year, the Bay Area was well represented by BRacing (see interview with Bruce Todd of BRacing, pg 31) with its Cayman GT4 Clubsport entry for Tim Smith in the US West race. Smith had a very eventful Race 1 as he traded track position with two other drivers, Tom Rogers and Greg Herback. Rogers was leading but ran afoul of regulations and received a penalty before race's end. Smith and Herback then fought for the win with Smith taking the top podium position. Smith's Race 2 was equally

hard fought but he finished in second place, this time behind Rogers.



Tim Smith, winner of Cayman Race 1

Robb Todd, the "R" in BRacing and head of its Motor-sports division, was there with a GT3 Cup car to provide hot lap rides for spectators on Sunday. Unfortunately, I could not attend the Sunday activities so I missed out on BRacing hot laps in a Cup car as well as watching the GT3 Sprint Challenge drivers.



BRacing didn't field a car/driver in the GT3 class this year. His GT3 driver from 2024, Blake McDonald, who dominated the US West Challenge in 2024, filled in for a Kelly Moss driver who couldn't make the race. McDonald's skills shone brightly in both the NA Challenge races and the Endurance race. McDonald was consistently in the mix for the win in the two sprint races, ending up P2 in both races. He won the Endurance race with fellow Kelly Moss teammate and overall leader in the 992 Pro-Am class, Alan Metni. This year, McDonald is doing a full season in SRO GT America in a Z06 GT3.R Corvette prepared by DXDT Racing located in North Carolina. DXDT also fields a Z06 GT3.R Corvette in IMSA races for Robert Wickens, the paralyzed ex-Indy Car driver, but that is another amazing story.



Smith's Cayman Clubsport prepared by BRacing



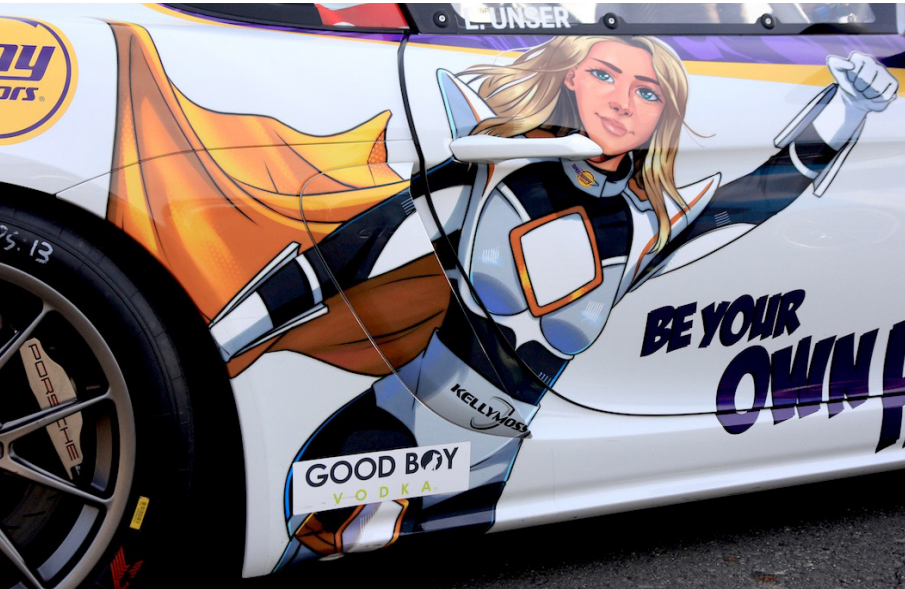
The Porsche Sprint Challenge North America for the Caymans showcased a number of young professionals and especially young professional women drivers: Anna Cecchi, Erika Hoffman and Loni Unser (yes that Unser from the racing Unser family!). Unfortunately for them, the top spot on the podium in each of the two races was out of reach with great driving by Danny Dyszelski who had a secret weapon. Dyszelski, a newcomer to sports car racing after starting in open wheel competition, ran the previous weekend at Sonoma in a GT4 America (an SRO) event in his Cayman GT4 Clubsport. The practice paid off with dominant wins in the Sprints.

I thought an interesting story of the race was how the three young lady professionals would do. In their first race, Cecchi and Unser were hooked up in battle for third with Hoffman a couple spots behind. Midway in the race Cecchi slid a tiny bit at the chicane and Unser put her nose inside Cecchi for a pass. Cecchi held her ground and both hit track side barriers, Cecchi the tire wall and Unser the solid wall. Both retired from Race 1. The crash

was a somewhat slow speed event, and Cecchi's car only needed a few rear suspension parts from one of the Porsche support/parts trailers, but Unser's car was more severely damaged. Sledge hammers were employed to push the front clip of Unser's Cayman back into some semblance of alignment, and the crew had several trips to the Porsche trailers for right front suspension parts. A lot of effort to repair the car unfortunately didn't get the car race ready, and Unser had to sit out Race 2.

Cecchi finished third in Race 2, just ahead of her father, Greg Cecchi, who was running another Cayman GT4 Clubsport in the Masters class. Later she partnered with her father to run the 90 minute Enduro, finishing P4 in the Cayman class. Nice family outing I'd say!

All in all, it was a very entertaining event. Local BRacing Master driver, Tim Smith chalked up a win and a second place, Challenge North America driver Dyszelski showed that practice at the track helps, and the three women racers showed that they could keep up with all comers.



Left:  
Loni Unser's livery was by far the most artful, highlighting her tag line "Be Your Own Hero."



Left:  
Canadian Erika Hoffman on pre-grid before qualifying.



Below:  
Anna Cecchi and father Greg relax on pre-grid before qualifying.

# Interview with Bruce Todd of BRacing.

BRacing has been a big part of the local and National Porsche racing scene for some time and has been very successful at various levels of the sport. To get a better idea of Bruce's and BRacing's history of how they got into racing Porsches, I sat down with Bruce in the BRacing transporter semi trailer's lounge at the recent Porsche Sprint Challenge event at Sonoma Raceway (nice digs!) for an interview.

**POST:** One of the things that I'm trying to do with the Prieta POST is to invigorate a passion in the region's general membership for Porsche racing by always having a Porsche motorsport column in each issue and if I can, include an article that addresses our local/regional Porsche racing. Since BRacing has "racing" in its name, can you give us a bit of history of how your racing history unfolded?

**Bruce.** I've been a car guy my whole life. When I was in high school in Los Gatos, there was a place on Winchester Boulevard called Alex's Porsche Haus. At that time they had a couple of 1970 era 911 race cars in the shop, and after school I would go over and hang out to watch the cars and the work being performed, or the setups being dialed in, fueling my passion for racing. But BRacing sort of got going when I took my son, Robb, when he was 11 years old, to a go-kart race and he said, "I wanna do that!"

So Robb and I started racing go-karts together when he was 12 years old. For five years we raced about 40 weekends a year all over North America. Robb ran in the junior category and I ran with the seniors. I ended up becoming the local regional senior champion and Robb started winning junior championships, even winning at the North America Grand National level. After the karting experience, we bought a BMW E36 M3 street car, and we tore that car down to a bare frame, and we built it into a full race car (we built the roll cage, the engine, the suspension, all elements). We started racing the BMW in 1999. We won BMW Club Racing regional championships, then a BMW Club Racing national championship, a NASA sprint racing championship, and a NASA Enduro club championship, racing just for fun.



Fast-forward to 2007. I'm working in the tech industry and I get a phone call from a BMW enthusiast and he said that he had a BMW, and that I seemed to know a lot about BMWs and performance parts, and then asked if I could install some performance parts on his car. Which I agreed to do out of my garage on a Saturday. One thing led to another, the following week I had two cars in our garage, then four cars! Every week for the next four months we would work on cars on the weekend. Finally one Saturday in June, we did 13 cars and they brought 13 friends and there were 26 cars parked in my neighborhood. There were young teenagers hanging around on chairs, playing music in the front yard and I'm working in the garage on cars. My neighbors freaked out. Something had to give.

We found a place to open as an auto shop, originally on Saturdays, thinking we could run this as a side business to our normal careers. Within a month we had more work than we could do, we hired two guys to help us and we expanded to be open on Thursday, Friday and Saturdays. In three months after that, again we had more work than we could complete, all the while still working in my career in the tech industry. In 2009 I had to make a decision to either shut the auto business down or turn it into a legitimate business; so I quit my tech career and started full-time at BRacing. Six months later, Robb also quit his job to become the sales side of the business. Hence, you can see where the business name came from: B (Bruce) R(Robb) racing.



A lot of the work in 2007 and early 2008 was performance focused, working to prep street cars for DE (Drivers Education) track use or just aggressive street fun. In 2008, the banking crisis hit, and most of our customers asked if we could do standard service / maintenance, which we did. In early 2010, a customer brought in a brand new Porsche 997.2 GT3, and tasked us with a simple objective – make it the fastest street legal, smog legal GT3 there is. We did that, and that garnered a lot of attention in the Porsche world. As part of that, we spent a lot of time at track days in 2010 developing and testing the upgrades on the GT3. In 2010 we started expanding this work, and had other customers upgrade their cars, and start bringing them along to private days at tracks.

Then, in early 2011 at a track event at Utah Motorsport Campus, we were approached by a new customer, asking if we could take this to the next level and take him racing. The first question was, “Where do you wanna race?” He gave us a big first hurdle; he wanted to race in the Porsche Carrera Cup event at the Porsche Rennsport V event at Laguna Seca Raceway. Suddenly we jumped through many hoops and got him ready for our first formal race at Rennsport. He had such a great time, that he then wanted to expand his race activity in the following year, and we ran him in both PCA Club Racing and a POC (Porsche Owners Club) club racing.

Through our work, instruction, and testing, we were able to secure the club racing championship the following year (2012). Due to this success, other track customers approached us to also join the racing ranks. In 2012 we had two cars in both PCA and POC series. The next year (2013), this grew to four cars (and we won the championship again in 2013).

Things kept rolling and we started dabbling in the Yokohama series in 2014, and also the NASA (National Auto Sport Association) series. A new customer wanted to run for the NASA national championship so he joined us and we ended up winning that championship in 2014 and 2015. Then a customer approached us and said, “I want you to drive my race car. I think Robb can win the championship and I want him to drive my car.” So in 2016, we ran a 991 Cup Car (for Robb) and a GT4 Clubsport in the Porsche Yokohama (now the Porsche Sprint Challenge Series), and we won both categories, Robb in the Cup class, and our customer Kevin Woods in the GT4 Clubsport class.

Ever since then, our business has expanded in all areas of traditional Porsche service and maintenance (we are the largest independent Porsche service center with multiple locations), our street car performance and upgrades segment, and our Motorsport program. In 2020, we also had a customer win the Porsche SpecBoxster class in PCA Club Racing, and set most of the track records for that class. In 2023, we won the Porsche Sprint Challenge Series again, and had customers in both the 992 Cup class as well as the 718 GT4 RS Clubsport class. We also had a strong presence in regional and national racing series (mostly Porsches, although we have also run Ferrari Challenge, LMP3 (LeMans Prototype 3 class). In 2023, we started working with a new customer, Blake McDonald and coached him from a quick solo drive to dominating the Porsche Sprint West Series for 992 cup cars in 2024. Kevin Woods also returned that year, and also ran a 992 cup in the Masters class, and we won that championship as well.

**POST:** In addition to providing racing car services, I know you also offer racer development. I’ve done track days and even raced SCCA when I was young, but I could never be competitive in today’s Porsche series (even if I could afford it!). What sort of work do you do for aspiring racers?

**Bruce:** Yes, we talk about the seven layers or levels of track driving and autocross driving, ranging from driving quickly, to becoming faster and then driving at the limit. Just like in any sport, as participants progress, they want to aspire to a higher level. Starting in the first rung, they just want to experience the joy and thrill of driving their car without limits, exploring the acceleration, braking and handling of their car. If they become proficient at this level, they may desire to start benchmarking themselves and will enter some “time trial” events. If they enjoy that type of competition, they will start to wonder what it would be like to run shoulder to shoulder with other fast cars, and this is where the first level of racing enters. If they do, the natural progression is to move from track days and solo time trials into regional PCA club racing (not just to win, but just to have a fun experience that can’t be beat). Let’s also say you are relatively good and want to step up to national club racing (or just experience the amazing diversity of great tracks across North America. That means you’re gonna go all over North America, but you will face people who also aspire to run at these higher levels. Things get into increasingly deeper levels of competition when you are at the national level, wheth-

2024 really was a good year for BRacing



Blake McDonald: 2024 Porsche Sprint Challenge - West Pro-Am Champion



Kevin Woods: 2024 Porsche Sprint Challenge -West Masters Champion



er its national Porsche races, or other organizations, for example Toyota GR series.

These challenge series are all semi pro levels and if somebody has the money and the talent and training, they could move up to professional racing. There are only two options in North America at the full PRO level: SRO World Challenge (oriented towards amateur & pro combos) or IMSA (this is the highest level, for sports cars) and is a big jump, as this is where the factory race teams play, and where the Pros make their livelihood and have a career in racing.

We have the bandwidth to handle coaching and driver development at all of these levels.

**POST:** Could you talk a little bit about the service side of the business because most of our members will not be racing and many of our readers would better relate to how to get their street car serviced or maybe get a little performance upgrades!

**Bruce:** We service a broad range of the European cars (BMW, Minis, Audi, Ferrari, Mercedes, and of course, a lot of our work is on Porsches. We are as technically deep in routine service as we are in performance modification and race preparation. We have now serviced over 33,000 cars in our short history. Everything from simple oil changes and tires, to the most complex repairs or software coding and programming. Example, we are only one of several service centers that can fully repair the Porsche PDK transmission, which Porsche says isn't possible.

Originally I said I didn't really want to be in the motorsport business. It's a very fickle, difficult business. The services model is more stable if you're able to establish your service base. If you can get a decent reputation, you have a built-in customer base that will feed you and take care of you. It's like a restaurant; if you are a good restaurant and you serve really good food, whatever that price is, you will develop a client base that will become semi loyal and will keep eating at your restaurant until either they tire of your food or somebody else comes along with something slightly different.

So we're trying to credibly position ourselves to do any service a client needs. We have all factory tools and the same capability as a dealer and more.

A bit of advertising here, my warranty is longer, our fees less expensive and we have the freedom to adjust services to the type of driving and loads you put on your car. The fact that we have some experience that other independent shops may not have sometimes might scare a normal customer away. Nobody has our winning pedigree in the Bay Area and in Northern California, but I don't want folks to think that the Racing in our name doesn't mean we don't do routine maintenance. We want a person's driving experience to be the most rewarding possible and if that means driving commuting, OK. We can give you the best possible and most reliable car for commuting longevity. If that means driving in the mountains, same concept. If that means you know some of the corners in your local area and you wanna get more aggressive, we can help with that also! We want to provide a confidence inspiring car that allows you to truly exercise your passions.

I think that's a good summation.

**POST:** Bruce, thank you for your time and story!



Porsche Penske Motorsport (PPM) team's second and third IMSA races of the year continued their perfect performance. After their first and third place finish at the Rolex 24 at Daytona, the PPM team finished first **and** second in both the Mobil 1 Twelve Hours of Sebring and the Acura Grand Prix of Long Beach. In particular, PPM car #7 with Nasr and Tandy driving have won all three of these races.

The story of the day for the Acura Grand Prix of Long Beach was the pit stops!

Since the Long Beach track is both short and tight, there were only two classes running: the full prototype GTP cars and the GTD (not GTD Pro) cars. PPM had two Porsche 963s on the grid and JDC Miller had a third 963. AO Racing fielded "Rexy", a Porsche 911 GT3R as a GTD car rather than their usual class, GTD Pro, by using their amateur LMP2 driver, Jonny Edgar with Porsche factory driver Laurens Vanthoor. Wright Motorsports fielded their usual GT3 R for Adam Adelson (more on Adelson below).

Both classes' qualifying had non-Porsche cars on pole, BMW M Team RLL cars on front row of the GTP class and Vasser Sullivan Racing Lexus RC F GT3 on the pole for GTD. Both the BMWs and the Lexus had the speed for the day. But PPM perfection continued with a flawless pit stop on the first full course yellow (FCY) due to a Corvette hitting a tire wall, disputing turn #8 with a Lamborghini.

After the pit stops and driver changes, the #7 Porsche and #6 Porsche returned to the track ahead of the #24 BMW and the #31 Cadillac. Their only challenge thereafter was managing their energy consumption to finish the race without a stop for refueling. In the end, the #7 car driven by Nasr and Tandy took the win over team car #6 with the pole sitting #24 BMW coming in 9 seconds back.



Fan favorite Rexy made the move of the day at the pit stops at the FCY by taking on a short fuel load and not changing tires to return to the race ahead of the Lexus and the Aston Martin. At the checkered flag, Rexy had the win by 2.4 seconds.



Another piece of Porsche news: Wright Motorsports which has been fielding a Porsche GT3R for Adam Adelson (from the Sheldon Adelson Hotel family) agreed to sell the team to Adelson. Wright Motorsports has been a successful team for a long time and now has backing to expand the team to more customers and different platforms (prototype?) but will initially focus on Porsche Carrera Cup North America Series, SRO America and developing new drivers.



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## In the Zone

Hello Zone 7,

Bring on the events. You may have already participated in an event or 2 or more in 2025 ...

SO many more scheduled and in the works. I encourage you to also look at what the other Regions in our Zone are doing. When an event can accommodate a greater number of participants, I'll share that info here and on our social media platforms. If you / your region is planning an event that can have a larger number of participants and you want help spreading that word, please reach out to me.

Seven days of fun on the historic Eastern Seaboard!

This 70th-anniversary cruise will showcase the history and majesty of the East Coast. We'll stop in Boston, Portland, Saint John, and Halifax along the way, where you'll find in-port Porsche events. You'll also enjoy special entertainment, Porsche celebrity appearances, seminars, competitions, dinners, and the highly anticipated Porsche Diecast Concours at Sea.



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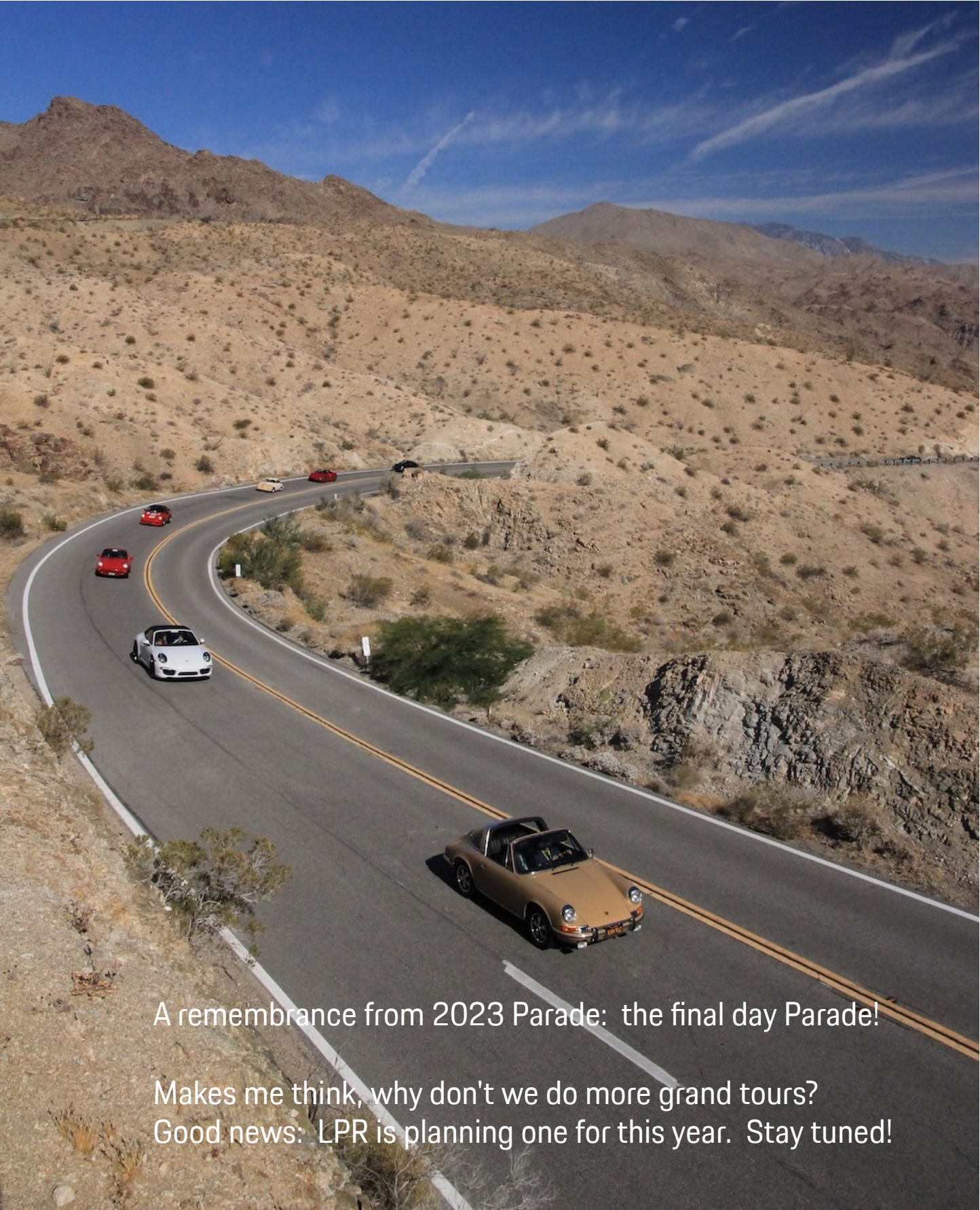
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One Last Look



A remembrance from 2023 Parade: the final day Parade!  
Makes me think, why don't we do more grand tours?  
Good news: LPR is planning one for this year. Stay tuned!



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Visit our coffee bar: free Starbucks coffee, herbal teas and purified bottled water is available, or browse our well-stocked boutique and purchase an accessory for your Porsche.

**Free Pick-Up and Delivery of Your Vehicle on Most Services**

Buy your car at Porsche of Fremont and we will pick it up when it's time to have it serviced and we will deliver it to your office or home within the Bay Area, FREE OF CHARGE!



**Sales Hours:**  
Monday - Saturday 9:00 A.M. to 9:00 P.M.  
Sunday 11:00 A.M. to 5:00 P.M.

**Service Hours:**  
Monday - Friday 7:30 A.M. to 6:00 P.M.

**Parts Hours:**  
Monday - Friday 8:00 A.M. to 6:00 P.M.

**5740 Cushing Parkway, Fremont, CA 94538**







