



Prieta

POST

Official Publication of Loma Prieta Region, PCA

July Aug 2025





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Prieta POST

July Aug 2025



Pg 18 Porsche Heritage Day

This was a quantum jump from a Cars and Coffee. It was a reflection of a previous Loma Prieta event 40 years ago. The refreshed version of the event was an homage to Porsche's history, culture and vision looking forward.



Pg 24 Forest Bathing Tour: 2025 Edition

If it is Father's Day, then Loma Prieta is off to the Santa Cruz Mountains to bathe in its restorative energy. But it's not the same old thing since there is always something new to enjoy!



Pg 28 Bob Ross Thanks for the Memories!

Meet longtime Loma Prieta member Bob Ross and his 52 year relationship with his Porsche.



Pg 32 Noel Eberhardt and his 912E

What an interesting fellow that we met at a Thirsty Thursday at Jake's Pizza! Noel is the original owner and has an interesting history with his 912E.

Two articles on 912s: this has to be some sort of record!

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Back Story The Prieta POST Cover Photo

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Prieta POST Sponsorship Rates

Full Page	
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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 for this issue had to be from the Porsche Heritage Day event! The usual portrait orientation was necessary for the cover page with a bit of sky in the upper quarter of the image for the masthead.

There were so many cars that could have made it to the cover but this composition blended the starring roles of the 356 display cars, people walking around admiring the cars in the bright morning sun. The Porsche signage on the building was appropriate given Porsche Stevens Creek's critical participation.

Unfortunately, there was no signage for the event itself in the front of the service center due to concern that such a sign might attract too many people onto the property -- as if those incredibly beautiful early model Porsches wouldn't attract people by themselves!

A bit of Photoshop work erased a distracting telephone pole behind the service center.



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Region Leadership

Loma Prieta Region



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Miscellaneous Ramblings and Back Story: an Editorial

Don Chaisson, Prieta POST editor



Porsche faces the “Tyranny of the OR” for its future.

Business leaders often trap themselves in false choices—believing they must choose between seemingly opposing strategies rather than finding ways to combine them. One of my former bosses called this “The Tyranny of the OR,” and it’s exactly the trap Porsche finds itself in today. The solution is always to look for strategies that respect limitations but seek combinations.

A recent article in the New York Times by Melissa Eddy titled “Tariffs Turn Porsche’s Headwinds into Violent Storm” highlighted the situation Porsche finds itself in, a three-headed dilemma.

First, the Chinese market for Porsche’s luxury sports cars is failing to the point that Porsche CEO Oliver Blume told shareholders, “Our market in China has literally collapsed.”

Secondly, Porsche’s bet on EV (electric vehicles) is falling short with customers still wanting Porsche’s singular rumble of its ICE (internal combustion engine) exhausts. Slashed subsidies in both the United States and Europe for EVs didn’t help EV demand either.

Thirdly, President Trump imposed a 25% tariff on all cars imported to the United States and threatened a 50% tariff for all cars from the EU. Porsche wants its cars to retain the reputation of “Made in Germany,” a direct opposition to Trump’s push for production in the US.

These three challenges share a common thread: they’re all framed as either/or decisions when they could be both/and opportunities. *The tyranny of the OR.*

For the first challenge, it’s unclear whether Porsche can address China’s recent declining appreciation for luxury sports cars, espe-

cially since the Chinese market never truly embraced Porsche sports cars. Rather they bought Porsche SUVs. Porsche’s China challenge appears binary: either accept market collapse or abandon their luxury sports car focus. But this misses the AND opportunity—leveraging their SUV presence while adapting sports cars to Chinese preferences. A long shot perhaps.

The schism between EV and ICE cars is a better example of choices of extremes. The resolution could be as simple as letting both EV and ICE cars co-exist in the marketplace. This would mean that Europe and the US (I’m talking to you, California) should put off their on-the-horizon mandates for banning ICE cars. Clearly, EV mobility has a lot going for it. For example, I have ordered an EV for our daily driver (sadly, it is not a Macan, which is excellent on many fronts). But I’m not going to give up my Cayman GTS! Everyone should be able to make this combination choice.

To those who, correctly, warned that ICE cars were a source of urban pollution, take a look at the emissions of current Porsches or current domestic hybrid cars. There is a reason that LA doesn’t have that brown smog layer I recall from the 1970s. Emissions of today’s cars



are a fraction of those 1970 gas-guzzling behemoths. To those who, correctly, warn us about dependence on pure fossil fuels, take a look at Porsche’s Haru Oni e-fuel production plant in Punta Arenas, Chile. ICE options can be a good, even long-term option. Innovation and technology are keys to the AND component of the solution.

The last apparent either/or dilemma that has exploded is to apply a tariff/tax to force domestic production rather than work with existing global supply chains. The tariff challenge presents a false choice between protectionism and free trade. The AND approach applies tariffs strategically—protecting critical industries while maintaining efficient global supply chains for consumer and discretionary goods.

The dilemma seems so stark because it erupted in such a short time, and because it has been presented as general policy without apparent consideration of strategic needs. For example, it is not in our national security to solely source advanced Nvidia AI chips from Taiwan, but it seems that it would be a good bargain to have multiple and global sources for popular consumer goods,

such as iPhones. It is not a good bargain to replicate an iPhone plant in Texas that would add 50% to 80% to iPhone costs, but using innovation to create a highly automated assembly facility might be a palatable option. That would be a nice AND option.

Porsche could apply a lesson from Apple to escape the tariff dilemma. Currently, iPhones are branded as “Designed in California, Assembled in China” to highlight domestic design while satisfying legal requirements for country of origin. Porsche could manufacture Macans in the US alongside Audi’s compact SUVs at Volkswagen’s Chattanooga facility and still brand the cars as “Engineered and Designed in Germany.”

This exemplifies AND solutions to seemingly impossible choices. Porsche cannot navigate these dilemmas through binary responses, but would best look for creative and flexible combinations of branding and manufacturing to deliver the kind of Porsches we now enjoy.

Note: tariffs and responses are quite fluid and may change after the publish date.

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**Open Monday thru Friday
7:30 a.m. to 5:30 p.m.**

Early Bird drop off.

Dana Drysdale's President's Message

Driving with Friends

Thank You, Thank You, Thank You!

Porsche History Day became **Porsche Heritage Day**, a highlight of Porsche life for me. Thank you, **Mariah Hutchison, Porsche Stevens Creek & PSC Team** for your hard work, next level experiences in the Service Center, the site and everything! Can a dealer sponsor be this good? Yes!

On Heritage Day **Steve Douglas**, the man with the History Day idea told me, "Look around, this is what it's all about." I say yeah, and thanks to **Steve** and **Kevin Webster** for introducing me to **356Car**, wonderful people.

Thanks to People with Heritage

Seeing everyone driving in was like watching a dream come true! Watching people and even children visit with owners to get the story and hear about life in our hobby, I overheard, "You can't get this anywhere else." We are very grateful to everyone who came out to Heritage Day. Without you, there is no heritage and this Porsche part of what we love in life might end. Thank you!

Thanks to Stevens Creek Customers!

Many Heritage owners sent emails to me thanking PSC, LPR, and recognizing the owners who came with newer cars. We really appreciate you sharing your car stories and cars with us. You all and Porsche Stevens Creek brought amazing cars (all those GT3s!) and stories and made our day!

Special Thanks to Volunteers, Chef Mo, Rotary and Charities

LPR volunteers were plentiful and generous - special thanks to **Honore D'Angelo** for the goodie bags and **Missy** for help with the badges and bags, **Peter Ridgway** for the hand crafted trophies, and the Hospitality / Parking

Crew - **Peter, Bill Bauer, Jim Turk, John D'Angelo, Brian Adkins and Steve Douglas**, and to **Don Chaisson**, our photographer and reporter. Massive thanks to **Brian** and **Steve** for finding special cars. Thanks to **Brian**, we did not leave out transaxle owners.

Chef Mo served 520 meals and worked with both PSC and LPR (2 - not easy!) to meet that elevated experience we sought. So many Chef Mo business cards went to new homes, we probably exceeded expectations! Charities present - **Morgan Autism Center, Jacob's Heart and Cupertino Rotary** with beverage service helped show we are not just about our own people and cars. Thank you!

Parade 2025 (and 2026 & 2027)

2025 Porsche Parade was wow. OKC - I had not been there for 40 years and did not expect much. Wrong, Dana, so wrong. OKC has young energy, a bunch of great hotels and restaurants at all price points, including the finest crab cakes in the world (I was not the only one who said so, plus Mom is from Maine). A bar with 200 beers on tap. A great, friendly atmosphere.

Break time from Concours was barrel racing and local food at the state fair (that's where concours was). Cars specially curated by PCA and Lori Schutz to make OKC special. The Goodyear Tour. Slakker racing. Medicine Park area. More next issue.

Parade 2026 and 2027

2026 Parade is in Lake Placid June 14 - 20. Pretty, not drivable. Or remove the comma. It could be done, at least there is no shortage of routes.

2027 Parade is in Boise July 11 - 17. Big John Reed told me about great LPR Parade group drives, this could be the one! About 12 hours' drive time, with potential stays in Reno, Lovelock, or Winnemucca, Nevada.



Gene Stoegbauer, Brian Adkins, Bill Packwood (owner of the 914), Dana Drysdale at Porsche Heritage Day



Dana Drysdale, Brian Adkins (Zone 7 rep), Sharon Neidel (Diablo ex president) at Parade w/ List of all Zone 7 members attending

Loma Prieta Coming Events



**July 13
8-10 AM**



Cars and Coffee at Beeline Motor Club 2119 Delaware Ave, Santa Cruz.

Webmaster Jim Turk is organizing just-show-up Cars and Coffee events in the Santa Cruz area. This is the first time we visit Beeline. Begins at 8 and ends at 10 AM.

**Aug 9
8AM-4PM**



LPR Autocross # 6, Salinas Airport

Last chance to run the Salinas Airport autocross for 2025. Next AX will be back to Crows Landing. Watch for registration opening. Registration link: msreg.com/2025-LPR-AX6

**July 13
8AM-4PM**



LPR Autocross # 5, 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 event.

Registration link: msreg.com/2025-LPR-AX5

**Aug 10
8-10 AM**



Cars and Coffee at Carpo's 2400 Porter St, Soquel

Bring your car and your own container to have a cup of Joe!

**July 15
7PM**



LPR Board Meeting

This meeting will be a hybrid meeting, with the physical meeting at Legends Pizza: 5965 Almaden Expy, San Jose. Contact President Drysdale if you would like to attend. You are *WELCOME* to attend, love to see you there!

**Aug 12
7PM**



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!

**July 19
11AM**



LPR Annual Picnic at Roaring Camp!

LPR's annual picnic is always a must go event. Great drive to Felton, great lunch with games and good times. All courtesy of Loma Prieta Region! Special prizes for NEW members! Sign up with Honore D'Angelo : vice-president@lprpca.org

**Aug 15
9AM-4PM**



WERKS Monterey, Monterey Pines Golf Course, 1250 Garden Rd, Monterey

WERKS is more than an event, it's our annual Porsche pilgrimage. The featured models for 2025 are the Targas through the years and 912s. Registration for Corral parking becomes \$114 per car mid July. Visit www.werksreunion.com

**Aug 2
9AM**



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! See you there.

**Aug 7
5PM**



Thirsty Thursday at Beer Thirty Santa Cruz

LPR provides snacks to go along with available beer options. Just show up and have a good time.

**Aug 23
5 PM**



Dana and Missy's GTG Summer Potluck Cupertino Hills Swim and Racquet Club

Potluck-style get-together hosted by Missy and Dana Drysdale. Bring dishes that can feed 2-4 people and your own alcoholic beverages: RSVP: honore.dangelo@gmail.com

LPR Annual Calendar Plan



- 7/13/2025 -

Cars and Coffee – Beeline Motor club, Delaware Ave, Santa Cruz
- 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
- 8/10/2025 -

Cars and Coffee – Carpo's Soquel
- 8/23/2025 -

Dana and Missy's Pot-luck GTG, Cupertino Hills Swim and Racquet Club
- 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 – Carpos, Santa Cruz
- 9/27-28/2025 -

Overnight Lake Tahoe Tour
- 10/04/2025 -

Porsche Brunch –Alice's Restaurant in Woodside
- 10/09/2025 -

Thirsty Thursday – Balefire Brewing Company, Santa Cruz
- 10/12/2025 -

Cars and Coffee – Carpos, Santa Cruz
- 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



Steve and Jill Harper and Bob and Sharon Nunes at Loma Mar Outpost on Forest Bathing Tour

LPR Autocross Season

Date	Venue	Comments
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
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
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.

Annual Picnic



LPR New Member Social and Member Appreciation Family Picnic

FREE for all members, sponsors, and their families

Saturday, July 19, 2024

11:00 AM

Roaring Camp, Scotts Valley

5401 Graham Hill Rd, Felton, CA 95018

Activities include nature hike, bean bag toss, bocce ball, volleyball, and
BINGO (train rides are on your own)

Menu: hamburgers, veggie burgers, hot dogs, green salad, ranch beans,
sourdough roll, corn on the cob, soft drinks, coffee/tea, ice cream and
watermelon

We are asking that you please bring your own alcoholic beverages

Free parking on the lawn

Animals must be on a leash

RSVP to Honore D'Angelo at honore.dangelo@gmail.com

Before July 5, 2024

Please include your food preference (hamburgers, veggie burgers or hotdogs)



Summer Potluck Hosted by Missy and Dana Drysdale

Saturday,

August 23rd, 4:00 – 9:00 p.m.

Cupertino Hills Swim and Racquet Club

22090 Rae Lane, Cupertino, CA

Potluck-style get-together

Please bring dishes that can feed 2-4 people

Potluck dish example: Missy and Dana are bringing a SPAM dish to honor
an LPR tradition from the 1990's

We are asking that you please bring your own alcoholic beverages

Water will be provided

RSVP to Honore D'Angelo at honore.dangelo@gmail.com

Before August 1, 2025

Please include what you will be bringing to the Potluck or reach out for
suggestions

Membership Corner

New Members

Shanna Hawkins and Scott Ryman	Aptos	1983 911 SC Cab
Jacob and Jill Inman	Watsonville	1987 944 Turbo
Thorsten Heine	Scotts Valley	2015 911 Carrera 4S
Devon Alioto	San Jose	2007 911 Carrera 4S
Mark Schneider	Aptos	2025 911 Carrera T
Brian and Parinda Sundahl	Los Gatos	2025 Carrera
Thomas Petersen	Los Gatos	2010 Cayman S
Neil Rountley	Santa Cruz	2012 Carrera 4S
Richard Buckminster	Santa Cruz	1999 911 Carrera

Transfers Ins

None

Total Membership:

Primary: 380

Affiliate: 227

Total: 607

Anniversaries

5 Years: Mike Humphries

Board Meeting Minutes: (click on link(s) below)

[May 2025](#) [April 2025](#)

Want to get involved? Volunteer for the LPR Safety Chair. The job is an administrative one, filing safety reports to PCA for our events. Contact Homer Pitner at: member-at-large@lprpca.org to take the job!

Meet a new Loma Prieta Member!



Meet Stephen Pitzer, a new member of Loma Prieta and PCA. Before he joined LPR, he was not affiliated with PCA, though he was an off-and-on Porsche owner for many years. Stephen once owned a Porsche 356 more than a few years ago but unfortunately sold it. That same car, now repainted British Green, showed up on Bring-a-Trailer, and he tried to buy it back. Unfortunately, he couldn't make the deal. The lure of owning a 356 continued, and he was eyeing another 356 in Monterey. But he just found out that it was sold.

Stephen even had a beautiful 356 replica but sold it to a high-tech fellow in Sausalito. The purchaser had a garage full of collector cars but wanted the replica because he could drive it around and have fun without worrying about getting road rash, etc.

I'm sure there is another 356 in Stephen's future!

Stephen's current Porsche is a silver 2001 996 Cabriolet that came to him almost by accident. He was browsing Bring-a-Trailer and, on a whim, put in an offer. About five minutes later, his wife called and asked, "Did you buy another car just now?" That was the first time he realized that he won the auction, and he now owns that 2001 Cabriolet!

Stephen is the second owner of the 2001 Cabriolet, which was originally sold by an old Porsche dealer in Oakland. The car had been serviced at Porsche Stevens Creek with the usual "have to do" repairs, e.g. IMS bearing replacement, seals, and filters. The car shows well, essentially as delivered, except with a replacement stereo, a known weak point in the early 996s.

Stephen found out about Loma Prieta when he attended a local Cars and Coffee (hosted by LPR) and talked to John D'Angelo. After chatting with John, he thought that the Loma Prieta Region would be a good place to meet new people and have fun. When I told him about WERKS, he offered to volunteer for the Monterey event.

So if you see Stephen and his wife Dana at a future event, make sure you say hello and welcome them to LPR. But don't be surprised if he is driving a 356 instead of his 2001 Cabriolet!



Porsche Heritage Day

Reflections of the Past



Paul Skjerven and his 356
Photo by owner

My wife, Diane, and I took our first trip to Europe, France to be precise, in the 1990s with my film camera in tow. I captured a number of images that I still see in my mind's eye, one of which was a reflection of Notre-Dame Cathedral in a bookstore window. Superimposing something as a reflection is an old technique that can evoke a number of emotions depending on the subject. The medieval cathedral seen through the lens of a bookstore reflection brought out the history and culture of this architectural icon.

Fast forward to the recent Porsche Heritage Day event at Porsche Stevens Creek (PSC), Los Gatos Service Center. I was there to help photographically document the event. The first scene I happened on was Loma Prieta's President, Dana Drysdale, helping to stage a red 356 in front of the waiting room at Porsche Stevens Creek's new

service center. The light was just right to pick up the car's reflection in the window of the waiting room with a newer 911 looming in the background.

This could work, but why did it seem so right?

I interviewed Dana, who described a Loma Prieta (LPR) event from 40 years ago held at the local Porsche/Audi dealer back then, Anderson Behel. Anderson Behel was purchased by United Auto Group (now Penske Automotive Group) in 2005, becoming Porsche Stevens Creek. The event back then was called Porsche History Day and was organized by LPR member, Steve Douglas, who remains an LPR member to this day. The event was co-sponsored by 356Car, then 2 years old, and understandably highlighted the 356 models.

That's when it all came into focus: the event allows us to peer at historic Porsches as a reflection of their past. **And** the event similarly doubles as a reflection of that past event.

Steve and Dana started talking about organizing a reprise of that older event and brought the idea to Porsche Stevens Creek (PSC) 2 years ago. PSC expressed support for the idea, but their sales and service center on Stevens Creek Boulevard was totally incapable of hosting such an event in the 2020s.

All that changed when PSC took over Los Gatos Acura as a roomy service center. Discussions with PSC's Sales and Financial Manager Mariah Hutchinson, Dana and Steve became more frequent from late 2024. Dana even attended a 356Car breakfast to sense that group's in-

terest and was inspired by their enthusiasm. Dana also brought our PCA Zone 7 rep Brian Adkins into discussions and he was totally supportive.

Since the event could only be held at PSC's new service center, the event timing was totally dependent on when the new service center would open. A soft opening was scheduled for May 2025, so a late June date for the event was proposed. As the June date came closer, Porsche sent out an edict to change any "History Day" events to "Heritage Day" to better reflect the brand's focus on preserving its past through a broader lens of cultural identity and tradition rather than merely history.

All that was left was to develop and execute a plan consistent with the previous History Day event in the 1970s and incorporating Porsche's focus on heritage. Easy peasy, right?

Support by 356Car ensured a strong presence of the early model, but the event needed to equally highlight current models. Getting models with similar curated quality was daunting, so the line had to be drawn somewhere. That "somewhere" ended with the 996 model. Dana, with help from John D'Angelo and others, started a recruitment drive for early 911 models up to 996 models. The Loma Prieta Region was well represented. Some examples included John's Conda Green 993 Cabriolet (Kermit) and his 1973 Aubergine 911S (Primo), Russ and Doris Britschgi's 1971 911 T, and Bill Bauer's 2005 silver Turbo 996. A full list of LPR members who were recruited to display their cars appears at the end of the article.



Mariah Hutchinson, Porsche Stevens Creek

The scope spread to include transaxle cars, 914s, and race/sport-purpose cars. Examples included LPR's Mike Koozmin's 1970 Carrera RSR, prepared by Jerry Woods (as featured on the cover of the MarApr 2024 Prieta POST), a couple of Cayman Rs, and a very unusual and rare 1940ish Type 166 Schwimmwagen!



Mark Merrill 1940ish Type 166 Schwimmwagen

Porsche Stevens Creek also wanted to treat their current customers to the event, so Mariah opened up her customer cardex and made some calls— a lot of calls. Customers with the most desirable late-model Porsches were scheduled to arrive after the display cars were all parked and ready for viewing. The customer cars included beautiful Targas, GT3s, GT3RSs, GT3 Touring, all sorts of Turbos, a Transsyberia Rally Cayenne, and the list goes on. Mariah reserved part of the site's parking area for these customer cars, and they did join in the fun!

Loma Prieta Region members were key volunteers for the event with LPR president Dana Drysdale, as noted above, closely involved with the origin and planning of the event with PSC management. Missy Drysdale and Honoré D'Angelo ran the region's information table/ display car goodie bags, including a grille badge for the event. Peter Ridgeway, Jim Turk, and Bill Bauer helped with display car parking and traffic control (someone had to keep all those non-Porsche cars from thinking this was just a fancy Cars and Coffee!). Steve Douglas and John D'Angelo handled the 356/912 and early to 1983 911s. Photographers included LPR's Don Chaisson, but there were many shutterbugs roaming the eye candy the display cars offered.

LPR also conducted voting for People's Choice and Ju-



John and Honore D'Angelo

Missy Drysdale



Russ and Doris Britschgi



Peter Ridgeway



Hugh and Nancy Calvin and Don Chaisson



Jim Turk's Boxster -- early to party. Bottom photos by J Turk

nior's Choice recognition. Ballots were handed out either in the car participants' goodie bags or at the information table. The trophies for the People and Junior Choice winners actually were works of art. Dana was visiting his sister in Belville, Illinois, when she invited him to an art fair for which she was chairperson. While taking in all the artwork, Dana saw a table that was displaying one-of-a-kind glass sculptures. He brought them back to Peter Ridgway, who fabricated walnut bases for each. Add appropriate brass plaques, and you have the 2025 Heritage Day awards!

Steve pushed the idea of providing food for the owners of the display cars to somewhat compensate them for early morning drives to Los Gatos. Mariah and PSC then took that idea up a notch and organized a local caterer to provide both breakfast and lunch — to everyone! Loma Prieta and PSC shared the expense. Dana was everywhere, again organizing a local Rotary Club to provide mimosas and other non-aqueous drinks.

Let's take a look at some of the more interesting display cars starting with Ron Stansbury's 1957 356A T1 Coupe. I interviewed Ron and he went through details of the car, its history, and why it is special to him.



RS: It's highly modified. We wanted to make it stay the beauty of a 356A car, but it is really a wolf in sheep's clothing. It has replica factory sports seats and a wood steering wheel. All the suspension is modified, with disc brakes all the way around, and a 12-volt electrical system with new wiring.

It was actually raced since originally modified after being purchased from Brumos Porsche in Jacksonville, Florida. It was driven by Weldon Scroggum until the 1990s. Dr. Bill Hartong bought the car for historic racing, eventually

taking Driver of the Year sponsored by Sportscar Vintage Racing Association and several other championships, racing it from Watkins Glen to Laguna Seca to Mid-Ohio. Then the car went to a lady driver in Houston who raced it for three years. Bill convinced her to sell it back to him, and he converted the car back to street specifications. Later, I bought it from Bill and went through the whole car, adding parts made here in Campbell at Jerry Woods Enterprises.

Ron's wife Charlene calls the car "the speedboat." We had a place at Lake Tahoe, and we'd go boating there. She said that getting into the 356A was like piling into a speedboat and carving through the waters of Lake Tahoe.

POST: Thank you for bringing your masterpiece to the Porsche Heritage Day celebration and sharing it with so many enthusiasts.

Another stunning display car was Ed Saadi's 1998 944 Turbo, called "Silver Rose". There were only six transaxle cars at the show, four 944 Turbos and two 968s. The most stunning of them was Ed's, mostly because the engine bay was like a polished silver dinner setting. Every part of the motor was polished to almost a mirror reflection. Ed said that it all started when he tried to clean up the oil seal on the front of the motor, then one thing led to another and another until it was show quality. Ed's 944 Turbo earned third place overall in the People's Choice.



I was happy to see a couple of Boxster and Cayman cars in the display category. Since the line was drawn at the water-cooled 996 911s, it made sense to include early Boxsters, e.g. 986 models.

The two Caymans were special Cayman R 987 models, so they fell into an early Sport Purpose category. One of them belonged to a fellow who lives in my neighborhood, Dave Roberts. So I interviewed him about how he got his Peridot Metallic Cayman R.

POST: Hello Dave. I knew you had the Cayman R but didn't have the background on how you came to own it.

DR: Well, it's kind of interesting how I got it. I was at the Carmel Valley Concours about five years ago, and I had a 912. At that time, I parked right next to a Peridot Metallic Cayman R. I started talking to the owner and I kind of got to look at the car and I thought it was really beautiful, and I learned all about it and decided that I'd like to have one of those someday. So about two years ago, I won the WERKS Reunion with the 912. So it was a good time to sell that car top value, so I sold it at that point. That started me looking for the Cayman R and I found it in Georgia about two years ago.

So I've had a great time with it as it's a good driver. It's a beautiful car, but I like to drive my cars. So I got one that I could drive.



POST: I just heard of a nice slogan from another guy. He says the slogan ought to be "drive it, don't worship it."

DR: That's right. I like to keep it clean and take very good care of it, but I also like to take it out and drive it. Peridot Metallic is a rare color with about 113 or so left. So it is a kind of collector's car but you can still drive it!

One of the displayed 986 Boxsters was a car that is active in PCA autocross. So I interviewed Curtis Reitmeir about his 1998 Yellow Boxster.



CR: My parents started, well, my grandfather started autocrossing 914-6s back in the day. Now my dad, my mom, as well as our next generation, myself and my brother, compete. My grandfather also opened a repair shop in downtown Los Altos, Reitmeir's Werkstatt in 1966. That as well has been going down the generations. My dad now runs the place, I'm there as well.

Like I said, parents got into autocrossing. Started off with some BMW events and now moved over to the Porsche Club. I picked up this 986 Boxster off of a customer who was looking to move on from it and it's been absolutely great to us. It has a lot of miles, 155,000 miles, but a lot of memories in it also. It's got our fourth year taking it out, O-03 class and bringing too much fun.

POST: O-03 class, so that means you have optioned the car, right?

CR: That's right. A little bit of suspension work including

GT3 Sway bars. Not too many upgrades because I don't want to go up to the prepared class and get absolutely smoked. O-03 seems to be a good happy medium. POST: What tires are you running?

CR: I actually don't know which tires we have on it. We put these tires on at the beginning of the season. I have not even thought about it twice, but they have been great. The tires were on my dad's next-gen Cayman but weren't working out, so we slapped them on here, a little bit taller. They're better at high speeds but slower out of the corners, I can tell you that.

The final tally for the People's and Junior's Choice awards:

People's Choice:

- First Place: Ed Morris, 1959 Convertible D 356
- Second Place: Christopher Lee, 1996 911 RS Clubsport
- Third Place: Ed Saadi, 1998 944 Turbo

Junior's Choice:

- First Place: Mark Merrill, 1940ish Type 166 Schwimmwagen
- Second Place: Dave Roberts, 2012 Peridot Metallic Cayman R
- Third Place: Blaine Haller, 1974 914

A look at Ed Morris's 1959 Convertible D 356 shows why it captured the first place for People's Choice.



It is a stunning reflection of Porsche's past.

Forest Bathing Tour: 2025 Edition

Story: Nancy and Hugh Calvin
Photos: Nancy Calvin and Doris Britschgi



The 2025 Forest Bathing Tour came and went, but not without some firsts. As many of you know, the Forest Bathing Tour takes place on Father's Day each year, and this year we had our first father/daughter combo. Chris Cromwell and his delightful young daughter Evelyn signed up to "follow the duck" on their way to lunch in Loma Mar. Chris is a new LPR member and told us, "We had a great time throughout the whole drive, and I was glad to meet other members."

Also welcomed was new member Bob Davis. In Bob's own words, "...I also enjoyed the company of everyone else on the Forest Bathing Tour. My [silver] Boxster is a humble, base model from the last year of the 986-2004. I purchased it just this past January, and [it] is my second Porsche. My first was a 356 Speedster that I had way back in the 1970s, so it's nice to reconnect with family."



Bob Davis and his 2004 Boxster

Not new members, but first-time Forest Bathers, were Russ and Doris Britschgi, Ramen and Nikki Naidu and Mike Zampiceni. Welcome one and all!

On a beautiful Sunday morning, the tour started out relatively uneventful until it reached the first stoplight in Felton. Always one to keep things light, John D'Angelo, who was following Hugh and Nancy in the lead car, got on his radio and announced, "Hey, I don't want you to take this the wrong way, but I like your rear end!" Nancy cracked up, causing her to drop the radio handset. John had a few moments to wonder just how his message was received while Nancy dug around. "Um, thanks, John!" was finally radioed back. Clearly this was going to be another memorable trip with the Good Time Region.

During the rest stop, Nancy was moved to hand over the Forest Bathing Tour mascot, a large yellow rubber duck, to 12-year-old Evelyn who couldn't have been more delighted. Her dad Chris explained that rubber ducks had special meaning in their family because they once owned a Jeep, and in Jeep clubs it is a fun and friendly gesture to exchange rubber ducks (often lined up on the dashboard as a show of pride) with other members as an offering of friendship. Evelyn, you are officially our newest friend! For more on the background of "Duck Duck Jeep" check out the Wikipedia page https://en.wikipedia.org/wiki/Jeep_ducking.

As we already know, where a large group of Porsches are gathered, there is just as large a group of admirers. The tour participants loved spending a little time talking to rest stop onlookers about their cars. And along with



Evelyn, (dad) Chris and our duck mascot

Porsches, it's not unusual to spot a McLaren or Lotus breezing through the Santa Cruz Mountains which didn't go unnoticed by Russ and Doris. They even spotted the same McLaren when it turned up in the parking lot with us at lunch.

Although mostly uneventful, the trip was not without its moments. The radio reception in the deep redwoods was less than par, but the group stayed together nicely thanks to the diligent oversight of Sweep Don Minami. At a later point in the tour we were held up for almost a mile by a single cyclist on an impassible portion of the narrow, twisty road. He was doing his best to ride at full speed, but we didn't particularly mind the slower pace given it was such a beautiful day to be out for a Sunday drive.



The turn-out is a popular spot, as usual

Everyone was hungry by the time we reached our destination at the Loma Mar Outpost. Although the service was a bit slower than usual due to several staff members being out sick, that gave us more time to enjoy each other's company, the food and listening to a trio of folk musicians performing on the outdoor stage. All in all, it was a great day being "cleansed" by spending several hours in the forests of the Santa Cruz Mountains with congenial LPR people.



Yes, the line moved slowly, but...



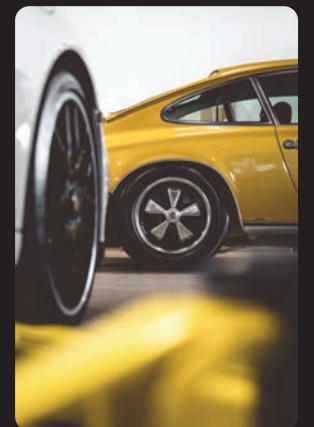
Back on the road and off to Loma Mar Outpost.



Russ Britschgi didn't seem to mind at all!

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Thanks for the Memories

This is a story about a man and his 52 year relationship with his Porsche

Story and photos by: Gary Lieber and courtesy of the Ross family archive

Meet Bob Ross, a retired Nuclear Power Plant engineer, a 50 year member of PCA and long-time Loma Prieta Region member, whose life story would not be complete without mention of his prized 1969 Porsche 912.

Our story starts with Ross back in 1973. Freshly graduated from UC Berkeley, he was starting in his new job designing systems for Nuclear Power Plants at General Electric in San Jose, California. Ross was single at the time and was looking for a sports car. Several of his work colleagues had Porsches, and he knew that was what he wanted. 911s were very expensive but fast, and he knew that he would probably get into too much trouble if he got one. But at the time, Porsche had built a 4-cylinder version of the Porsche 911 called the 912. It looked like a 911, but was powered by the older Porsche 356 4-cylinder engine, didn't go as fast, and used ones were inexpensive to own, just what Ross was looking for. In the pre-eBay days, the way one found a used car was by looking in the newspaper classifieds, and that is where he found his Porsche. The car he found was a 1969 Golden Green Porsche 912 with less than 5,000 miles on it. The seller had been married for a year and was starting a family and needed a bigger car, so the Porsche had to go.

There were not many Porsches on the market at the time, but this 912 was a low-mileage, one-owner, rust-free California car, so Ross immediately purchased the car, and the love affair began.

Being a mechanical engineer, Ross did all of his own wrenching, became intimately familiar with all of the details of his 912, and added many personalizations like racing seats and seatbelts to the Porsche. As a member of LPR, he got involved in Autocross and Solo One racing, as well as time trials at Laguna Seca and Sears Point Raceways.

Bob and his racing buddies raced for fun and were amazed at how serious many of the other racers were. Always looking for an ironic laugh, they formed the "Walter Mitty Race Team" to prank the 9/10ths racers at the track.



When Ross wasn't working or racing his 912, he was off on road trips in the Western US. The 912 was run hard, but always was up to the task, regardless of whether it was in the heat of summer or the snow of Colorado mountain passes.

One of the advantages of being single and having a Porsche was that it provided an easy introduction to the opposite sex, and that is how Ross met his future wife, Carrie.



Bob's future wife clearly enjoyed the ride in the 912!

They were married in 1978, but Ross was determined not to let his 912 go the way its previous owner had done. Luckily, his new wife was as much a Porsche fanatic as he was, so the 912 would stay part of the family.

As the years rolled on, the Rosses started their family, and the 912 got driven less and less. By the late 1980s, it needed some engine work because of its racing adventures, but kids and family expenses took priority.

But Ross just could not sell the car, so after 17 memorable years, the 912 was wheeled into the garage and set up on stands where it began its slumber with thoughts that shortly it would be resurrected and brought back to its former glory. But as it happens with many project cars, other things take priority, and before Ross knew it, the car had been sitting in the garage for 25 years.

Fast forward to 2014. By then, Ross had retired from his work in Nuclear Engineering, all of the kids had graduated from college and were on their own, a home remodel had been completed, and Ross was itching for a

project, so he popped the question to his wife, "Would you let me finally bring the 912 back to life?" She responded with a resounding "Yes," so the project was started. The 24 years that the 912 had been sitting in the garage had not been kind to it, so a full restoration was in order. The body needed paint, the engine was in need of a full rebuild, and all of the bits and pieces that tend to deteriorate on a 45-year-old car needed replacement.

Ross began the teardown himself, meticulously cataloging all of the parts he removed, treating them like the



unobtainium that they were. "It's amazing how Porsche assembled the 912", Ross remarked. "You can't have fat fingers when disassembling an air-cooled Porsche."

The engine was completely rebuilt and balanced in southern California by Competition Engineering. Originally 1600cc, it received a 1750cc Big-Bore kit as well as rebuilt heads and flywheel, and the crankshaft was balanced. The original dual Solex P24 carburetors were rebuilt, and a high-capacity oil filter was added. The original 5-speed transmission was in excellent shape and just needed new gear oil.

The body and interior were completely disassembled and sent to Jerry Woods Enterprises in the bay area for body and paint restoration. The body was hand sanded and straight-



ened, and painted with modern paint that was custom mixed to a sample of the original Porsche Golden Green. Amazingly, the interior and window glass were in great shape, with just the window seals and dash pad needing replacement. Ross handled the suspension work, with new brakes, tires, shocks, and bushings. Luckily, searching for Porsche 912 parts is just a click away today.

As restorations usually go, they start with one timeline in mind, but things always take longer than anticipated. What started out as an 18-month restoration ended up taking a little over 2 years to complete. By late 2015, the 912 was finally coming back together, and by March of 2016, the 912 was ready for its first drive in 26 years.

So how does the car drive today? The body is still as tight and rattle-free as when it left Stuttgart in 1969. The motor is still in its break-in phase but is powerful and has a great exhaust note.

Now that the car is back on the road, the Rosses' plans for the 912 include touring, possibly returning to PCA autocross, and generally enjoying the car and reliving the great memories of owning and driving the 912 back in the 1970s, and sharing new memories with the 912 and their grandchildren.



"It's been a great 52 years with the 912," Ross says, "Thanks for the memories."

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Noel Eberhardt and his 912E

Story and Photos: Don Chaisson

Sometimes, routine meetups like our Thirsty Thursdays are, well routine. Good friends with old friends but not much new. Then, when you are not expecting it, you meet someone that you don't know and you are blown away by the chance encounter. At a recent Thirsty Thursday at Jake's in Saratoga, Dana asked one of his neighbors Noel Eberhardt, a Porsche guy but not yet a member of Loma Prieta Region, to come by. After meeting Noel, I want to introduce him to the whole of LPR.

Noel is a longtime resident of Silicon Valley who had a long tenure with early Intel.. He is a very outgoing gentleman and seemed to enjoy talking to LPR members at Jake's, showing off a bit of unique origami craftsmanship with a one dollar bill — turned into a neatly folded shirt! He's a bit of an artist also. He brought a few of his prints of a Red Speedster to show off, one of which he kindly

gifted to me for my office/den.

But mostly, he enjoyed talking about Porsches, HIS Porsche. His Porsche is a 1976 912E and was one of 2000 world wide with his color, sunroof and specifications. He was looking for a 912E and the then Porsche of Sunnyvale dealer found a 912E in Germany, red color with red interior. He wasn't sure about the color combination even



after looking at color swatches, yet he put down a \$100 deposit with option to refuse when the car came in. All this and he had not yet driven a Porsche yet!! Noel was driving a VW BRG Karmen Ghia convertible, so the 912E would be a step up no matter what.

Now, with 167,000 miles on the odometer over his almost 50 years of ownership, Noel takes pride in the car. It is a California car, never been in snow. Its longest trip was to Los Angeles and back, but it has been all over Northern and Central California. One time, at wide open throttle (WOT), the speedometer saw 115 mph! Noel ran the 912E in an autocross but the event didn't tickle his fancy.

Noel does take care of the car. When the leather on the steering wheel started to wear, he painstakingly removed the leather covering and used it as a template to cut a new covering. Then he sewed the new covering on the wheel. The car's exterior is in really good condition but not to a Parade Concours level. It's been driven. Noel's comment about Porsche cars: "Use it, don't worship it!"

The one thing we can say about the car is that we'd love to see it at more LPR events and to dive deeper into Noel's interesting history with Porsche and Silicon Valley technology.





TireRack.com Monterey SportsCar Championship

Porsche continued its winning streak and BMW continued its pole position qualifying streak at the TireRack.com Monterey SportsCar Championship. Laguna Seca always provides a bit of drama and the 2025 edition of the IMSA race didn't disappoint. The Porsche Penske 963s worked their way past the pole qualifying BMW M Team RLL #24 of Eng and Vanthoor in due course, but the drama was left for the final laps. The Porsche Penske 963 #7 held the lead for most of the race but pit stops changed that as the sister car # 6 with Campbell and Jaminet driving passed the #7 with cold tires after its pit-stop to take and hold the lead for the win.



But Nasr's drama wasn't done as he and Vanthoor in his BMW came together on the last lap at the final corner with Nasr pushing through for second place. Vanthoor was far enough ahead of the 4th place BMW to get back on track and take the 3rd spot. So, the final podium was the Porsche Penske #6 in first place, Porsche Penske #7 in second and BMW M Team RLL in third.

The GTD-Pro class was taken by the AO Racing Porsche 911 GT3R (992), winning for the first time in their pink "Roxy" livery. The DragonSpeed Ferrari 296 GT3 finished in second with the Corvette Racing Z06 GT3R finishing third. The GTD class was taken by a Mercedes AMG GT3.



The Wright Motorsports Porsche 911 GT3 (not pictured) finished well down the order in 6th place in GTD.

Robert Wickens finished the race in the DXDT Racing Corvette with hand controls (recall that Wickens, the ex-Indy driver, is paralyzed from the waist down). Wickens should have finished better but his teammate had to do an additional drive-around lap for their pitstop/driver change when a Ferrari blocked the DXDT's pit location. Still, an inspirational drive.

The Chevrolet Sports Car Classic Detroit Grand Prix

The Chevrolet Sports Car Classic Detroit Grand Prix story was dominated by a mid-season adjustment to the Balance of Performance for both GTP and GTD-PRO. The Acura Meyer Shank Racing ARX-06s had been struggling, but locked out the front row in qualifying. GTD-PRO qualifying also saw a new face with the Ford Multimatic Motorsports Ford Mustang GT3s taking the front row for the class.

The GTP win was dramatic with Renger van Der Zande first passing Nasr in the #7 Porsche Penske Motorsport 963 and then passing Ricky Taylor in the #10 Cadillac to take the lead and win.

All good streaks must come to an end and did so on the streets of Detroit.

And then there was the 24 Hours of Le Mans!

Porsche Penske had three identical hybrid prototypes for the race. Porsche 963 #4 with Nasr/Tandy/Wehrlein, Porsche 963 #5 with Andlauer/Christensen/Jaminet, Porsche 963 #6 with Estre/Vanthoor/Campbell driving. Another Porsche 963 #99 was fielded by Proton Competition. The grid had a variety of entries other than Porsche, including Ferrari AF Corse, Cadillac teams Hertz Team Jota, Cadillac Whelan, and Cadillac Wayne Taylor Racing, Toyota Gazoo Racing, Alpine Endurance Team, Peugeot TotalEnergies, Aston Martin Thor Team, and BMW M Team WRT.

But let's cut to the chase: Teams Cadillac, Toyota, Alpine, Peugeot, BMW, and Aston Martin all had various levels of disappointment. #50 Ferrari AF Corse topped disappointment with insult as they were disqualified due to breaching a technical infringement of rear wing deflection.

But the honors go to the #83 AF Corse Ferrari with Ye, Hanson, and Kubica as pilots, nipping the #6 Porsche

Penske 963 by 14 seconds at the finish. **That's 14 seconds over 24 hours of racing.** How bittersweet is that?

And now Ferrari has won the La Sarthe classic three times in a row for the first time since the 1960s. Somehow having all three of the factory Porsche Penske 963s in the top 10 just comes up a bit wanting.

However, Porsche can take pride in the #92 Manthey Porsche LMGT3 entry taking first place in the LMGT3 category. This is their second top honor in a row in LMGT3 at Le Mans. The #92 Manthey Porsche LMGT3 drivers were a diverse group with Porsche factory driver Lietz from Austria, Hardwick from the USA, and Pera from Italy. Lietz now has competed in 19 Le Mans races and has 6 successes with a Porsche GT category.

The next race that the Prieta POST will follow will be the Sahlen's Six Hours of the Glen. But Acura ARX-06 and Cadillac V-Series GTP cars are back at the front in qualifying. Stay tuned for the race results in the next Prieta POST, Porsche Motorsport Update.



Porsche Penske #6 at Le Mans
Photo from Porsche Newsroom

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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 are 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!

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[Other Zone 7 activities](#)



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One Last Look



While at PCA Parade this year, Dana was present when The Prieta POST was awarded First Place, Class III for the 2025 National Newsletter Contest. More on this later!



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