



Prieta POST

Official Publication of Loma Prieta Region, PCA

Sep Oct 2025



2025 Werks Monterey

An Exercise in Connections



Courage Changes Everything at Porsche of Stevens Creek



Porsche of Stevens Creek

4155 Stevens Creek Boulevard
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StevensCreekPorsche.com



Prieta POST

Sept Oct 2025



Pg 18

Werks Monterey Continues to Surprise

There were hundreds of Porsches on display and in the corral, but the fun part was finding stories that abounded on the Monterey Pines Golf Club's fairways. We also got to connect with some very special people for some interesting stories.



Pg 26

Our Annual Picnic at Roaring Camp!

LPR returned to a favorite venue for our 2025 Annual Picnic. Members enjoyed the usual picnic items and games. We spent some time with new and legacy members for their views of the LPR vibe.



Pg 32

The Hit The Trail Tour

The tour curated and hosted by Tony and Kris Vanacore explored back roads of the Los Gatos and Morgan Hill areas and ended at the Trail Dust BBQ. The report is by first time contributor Nikki Naidu and is not to be missed.



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Biographical Profiles for LPR Board Candidates

Get ready for the upcoming election of the 2026 LPR Board with candidate comments about themselves.

Departments and Special Items

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Back Story The Prieta POST Cover Photo

Photographer: Don Chaisson
Camera: Canon: EOS 60D, Lens: Sigma 17-70mm f/2.8-4.5, shutter: 1/3200, App: 4.5



Werks Reunion is a combination of Porsche cars and Porsche people! So the composition of the shot is simple: get a bunch of Porsches and a herd of Porsche fans in the frame, and release the shutter!

Of course, the exposure needs to capture a lot of color, be in portrait orientation to accommodate the Mast-head and LPR logo. Check.

The problem was how to get an overview while standing on the ground. I tried holding my camera over my head, as I did for last year's Werks cover shot with not much added effect.

I started looking around for higher ground since drones are not allowed at PCA events, though they would have been quite useful. One of the vendors, displaying window glass covering, had a trailer with a pop-up patio on the roof. I asked the display owner if I could join him on top of the trailer and he enthusiastically said, "Sure, come on up!" So with a bird's-eye point of view, I captured a great overview of the 2025 Werks Reunion.



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Miscellaneous Ramblings and Back Story: an Editorial

Don Chaisson, Prieta POST editor
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I'm sitting at my desk in front of my computer screen and looking at my soap box (Miscellaneous Ramblings) pondering, what has my attention today? Since this editorial space is for a car club magazine/newsletter, I stay away from the third rails of religion and politics, though I would remind people to follow the "Golden Rule" and honor your family and country.

There is, however, a part of those sometimes radicalizing subjects that we can and should talk about:

VOLUNTEERISM.

Volunteerism is what I like to think is "to get something done, you have to do something about it." In that way, "volunteerism" is sort of like "duty." Your house doesn't clean itself. OK, there are some things that help with that duty, like Roomba. Your job at work won't get done unless you put in the work. Even people blessed with natural abilities work hard to develop their ability, as with (fill in the name of your sports figure). But there are a lot of people who don't get the connection between duty and volunteerism.

Right about now, as you start to read this opinion, you sit up and say, "Damn, here comes the pitch to raise my hand for a job with the Loma Prieta board or chair jobs." Well, you are partially correct. OK, quite a bit correct! Loma Prieta does need you. Not unlike many clubs, boards or associations, too few people are bearing the load of running the thing. There are many and valid reasons that people stay on the sidelines and keep them from working the club. There is your job that pays the rent, there are family obligations that take precedence, and the list can go on. Honestly, I haven't come across many free-loaders in my life. Everyone buys into their own duty.

For me, after the years at the lab bench and manager's desk, I saw a logical time to change jobs. I became a Retired Person. Then I thought, "Egad, I'm going to die in 6 months if I don't do something!"

Actually, I sincerely believed that.

Thus started my habitual volunteering. For me, it was duty and survival. I volunteered for various spots on our golf club's board — a natural spot given my love of the game. Then came working for Northern California Golf Association as a Rules Official.

Then came my first Porsche.

I was living in Angels Camp in the foothills, so I was put into the Yosemite Region. I knew nothing about PCA but soon discovered that Yosemite Region needed anyone who had a pulse to help. So I tipped my toe in as Membership, then VP, then head first as website curator because no one was doing the job. Then I moved to San Jose and joined LPR and raised my hand for the Prieta POST job since no one else was doing it. Not sure if this habitual volunteering ranks as a mental illness, but it is satisfying!

I even help at Werks, working for Dave Dunwoodie with a dear friend from Yosemite region to set up the corrals and then work to pick up the trash at the end of the event. I'm not saying that we are the last ones on the fairway, but we are!



You don't even need to be on the board or take on a chair. Just offer to help at an event. Somebody has to do it. The move to taking on something else may then seem like a good thing to do and you get the same enjoyment as the people who came before you.

Send a message to Dana Drysdale to raise your hand, for something! (email: president@lprpca.org). Try it.

I guarantee you'll like it, and live longer!

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Early Bird drop off.

Dana Drysdale's President's Message

Driving with Friends

This is it, the Penultimate column as President. It is time to start thanking people, in this issue, people I met without whom I might not be an LPR member today, plus one more.

Dave Renner

My manager in the early 1980s is the ultimate Porsche fan of all time - **Dave Renner**. Dave is a Past President of Southeast Michigan PCA, and we worked at Volkswagen of America during the Porsche importer years.

Dave is who I see next to words like Enthusiast or Evangelist. His cars - a driven and still concours preserved M491 Turbo look and a 781 Cayman S, incredibly and beautifully personalized - are signed by members of the Porsche family. Dave went with his friends to help commission the 3rd 959. He's been on many Euro pilgrimages to Porsche destinations, including visiting Alois Ruf and Hans Peter Porsche's Traumwerk. He commissions medals to commemorate Porsche anniversaries and sends them to the Porsche family. He always shares pics from these adventures with me; they are great! Dave has a campaign to have more Porsche

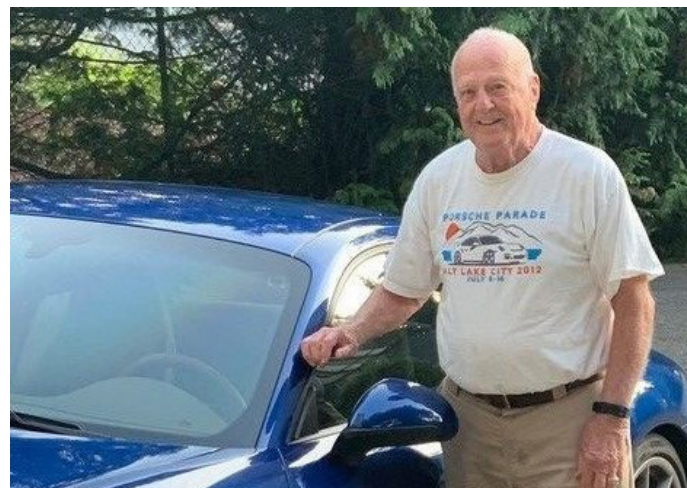


Dave Renner in center with authors of GTS Chronicles

family members in the Automotive Hall of Fame - only Ferdinand Porsche is an inductee. Dave even works "in retirement" at Porsche North Detroit and helps people with anything Porsche. Here's media with a touch of Dave: Check out The GTS Chronicles here: The GTS Chronicles - What, who and where - 2020-2023 - Andrew Lavigne's Website or the Taycan in the Smoking Tire, Matt Farah's podcast. Dave takes time to help me with my Porsche journey. That's Enthusiasm or Porsche's latest word for that - Passion. Some say those are the same. In the very beginning.

Les Schreiber and Why LPR?

Our first PCA event was Escape to LA. It was in Pano and our kids lived in LA. Coming out of the hotel when we arrive is my Friends of Scouting Coach, **Les Schreiber**. Did not know Les drives Porsche! We met a ton of great people (wish I remembered everyone), **Ed and Karen T, Tom Gorsuch, Paul and Ruth Young** and Paul tells me "Get to Autocross!" Les tells me how to sign up for Autocross. And I meet **Anne Roth, Chris Schaut, Barry Pangrle, Larry and Carole, Kevin, Mike Kooz, Dave Dunwoodie, Kris and Tony Vanacore, Terry Zaccone, Paul Czopek, Dana with a Car Hauler, Dana the Vet** and more. We enjoy Porsche Brunches and meeting **George and Carole Grialou**. So many marvelous people!

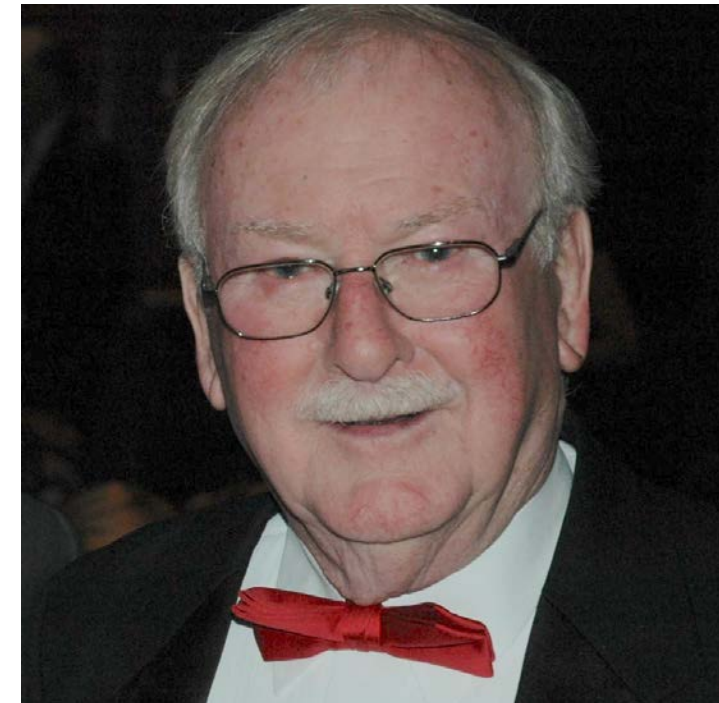


Les Schreiber, former LPR President

A few Porsche Brunches later, Les is there, and he says so how do you like PCA? Love it. Les says, you know you are autocrossing with people from Loma Prieta Region? Nope! And then he tells me you know, you are not a member. I say I gotta join, what do I do? Les was incredibly careful telling me he cannot do that for me, and it is my decision. What I decided to do is call PCA and ask how I can please be a part of LPR!

Ken Iles and John Reed

When autocross got pretty discouraging, two guys, **Ken Iles** and **John Reed** arrived.



Said they were reporters for the Prieta Post. They were there many times, later telling me AX was going well, and about other LPR stuff, the summer picnic coming up. We stayed in touch; PCA Email blasts did not get through to Ken and or me. So, **Jim Turk** or **Dana Ambrisko** or another kind soul would send to me, I forward them to Ken, then Ken and I would email or call. John gave me tips for being President, and I enjoyed our calls a lot. These two are notable examples of lasting value from LPR for me.

The Next One

Scroll forward to Birmingham, Alabama, Parade 2024. Region Presidents go to drinks and snacks Monday night of Parade with EC, PCA staff and special guests. Casual, just pickup food. Friendly!

The food looks good, and there is another guy having snacks, so I won't be first. We visit about cars, cars in life, and our families and friends. He remembered his Mom taking him everywhere in the back of her Porsche when he was young.

Eventually I introduce myself. **Mark Porsche** introduces himself and tells me what he is doing that week, the companies he works with - and that he serves as a representative of his family with Porsche. He asks about my car, work, and family, then I ask Mark a question about cars - do you have a favorite, a favorite car? He says no, not really, not like that.

Then Mark tells me something that really sticks, "One time, I asked my grandfather what his favorite Porsche was?" Mark says Grandfather immediately said, "The next one, Mark." Mark explains Grandfather said, "Of course, because we always make them better."

Although today might seem a sad day with the end of orders for the beloved 981/ 718, the excellent, exciting cars and people we love will get better. **Tara Shapowal-Lau**, one of the best AX drivers I know, told me Macan Turbo is surprisingly good after driving it on an AX course. **Dave Renner** just called extremely excited about lead follow laps in the Macan with the ICE Turbo in front and Dave in an electric 4S, he says to be careful or you go up the tailpipe. Dave's dealership is visited by test cars and advance cars in the area for testing and he is really looking forward to what comes next.

Will they be better than the last one?

Loma Prieta Coming Events



**Sept 9 &
Oct 14**



LPR Board Meetings 7 PM

These meetings will be Zoom meetings. Contact President Drysdale for call-in credentials. All members are welcomed.

**Sept 27-
28**



Fall in Love with Tahoe Tour

Backroad adventures in the Sierras to a lakeside overnight in South Lake Tahoe. LPR's first overnight tour in a while limited to 16 cars. Register with Hugh and Nancy Calvin. See flyer on Pg 15 for details.

**Sept 11
5PM**



Thirsty Thursday at Jake's of Saratoga

12175 Saratoga Sunnyvale Rd. LPR provides snacks to go along with available beer options. Just show up and have a good time.

**Oct 4
9-12AM**



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.

**Sept 13
4-8PM**



PCA 70th Anniversary Celebration

The venue is the Cupertino Senior Center, 21251 Stevens Creek Blvd, Cupertino, CA. The event will be catered by the same vendor that served the Porsche Heritage Day. Watch email blasts for more details. Flyer on Page 14.

**Oct 4
Save the date**



To The Moon June

A tour to Half Moon Bay to celebrate June Iles, a founding LPR member. A tour of Porsche roads followed by lunch at Cantina at San Benito House. Details to become available.

**Sept 14
7AM-3PM**



LPR Autocross # 7, Crows Landing

The autocross season returns to the wide open Crows Landing venue. Catch the event dinner Sat evening. Register for the AX at msreg.com/2025-LPR-AX7.

**Oct 9
5PM**



Thirsty Thursday at Balefire Brewery

Join members for an informal gathering at Balefire Brewery, 21517 E Cliff Dr, Santa Cruz, CA 95062. Just show up and have a good time.

**Sept 14
8-10AM**



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

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

**Oct 11
7AM-3PM**



LPR Autocross # 8, Crows Landing

The always favorite, "Kill-A-Kone for Autism" event will be at Crows Landing. Register at msreg.com/2025-LPR-AX8. You don't want to miss this one!

**Sept 20
Save the date**



Jacob's Heart Tour 2025

Travel back roads of Santa Clara and Santa Cruz Counties with a visit to Jacob's Heart's new facility. RSVP to Kathy Musser (see flyer on Pg 15 for more details). RSVP now by Sept 12.

**Oct 12
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! Please BYOC (container).

**Oct 18
Tentative**



Oktoberfest with Monterey Region

This event is back on the schedule though details are yet to be firmed up. The location will likely be in the Monterey general area and catered by the same group that did the MBR Concours in Paradise. Watch for more details via email blasts.

LPR Annual Calendar Plan



- 9/11/2025 - Thirsty Thursday – Jake's of Saratoga
- 9/13/2025 - PCA 70th Birthday - Cupertino Senior Center, 21251 Stevens Creek Blvd, Cupertino, CA
- 9/14/2025 - Cars and Coffee – Carpo's, Santa Cruz
- 9/20/2025 Jacobs Heart Tour
- 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 – Carpo's, 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



Doris and Russ Britschgi at Porsche Heritage Day



Hugh and Nancy Calvin with Don Chaisson at Porsche Heritage Day

LPR Autocross Season

Date	Venue	Comments
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
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.



**Please Join Us in Celebrating
PCA's 70th Anniversary Hosted by LPRPCA
Saturday, September 13, 2025 4:00 PM – 8:00 PM
Cupertino Senior Center 21251 Stevens Creek Blvd, Cupertino, CA**

An evening of dinner, music, and celebration awaits!

**Jay Middleton Party Band with special guests
James Nash and Carl Wheeler on stage next to our deck:
<https://jaymiddletonpartyband.com/> or youtube original
Jay Middleton and Friends Original Video "Last Time"
Catered dinner by Chef Mo from Porsche Heritage Day, \$25.**

**Next door to Cupertino Fall Fest, with craft beer tasting and more. Parking at DeAnza
College, VIP / Cali DP parking available on request.**

Registration instructions to follow ASAP!

RSVP – Honore D'Angelo

Honore.dangelo@gmail.com

Please register on Motorsportreg

<https://www.motorsportreg.com/events/70th-pca-anniversary-cupertino-senior-center-loma-prieta-social-015427>

FALL in Love with Tahoe Overnight Tour

September 27-28, 2025

Join us as we journey to one of the most beautiful places on earth – **Lake Tahoe!** Discover back road adventures and breathtaking vistas as we travel the byways of the Gold Country and Sierra Mountains to our destination in South Lake Tahoe. Experience the joy of a picnic lunch in a scenic park. At the end of the day, we may not discover gold, but we'll enjoy each other's company over a hearty dinner!

Hotel group rate is **\$254.88** per Couple (single or double occupancy). Same rate applies if extending your stay.

Dinner will be additional at a great gastropub – delicious and reasonable (former chef for the **A**!)

Contact your tour guides to sign up for a **jolly good time...**

[Hugh & Nancy Calvin \[nancycalvin52@gmail.com\]](mailto:nancycalvin52@gmail.com)

Our inaugural overnight tour is currently limited to **16 cars or 32 people.**

Deadline for sign-up is **Wednesday, August 27** but availability is on a first-come, first-served basis so act quickly. You will be confirmed for the tour when we receive confirmation of your room reservation from the Lodge. If the tour is full, we will have a Wait List.

Tahoe's calling we're ready to go touring are you?

Jacob's Heart 2025

Join the Charity Committee on the 2025 Jacob's Heart charity tour.

Saturday, September 20, 2025

We will travel the back roads of Santa Clara and Santa Cruz Counties, followed by a tour of Jacob's Heart's new facility, and enjoy a light lunch.

Please RSVP by September 6th to Kathy Musser at (831)234-6371 or momcat1951@yahoo.com.
A donation of \$25 per person to Jacob's Heart is requested.

Membership Corner

New Members

Thomas Petersen	2010 Cayman S	Los Gatos
Neil Rooutley	2012 Carrera 4S	Santa Cruz
Richard Buckminster	1999 911 Carrera	Santa Cruz
Shanna Hawkins, Scott Ryman	1983 911 SC Cabrio	Aptos
Lien Dittfeld	2008 Boxster RS60 Spyder	Felton
Michael Lesh and Jeaneete Miller	2025 718 Cayman GT4 RS	Santa Cruz
Jacob and Jill Inman	1987 944 Turbo	Watsonville

Transfer Ins

None

Total Membership:

Primary: 378 Affiliate: 226 Total: 604

Anniversaries

5 Years:	Eric Rojko William Condon Chris Pruden Dusty Hookey	20 Years:	Kevin and Rick Grewohl Johnny and Kathleen Musser
10 Years:	David Whitlock	25 Years:	Roger and Kathleen Craig
15 Years:	Efren and Cindy Casamina James Thompson		

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

June 2025: <https://lprpca.org/lpr-board-meeting-minutes-june-2025/>
July 2025: <https://lprpca.org/lpr-board-meeting-minutes-july-2025/>

Meet a new Loma Prieta Member!

Meet Ralph Sun, who with his wife, Julia joined Loma Prieta late last year.



Ralph and Julia Sun joined Loma Prieta in April 2022. The photo above was from the Ole Amigos Tour from last year. The Suns live in Almaden and chose LPR over GGR region.

His car (above) is a 987.1, 2007 Base Cayman with the 5 speed transmission that was fitted with the early 987s. This Cayman was his second Porsche. His first was a 1986 Targa. He was in the Golden Gate Region when he had the Targa. His nephew did an impulsive purchase of the 1986 Targa and couldn't afford the monthly payments, so he drove it 2,700 miles in 4 days from Toronto to San Jose and sold the car to Ralph in 2003.

Now Ralph and Julia enjoy driving the Cayman through the twisty mountain roads. He has yet to try AutoX but hopes to try it one day rather than doing track (DE) days.

Ralph is just starting his Porsche journey and says he will definitely participate more in LPR events. He also likes to do basic maintenance work on the Cayman and has replaced the AOS, passenger door lock, belts, etc. He went to Rennsport Reunion 7 and enjoyed it. Once he retires, he will attempt longer distance drives up the Pacific coast to Vancouver, Canada.

Say hello to Ralph and Julia at future LPR events!

2025 Werks Reunion Monterey

A Reflection of Connections Amongst People and Porsches

Story Don Chaisson, Editor Prieta POST
Potos: D Chaisson and as noted.

As I started to write this article, I was searching for a “hook” to make sense of Werks. So I asked Google AI to explain Werks. Google AI described Werks Reunion as “a Porsche gathering organized by the Porsche Club of America (PCA) to celebrate the Porsche marque and the camaraderie of its enthusiasts. It’s a place for Porsche owners and fans to **connect**, share their passion, and appreciate the vehicles together.”

Connect. Connect was a key word that reminded me of the 1980s PBS series written and hosted by the British science historian James Burke. I loved that series! It explored the history of science and technology with a unique focus on how seemingly unrelated events and in-

novations were interconnected. So I started looking for aspects of Werks Reunion that connected things or lead to something else.

Since this was a Porsche event that highlighted the display and judging of cars as an exercise to “examine how cool they were,” in the words of John D’Angelo, Head of Judging, I started walking around the fairways of Monterey Pines Golf Club to see what cars were there. With over 200 judged cars and more than 600 cars parked in corrals organized by model, and even more in the overflow parking areas, there was an overwhelming number to see!

I had organized two interviews, one with nationally recognized automotive photographer and often Panorama contributor Michael Allen Ross (MAR to his colleagues), and another with LPR legacy member Gunter Feldmeier, now working for Porsche of San Francisco. I wanted to talk to MAR about auto photography and to Gunter about his entry into the Porsche Classic Restoration Challenge, a 928, a car that was special to the tech who did a lot of the restoration work herself. These are seemingly marginally related, but I thought both would bring out something interesting about the event. As James Burke would say, there are connections that are not obvious but linked!

As I walked over to the Porsche Classic Challenge Restoration area, the Porsche San Francisco’s (PSF) entry was easy to find among all the 911s. It was great to find Gunter and get a hug from an old friend. We started talking about the 928 they were presenting and the work by Katie Mohler, a Gold Meister Technician.

When I asked, “Why a 928?”, Katie offered, “Why not? It’s the (Porsche) underdog. This car was my first car. I got it in 2014. The opportunity to sell it was a bitter-sweet one. It had just had its 40th birthday in May, so the opportunity to give it another 35 to 40 years of life was amazing.” PSF General Manager, Karla Curtsinger continued, “The dealership bought the car from Katie and she pretty much did the entire project. So she restored her own car in conjunction with PSF.”

Since the car was 40 years old, I asked Katie about any challenges to the project. “A bit of everything,” she said, “Just the fact that it was down to the tub with 40 years of dirt and grime coming off every part, but the biggest challenge was the power train. Just getting it out of the car, even in pieces, was hard since everything is squeezed in there. But I learned a lot more than I already knew about the car and I knew way too much about it already!”

“We started working on the car in February. There are over 300 hours put into the car. A lot of blood, sweat, and tears, right? They say that if you bleed for a car, it’s a good car. So it’s a good one!”

Gunter added, “The lack of some of the parts and having to search and dig deeper was a big challenge. And then age has taken its toll, right? Some things are tough to make new. But the project came out incredibly well.”



Katie Mohler, tech and car ex-owner: Karla Curtsinger, PSF General Manager: Gunter Feldmeier, friend and head of the Restoration Department.

Side Bar: Top of the Class Katie Mohler

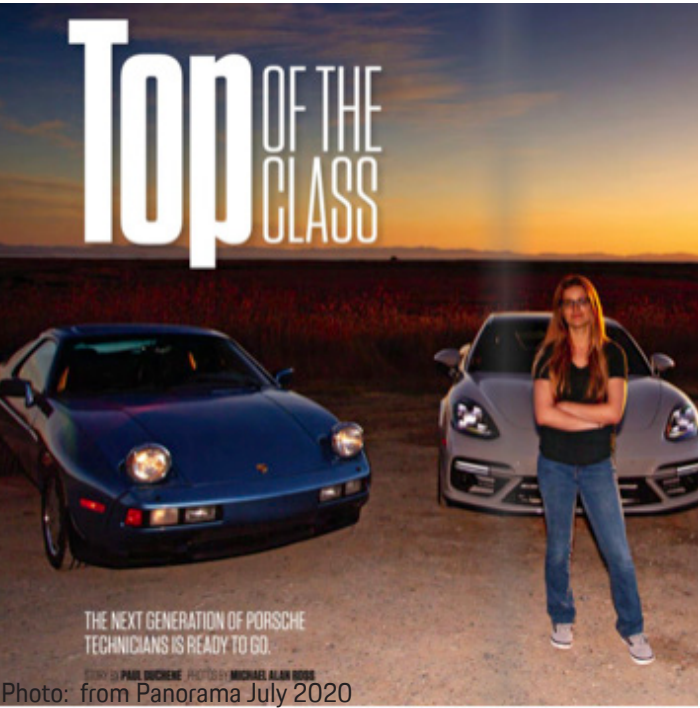
Yes, Katie was featured in Panorama (July 2020: the PCA Under 30 special issue), and yes, she was photographed by Michael Allen Ross with her 928!

The article highlighted her attendance at the Porsche Technology Apprenticeship Program (PTAP), being one of the very few women from over 700 participants to complete the program. PTAP captures the best of the best from Universal Technical Institute and other sources. The goal is to train the next generation of Porsche technicians.

Katie had a head start on other applicants since her father was a Porsche man, sports car racer, and race director for the National Auto Sport Association. Her mother was a regional airline pilot and drag racer, winning races even when 6 months pregnant with Katie!

Katie brought her father's 928 to win an award at the 2018 Werks Reunion. So, Katie is no stranger to Werks competition! Her father entered his 928, again, in this year's Werks, but fell ill. Katie finished preparing the car for the event.

What's next? Katie works on old and new Porsche models. So, the sky is the limit!



Spoiler alert — The 928 won the prize for Best Restoration, a second win for Gunter and his team. Last year they won first place for their work on restoring a Cayman with a blown engine!

I ended the discussion by telling Katie that I was off to do an interview with Michael Allen Ross. Katie then gave me the first surprise of the day saying, “ Oh, I have an article in Panorama and he did the photography for it. Michael is really a good friend of mine!”

An unexpected connection!

The highlight of the day was when I took a photo of Katie with the car. Rather than just standing next to the car, I asked her to casually put her hand on the fender. Katie touched the car, looked off in the distance, and started to cry.

That was a poignant moment!

Conversation with Michael Allen Ross

After this emotional connection by Katie and her old car, I followed up with my appointment with Michael Allen Ross to meet behind the Werks stage.



Michael is a nationally recognized photographer whose work has been a mainstay beyond PCA's Panorama to include Audi USA, Bimmer Magazine, Evo Magazine, Excellence, Road & Track Magazine and OOO Magazine, to name a few.

His goal is to consistently create work that inspires the viewer to pause, breathe and truly take in the image.

So, it follows that I was very excited to have a conversation with Michael. It is a shame that the enthusiasm in Michael's voice won't come out with simple text, but use your imagination and you may get it.

The first 60 seconds were a preview. We sat down behind the stage/screen to get away from the noise. I introduced myself and handed Michael a clip-on microphone. I'm looking at my iPhone and musing, “Are we recording?” Mi-

chael immediately said, “How is this working? Is it working well? Because I wouldn't think it would work like that, but...”

I looked up and Michael had the microphone clipped to his ear lob, smiling! “This is the real Michael Allen Ross. Everyone thinks I'm very serious. I'm not.”

A speech bubble in my head went, “Gosh, how good is this! He is fascinating and charming already!” I began the conversation asking how did he get started with photography as a passion and a business.

“Well, this is my third career. I was a musician for 25 years. And I was singing on a jingle in New York City, and somebody spotted me and invited me onto the other side of the camera. I was represented in New York by Don Buckwall agency for TV commercials, became a precision driver for television, drove for Mercedes Benz, BMW, and various people. I was always a car guy, but I found myself for a lot of time being surrounded by really super talented photographers and creatives, and I loved that. It also came to a point where I couldn't show up at 8:30 on the set, and be out till 4 o'clock in the morning anymore, wondering if the road crew had gotten home with all my gear.

“So I transitioned out of the music world and went full-time into the other side of the lens. And I did that for a long time and became the face of Panasonic and American Express and AT&T.

“Then I transitioned from that and started really getting involved in the photography part of the business. My father gave me a camera when I was nine years old, so I always had a camera around. And I just loved doing it and these people were so inspiring. So I started doing some still life stuff and I ended up being a still life shooter, and I was shooting for various shiny bottles in dark studios in New York City.”

Before I could try and bring Michael to talk about his work with Porsche, he jumped in and continued: “Then I bought a Porsche from Joan Jett's drummer. Tommy introduced me to not only Porsche, but introduced me to the entire Porsche Club of America and the whole passion that everyone has about these vehicles. I was based in and around New York City at the time so I became a member of NNJR (Northern New Jersey Region). And I thought, WOW, here's an opportunity to combine my

passion for photography and automobiles, because these people are nuts. They're really crazy. And so I was encouraged by the people. They're still a great team of people over there, and I owe them everything, (waving his hand toward the Werks area) because I transitioned into this.

"It wasn't easy because there's a lot of competition because who wouldn't want to do it, right? That's the bottom line, right? Who wouldn't want to do what I've turned into a career. But I will say that as this goes on, I shoot cars and cars and cars and cars and cars, but the bottom line is that it's all about relationships. It's the people that you meet.

"You know, I'm down here in Monterey, my phone's blowing up. Texting. I'm meeting people for coffee, people are putting smiles on my face. I'm putting a smile on their face. And I'm like, were there cars there? I didn't see them, you know? So that's the advantage, you developed all these incredible relationships because the automotive world brings so many diverse, different people together, but they're all sharing an equal thing. It puts us all on a level playing field."

So, **connections** again popped up as how things roll out! That gave me a chance to point to Michael's involvement with Panorama, and especially to the Panorama Design Issues published since 2021.

“What happened was, I was the East Coast guy and I remember sending stuff in and I was still developing my eye, my own eye, and what I was doing. But my wife's company transferred her to Northern California. And I had lived in Northern California in the Bay Area when I was a kid so I couldn't wait to get back here. The first thing I did was hunt around and see who was in the neighborhood. Well, I ended up in Marin County, not knowing that there are so many automotive journalists in Marin County, from BMW to Ferrari to Porsche, to USA today, Road and Track. I was like, ‘Oh, my God, I couldn't have planned it if I tried.’ I wish I could take credit for it. I was once again just going, ‘Okay, let's move to California. Right?’

"Then I reached out to Pete Stout, who was with Excellence magazine but transitioned to Pano for a while and he brought me with him. I was embraced by the people here and I found a home here."

Michael had to take a call (more connections!) Right after he hung up a couple of amazing cars drove by, includ-

ing a white Kramer turbo, or what looked like a turbo. Michael pointed to the cars, "Oh, there's a car I shot. That is BisiMoto pulling in here. That first one's electric. It's a Kramer B 935. So these are all Kramer 935s pulling in. The electric 935 is by Bisi, sweetest guy in the world, too. He's just a brilliant guy, brilliant. Once again, the people you meet, you know?" (See side bar on page 23.)

Returning to how the Design Issues came about, Michael continued, "It's become my favorite project of the year. It all started in a place called the Monkey Bar. We were at Parade in Boca in Florida. Richard Barron was there, Rob Sass was there. We have this conversation, 'What do you think about doing this?' We just kind of spitballed the whole thing right there, one thing has led to another and it's just snowballed. We're in the process right now of doing the sixth one. It is currently August. Our phone calls started in March. Projects like this are 90% logistics: the right backdrop, the right cars, the right story. And we put so much effort into that, and we rely on Porsche North America, Porsche people AG, Porsche designers AG. They help make sure that we have things right, consult with them on various things and it's a real big group effort, and a lot of people involved. Even now I look at the screen on a Zoom call and have to remind myself who's on the call. I'm like, wow you're a lucky guy, buddy."

I had a couple of the Design Issues in my backpack. I pulled out this year's issue and opened it up to the article "Boxster Concept, Past Design Elements Shape a Bright Future." I noted that the car is less than maybe 5% of the pixels in the image. Michael looked at the page and



instantly recalled the details and started to explain the shot.

"Well, what you have to realize is that we had gone all the way to Wolfsburg, Germany, and that car (the 1993 Boxster Concept car) was brought from Stuttgart all the way up to Wolfsburg, Germany, for us to place it in the Porsche Pavilion at Wolfsburg. So you have to show where you are. But that's what pulls you in. Your eye goes right to that car. I should do lectures on negative space. Everybody goes, Michael and his damn negative space.

"But that's what it is. You know, we're all moving so fast and we're constantly just swiping images. So my objective, and it's always been my objective, is to get people to stop. To get them to pay attention. And the way you do that is create an image where when you look at it, your eye goes specifically to one point. And from there, your eye moves around the rest of the image and comes back to that starting point. When you do that, you've now given the viewer the opportunity to be engaged in the image. Because they start telling their own story. With this image, I had to go through everything ahead of time and visualize everything.

"This is a prime example of where you step from capturing an image to creating an image. There lies the difference. You have to visualize it ahead of time. You have to say to yourself, I want to have this there. "

Michael is always alert. In the midst of our conversation, he pointed to an orange Turbo rolling in on the access

road. "I shot that car, the orange car. Yeah, that was on the cover of the design issue from Museum of Glass." (see cover to right, Panorama January 2023)



Then he continued, "Because when you look at this, it is 6:15 in the morning in Wolfsburg, Germany, we've pulled all this stuff together, you've shown up, you've done all this, you're sitting there and there it is. It's sitting there. And you just have to open the shutter. And it's that moment. So I'm glad you brought that photo out because that's an example of what it is all about, what the design issue is all about. And we hope people really enjoy it because we just love doing it."

I mentioned that I talked to Gunter Feldmeier and Katie Mohler and they said you photographed her for Panorama. How did that happen?

Michael recalled, "Well, I was shooting a Werks Reunion years ago. And Katie's father was showing his car, a 928. And he was like, 'You should meet my daughter.' I'm thinking who's this guy? Like, how does he know who I am? 'I know who you are. blah, blah, blah, blah.' And he was campaigning his daughter. I was like, okay. You know, and then I would run into him again and finally I ask, 'Who IS your daughter?' And because he's telling me all this stuff about how she's going to Germany and she's trained in Germany and blah, blah, blah, blah, blah.

"So then I was like, you know what? There's a story here. So I came out and presented it to Pano. Then we did this cool shoot. I wanted to show her in this double page spread with her standing with the 928 and her car, because she could do like everything, right? So she's working on the new stuff. She's working on the old stuff. She's doing it all. So I really applaud her for just doing. You know, she's very soft spoken, but she's the real deal!"

There you have it, this year's Werks Monterey did not just have a **connection**, but was an exercise in a number of **personal connections** and **memories**, with people and cars, both interesting and poignant.

Side bar: Moby X: 911 made into a Kremer 935, but as an EV

The car was developed by Bisi Ezerioha, a chemical engineer from Nigeria, and his company Bisimoto. To be sure, this isn't the run of the mill "Individualization" but a full scale "transformation."



In 2018, Bisi built his first electric vehicle Porsche, from a 1984 911 rescued from a garage in Palm Springs. The body was a Kremer-style 935 K3 body kit. The motor was a Tesla electric motor.

Moby X started as a 1977 911 Turbo and was fitted with authentic Andale Moby Dick body panels from the original molds. The liquid-cooled AC three phase induction motor had 639 horse power and 700 foot pounds torque at 18,500 RPM. The batteries are LG Chem Batteries with 150 mile range from its 64kWh capacity. Performance is eye-watering, 0-60 MPH in 2.06 seconds.

Though the mechanical components are noteworthy, the rest of the build is worthy of its first place Werks finish in Sports Purpose. The driver's controls were intentionally analog, versus a modern screen approach.



The shifter is authentic 911, but only selects forward or backward. Programing guards against changing selection while moving and the motor is at 18,500 RPM!

Other cars that caught a lot of attention!



A one-of-one transformation of an actual Porsche Penske Motorsport 963 into a legal (in some areas) road going car. This car is called an RSP963 in honor of Roger Penske for whom the car was done.

Roger Penske took the car for a few hot laps at Laguna Seca, after it was cleared by Patrick Long! It will now be part of the Penske Automotive Museum.

Porsche of Redwood City entered this 996 Carrera 4S into the Preservation Class for the Porsche Classic Restoration Challenge. The standout part was the precision corrected PTS (Paint to Sample) Zanzibar Red paint. No respray here!

Dana Drysdale was blown away by the quality of the paint job, "a certain Parade Concours winner if entered!" The color surely was a one-of-one PTS option!



This 1989 930 Coupe with factory M505 option (Slant Nose or "Flachbau") is one of sixty coupes produced in 1989.

It includes a 3.3 L SOHC Turbocharged engine putting out 282 HP.

It is a love-it-or-not affair, but if you are going for a standout air cooled 911, this is one of the best.

The stars of the event, however, are the people and volunteers!



Loma Prieta Region members and volunteers gather on and at the main stage for an annual photo including honorary LPR members Tom and Sandy Provasi. Tom and Sandy are the lead managers of Werks. My, that LPR banner gets around!



Speaking of volunteers, left to right, Missy Drysdale, Joyce Kierejczyk, Linda Gordon (wife of PCA VP Ron Gordon), and Sandy Provasi (photo above) at the Judged Car Check-in Booth. These ladies came from across the US/Western States to help put on Werks Monterey!

Loma Prieta Region at Roaring Camp Our 2025 Annual Picnic

Story Don Chaisson,
Photos by: D Chaisson and as noted

Over the years, Loma Prieta Region has used several different venues for our Annual Picnic gathering. In earlier years the venue was appropriate for the number of members, but as the region grew, locations had to change to accommodate the crowds. The last few years, easily covering the time that I have been an LPR member, the region has used Roaring Camp to serve as our picnic location. And you can see why; it is centrally located between the south-of-the-hill gang in the Santa Cruz area and the north-of-the-hill folks from the South Bay. The park can easily handle our attendance and serves picnic style lunch selections, e.g. hamburgers or hot dogs and fixings, at a location that is set off from the rest of the attraction's customers and is just plain cute.

And then there is the steam engine and the railroad loop to the top of the mountain! Some of our members use the attraction to entertain their children. All this with a Santa Cruz vibe.

Jim Turk has been in charge of parking for many years,
Page 26

and with Doug Ambrisko, John D'Angelo and Peter Ridgway has the routine down to a science! They did let me park our Ford Mach e amongst the other members' Porsches, but maybe that is part of the Santa Cruz vibe. The check-in team of Dana Ambrisko, Johnny Musser and Missy Drysdale welcomed us upon arrival and kept



curious onlookers from crashing our party. John D'Angelo and Kathy Musser started the day out with snacks, chips and drinks.

Folks congregate with friends and meet new members at the picnic tables to enjoy the provided meal. There is even an annual Bingo game for all sorts of Porsche swag to winners who can line up 5 numbers from the random numbers called out by John D'Angelo.



Dana Drysdale led the business part of the gathering by formally welcoming everyone to the event. This year there were 90 members and guests that attended the event. Dana especially welcomed and presented goodie bags to the five attendees in attendance who became new LPR members since the last picnic:

Devon, Samantha and Josephine Alioto
Richard and Christie Buckminister
Thor Heine
Scott and Cole Renfrew
Dan Walker

Dana then took the opportunity to present the PCA's Annual Newsletter Contest award for first place in region size III. It takes a lot of work to put together 6 professional looking issues a year, but it is a case of taking a village to accomplish the task. The POST's wonderful proofreader, Doris Britschgi, joined me in accepting the award. Honestly, without Doris's technical/grammatical



edits and herding of my miscellaneous ramblings (yes, that is the tag line for my editorials) the issue would be pushed lower in the ranking. Others who contributed in the past included Dana Drysdale, Doris Britschgi (who contributed 3 articles for the year, including the lead article for the issue judged by PCA!), Kevin Bennett, Mike Koozman, Dana Ambrisko, Greg Sickal, and John D'Ange-

lo, Peter McMillian, Dave Dunwoodie, Bob Frosthalm, Bill Bauer, Gary Lieber and Nancy/Hugh Calvin. So you can see that it has been a TEAM EFFORT!

The Annual Picnic is meant to be a member-focused outing, especially for the new members. So we had our own little contest to see who was the newest member in attendance and who was the most senior member in attendance. Dan Walker plus Tony and Kris Vanacore each received a Porsche thermos bottle as the newest and most senior LPR members. What the winners didn't know was that I would ask them to do an interview with me to share their unique stories about Porsche and LPR membership.

So, on with those enlightening interviews!

Note: These interviews have been edited for brevity and clarity.

Dan Walker, newest member in attendance.

POST: We're sitting with Dan Walker who won the prize at the picnic for being the newest member of Loma Prieta Region. So Dan, what made you join LPR?



DW: Interestingly enough, I've been looking for a Porsche for a while. It takes a long time to find the right one. I've got an older friend, a general contractor I work with. He's got this sweet 997 manual transmission 4s, and he told me, "...you've got to get one of these things." Probably the best advice I've ever gotten from anyone.

I was driving a Tesla, just not having any fun at all. I went down to Tesla Monterey, gave back their Tesla, walked across the street to Porsche of Monterey, handed them some money and I walked away with a beautiful car. As soon as I sat in it, I knew it was for me. It's a Carrera White 991 911 4S.

The previous owner took immaculate care of this thing, servicing at Porsche of Monterey the 30,000, the 40,000, 60,000 mile service intervals yet the car only had 26,000 miles on it. I've put on as many miles in the first couple of months as he had in a year!

POST: What things would you like to do with your car and with LPR?

DW: So I live in Felton, right near Roaring Camp. I love driving Highway 9. I love going up to Skyline. I love putting whoever I can fit in the car to come along with me and we drive all around the area. This area is almost built for race cars. It's almost amazing when you drive through; you get up to Skyline, you get down to Highway 92, you get to Highway 1, you can do this fantastic loop and go through the forest. You can go through windy roads, perfectly catering to this type of vehicle. And then you get off to the beach; you can stop, have lunch, or meet friends along the way. It couldn't be a better place to live and enjoy this type of vehicle.

POST: Fantastic. What other things have you seen in the LPR calendar where we might see you?

DW: For sure, the cars and coffees. I'm still trying to figure out what else I'd like to do. The guy that got me into this is with the Redwood City Group (GGR), So I've been going up to their cars and coffee gatherings because he's calling me, but I'll probably be over to ours at Jake's in Saratoga.

POST: We call it Thirsty Thursday at Jake's of Saratoga.

DW: Big fan of Thirsty Thursdays. So I've got to get my car over there because my office is over the other side of the hill. I'm right down the street from Jake's and probably pass by it two or three times a day. I drive the car on the weekend and usually don't have it during the week, so I'll have to logistically get it over the hill on Thursdays so I can stop in.

We went down to Laguna Seca for the Porsche event and I took a ton of photos. I brought one of my good friends down there. He's going to eventually have a Porsche too.

POST: Was that the IMSA race?

DW: No, it was Rennsport. It was incredible, an overload! Everywhere we turned, it was Porsche, Porsche, Porsche, Porsche, Porsche, and each one better than the last one. At the time, we were Porsche-less, not having a single Porsche between us. So that's when I knew things had to change.

POST: What else can I tell you about Loma Prieta Region?

DW: Yeah, so aside from the cars and coffee, and the picnic, what are the other events you do?

POST: Loma Prieta Region became known as the Good Time Region because they used to get together and have a lot of good times together, potluck dinners and all that. Actually the region is going to have a potluck dinner in Cupertino coming up late August.

Personally, I did track days for over 10 years. But that was beating the heck out of the car, so I'm starting to do autocross days.

DW: Okay. Tell me a little bit about the autocross days.

POST: Autocross is fun because you can actually afford these speed events. When I did track days, my mantra was 85% and have fun, never had four wheels off course, drove good lines, etc. I still went through brakes, brake rotors, tires and it cost about \$500 to \$600 for one day at the track. But being an LPR member, one day at an LPR Autocross is \$85 plus gas. And tires last more than three days on track!

DW: Oh, wow.

POST: You can try an autocross if you're interested. LPR will start you on the right path with a coach.

DW: Oh, very cool. I'm just getting used to even the shifters on the wheel. I've got the PDK but can also click over and use the stick version. But other than that, I'm driving with two hands on the wheel and I'm having a blast!

POST: The region also hosts driving tours, e.g. a couple hours on back roads ending at a restaurant for lunch. We are also hosting an overnight tour to Lake Tahoe. If you want to get in, register early because it will sell out.

DW: So is it all generations of cars that come and do these things?

POST: Everything from 356s to GT3s. It doesn't matter. Everybody's having fun.

DW: The first day that I went up to Redwood City with my new-to-me Porsche, I met up with some buddies. One has this ranch out off on the side of Highway 92 down in Half Moon Bay. And we're cruising down. He's got a manual Porsche and I'm behind him in the automatic, try-

ing to keep up. I'm still learning how to use the paddle shifters and I hit the wrong direction. I slowed way down and revved the engine way up and then I see my friend turn right into this ranch. He lets himself in the gate, pulls in and I follow him.

Two sheriffs pull in right behind us. They came blazing into the driveway. My friend comes out, and the cops come up and they say, "We caught you guys going 20, 30 miles over the speed limit." But my friend lets the cops park in one of his driveways to catch people speeding on the street all the time. So we didn't take any pictures and missed the perfect photo op of my first time out in the car, surrounded by two black and white patrol cars!

They were super nice. They just told us that there are horrible things that happen on the road and everyone's speeding and they told us to slow down, letting us go with only a warning. I thought it was a great introduction to the car lifestyle here!

POST: I'm all about getting interesting stories for the POST, and you just made a story right there. So, welcome to the region, and thank you for sitting down for a few minutes and sharing your journey to Loma Prieta Region. Hope to see you out here again.

DW: Thank you, Don. And yes, you will!

As you can see, Dan will be a fun member at our LPR events!

Discussion with Kris Vanacore.

It was important to get a view of the region from one of its legacy members to represent the other extreme in LPR membership. Kris Vanacore fits that description, as she and her husband Tony have not only been members for a long time but active members. Here is our conversation.



POST: We are sitting down with Kris Vanacore, a long time member of Loma Prieta and winner of an award for club longevity at our picnic. Kris, can you tell our readers a bit about you and your Porsche journey?

KV: Okay. In 1992, I was working for the Chief Financial Officer for Apple Pacific, a division of Apple Computer. He

had a Porsche, a champagne yellow 912. It was either a '67 or a '68. So I went home and told my husband that my boss had a Porsche, and I told him how much it was on sale for and all that. We went over and looked at it, and we bought the car! It was like \$3,000. It was a 912, with all of the records.

Also, Tony was working with a guy at AT&T, Steve Sherwood, who was part of the Porsche Club. Steve just kept pushing Tony into being part of the Porsche Club.

So maybe the second year we were members, Tony became activities director for the next seven years. At that point there were so many tours, so many good time gatherings, so many getaways and so many people who had started the club back in 1970. They were still ongoing members. It was amazing. I mean, our whole social life, besides family was focused on LPR. It's been a gift to us, being part of the club; for the social things, for the technical things, for the help with anything that we need to do with the Porsche.

So basically, we joined in 1992. We are continuing members. I don't think we're ever going to leave LPR.

POST: I'll give you a quick joke about never leaving an organization. I'm part of Northern California Golf Association (NCGA), and every five years, we get a little award. And the joke is that, after 20 years you get a watch. I asked, "Wow, that's great! What do you get after 25 years?" The senior member said, "We promise to bring you flowers at your funeral!"

KV: That's perfect. That's so perfect! So anyway, we have had many 912s, many 911s. We've had many, many cars over the years. Right now we have a '73, 914 that's been keeping my husband busy. We have a '74, 911 Targa in Lime Green. We have an Agate Gray 2019 Targa GTS that we had to buy in New Jersey, sight unseen. We have a 2020 Macan. So we have four Porsches at this time, but we've had others. It's a hobby. It's something that you just want to continue being an enthusiast for.

POST: I saw your 914 at the LPR Salinas autocross last week. It obviously is a fun toy for you and Tony.

KV: Yeah. We bought it about a year ago from a guy in Paso Robles for \$12K. We got it home and realized there was a cylinder that wasn't firing. We are friends with Roselli Foreign Cars. We are godparents to his kids and

stuff. So between Roselli and Modderman (PS, a Prieta POST advertiser), they've either had the 914 or the 911 Targa at their shops at any given time.

And that's part of the passion, you know? You live and die for your cars. My father was a car guy when I was growing up. He was the president of the Detroit Hot Rod Club. There were always guys and cars at our house. I sort of grew up with cars in my blood, you know? That's what you do. You just love cars.

POST: Yeah. So you've been around the Loma Prieta Region a long time, hence your prize today. You've probably seen LPR go through ups and downs.

KV: Oh, my God, we had years where we weren't sure we were going to have enough money to keep the club alive, which at the time, I think initiated this kind of thing where we've always felt like growing up in the Depression. You've got to be very careful about your money because you don't have enough. And so a lot of the things that we're doing now within the club is because we have more of a dollar base. We have more of a financial base. Like, for instance, with this picnic; it used to be that we would find a place where we could bring our own food and cook it, and now we have this wonderful place where we don't have to deal with that. We've gone to how many places?

I couldn't tell you how many event locations we've had

for the LPR awards event between Hacienda, Los Gatos Lodge, David's in Santa Clara, numerous hotels. I've been vice president I think six times, so I'm not sure how many!

POST: Being somewhat new to the region, one of the things I am somewhat curious about is how can LPR get new members to have that sort of passion for the club?

KV: We have tried that so many times. I could give you a full disclosure on how many times we've tried to get new members active in the club with new member happy hours, etc. I think we have to practically go door to door.

POST: So if there's something you would say to the readers of the POST, who might not be very involved now, what would it be?

KV: You can't find a better place to find a better friend. You cannot find somebody who's going to share your interests, your hobbies, your lives, anywhere better than LPR.

POST: Fantastic. That's a good way to close this interview. Thank you so much.

So another Loma Prieta Annual Picnic is in the books.

One can only wonder what new things we can talk about at next year's event.



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A screenshot of the Elephant Racing website's "Suspension Builder" tool. The interface shows a navigation bar with links like Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below the navigation bar, there's a "Suspension Builder" section with three steps: 1. Select Year & Model (Year: 2004, Model: 911), 2. Select Your Package (Street Performance 2), and 3. Review & Approve. The "Front" and "Rear" suspension components are displayed with various options. A "PACKAGE CHARACTERISTICS" table shows "RIDE COMFORT" at 41 and "PERFORMANCE" at 63. An "Add To Cart" button is visible.

A photograph of three red sports cars, specifically Porsche Carrera GTs, parked in a row. The cars are shown from a front-three-quarter view, highlighting their sleek design and distinctive headlights.

1-408-297-2789
ElephantRacing.com
625 Nuttman Street
Santa Clara, California
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The Elephant Racing logo, featuring a stylized elephant head inside a circle with the text "ELEPHANT RACING" below it.

LPR's Hit the Trail Tour

Hosted by Tony and Kris Vanacore

Story and photographs: Nicole Naidu

The morning of August 24th presented blessedly cool and foggy as 31 awesome souls and 17 beautiful works of German engineering converged at the Stevens Creek Service Center at Los Gatos for LPR's Hit The Trail Tour hosted by Tony and Kris Vanacore.

In their usual unbeatable style and panache, they were well prepared and on theme with western style goodie bags and gag glasses and we were all outfitted properly for our customary photo opportunity. We were on the road by 9:24 on a target of 9:15 – not bad at all! We started off on Shannon Rd., navigating through the neighborhoods of Los Gatos as we aimed for the windy mountain roads that would take us to the Almaden

Valley and beyond. What was first most apparent on these quiet Sunday morning streets was the green of the trees against a gray sky that the sun was desperately trying to break its way through.

As our Porsches carefully wound their way through the obviously speed limit protected locale, we had anticipation for what awaited us in the undoubtedly thrilling

roadway between our present position and lunch, and of course a little trepidation as we saw evidence of bicyclists already making their presence known.

The roads curved past the oak trees and things started to get windy.

We (I) looked a little nervously at the deer crossing/

windy terrain signs. Backs pushed into the seats with every twist and turn and seatbelts tightened and we surged forward. Signs of early autumn were apparent as the green leaves turning their stunning reds and oranges. The road rose quickly above the Guadalupe Reservoir, and we (carefully) sped by runners and hikers. Then, inevitably, we had the misfortune of getting behind a Tesla. So, while we were slowed down a bit, we enjoyed the scenery a little bit more, which was nothing to sneeze at since the hills are covered with beautiful oak trees back there.

Finally, Mr. Tesla realized the company he was in and had the good sense to pull over at a turn out, and we were off again. After a couple more turns, we could see the crest of Mount Umunhum coming up ahead. It never fails to surprise and amaze a little bit on these drives how much we miss in our regular daily Bay Area city lives just what we have right in our backyard, which is one of the reasons it is so very worth it to make time to do this (and of course to exercise the horses and for the camaraderie as well). It's beautiful out here, the roads are twisting and turning through the nature all around, and this passenger has to hold onto the door handle to stay straight. By 9:45 the sun is out in full effect. Once we passed Mt. Umunhum Rd. things really got going – the road was free and clear and twisting all the way. Now we were cooking with gas. We waited a moment to regroup before making a left on Alamos as we headed further into the Almaden Valley, passing the lovely Almaden Reservoir on our right as we swept by (and we decided that we will come back to go wine tasting at Alamos Winery someday).

As we approached Old Almaden, we caught a glimpse of some San Jose history and some beautiful Americana that reminded us once again how lucky we are to be in our great country where we can drive these great vehicles on roads like ours with friends and loved ones. We made our way to McKean as we journeyed toward the South Valley – we hit a little traffic but things got exciting again as we approached



Group in front of the Stevens Creek Service Center. Photo: Chaisson



Our tour passed cyclists with courtesy.



Beautiful trees and roads in the Los Gatos hills.



The tour slowed to drive through Old Almaden

Calero Reservoir (3rd reservoir this morning!), and we were able to speed our horses up again.



On the weather front, we couldn't have asked for a better day - it's been so hot here this last week and it's been temperate this morning. It's only 71° as of 10:03 AM – nice compared to the heat wave we've endured this week (I am sure our Arizona and Texas brethren would scoff at reading this). Passing Bailey, we officially head into the back roads of Morgan Hill (as told by this former Morgan-hillian).



We hung a left onto Oak Glen Drive (now officially in Morgan Hill) and we took a beat to wait for everybody to catch up. Oak Glen is known for its curvy nature so of course that was fun. We encountered more water as we swung by Chesbro Reservoir (#4!) and the trees thickened as we drove further, the road earning its reputation more and more with every twist and turn, but lots of fun and nothing that the drivers in our group couldn't handle (and this was the easy stuff compared to what would come later!).

We passed by vineyards and farmland, making a right on Sycamore Drive as we navigated from Morgan Hill toward the back roads of Gilroy, traversing Watsonville Road and heading back to the eastern side of Gilroy where we would eventually end up on the part of Leavesley Road NOT associated with outlet mall shopping.



My one big regret here is that I missed getting the perfect shot of the caravan coming over Masten Dr. towards No Name Uno, but alas I am a novice at this event recording thing so maybe next time!

Ah, now on to the rest stop that we were all dying for at Henry Coe State Park where our loyal steeds got a tiny break and where our adventures aligned with our lunch spot moniker "Trail Dust." But I am sure the fun we had getting to the rest stop was so worth a little dirt!



Once we all made ourselves a little more comfortable we hopped back in and off we went, for the final piece de resistance –I mean, who needs Great America folks, when you have something like Canada Rd. available for free??

So much fun, and so on the list of experiences to revisit. Thank you Tony and Kris for including that little nugget in our jaunt. Finally, we took the 101 straightaway from Gilroy back up to Morgan Hill to the Trail Dust for some excellent barbeque as by that time our stomachs were



Things are quite relaxed in Morgan Hill Trail Dust, but the food was wonderful.



Nikki and Raman Naidu, George and Carol Grialou and Hugh Calvin

pretty rumbly. We enjoyed some fantastic brisket, brews, and most importantly – great company.

Thank you again to everyone who made it out – Dana & Doug Ambrisko, Setos & Katrice Barkas, Russ & Doris Britschgi, Hugh Calvin (we missed you Nancy!), Don Chaisson, Dave & Sheila Dunwoodie, George & Carol Grialou (Happy birthday 8/25 George!), Don & Jeanne Minami, Kathy & Johnny Musser, Raman & Nikki Naidu, Dan & Jeanann Nichols, Uwe & Michelle Schaefer, Greg & Sue Sickal, Ed & Karen Tefankjian, Lance & Nate Wexler, Mike Zampiceni, and of course our fabulous hosts Tony and Kris Vanacore!



Near table: Greg and Sue Sickal,
Far table: Dave and Shelia Dunwoodie, Ed and Karen Tefankjian



Near table: Don and Jeanne Minami
Far table: Russ and Doris Britschgi, Don Chaisson



Uwe and Michelle Schaefer, Dana and Doug Ambrisko and Kathy and Johnny Musser



Ed and Karen Tefankjian and Dave and Shelia Dunwoodie



Nikki and Raman Naidu,



Kris and Tony Vanacore.

Thank you, Nikki, for your wonderful first submission to the Prieta POST. Your descriptive reporting gives all our readers a sense of the event and the members' good time. Great job! Editor Prieta Post

And a shout out to trail boss hosts Tony and Kris Vanacore! The route was well curated, organized and executed! Editor Prieta Post



Previously on Porsche Motorsport Update, Porsche had been doing quite well after the Tiramack.com Monterey Sportscar Championship, taking first and second in GTP with Porsche Penske Motorsport 963s and first in GTD-Pro with AO Racing Porsche 911 GT3 R. As reported last issue, Porsche teams fell off the pace in Detroit. Sadly, this change in fortunes continued in the latest series of races.

The Sahlen's Six Hours of the Glen at Watkins Glen International even rained on Porsche's parade. OK, it rained on everyone, but as the clouds moved away, the best that Porsche could do was P4 in GTP and P5; yes, fifth place, in GTD Pro.

The Chevrolet Grand Prix at Canadian Tire Motorsport Park in Ontario, Canada, did not have the GTP class, fielding only LMP2, GTD Pro, and GTD cars. AO Racing's Remy finished third although AO Racing's LMP2 car captured first overall and in class. So, AO Racing had something to cheer about.

The Motul Sportscar Grand Prix at Road America brought the full field back on track, but the results were generally similar. The best Porsche GTP finish was P5, AO Racing's LMP2 car took first in class, AO Racing's Remy finished well down the chart in eighth place, and Adelson in the Wright Motorsports Porsche GT3 R finished P6 in the GTD class.

The next IMSA race is late August at the Michelin GT Challenge at Virginia International Raceway.

However, all is not lost as the two Porsche Penske Motorsport cars sit at the top of the standings going into VIR. But the BMWs, Acuras, and Cadillacs are showing improved pace, thank you BOP! In GTD Pro, AO Racing Porsche sits in third behind Corvette and Ferrari, but the Ford Mustangs and BMWs are hot on their heels. Adel-

son in Wright Motorsport lies sixth overall in GTD. The feel-good story of Robert Wickens in his hand-controlled Corvette is optimistic, but the team is still working on the fine points of the Bosch hand controls for Wickens.

Though the story on paper is bleak, the "show" is incredibly interesting. The competition is, in fact, close. The overall championship is still up for grabs, and the in-field "elbows out" racing is intense. I got a sense of what it's like on track when I came across a YouTube contributor, Grooved Slick, who assembles a combination of track coverage and in-car camera feeds to watch what is going on in GTD Pro. His latest post (enter <https://youtu.be/k3dg97ingL4?si=c-9pwVcXJk1SSwXO> in your web browser to watch -- apologize for the ads) gives an up-close look at what it's like from a driver's point of view. This particular post focused on the "Pure CHAOS for Corvette and Mustang," but it gives plenty of time watching the AO Porsche from the Mustang and Corvette in-car feeds. You get the full sensation of how close all the cars are matched, how they battle every lap (a fender-to-fender double tap going into a corner is common), and how they slide around at corner apexes. Frankly, this IMSA season in GTD Pro is the best since the glory days of Trans-Am. Still, it would be better if Porsche brought two cars to the knife fight instead of just the lone AO Racing GT3 R!



Bios for Loma Prieta Board Candidates 2026

Please send in your vote when prompted by an LPR email blast!

Candidate for President Honore D'Angelo



Pre Porsche Ownership History: I'm currently the proud owner of a daily-driven manual 718 Boxster and share a '73 911 S Coupe, a 993 Cabriolet, a 992 Sport Classic and a Panamera Sport Turismo with John.

LPR PCA History: 2023 – 2025 LPR Vice President. I've been associate member of PCA since 2010. While I frankly didn't know much about Porsche or PCA before my life with John, the last fifteen years have certainly changed that! Over that time, I've attended 7 Parades, 2 Treffens, 3 Rennsport Reunions, every WERKS Reunion, countless Zone 7 concours events, and a number of Loma Prieta, Golden Gate and Redwood Region tours and events. John and I have competed with our 993, our 997 Targa and our 991 Club Coupe in Parade Concours.

Favorite Drive: John and I truly enjoy the drive from Santa Cruz to Alice's Restaurant, Highway 9 to 35 to Woodside (and back – LaHonda to Pescadero to 1)

Conversation Starter: John and I organize the judging at Werks Monterey – if you haven't participated (or have and have feedback) ask me anything.

Candidate for Vice President Open

Candidate for Treasurer Dana Drysdale



This is YOUR chance to volunteer!

Porsche Ownership History: Drove Porsches when working with Volkswagen of America in the 1980s. Purchased our 1st in 2013, loaded Boxster S in Basalt Black and Red.

LPR PCA History: Secretary 2021-2022, President 2023 - 2025. Joined PCA 2013, saw Les Schreiber at Escape to LA – Les was Membership Chair of LPR and a friend from Scouting. Went to Porsche Brunch and heard about AX, instant transfer to LPR! Love every event – Brunch at Alice's, our Cars & Coffee, LPR GTGs, Tours, AX, Werks Monterey and national events. So many great people and friends!

Favorite Weekend Drive: AX, so I better get there more! Missy and I enjoy the Cupertino, Saratoga, Los Gatos foothills. Biking and Hiking are also big for us.

Conversation Starter: Just start with what you want to, a lot is still new to me! Concours is a very social activity, happy to help members and friends get started.

Porsche Not So Secret: I told Missy the Boxster has tons of storage and would be great for camping.

Candidate for Secretary Mari Kuhn



Porsche Ownership History: The driving test for my first license in Japan was required to be taken with a manual transmission. I enjoy driving the manual a lot, and I've been driving manual all my adult life. My 1st sports car was 2021 M3 Cabriolet in Imola Red. My Husband Patrick purchased our 1st Porsche in 2005 a 1997 993 C4S. Replacement of M3 was in 2013 991 Cabriolet. Currently which I insisted it was spec'd with a manual and we had to order it. We currently own a 718 Cayman GTS 4.0.

LPR/PCA History: Joined PCA just about 20 years ago and transferred into the LPR region in 2020. I've been supporting Patrick who has been enjoying AX since 2006. We have attended Rennsport three times, Werks Reunion once, and Porsche Parade in 2014. We are seriously considering going to the Parade in Boise in 2027.

Favorite Weekday Drive: Highway 1. After retiring we avoid weekend drives and shifted to mid week drives to avoid the traffic. I also enjoy driving in the Santa Cruz Mountains and near Uvas Reservoir in the spring.

Conversation Starter: Patrick and I have been staying healthy by hiking/walking, and getting on our rowing machine every day. We also love traveling. My hobbies are gardening: this year I've succeeded in re-blossoming many of my orchids, and my current challenge is to blossom my Queen of the Night next year.

Candidate for Membership Andy Ward



Porsche Ownership History: Grew up in car-crazy Southern California in the 70s, so have always been a car person. After owning a couple of British sports cars in the 70s/80s, drove reliable-but-very-boring Honda Civics until 2004, when I bought my first Porsche, a gorgeous, Summer Yellow G50 Carrera (for \$18.3k!!!) from my wife Debbie's then-manager. Since then I've owned a 2008 Cayman S Sport Edition (#520 of 700), an '81 911 SC, and currently own a 2000 Boxster S and a 2016 Cayman GT4

LPR PCA History: 2023-2025 LPR Treasurer. Joined PCA in Dec, 2004 after buying my first Porsche. Held a dual membership with LPR & MBR until about 2011. My wife Debbie and I used to organize MBR tours, including an annual Wildflower tour, and tours of various local and remote wineries. My favorite was one we organized to the North Coast – Healdsburg, Boonville, Mendocino in 2009

Favorite Weekend Drive: Laguna Seca raceway (doesn't have to be a weekend!).

Conversation Starter: Debbie and I love traveling so any talk of recent or potential trips will always get my attention.

Bios continued on Page 40

Candidate for Activities
Brad Boardman



Porsche Ownership History: I have owned a 1971 914, a 1968 912, and a 1972 911e. I like the old ones best, but I am (slowly) coming around to the idea that a newer one could be fun too, and might give me a chance to compete against more than a few people in Autocross. Ironically, I do not currently own a Porsche but I am always looking and have an eye on some future possibilities...when the time is right!

LPR PCA History: My dad was a GGR member when I was a little kid. He used to drag me to autocrosses up in Pleasanton. In the early 70's, it was totally fine to have your six year old kid flailing around in the car with you during your runs. Needless to say, the experience of spending time with dad while sliding around in a beautiful car made an impression on me. In my teens and early adult years, we strayed a little from attending events due to sports, work, college, family and all the other stuff in life. In around 2011 we dusted off the 1968 912 and started up again. I attended an LPR event early on and everyone was super welcoming and clearly hell bent on having fun. I joined LPR immediately. My dad got sick in 2013 or so, but by that time I had been asked to be a driving instructor. While I truly love instructing, I was doubly thrilled to be able to take my dad for a few runs in his old car before his death in 2016. LPR is the best. I have met and befriended so many kind community-minded folks in the club. Favorite Weekend Drive: Any road that Tony Vanacore recommends. That dude is the Yoda of backroads.

Conversation Starter: What gets you fired up?

Dave Dunwoodie
Candidate for Autocross Director



Porsche Ownership History: 35 years ago I bought my 1st Porsche (a 928) and joined PCA in 1990, and did my first Tours, Rallye, AX and track days that year. In 1999 when I was editor for GGR's Nugget, I bought my first 911 from an ad that didn't make it into the magazine ad section, editor's perk. Next was a 1970 911 RSR clone for track and AX duty that was a blast for the next 14 years. Soon after I acquired a Cayenne Turbo for towing the RSR. At one point it was time for a mid-engine and a 2006 Cayman S came home with me for a while, till it was replaced with my current 2016 GT4.

LPR PCA History:
For LPR I've served as Webmaster, about 5 years as Activities Chair, and 9 years as Autocross Chair, and I manage the LPR Facebook page. I was also GGR's Editor for the Nugget for 2 years.

Favorite Drives:
Highway 25 south of Hollister, and the many routes to/from/around Alice's.

Conversation Starter: Are you interested in trying autocross?

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In the Zone

Hello Zone 7,

Since my last column I was thrilled to visit and be a part of the Golden Gate Region's 65th Anniversary function. The history of the Region and its members is fascinating. A panel discussion was the highlight of the event with perspectives from the very early days to recent activities and successes.

Two Zone series concours events meant I attempted to detail my car twice, once for the Monterey Bay Region Concours - In Paradise and the Golden Gate Region event at Porsche Redwood City. I left with hardware from both and a fun time had for sure. If you haven't done a Concours or haven't for a while, I can't encourage you enough to come on out. We are kind, friendly and encouraging.

Werks Reunion Monterey is just past. What a success. Approximately 200 judged cars (including the Porsche Classic Dealer Challenge cars) and 800 or so in the Corral. I was proud to be a part of a HUGE group of volunteers who make this a premiere event for PCA. Congratulations to all those who trophied.

Help Celebrate PCA's 70 Years!



PCAs 70th anniversary is September 13. All Regions are encouraged to do an event that day.

The 10 regions of Zone 7 are all taking part. Join your fellow members and celebrate.

On social media tag events and photos with #PCA70



Zone 7 Autocross Series Schedule

Note: Regions are now using the Zone 7 classification system <https://zone7.pca.org/autocross-rules/> for more info.

Date	Location	Host Region
Sept 13	Crows Landing	GGR
Sept 14	Crows Landing	LPR
Oct 18	Thunderhill	SVR
Oct 19	Thunderhill	RWR

Zone 7 Concours Series Schedule

Date	Location	Event
Sept 7	Porsche of Fremont	LPR
Oct 12	Sonoma Plaza	RWR

PCA Driver's Education "DE" Event Schedule

Sept 12	Thunderhill	Diablo
Sept 13	Thunderhill	GGR
Oct 18 & 19	Laguna Seca(105db)	GGR

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One Last Look

Our Loma Prieta group photo at Werks Monterey has become a part of our attendance and participation. This year, we were honored to have Vu Nguyen, Executive Director of PCA, take the picture with my camera. Not only is Vu a serious Executive Director but he can have a lighter side. After he squeezed off several images of our group, he improvised and had a bit of fun taking selfies for us! Enjoy.





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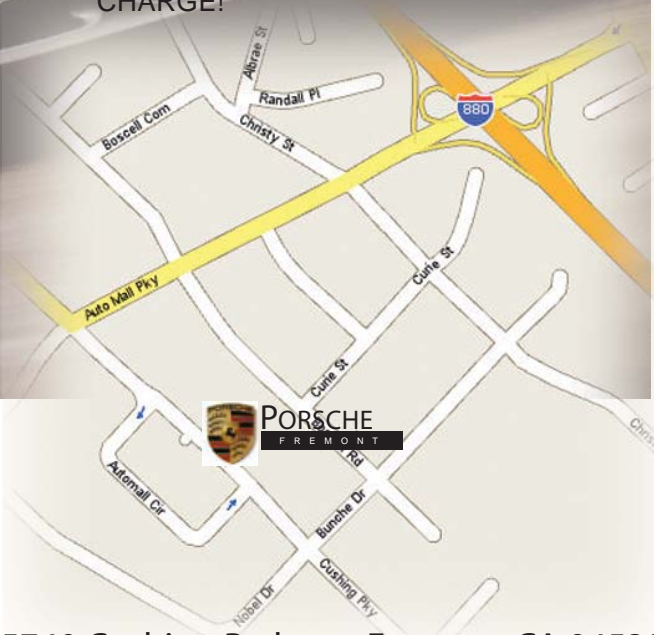
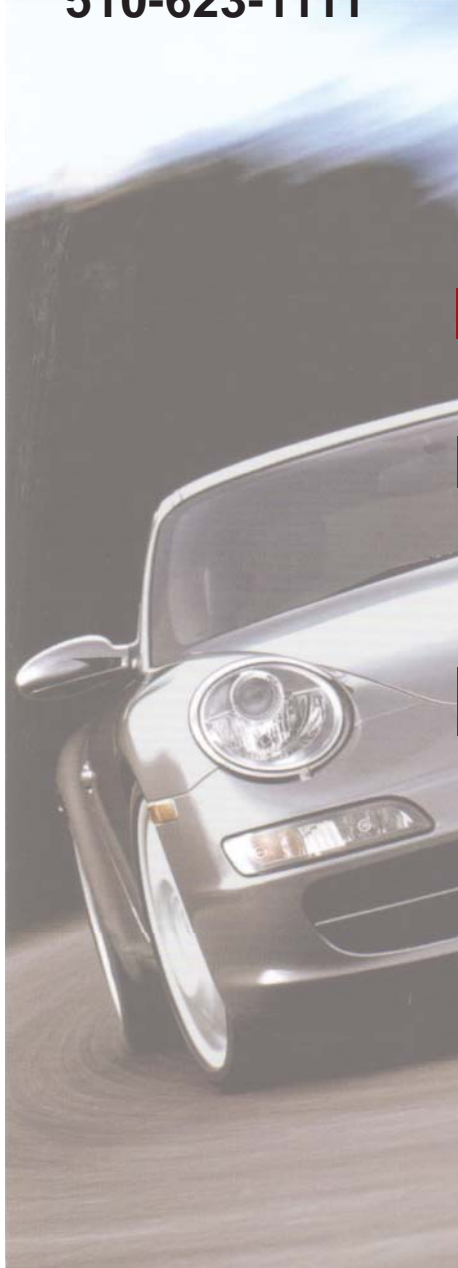
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