



Prieta

Jan/Feb 2025

# POST

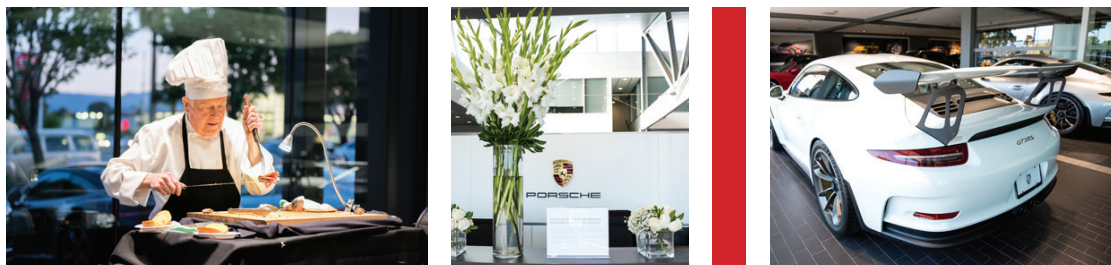
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# Prieta POST

Jan/Feb 2025



**Pg 16 Loma Prieta AutoX: 2024 Season**  
 Loma Prieta has a very active AutoX program with a nine event series for the year. We'll explain what is AutoX and how the 2024 year unfolded.



**Pg 24 Ole Amigos Tour: a John Reed Favorite**  
 This year's Ole Amigos Tour was bittersweet since the event was one of John Reed's favorite events. This event was familiar and echoed with thoughts about John.



**Pg 28 LPR Awards Banquet: a Masquerade Ball**  
 The region returned to the Back Nine Restaurant at Pasa-tiempo, but this year we were all masked up! Awards and good times were had by all.

### Departments and Special Items

Back Story: The Prieta POST Cover Photo	Pg 4	Membership Corner	Pg 12
Region Leadership	Pg 5	Porsche Motorsport Update	Pg 27
Miscellaneous Ramblings and Back Story	Pg 6	In the Zone	Pg 38
Driving with Friends	Pg 8	Sponsor Index	Pg 38
Loma Prieta Coming Events	Pg 10	One Last Look	Pg 39

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## Back Story The Prieta POST Cover Photo

Photographer: Don Chaisson  
 Camera: Canon EOS 60D, Lens Sigma 17-70,  
 exposure 1/4000, f 9, focal length 23



For years I have been comfortable with photographic techniques and storytelling of cars and race action. Racing photos can be dramatic and often capable of conveying a story or at least a frame of a story. I've found translating these skills to autocross difficult. Photographs of cars in an autocross lap are somewhat sterile — maybe a car and a cone, or just a car. Great for a driver's memory but not much of a story. I've been trying to develop an eye for autocross stories. So far, the best area for story rich photographs is pre-grid or start.

This cover photograph is of LPR's own EdTefankjian in his new 718 4.0 Boxster GTS. He has been autocrossing for years, but you can still feel tension as he waits for the signal to proceed to the starting gate.

I spent a previous LPR event taking photos of every car on course. None of those photos gave the same sense of a moment or story as this one of Ed, ready, ready... waiting...



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Loma Prieta Region



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# Miscellaneous Ramblings and Back Story: an Editorial

Don Chaisson, Prieta POST Editor.

As of this Jan/Feb issue of the POST, I've now edited/published two years worth of Prieta POSTs, not counting the first issue in Nov/Dec 2022, which was my first and rushed attempt at the newsletter for Loma Prieta Region. Time for reflection, but not my first time reflecting.

My editorial in the Jan/Feb 2024 issue, my first reflection, took solace in bringing good photography to the pages of the POST, lamented about getting new content, and pointed to needed improvements in graphic designs. Incremental improvement has always been my North star as is the shadow of John Reed's early accomplishments when he was editor. This year, sadly, we said goodbye to John.

Progress continued with what I think are artistic cover photographs (cover shots) that are on par with the best in PCA. We had great photo contributors this year. So thanks to Dave Dunwoodie for his photo of the new AX trailer (May/June 2024), Doris Britschgi's shot of their 911 at Treffen Wine Country (Jul/Aug), and Dana Drysdale's wonderful shot of Bob Ross's 912 during the Octoberfest Tour (Nov/Dec). I still give a nod to Hill Country Region's cover photos, at times very Michael Allen Ross-like in vibe! I hope to continue this key part of the POST in future cover shots with Michael Allen Ross-inspired images and with photos that can tell a story in an instant (as does this issue's cover!)

2024 saw great content contributions from members, including: Mar/Apr technical report on headlight renovation by Peter McMillian, July/Aug report on Treffen Wine Country by Doris Britschgi, an inset on Bill Bauer's experience as an IMSA pit worker, Sept/Oct's Kevin Bennett article on the Annual Picnic, and Nov/Dec with Dana Drysdale's report on our LPR Concours and Doris's report on the Jacob's Heart Tour (Two Tours in One Day). This sort of diversity in contributors is what I was hoping for!

Interviews are a great way to get behind an event, a job, or a person of interest! And we had several such interview contributions this year: Hugh and Nancy Calvin on how to put on a tour, John D'Angelo on his National Nomination Com-



mittee duties, and Vu Nguyen on PCA's involvement behind the scenes at WERKS.

Like it or not, 2024 motorsport content became a key element in the POST's DNA, mostly Porsche content, but at its core, motorsport. Reporting on IMSA and Porsche is everywhere, but the POST brought stories to life from lesser events: e.g.: SRO Fanatec and Porsche Sprints. I hope to continue to develop motorsport stories at any level and give them some ink in the Prieta POST.

None of this came easily. There was a lot of work to organize and assemble content, whether contributed or from my work, to lay out the product in an attractive graphic design, make sure the POST includes elements that PCA regards as best practices, etc. But none of this would have been possible without the work of the POST's proofreaders, with only their names in the masthead always found on page 4 of a POST edition, right above the first feature, "Back Story: The Prieta POST Cover Photo."

The first proofreader I worked with was Kris Vanacore. She did the job for the first 7 issues (2022 and 2023). Kris stepped down but recruited Doris Britschgi to take over the job. I'm not sure Doris really grasped the challenge when Kris Vanacore passed the proofreading torch to her. Not the challenge of proofreading and correcting, per se, but working with a sometimes ADHD-like ex-chemist turned Porsche fanboy and automotive regional publisher.

Funny story, but true. Adam Chaisson, my father, was excellent in grammar and spelling. He worked in the back rooms of newspaper publishing as a printer. He found out one of my deficiencies, one that Kris and Doris also discovered, is that my writing is terrible when it comes to grammar and spelling. Adam said to me one afternoon, "Son, I do not understand why you can't see these mistakes! Hell,

I get it right even proofing copy that is upside down and backwards!" My mind always races past the words for content without attention to spelling. And I sometimes lean to quirky phrases which trump grammar. But do I catch the difference between cuprous and cupric; that is obvious to me!

After each POST was put to bed, I'm sure Kris and Doris once again took big sighs of relief for herding the Editor back into the corral of proper English, grammar, and reasonableness. These days, I am using technology, running my copy through AI spelling and content testing. Ask Doris how that is working.

So in retrospect, another 2024 achievement was seamless and detailed prose made possible by Kris in 2023 and Doris in 2024. I want to especially thank Doris's stamina for not just correcting, but re-teaching me the nuances of English prose. Unfortunately, every two months comes around quickly, so Doris ... back to corralling your Editor for another issue of the Prieta POST!



POST proofreaders and editor (Kris Vanacore, Don Chaisson, Doris Britschgi)

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# Driving with Friends

By Dana Drysdale, 2025 LPR President

**Thanks to all for 2024 – On to 2025!**

**Welcome Back Brian Adkins Zone 7 Rep**

Our Zone Rep, Brian Adkins is a great communicator for PCA and inspires Z7 Presidents, AX and Concours Chairs to work together. In 2024, Brian competed in every Autocross and Concours hosted by Zone 7 Regions. Brian was just re-appointed to serve Zone 7 for a 2 year term by PCA's Executive Council. Thank you, Brian, and welcome back!



**Zone Awards Banquet and Zone President's (and Guests) Meeting!**

These events are March 9 at Porsche Sacramento in... Sacramento. Regions from Sacramento, Reno, and Shasta have been driving to East / South Bay for years, so, it's our turn. Details on group hotel rates, etc. to come.

**100% of Porsche Panorama Digitized and Available on [pca.org](http://pca.org) @ Panorama Magazine | The Porsche Club of America.**

History, cars and friends! Click on the link and be a time traveler.

**Heads Up! Porsche History Day – in June – Hoping for Porsche Stevens Creek Service Dept. Los Gatos (old Los Gatos Acura – 16151 LG Blvd)**



Steve Douglas is helping us and me develop this event with the gracious support of Porsche Stevens Creek. We are hoping for an incredibly special event and a chance for members to learn about historical and fabulous sports cars. We could make it a major event and Porsche day in Los Gatos! More to come, ideas or questions, contact me at [president@lprpca.org](mailto:president@lprpca.org).

**Werks Reunion in Monterey is August 15th!**

Volunteering (14th or 15th) has been a wonderful experience for Missy and me since 2014. Volunteering is a fantastic way to meet great people.

**PCA 70th Anniversary is Sept. 13th!**

LPR's celebration will be incorporated in Multi Region Oktoberfest, hosted by Monterey Region and LPR.

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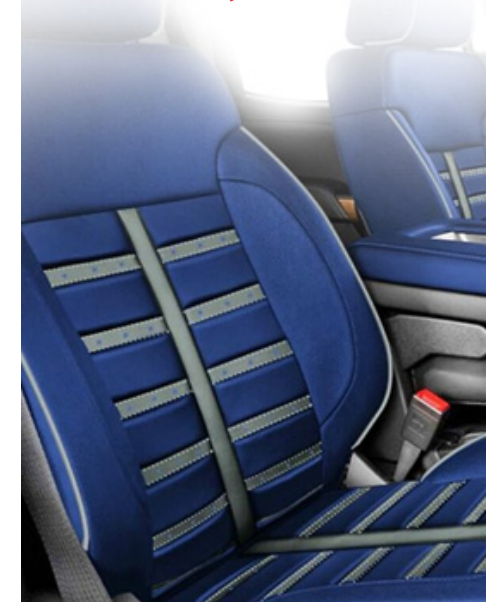
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# Loma Prieta Coming Events



## Loma Prieta Board Meeting Tuesdays: Jan 14th and Feb 11th, 7:00 PM

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



## Thirsty Thursday: Mar 13th, Jake's of Saratoga

Live in the south Santa Clara bay area and feel left out from last month's beer GTG. No problem. We have Thirsty Thursday redux for you at Jake's of Saratoga Pizza restaurant. Good selection of beer, great pizza and room for everyone. Message Honore D'Angelo at: [vice-president@lprpca.org](mailto:vice-president@lprpca.org). No excuses now!

## Thirsty Thursday: Feb 13th, Beer Thirty, Santa Cruz

This is our first social event of the year... an evening having a beer and snacks at Beer Thirty. Just show up, not necessary to reserve a place, but it helps our hosts to have an idea of who is planning on attending! Message Jim Turk at: [lprwebdude@gmail.com](mailto:lprwebdude@gmail.com).



## St. Patrick's Day GTG at the Morgans: Mar 15th --to be confirmed

Bob and Karen Morgan are Irish to their core, and their parties are legendary. While the date and event are still in the "to be confirmed" category, you might want to mark your calendar (maybe in pencil) and watch for announcements on details and sign ups.



## LPR AutoX #1: Mar 16th, Crows Landing.

Time to do your annual maintenance on your Porsche to get it ready for the LPR AutoX season. The first event will be at Crows Landing with its wide open and lengthy courses!

Watch for registration instructions in the LPR enews email blasts to confirm the date and details.



## WERKS Amelia Island: Mar 7th

If you didn't get enough WERKS Monterey last year and want more, AND are willing to travel to Florida, then WERKS Amelia Island is the ticket for you. Watch Panorama and PCA enews email blasts for registration details.



## Porsche Racing in 2025: Opportunities for spectating

Chances to watch Porsches in action come early in 2025, so best to start planning now.

SRO Fanatec GT Series, Sonoma Raceway, March 28-30, 2025

Porsche Sprint Challenge, Sonoma Raceway, April 4-6, 2025

IMSA Motul Course de Monterey, Laguna Seca Raceway, May 9-11, 2025

24 Hours Le Mans, Circuit de la Sarthe, Le Mans France, June 14-15, 2025  
(Ok, probably best to plan your video recorder to tape versus attending!)

# Membership Corner

## New Members

Mark Wardas  
Greg Scott

Santa Cruz  
Soquel

2018 911 GT3 Touring  
2023 911 Carrera GTS

## Transfer In

Dave Roberts  
Howard Watkins

Golden Gate Region  
Monterey Bay Region

1965 912  
2000 Boxster

## Membership Numbers

Primary Members: 373  
Affiliate Members: 226  
Grand Total: 599

## Anniversaries

5 Years: Peter Lynch  
Phillip Stanger

10 Years: Kent Goheen

20 Years: Andy Ward

## Membership Corner: New Member Focus

Loma Prieta membership is growing with very energetic Porsche fans. The Prieta POST will introduce you to some of these new members, looking at where they are coming from and how they became part of our region. This first New Member Focus introduces Mike and Helen Wenstrand.

Mike is a 23-year resident of Los Gatos, but formerly of Turlock. His Porsche story started with a poster: *It all starts with a dream.*



Mike remembers riding his bike into town and passing a green soft-top Targa all the time, just like the poster. That started his dream. When he came to the point of actually looking to buy a Porsche in 2015, he looked at a 2015 Carrera with a sunroof. Since Mike is on the tall side, and since the sunroof took up some headroom, his head was

against the roofline, so that was a non-starter. Besides, he really wanted a Targa!

There was this 2015 Targa, but he just didn't take the plunge. He got serious again in 2020 though allocations for a Targa were few and far between. But for a dream, he could wait, and it would be a Targa in agate grey with chalk interior and in GTS trim! He put \$2,000 down and started waiting for the call that he had an allocation. He had plenty of time to fine-tune the accessory selections as time passed. Then in 2022, he got the call; his configuration had a build date!

And now Mike and Helen are proud owners of a 2022 992.1 Targa.



Mike isn't satisfied with only driving a Porsche. He also has a passion for two-wheeled excitement. Check out a couple of action shots of Mike on his motocross bike in competition.

A look in his garage shows that motocross isn't his only two-wheel excitement. His rides include numerous other motos from classic to road racing, even to a two-pedal, one Mike-powered bike!



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Page 14

Page 15



# The 2024 LPR Autocross Series

## A Report on the Season and Thoughts on Getting Involved.

Edited by D. Chaisson with contributions  
from: D. Britschgi, D. Ambrisko

Photos by D. Chaisson, C. Boyle (with permission)  
and provided by D. Ambrisko



Dave Dunwoodie, 2024 AutoX chair, and his GT4

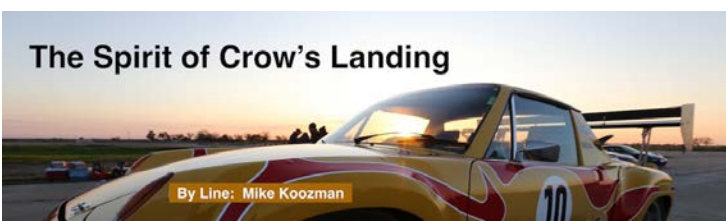
Let's take a look at Autocrossing, what it is, why LPR sponsors the events and what's in it for me.

The Loma Prieta Region prides itself on being The Good Time Region! To be sure, the calendar of events in the last years, and going forward, is resplendent with simple tours and lunches, Thirsty Thursday gatherings, and the occasional pot luck good time gathering of old. But to other LPR members, a part of having a good time is speed events. Golden Gate and Diablo regions sponsor speed events on tracks, whether it is Club Racing or Track Days/Drivers' Education that takes speed to a stratospheric level.

Loma Prieta takes a more reasonable and affordable approach to speed — autocross events. Our region, with Dave Dunwoodie as current autocross chair, conducts a season of autocross events, generally 9 events, partnering with GGR to cover both days of event weekends. Some of these events also double as Zone 7 series joining other regions with their autocross events.

All of this begs the point to those who don't know what an Autocross (AutoX) is! PCA's website offers this explanation:

*AutoX (Autocross) is a very exciting form of motorsport held at typical street and highway speeds. It emphasizes precise car control in a fun, low-cost, friendly and safe competition. Learn and rapidly refine advanced driving skills and techniques in the non-threatening environment of a course marked by soft traffic cones in a large parking lot or similar setting.*



This is not the first POST issue to highlight autoX. The first was in May/June 2023 and featured a wonderful article by LPR member, Mike Koozman: *The Spirit of Crow's Landing*, sort of a review of the people and flavor of an autoX event. The issue also had a photo gallery which tried to capture the spirit of an autoX event.

This article takes the approach of looking at autocross events from three different points of view: a non-autocrosser, an Autocross instructor and an ex-track day (Drivers Education) participant.



**Doris Britschgi, our POST proofreader, contributor and non-autocrosser, offers her perspective of explaining Autocross to the uninitiated.**

What's all the fuss about autocrossing? Some people in LPR or any car club are mostly interested in tours or social gatherings and have no idea what happens at an autocross. I'm not an autocrosser, but I have (in years past) been exposed to the sport and thought I'd share my perspective of what it's all about for those who may not know.

An autocross is a game (sport) where you drive your car as fast as you can around a circuitous course set up with traffic cones on a big empty parking lot or unused airport. Drivers are grouped according to experience and car type. You are timed. You lose time if you hit a cone. No one else is on the course while you're there, and your "run" is over in just a few minutes or even seconds. If you're competitive, you try to have the fastest time. The few times I "played the game," I just tried to improve my own time with each run.

The few autocrosses I have run were at a small event (no longer in existence) called Sports Car Olympics several decades ago where cars of all makes spent Labor Day Weekend at Boreal Ridge in friendly competition. Two autocrosses were run along with other activities like two different kinds of rallies. I still remember the thrill of wait-

ing for the flag to drop to start my run, trying to figure out where the course went (sometimes it was chalked and sometimes not), and ending with a big grin. I learned that it's very helpful to walk the course before the cars begin their runs. You hear terms like apex, best line and heel-and-toe, and you find out how your car handles. (I learned that our 911 needed to be accelerated through curves in order to keep the rear end from trying to go first!) On a ride as a passenger in a dedicated autocrosser's car, I learned that you should either be on the gas or on the brakes at all times; no coasting. On that same ride I learned that spinning sometimes happens and is very exciting! I also learned that serious autocrossers can spend copious amounts of money on tires, suspension, and other car set-up to be really competitive; but you don't have to spend extra money to have a good time.

Autocrossing can be a lot of fun and teach you more about what your car can do. If you've never seen the sport in action, I recommend at least watching an autocross sometime in the future. Who knows... maybe you'll decide to join the fun!

**Comments from Doug Ambrisko, LPR/GGR Autocross instructor on how to get started.**

Our family's love for autocrossing runs deep. We've spent years participating in local Porsche club events with LPR and GGR regions, with only a brief pause during our daughter's quarter midget racing career—where she became a four-time Dirt Grand National winner. After that exciting period, we returned to autocrossing until the pandemic temporarily halted our adventures.



As an experienced instructor, I've learned that the most important part of introducing newcomers to autocrossing is reducing their intimidation and helping them discover the joy of friendly competition. Contrary to what many might think, getting started in autocrossing is surprisingly accessible.

First and foremost, you don't need a specially prepared car or extensive driver training. A valid driver's license is your only prerequisite. Events typically have instructors on hand to guide you through every step of the process. While you'll be expected to contribute to the event by helping with tasks like repositioning cones that competitors knock over, the community is welcoming and supportive of newcomers.

Preparation is key to enjoying your first autocross experience. Dress in layers and bring a rain jacket, as these events run rain or shine. Sun protection, comfortable shoes, and a packed lunch will make your day more enjoyable. Most events provide some meals, but it's always good to be prepared. If you don't own a Snell-certified helmet, don't worry—many events offer loaners.

When you first arrive at an event, don't be shy about asking for guidance. Experienced participants are usually eager to help newcomers. Clear out any loose items from your car—you'll be surprised how quickly things can start flying around as you become more confident in your driving. You'll learn how to apply temporary numbers to your vehicle, typically using something as simple as blue painter's tape.

The driving itself is where the real excitement begins. Modern autocross events are designed to be approachable for beginners. Most of the courses can be navigated in second gear, which reduces the complexity for those unfamiliar with manual transmissions. The key is to turn on your car's sport mode, which sharpens throttle response, and turn off traction control to truly learn vehicle dynamics.

Driving techniques develop with practice. You'll learn to look ahead, anticipate turns, and understand how different vehicles handle. A low-horsepower car requires a different approach compared to a heavier vehicle. The placement of the engine—whether front, mid, or rear—significantly impacts how the car moves through the course.

Many people feel intimidated initially, especially significant others who might be hesitant to try. But here's a secret: I've seen first-time drivers, including teens, nearly match and sometimes even beat experienced drivers' times. The learning curve is steep but incredibly rewarding.

The most important advice I can offer is simple: try it. Don't worry about your initial times or which class your car fits into. Focus on learning, enjoying the experience, and gradually building your skills. Autocrossing isn't just about speed—it's about understanding your vehicle, developing car control, and having fun in a supportive community.

Each event is an opportunity to push your limits, learn something new about yourself and your car, and connect with a passionate group of motorsport enthusiasts. Whether you're driving a high-performance sports car or a modest daily driver, there's a place for you in the autocross world.



Notice how the student/passenger is fixated on the next cone, while the instructor/driver is looking ahead to cones in the next section of track.

So gear up, show up, and give it a shot. You might just discover a new passion that transforms the way you think about driving.

**Comments from Don Chaisson, an ex-track day fan, who humbly has a lot to learn to Autocross.**

I have always had the "need for speed" going back to the 1970s. I had a BMW 2002 and immediately replaced anti-roll bars, shocks and springs to lower ride height. With the BMW Owners Club, I took it to the local autocross at Pleasanton Fairgrounds. I had no clue what I was doing. Then I organized a BMW Owners Club event at Bondurant Racing School at Sears Point, now Sonoma Raceway. I was instantly hooked and went out and bought the only race car I could afford, a GP Triumph Spitfire. After learning how to make the motor last more than 30 minutes and getting my SCCA license, I raced it (and follow on rebuilds) at Laguna Seca, Riverside, Sears Point and Willow Springs.



This required one of my rebuilds: **It really was NOT my fault.** A competitor dive-bombed me on lap 1 at Laguna Seca (old Turn 2) and I was even in a defensive line!

Fun fact, I met now LPR member Bill Charron back then when he was campaigning an MGB, if memory serves. Well kids came along and the Spitfire got turned into a street car to drive to work on the back roads. Over twenty five years later I bought my first Porsche, a 2007 Cayman. I still had the need for speed and so I started with what I knew best, driving on tracks. But I was much older and not able to rebuild the Porsche if I did a brain-fade mistake on turn 6 or the corkscrew. Can you imagine my Porsche banged up like my Spitfire?

So, my mantra for track days in 2008 to 2022 was; "... 90% and have fun." I drove classic lines but didn't go deep into corners or try to carry that extra speed through the apexes. Recently I started to fear for the longevity of my Cayman (now a 2015).

This year, I started looking at LPR's Autocross series a bit harder to provide that "need for speed" thrill. Honestly, my track experience and mellow mantra didn't translate into quick Autocross times. Too many corners with a track layout that is different every event. My first revelation was when RJ Harrison (who was P1 in P-05 class this year) drove my car with me shotgun. I learned that deep, aggressive braking was needed for quick times and that there is no coasting in a corner. Then Tara Shapowal (who with husband Steve Lou pilot a 2010 uber-modified Cayman, aka Stormy) reminded me to look ahead, past the next cone/corner. Looking ahead was so easy on tracks, I had every track corner memorized; but in autocross, I was just trying to *find the next cone/gate!* Dave Dunwoodie consoled me, "Don, you just need more seat time."

I wonder what else I'll learn in 2025.

Here are the podium finishers for the 2024 LPR Autocross Series

Qual	Class	Rank	Driver	Total	AX #1	AX #2	AX #3	AX #4	AX #5	AX #6	AX #7	AX #8	AX #9
	O-03												
Q		1	Curtis Reitmeir	108	20	11(D)	20		16		16	20	16
Q		2	Eric Reitmeir	101	16	13	16			20		16	20
	O-04												
Q		1	Connie Lu	116	11(D)	16	13(D)	16(D)	20	20	20	20	20
Q		2	Himanshu Patel	112	20	20	20	20	16	16	16(D)	16(D)	
Q		3	Thomas Wainwright	62	9	13	9		13		11	7	
	P-02												
Q		1	Dave McGuigan	107			20	20	20		16	11	20
Q		2	Caevon Hekmaty	104	16	20	16				20	16	16
Q		3	Anton Hekmaty	79	20	13					13	20	13
	P-03												
Q		1	Jeff Reitmeir	109		20	20	16	13	13(D)	20		20
Q		2	Grady Carter	108	20	16	16	20	16	16(D)	13(D)	20	13(D)
Q		3	Ed Burghardt	83	16	13	11	11	9(D)	11(D)	11(D)	16	16
	P-04												
Q		1	Drew Powers	100	20	20	20			20			20
Q		2	Patrick Kuhn	91	9	16	13	20	20	13			
	P-05												
Q		1	Rj Harrison	112	13(D)	20	20		20	20	16	16	16(D)
Q		2	John Leet	95	20	7(D)	13	13	16	9(D)	20	13	
Q		3	Dave Dunwoodie	87	11	16	16	20	13	11	7(D)	11(D)	11(D)
	P-06												
Q		1	Teddy Framhein	120	20		20		20	20	20	20	20(D)
Q		2	Monty Pack	104	16	20	16	20		16	16	13(D)	16(D)
Q		3	Steve Forshay	79	13		13	16	13	11	11(D)	9(D)	13
	U-01												
Q		1	Grant Keyser	96	20	16		16	20			11	13
	PAX												
		Rank	Driver	Total	AX #1	AX #2	AX #3	AX #4	AX #5	AX #6	AX #7	AX #8	AX #9
		1	Teddy Framhein	582	100		100		100	82	100	77(D)	100
		2	Monty Pack	509	88	77	94	94		68	88	56(D)	52(D)
		3	Jeff Reitmeir	486		88	82	82	68	52(D)	94		72
		Ken Ilies Award											
			Jeff Reitmeir										
		Cone Killer											
		Rank	Driver	Total									
		1	Connie Lu	61									
		2	Teddy Framhein	41									
		3	Jeff Reitmeir	37									

## Autocross Awards at the LPR Awards Banquet



Dave McGuigan 1st P-02



Caevon Hekmaty 2nd P-02



Connie Lu 1st O-04 and Cone Killer



## Winners and their cars



Left top and left above: RJ Harrison 1st P-05

Left Center and right above: Dave Dunwoodie 3rd P-05



Teddy Framhein 1st P-06

# Ole Amigos Tour in Memory of John Reed

## Saturday, November 2nd, 2024

Story: Greg Sickal

Photos: Don Chaisson



designed for. Making our way uphill, we travelled past David Bruce and Byington Wineries all the way to Boulder Creek, where we turned onto Big Basin Highway and made our way to Jamison Creek Road and then onto Empire Grade Road, where we drove a long time until we turned onto Felton Empire Road and made our way towards Felton. A few times the caravan stopped so cars could catch up since there was lots of other traffic on these roads. Next we turned onto Graham Hill Road and passed by Roaring Camp Railroads where the Club typically has its summer picnics. Just past Beulah Park, we turned onto 17 again, looped onto Hwy 1 South, and made our way to the El Jardin restaurant where we arrived just before it opened.

After waiting for all the cars to arrive, we went into the restaurant to the tables reserved for us... and took over all the tables on the inside of the place. Dick and Mary Wallace, along with Johnny and Kathy Musser joined us at the restaurant and we all sat down and looked over the menus and visited. A toast was made to John and Angie Reed, and we all remembered him and missed him. There was a very large and imposing life size cutout of John Reed looking over us that had been created by Kris Vanacore. After lunch some folks posed for pictures with the John Reed cutout, we said our goodbyes and people made their way back home. A great big thank you again to the Vanacores and Mussers for taking over and organizing this tour in memory of our beloved Big John Reed. El Grande Juan.

We left the house early to get to the tour starting point at the Starbucks in Los Gatos so I could get a latte for the road. After using the bathroom since there were no planned stops on the 90 minute drive, we stood outside for the drivers' meeting and met with folks comprising the 16 cars and 30 people attending. The guest of honor, Angie Reed, was present in person and John Reed, one of the original founding members of the club since its inception back in 1970, and who had organized this particular tour for the last 3 years in a row (as well as so many others over the years), was present in spirit and sorely missed by everyone in the club. Tony and Kris Vanacore, along with Johnny and Kathy Musser, organized the tour this year in John's absence. Big John Reed. El Grande Juan.

ful bright green new GT3 everyone was ogling over. After everyone got their coffee, said hello, signed the release forms, and secretly wished they could drive off in Klaus's car, Tony Vanacore went over the directions we would be taking (see route map) and we got started. Tony and Kris led the way, followed by Angie in the car with Russ and Doris Britschgi, and everyone else. My trusty navigator, Susan, and I were somewhere in the middle behind Klaus in his GT3, followed by Bob and Deb Frosthalm in their Cayman. Also in the parade of Porsches were Bill and Kate Weir, Hugh and Nancy Calvin, Jim Turk and Leslie Fette, Doug and Dana Ambrisko, Girault and Judi Jones, Don Chaisson, Mike Wenstrand, Fred and Susan Bianucci, and Peter and Jacqueline Ridgway.

From the Starbucks, we turned onto Highway 17 and then off Big Bear Road next to Lexington Reservoir to hit the twisty and curvy backwoods roads these cars were



Tony Vanacore leading the driver's meeting before the tour.



Jacqueline, Angie and Doris at the driver's meeting



Kathy Musser, Klaus Seiler (new member) and Kris Vanacore



Doris and Russ Britschgi



Doris, Russ, Hugh, Peter



Yes, there was a TOUR aspect of the adventure!

# PORSCHE Motorsport Update



by D. Chaisson, Editor

I can still hear the soft tones by Frank Sinatra singing, "... It was a very good year..."



Photo: racing.porsche.com

I think Porsche Motorsport management was caught singing this song at the end of 2024, especially by the prototype racer 963 program. Winning the FIA World Endurance Driver's Championship (Kevin Estre, Andre Lotterer and Laurens Vanthoor) was a big win, but actually it paled in comparison to the Porsche Penske performance in the IMSA season.

As announced in <https://racing.porsche.com> :

It truly was a spectacular season for Porsche in the IMSA WeatherTech SportsCar Championship: A 1-2 in the GTP drivers' and teams' championships, 600 wins surpassed, 100 races conquered for Penske, only one race in 11 not featuring a podium finish for the 963 prototype and a 21-year wait for a 24 Hours of Daytona win ended. In the drivers' standings, #7 drivers Dane Cameron and Felipe Nasr finished top overall ahead of #6 pair Mathieu Jaminet and Nick Tandy for a Porsche Penske Motorsport 1-2. With two wins apiece, and one pole position and 12 podiums between them, all four drivers did an exceptional job.

Guest driver Matt Campbell was also crucial in helping Cameron and Nasr secure the hotly contested Miche-

lin Endurance Championship title for the team, which is awarded for IMSA's long-distance races and awards points at various stages of the race.

Porsche also earned the manufacturer honours, finishing 90 points clear of second-placed Cadillac. But wait, there's more! After several years' struggles, the Porsche 99X Electric came through. Also as reported by Porsche:

A landmark season from Pascal Wehrlein saw the German take the first ever drivers' title for the TAG Heuer Porsche Formula E Team.

After a year of high drama, intense challenges and the rollercoaster of all-electric action, Wehrlein was crowned champion in a dramatic final round in London, beating Jaguar team-mates Mitch Evans and Nick Cassidy to the title.

He took three wins and a further two podiums on his path to victory in the Porsche 99X Electric, including winning the season opener in Mexico. It was also a season that saw the team take seven wins, the most ever by one team in the all-electric series.

For the GTD Pro, AO Racing took the year long title by hanging on in the Petit Le Mans race (as reported in the last POST issue). Across the pond, the Porsche customer team Manthey came up just short of taking the DTM title.

But, what can you do for me next year?

We won't have to wait long to see where Porsche stands for the 2025 season as the 2025 Rolex 24 at Daytona kicks off with the test session, "The Roar Before the Rolex", which will take place between January 17-19 with seven test sessions. The Rolex 24 at Daytona race will be held on January 25-26. No rest for the weary it seems. At least we will have a lot to update come the next issue of the POST.

# The 2024 LPR Awards and Masquerade Banquet

This group knows how to  
gather for a good time!



Story: D Chaisson

Photos: D. Chaisson, Dana Drysdale

This year's event was a three way event comprised of the LPR Annual Banquet, the LPR Awards presentation AND a Masquerade Ball.

The usual flow of the evening, welcoming table, adult beverage station, an appetizer table, and dinner was spiced up with attendees' identity hidden by masquerade masks and costumes. Seemed like everyone got into the spirit and enjoyed chatting about the year in review and hopes for 2025.

The staff at Pasatiempo Inn's restaurant, The Back Nine, went out of their way to make the evening special. The

appetizers went fast as we descended on the table for the cold cut meats, cheeses, crackers and goodies. The dinner was buffet style, and everyone seemed to enjoy the selections and quality. The dinner tables were wonderfully decorated with centerpieces that were awarded to one person at each table who had a surprise ticket taped to the bottom of the lucky seat.

Of course, kudos to Honore and her team for overall organization and set up.

**Let's take a look at the Banquet part of the evening:**



The Wards, the Pitners and Minamis (back of heads)



The Britschgis and Turks



The AutoX table with Connie Lu, RJ Harrison, Dave Dunwoodie, Steve Lau and Tara Shapowal (hardly visible) and Framheins



More AutoX attendees, the Hekmatys and the McGuigans



Continuing from the last AutoX photo, the Wainwrights and Anton Hekmaty



Dana and Honore making the rounds, Doug Ambrisko, Judy Jones, the Calvins and Diane Chaisson (Don was behind the lens!)



The head table! Starting with the Drysdales, then the D'Angelos, then, John Musser, Tony Vanacore, Kris Vanacore and Kathy Musser.



Above: The Banquet wouldn't be a banquet without a banquet! John D'Angelo leads the way

Left: Dana and Honore shared the emcee duties with their usual style and grace.





**Let's now move to the next part of the evening, the awards part of the banquet.**

This is the part that our president, Dana Drysdale, absolutely LOVES! He is so appreciative of contributors to the region, all the while being a wonderful contributor himself.

On to the big winners of the evening:  
President's Awards:

Dana enjoys his President's Awards presentation as it is a way to express personal appreciation for contributions to the club.

**To John and Kathy Musser** "For 12 years of Board Service and dedication to LPR members".



**To Doris Britschgi** "For excellence and inspiration with the Prieta Post"



Editor's note: Dana is not the only one enthusiastic about this President's Award. Just look at my editorial for this issue to see just how critical Doris's efforts (and Kris's before her) are to the professionalism of the POST.

The Enthusiast members of the year:

**To Honore D'Angelo:** 2024 Enthusiast Woman of the year. Honore has her hand in so many activities of the region and does so effectively and with grace!



**To Don Chaisson:** 2024 Enthusiast Man of the Year Dana noted that this was especially for work on the Prieta POST.



OMG, can't Don stop being the photographer! I mean, a photo of Don taking a photo of the group?

**To Homer Pitner:** 2024 Worker of the Year Dana noted that this award recognizes Homer's work on bringing the LPR bylaws and polices and procedures up to PCA standards, a monumental task.



**To Jim Turk and Honore D'Angelo** for their work in putting on Thirsty Thursdays, a favorite informal gathering. Jim said that Honore deserves the award the most!



**And now, the Masquerade Mask Contest:**

Following is a gallery of members with their masquerade masks. Generally, the mask photos are dismembered from their bodies to make identification difficult. Some people didn't get the idea you are supposed to be mysterious at a Masquerade Ball. They were the ones who wore their LPR name badges!

Count the number of masked people you can identify. If you can identify everyone, the FBI missing persons department will offer you a job. If you can identify half of the

mysterious people, you have been a member of LPR for a very long time. If you can only identify 2 of our mysterious guests, you just have to attend more LPR events!

The winner of the contest actually gets absolutely nothing, unless you got 100% right. In that case, you'll get a choice of either the FBI waiting for you at the next LPR event (see above), or a Laurel and Hardy Handshake (from 1001 most memorable lines from Blazing Saddles).



Members # 1 and 2. This should be easy...



Member # 3. This member won a President's Award



Member #4 This member drives a blue 911T featured in Jul/Aug POST



Member #5  
This member would rather ride in something with softer springs than her husband's yellow Porsche.



Member # 6  
This member gets an award for best improvised mask.



Member #7  
This member was heard saying "I told you to bring a mask!"



Member #14  
This member is also happy. Guess we know who runs the books at home!



Member #15  
Don't let this member's sweet looks fool you. She is a kone assassin.



Member #16  
Actually, this member is not scary at all.



Member # 8  
This member came in both mask and costume!



Member #9  
This member's costume complimented Member #8, but better!



Member # 10  
This member seemed to be having way too much fun!



Member #11  
This member provided a clue about his identity sporting a mask of his Porsche



Member # 12  
Aspetta, non era una festa Porsche



Member #13  
This member is too darn happy. Is anyone checking the books?

Answers:

Member 1: Judy Jones	Member 5: Diane Chaisson	Member 9: Nancy Calvin	Member 13: Andy Ward
Member 2: Kris Vanacore	Member 6: Greg Sical	Member 10: Dana Ambrisko	Member 14: Deb Ward
Member 3: Doris Britschgl	Member 7: Susan Sical	Member 11: Tom Wainwright	Member 15: Connie Lu
Member 4: Russ Britschgl	Member 8: Hugh Calvin	Member 12: Dominique Wainright	Member 16: Tony Vanacore

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# In the Zone

Who else is ready for an event packed year?

I am thrilled to have been asked to serve a 2nd term as your Zone Representative. The Zone Rep is a liaison between PCA National and the Regions. I am lucky to be the PCA National team face that you will see at your local events. The position is appointed by the National Executive Council and reports to the National President. I am here to work with Regions to bring tools, resources, support and insight. To be a part of the 10 Regions of Zone 7 is truly an honor. Your Regions have held their annual elections, and I welcome those new to each Board and Chair position. Know I pledge my ongoing commitment to support you, your team and Region.

Zone 7 Autocross / Concours and Non-Competitive Awards Function will be held Sunday, March 9th @ Porsche Sacramento. I will post info and registration info soon.

The 2025 Zone 7 Autocross Series schedule is updated below!

9 events, hosted by 5 different regions, at 4 locations. There is a class for everyone & every car. Come on out and join us. Full details on the series can be found at the Zone 7 Website [zone7.pca.org](http://zone7.pca.org)

The 2025 Concours series will publish their calendar as we put info together. Including the Judges class & Training. Our Concours events are NOT white glove persnickety at all. Always a FUN time with great cars & awesome people. We have a class for every car in every level of preparation.



Brian Adkins  
Zone 7 Representative  
Diablo Region  
[brianpadkins@gmail.com](mailto:brianpadkins@gmail.com)

A BIG date for 2025 is PCA's 70th Anniversary on Saturday, September 13th. Look for lots of information and news about this from PCA National and your local Region.

Looking forward to seeing you at an event in 2025  
Brian

## Sponsor Index

Stevens Creek Porsche	Pg 2	BR Racing	Pg 36
Custom Alignment	Pg 7	Superior Collision	Pg 36
Don Wise's Autowerks	Pg 9	Signature Wheel	Pg 37
Wardell	Pg 9	Dell Auto Body	Pg 37
Elephant Racing	Pg 15	Dell Exotic Auto Werks	Pg 37
Modderman Service	Pg 35	Fremont Porsche	Pg 40
Hayes European	Pg 36		

# One Last Look

Worse for wear from a Kill-a-Kone AutoX event!





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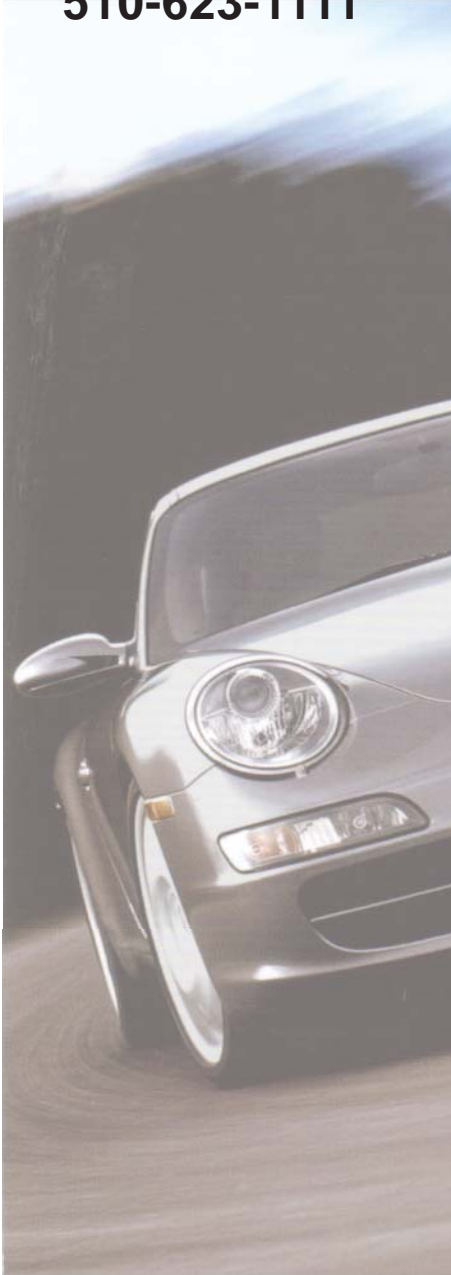
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