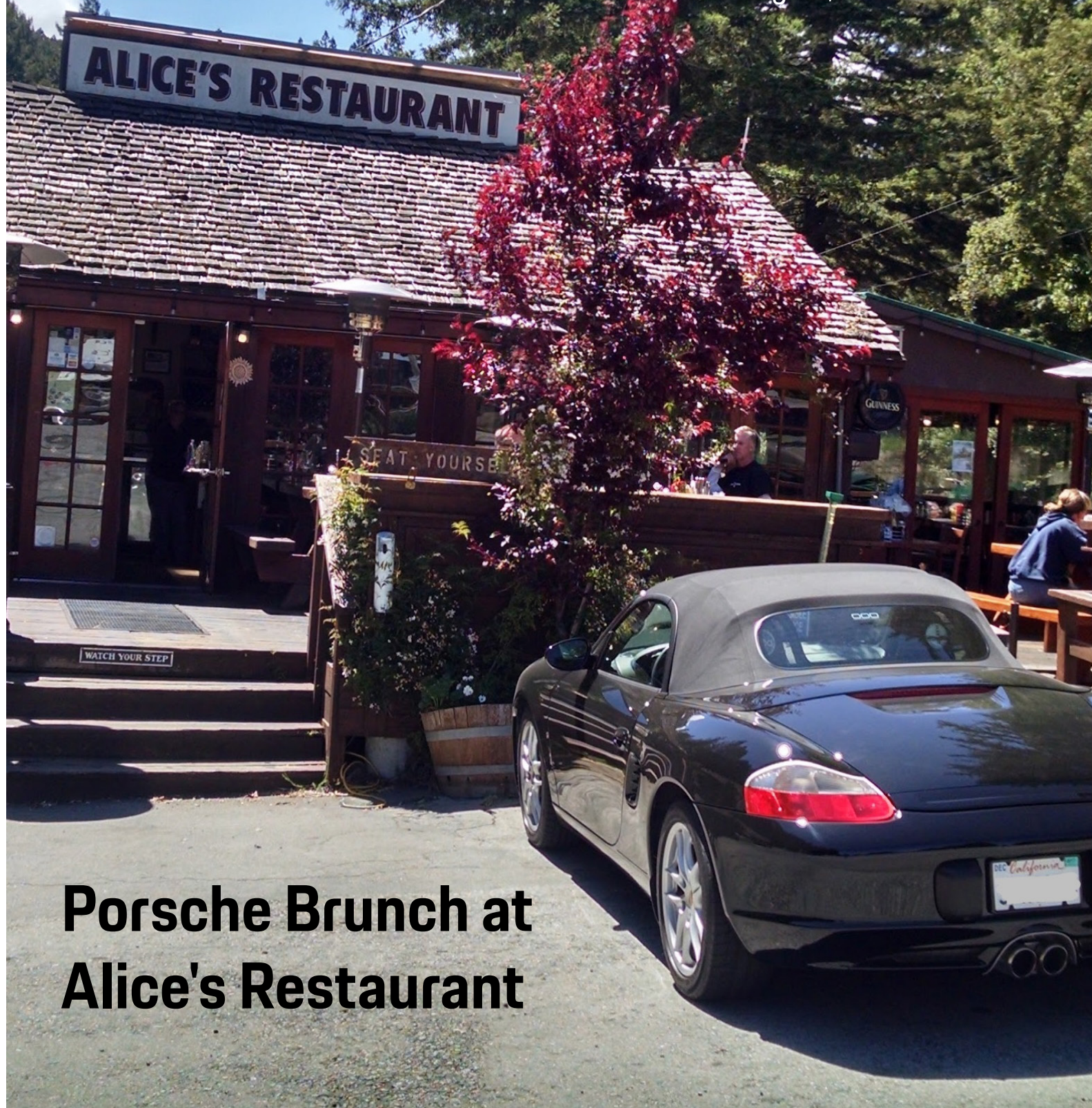




# Prieta POST

Mar Apr 2025

Official Publication of Loma Prieta Region, PCA



## Porsche Brunch at Alice's Restaurant



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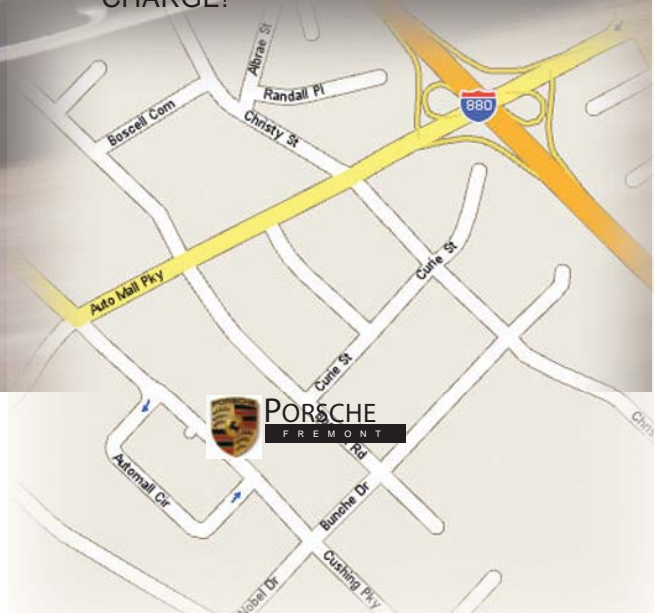
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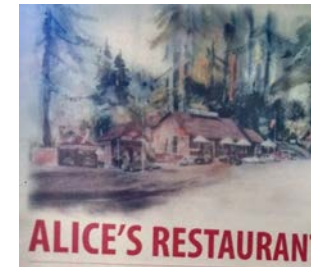
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# Prieta POST

Mar/Apr 2025



### Pg 16 Porsche Brunch at Alice's Restaurant

George and Carol Grialou recount how they started to host a brunch every other month at Alice's Restaurant in 2003 and ever since!



### Pg 20 First Love, New Love

Meet Primo, John D'Angelo's newest 1972 911S. He missed his first 911, a 1970 S coupe so he got a new old one. His path along the way is a joy to follow.



### Pg 24 IMSA Daytona 24 Hour: Recap

The IMSA opener is a long race and can be a parade. Not this year. It had drama and joy and a bit of temper! Check out our recap and analysis. P.S. Porsche and Penske weren't disappointed!



### Pg28 Technical Corner: Changing Front Brake Pads and Rotors on a 981

This is a DIY project that is well worth the effort. The techniques apply to Porsche 981 and 997equally. The results are pretty also!

### Departments and Special Items

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#### Optional Add-ons:

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

Sponsor owned banner displayed at LPR AX events: \$100/yr

## Back Story The Prieta POST Cover Photo

Photographer: George Grialou  
 Camera: Motorola XT1053 smart phone  
 Exposure: f/2.4, 1/1961 sec, ISO 160



The cover photo is a time capsule from George Grialou. It is a photo of George and Carol's first Porsche, a black Boxster S in front of a pre-COVID front area of Alice's Restaurant.

The porch was open in front of the door but now there is a tent that serves to help ordering. Here is a photo of the layout today. I like the old layout!



Porsche Club of America

Region Leadership

Loma Prieta Region



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# Miscellaneous Ramblings and Back Story: an Editorial

Don Chaisson, Prieta POST Editor.

In the July Aug 2024 issue, I wrote about the growing presence of Waymo vehicles in San Francisco and the Porsche investment on the early stages of autonomous driving development. I claimed to be an open-minded sort of guy, though my response cast doubt on that boast.

For the heck of it, my wife Diane, and I did a museum trip to San Francisco not long ago and chose to use electric powered transportation. The first leg was taking the new electrified CalTrain to the SF station. The next step was to take Waymo's Jaguar I-PACE vehicles to the museums, starting at the Legion of Honor. To say it was interesting would be an understatement.



First, the Jaguar I-PACE is a pretty nice car with 4 doors plus back hatch and is well appointed inside — that is to say it doesn't look as Spartan as a Tesla. It is quiet, but more on this later.

We found using Waymo in San Francisco was remarkably easy and convenient. Naturally, the first thing needed was to load the Waymo app on our smartphone and add our credit card and some personal information to the database. To hail a ride, we simply opened the app and entered our destination to the first query, "Where to, Donald?" We tapped in our destination, in our case Legion of Honor. The app found a vacant and nearby car and gave directions to where and when to pick up the ride. We took three different legs and never had to wait more than 5 minutes. That included hailing a ride back to the Civic Center area (for the Asian Museum) all the way out at the Legion of Honor. Prices were in the Uber range and so, quite reasonable.



So how was the experience?

The Waymo arrived at the pick-up location, and we unlocked the doors with my smartphone. Once in, the dashboard screen has a greeting, e.g. "Hello Don." We clicked our seat belts without being prompted, but I'm sure the car wouldn't have started the trip without buckling in. I mentioned the interior was quiet. Actually there was ambient music playing and I swear it was not only at a low volume but at a slowed down pace. Maybe all designed to calm passengers' stress levels in such a new situation. The note on the steering wheel proclaimed: "Please keep your hands off the wheel" and "The Waymo Driver is in control at all times". (See photo). I'm not sure that last warning had the desired effect.



Being a self-professed skilled driver, I was alert to the vehicles' driving dynamics. I can report that in each of the three legs of our trip, we didn't run into anything or anyone. A good start. The car successfully navigated multiple turns, even in dense traffic. It was appropriately cautious and efficient. There was a screen between the two front seats that provided a view of the road conditions with icons for cars, their turn signals, pedestrians and bicyclists, even a coned off lane on one street. All of this helped reassure that things would be OK.



Two things were amusing though. In one situation, the car needed to change lanes to the right but there was a lot of traffic in the right lane. Proceeding slowly, it turned its turn indicator lights on and waited for an opportunity

to merge to the right. The car seemed to execute what drivers know as 'The Swerve' - a well-known lane-changing technique. The car clearly drifted to the far right, then back to the center of our lane. Suddenly, the car on the right visibly slowed allowing the Waymo to merge. That's pretty advanced for autonomous driving!

Also, the Waymo does obey all traffic postings and conditions, to a fault in my opinion. If the street's posted speed limit was 25 MPH, the car maintained exactly the posted speed limit of 25 MPH when able. If the speed limit changed to 35 MPH, it did 35 MPH. If the speed limit changed back to 25 MPH, it slowed to 25, even on an empty street. I think an Uber driver would have done limit plus 5 in an empty street.

The take away lesson was that taking Waymo in San Francisco was efficient, safe and affordable. If you're in a hurry and need to bend the speed limits though, Uber might be your better choice!

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# Driving with Friends

By Dana Drysdale, 2025 LPR President

## It's not Just the Cars, It's the People!

Being President is one of the best deals in PCA – we learn a lot, and we meet wonderful people like Noel, Jan and Gary.

**Noel Eberhardt's Porsche is a beauty with a story, a very rare 1976 912E with 207,000 miles.** Recently, Noel lost use of his car for 9 months for fuel injection service. After picking up his Porsche, Noel stopped at our home to share his joy! Noel was thinking of selling, but after one more drive, no way. Here is how 207,000 miles began.

Noel worked at Intel in the 70s, and everyone was getting "stock option Porsches". Noel put down his \$100 deposit at Sunnyvale Porsche and heard "don't know when, not soon."



Soon, Noel received a call about a car sitting on the dock in Germany – someone backed out on a special order. The salesperson said, "not sure you want it, it is a 912E in Red, and the interior is Red too." Noel said "Yes, I want my car!"

207,000 miles later, they have some stories to tell. Noel is an engineer, an artist, an RC Glider expert, and a great neighbor. Come out to March Thirsty Thursday to meet Noel and his car!

**Found! Randy Barbaglia, owner, 1977 to 1994! P.S. Have a 1972 – 1989 LPR Grille Badge for sale!**



Meet PCAer Gary Converse's 912, now living in Ohio. This 912 came with LPR AX pennant stickers in the glovebox, so Gary called me. We had every ownership link for this 912, except for Randy Barbaglia from Morgan Hill.

Gary's 912 has a handprint worn into the driver's side roof. Thinking this unique, I asked John Reed, and he said, no, in those days we were all hanging on to whatever we could!

Today, after 2 years of trying, the missing owner Randy contacted me, and we completed 17 years of the 912's history. I learned this 912 opened the south end of I-280, topping out at 115mph, why the car has a hole in the front pan, and more, and passed that on to Gary, the latest owner. Made 2 new friends, too.

Gary is also looking for grille badges from LPR or events from 1970 – 1988. Contact Gary at [gconverse1601@gmail.com](mailto:gconverse1601@gmail.com).

### Detailer's Tip of the Day:

#### Fixing faded black plastic – exterior only.

1) Clean gently with diluted Simple Green and a soft brush. 2) Rinse with water, from hose or spray on distilled, etc. Dry. 3) Use Mother's Back to Black, sparingly, rub it in, rub off. Get the light spots dark, not shiny. 4) To make it last, apply a light topcoat of 303 Aerospace Protectant & wipe in. Thanks to **Kim Nelson** and **Les Schriber** for this tip, from my 1st concours prep and car care class.

**Jan Austin's 19,000 mile 911 is a delight, and so are Jan and her family.** Their 911 belonged to Jan's husband Dennis. Jan contacted me through our mutual friend Dave Stearns, seeking help prepping the 911 for sale. Keep reading for the Porsche People magic!



It's not every day you meet the family of Dennis Austin, the gentleman who wrote PowerPoint. Then I remembered - I met and last saw Dennis in about 1988 at the PowerPoint office on Sand Hill – I worked for one of Apple's 2 corporate customers.

This triggered an avalanche of memories and what we did - Bill Campbell, Claris, Bruce Chizen, Donna Dubinsky, Laserdiscs, Jon Shirley, Microsoft, Mike Maples, Melinda French, Dash Chang, CAT, Dick Webb and more. A genuine Forrest Gump flashback, but there was more.

On picture day for Jan's 911, I asked Jan and my friend Dave Stearns if they know Bob Belleville, Steve Jobs' 1st Apple Mac engineer and his dad, Dr. Joe? "Yes, Bob's a great friend." Then I tell them Dr. Joe was my wife Missy's family doctor and lifelong best friend of my father-in-law. Coincidence? No, just Porsche and PCA!

**Welcome New Sponsor The Wheel Guys – Ed Tefankjian** showed me Karen's Macan wheels that Wheel Guys fixed. They look new! So, I called Wheel Guys for Jan Austin's 911. Jan is another very satisfied Wheel Guys customer. Ed connected Wheel Guys with **Peter Ridgway** for sponsorship and future tech programs.

Peter tracks all our sponsors carefully to ensure good performance and great relationships. Please do not hesitate to contact Wheel Guys to fix up those wheels and let Peter know your experience.

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# Loma Prieta Coming Events



## Loma Prieta Board Meeting Tuesdays: Mar 11th and Apr 8th, 7:00 PM

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



## LPR AutoX #1: Sunday, Mar 16 th, 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!

Double your fun and catch the Saturday event hosted by GGR. Watch for registration links in the LPR email Blasts



## Cars and Coffee in Aptos April 13th, 8 to 10 AM

Join hosts Edna Vilozny and Julio Ortiz at 7545 Soquel Drive, Aptos in the Vilozny Insurance Agency parking lot. Edna and Julio are LPR members since 2022 and will be happy to see you there.



## LPR AutoX #2: Saturday, April 12 th, Salinas

The LPR AutoX season moves out of the Central Valley heat to the Salinas Airport for this and several future events. The Salinas Airport venue is smaller than Crows Landing so the action comes fast and furious.

As usual, LPR shares the venue on the other day of the weekend with GGR for those who want an extra day of speed.

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

Live in the Santa Clara County 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. No excuses now! Jim Turk at: lprwebdude@gmail.com.



## Porsche Brunch at Alice's Restaurant: April 5th

So much to enjoy, a drive up to Skyline, a yummy brunch menu, socialize with fellow Porsche people. Just show up after 9:00 AM in the room at the back! Gee that sounds like a line from Arlo Guthrie's song about Alice's. See you there.



## Thirsty Thursday: May 8th, Balefire Brewing Co.

Try this new venue for a brew at Balefire Brewery, 21517 E Cliff Drive, Santa Cruz in the East Cliff Villages Shopping Center. The Balefire Brewing Co specializes in American and English styled ales. LPR will start off with snacks for all or buy something from the food truck vendor.



## Start Planning for PCA National Events

Porsche Parade in Oklahoma City from July 6-12 is the next PCA National event on the books. And WERKS Monterey celebrating WERKS' 10th Anniversary is set for Aug 15, returning to Monterey Pines Golf Course.

Start your planning now!



# LPR Annual Calendar Plan



3/13/2025 - Thirsty Thursday – Jake's of Saratoga

4/05/2025 – Porsche Brunch – Alice's in Woodside

4/13/2025 – Cars and Coffee – Aptos at Julio Ortiz and Edna Vilozny's - 7545 Soquel Drive, Aptos, CA

5/08/2025 – Thirsty Thursday – Balefire Brewery – Santa Cruz

5/11/2025 – Cars and Coffee – TBD

6/07/2025 - Porsche Brunch – Alice's in Woodside

6/08/2025 - Cars and Coffee – TBD

6/12/2025 – Thirsty Thursday – Jake's of Saratoga

6/22/2025 - Porsche History Day, Sunday, June 22, 2025

Presented by Porsche Stevens Creek and Loma Prieta Region, PCA

Stevens Creek Porsche Service Center, 16151 Los Gatos Blvd, Los Gatos

7/13/2025 - Cars and Coffee – TBD

7/19/2025 – LPR Summer Picnic – Roaring Camp

8/02/2025 - Porsche Brunch – Alice's in Woodside

8/07/2025 – Thirsty Thursday – Beer Thirty – Santa Cruz

8/09/2025 - Dana and Missy's Pot-luck GTG - Tentative

8/10/2025 - Cars and Coffee – TBD

9/11/2025 – Thirsty Thursday – Jake's of Saratoga

9/13/2025 - Oktoberfest with MBR - Location TBD - PCA 70th Birthday -

MBR is working on details, may involve dealer, not so much of a tour this time.

9/14/2025 - Cars and Coffee – TBD

10/04/2025 - Porsche Brunch – Alice's in Woodside

10/09/2025 – Thirsty Thursday – Beer Thirty – Santa Cruz

10/12/2025 - Cars and Coffee – TBD

11/23/2025 – Toys for Tots Tour

12/06/2025 - Porsche Brunch – Alice's in Woodside

12/06/2025 – Awards Banquet – BackNine Restaurant at Pasatiempo

## LPR Autocross Season

Date	Venue	Comments
March 16, Sunday	Crows Landing	
April 12, Saturday	Salinas	
April 26/27	Alameda	GGR/GGLC School
May 18, Sunday	Salinas	
June 14, Saturday	Salinas	Zone 7 event, w GGR on June 15
July 13, Sunday	Salinas	
August 9, Saturday	Salinas	
September 14, Sunday	Crows Landing	Zone 7 event, w GGR on Sept 13
October 11, Saturday	Crows Landing	Kill-A-Cone charity event
November 9, Sunday	Crows Landing	

## Zone 7 Concours Season

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

## Local Driver Education Schedule

Date	Event Description
March 21, 22, 23	GGR Thunderhill
April 25 Diablo, April 26-27	GGR Thunderhill
June 27 Diablo, June 28-29	GGR Sonoma Raceway Dates may change
June 30	PCA-CCR Laguna Seca (92 Db day)
October 17 Diablo, October 18-19	GGR Thunderhill

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

# Membership Corner

## New Members

<b>Scott Christie</b>	<b>Aptos</b>	<b>2008 911 Carrera 4S</b>
<b>Eric Christie</b>		<b>1986 944 Turbo</b>
<b>Chris and Jessica Cromwell</b>	<b>Scotts Valley</b>	<b>2011 Boxster</b>
<b>Gary and Patricia Trudeau</b>	<b>Aptos</b>	<b>2016 Cayman GTS</b>

## Transfer In

<b>Mike Wenstrand</b>	<b>Golden Gate Region</b>	<b>2022 911 Targa 4 GTS</b>
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## Membership Numbers

Primary Members: 378  
 Affiliate Members: 231  
 Grand Total: 609

## Anniversaries

<b>5 Years:</b>	<b>Alan Samutt</b>	<b>10 Years:</b>	<b>Sal Brogna</b>
	<b>Bruce Bartlett</b>		
	<b>Anthony Lum</b>	<b>15 Years:</b>	<b>Kris Brekke</b>
	<b>Mike Humphries</b>		
<b>20 Years:</b>	<b>Mathew Rich</b>		
	<b>Myra Rich</b>		
	<b>Robert Khamashta</b>		

# Meet a new Loma Prieta Member!

Meet Klaus Seiler, a new member of the Loma Prieta Region.

Klaus grew up near Porsche's HQ in Stuttgart and naturally developed a passion for the brand. His enthusiasm for the iconic 911 model was sparked early in his life. He vividly remembers when he first heard and saw a GT3 (997) as a young boy. It was that moment when he fell in love with this special car and a childhood dream of one day owning a GT3 was born.

That dream took a step toward reality when Klaus began his automotive engineering career at the Porsche Development Center in Weissach, where he focused on tire development and vehicle dynamics. After earning his master's degree in 2013, Klaus made his way to Califor-

nia and continued his automotive career in the electric and autonomous vehicle industry. Along the way, he became a first-time Porsche owner with a white 996 C4S Cabriolet.

His professional journey led him later into the tech industry, where he joined Silicon Valley's leading chip company. Along the way, his passion for Porsche continued to evolve. Today, Klaus drives a GT3 (991.2) in Gelb-Grün—an eye-catching "yellow-green" PTS color—a car that truly marks the fulfillment of his childhood dream.

You'll undoubtedly see and hear Klaus at future events — just listen for the unmistakable roar of the motorsport derived 4.0 flat-six engine or keep an eye out for a bright Gelb-Grün GT3.



If you are new to Loma Prieta Region and would like to share your story of joining the region and information about your Porsche in the Prieta POST, drop a line to [prieta-post-editor@lprpca.org](mailto:prieta-post-editor@lprpca.org)!





# Porsche Brunch At Alice's Restaurant

As told by and with photos by George and Carol Grialou

George and Carol Grialou have been hosting informal gatherings at Alice's Restaurant in Woodside for many years. The POST interviewed George and Carol to get the background on how these events got started and what they are all about.

POST: Thank you for sitting down for this interview. First, just a little about your background. Presumably, you are members of Loma Prieta Region, but since when?

G & C: Yes, we are members of Loma Prieta Region, but also of Golden Gate Region. We joined in December 2004 when we bought our retirement present for ourselves, a Black Boxster S.

POST: What things sparked your interest in PCA?

G&C: From the beginning, we joined PCA and started to learn how to concourse our car. Eventually, we learned about activities in other regions, especially the tours and social events at LPR. I think, but I'm not sure that's when we met John and Angie Reed and Les Schreiber at one of their events. Or we could have met them at one of the first brunches.

POST: Speaking of the brunches, how did your hosting of the brunches at Alice's Restaurant begin?

G&C: The brunches started in August 2005. We were trying to get involved with other Porsche groups and forums at that time. We just wanted to meet and socialize with fellow Porsche fans. Some of the early attendees

were Ed and Karen Tefankjian, Charlie and Inge Palmer, Justin Gross and Larry Sharp and many more. Eventually Dana and Melissa Drysdale, Dave Dunwoodie, John and Honore D'Angelo, Hugh and Nancy Calvin would show up.

The weather would determine how many showed up in the winter. Also, when autocross season ends we have a full house.

In the early years, we called the event The Boxster Brunch because of our Boxster S. In 2021 we changed the name from the Boxster Brunch to the Porsche Brunch because we got a new Cayman S. But really, any and all Porsches were welcomed. New members asked if they

have to own a Porsche to attend and I would tell them, "No, you just have to talk Porsche."

POST: How did you settle on using Alice's Restaurant as the location?

G&C: We looked around at various sites, but none had the parking or service for a car gathering. But Alice's did! It always had been a place for car people to gather (motorcycle people too!). It turns out that we all get along! Since Alice's Restaurant is at the crossroads of Hwys 35 & 84, impromptu tours or drives after brunch would happen on great roads to Half Moon Bay and Pescadero.

POST: Who tends to attend the Porsche Brunches?

G&C: Like we said, we have met so many of the early LPR folks. We seem to be having more new members now. We get people who are thinking of buying their first Porsche to those who are fortunate to have many. Some even bring their kids or their dogs. We also have folks from GGR. I have to mention George and Shirley Neidel (GGR) always show up.

POST: Nothing helps tell a story like photos. Do you have any photos of folks at the brunches??

G&C: We have pictures from 2017 to 2024 of our brunches. Unfortunately, we don't have any from earlier.

POST: Great. I'm seeing a nice photomontage here. Is there anything else that might help entice more people to show up?

G&C: All the LPR regulars know about the brunches, but it might be helpful to do a better job of advertising the events. Besides a Porsche Brunch it's a great car and motorcycle show.

POST: Absolutely! The POST will treat the Porsche Brunch events at the same level as other social events that the POST includes on its calendar pages. So, starting with this issue, the next brunch on April 5th will be highlighted in the two page spread Loma Prieta Coming Events that list key events in coming months. Also, the year long calendar lists will be back now that the annual calendar has been developed.

Thank you again for making the time to tell LPR members about the Porsche Brunch events you host and your continued commitment to host these events.



Carol Grialou (front left) beside Chuck Bloom and with John and Angie Reed across the table. George and Shirley Neidel at the table behind. Below left: George Grialou with the Neidels. Below right: Missy and Dana Drysdale share a table with another Porsche fan. Below that: Grialous' Cayman S which caused the events to be called Porsche Brunches.



John and Honore D'Angelo with Hugh and Nancy Calvin



# First Love... New Love

Meet Primo: a 1973 S  
in aubergine over black

Article and photos by John D'Angelo

**W**here do I even start? Hi, I'm John, and I have a "thing" with Porsche cars. Most recently that "thing" has resulted in the acquisition of this aubergine '73 S coupe, but it's far from the beginning of Porsche in my life.



To go all the way to the beginning, you'd go back to 1978 and 13 year-old me getting a copy of Excellence Was Expected and a Porsche crest mirror for my birthday.



That's not even the beginning, but it's not a bad place to start. By my 13th birthday, I was already a subscriber to AutoWeek and had pledged my sports car allegiance to Porsche. Where did it come from? No idea. Like so many car people, I was born this way. Although my dad liked cars, they were of the family variety and used for transportation. My older brothers liked cars, but none had a passion for them.

And then there was me. From an early age, I read everything I could get my hands on about cars in general and about all things Porsche, specifically. Reading material was accessible, but the means to buy an actual car was not. Before I became a Porsche owner in 1993, I drove a Celica, a 240Z, an Audi 80, a Maxima and a 300ZX (some good, some great, others not so much). Now that I write this, I realize I'd only been driving for a little over a decade when I found and finally became an owner of my first Porsche; at the time it seemed like an eternity. To become an owner, I have Porsche at least partially to thank for my 30+ year management consulting career, switching careers because it was taking me too damn long to save the \$20k it was going to take to buy my first Porsche in '93.

But then it happened. After looking in earnest for well over a year for my car, I found and bought a '70 S coupe in light ivory over black.

In 1993 \$20k bought me a 2.2 S that had been totally disassembled, had a very high quality respray in its orig-

inal color, had been nicely restored and was fully sorted. It didn't have a matching numbers engine, but it did have a correct 2.2 S engine. And it was mine and it was everything I'd been waiting for and more. One of the first people to see it was none other than Chuck Miller when I rolled into my first PCA Zone 8 event, a concours, in Sherman Oaks (I think).



I owned that car (9110300036...still imprinted in my memory) until early 1999, having bought my first "modern" Porsche, a then year old 1997 993 Targa in 1998. I'll spare you the details about why I sold it, but it didn't take me long to regret the sale, a regret that's been like a stone in my shoe for the last 25 years. In the interim, I've had almost uninterrupted 911 ownership, so it's not like I've been suffering. I daily drove that Targa for 5 years and 80k miles before selling it and buying a then new Infinity G35 manual coupe. On paper, that car looked like a solid, fun, reliable and responsible choice. But coming from a 993, I found that it lacked soul and try as I might, I could never love it. So I found and bought another 993 Targa and was happy again. With the exception of those 18-ish months with the Infinity, there's been some sort of 911 in my garage.

Since the second 993 Targa, the lineage of those 911s goes like this – 996.2 C4S coupe, 997.2 Targa 4S, '97 993 coupe, 991.1 GTS Club Coupe, '97 993 C4 Cabriolet, and a 992.1 Sport Classic. I've also owned a Macan GTS, a 981 GT4, and a Panamera Turbo Sport Turismo, plus my wife's daily is a 718 Boxster (6-speed, naturally). My daily is the Panamera (which might be the quickest car I've ever owned), and the Sport Classic II (PTS Linden Green) and 993 Cab (PTS Conda Green) share the garage with the new car and are the definition of "keepers."

So, yeah, not exactly like I've been suffering for lack of Porsche Cars in my life, but I haven't been able to shake

the memories of my 2.2 S. Believe me, I've tried, unsuccessfully. My wife will tell you that Every. Single. Time. we see an F-model 911 I get all misty and talk about how I never should have sold my first car. Which led, eventually, to the green light to get one if I found the right one, which brings us all the way back to the beginning of this story.

Allow me to introduce the newest member of the D'Angelo Porsche family, the "right" F-model, my new-to-me 1973 S in aubergine over black with sunroof, power windows



and factory air conditioning, 9113300961. Through a series of referrals, I was connected to its most recent owner of nearly 20 years, a good friend of a good friend. I was looking for a really nice early car, not so perfect and precious that I'd be worried about driving it, ideally in a cool color, ideally with a sunroof, all sorted and ready to drive. And that's exactly what I found and bought.

I'll be honest, with all of the miles I have in late model 911s, I was a little worried that the early 911 S experience would be better as a memory than as a reality, but that hasn't been my experience. I'd forgotten how great, pure and elemental the experience of driving these cars is. I'm in the process of re-learning how to drive a (please forgive me for saying this) slow car fast, but I'm enjoying the process. While I clearly have a "thing" for the 993, it's more like the new cars than the old cars, with respect to wide power band, predictable handling, ABS, and modern NVH levels. And driving the 992 Sport Classic is like

playing a video game – it's SO fast and capable, if it feels like I'm going fast, I'm going really, really fast.

Which is one of the reasons I'm so psyched to have an early S back in my life. It's really fun to drive at speeds that aren't going to see my license revoked. Relative to the 992 and even the 993, it's a very different driving experience that's not the least bit redundant. It didn't take me long to remember that it's also a car that you don't just jump in and immediately drive at 9/10ths. "Spirited" means more like 7/10ths while you remember that this

is a ballerina that wants to stay balanced – disrespect that balance and make abrupt changes at your own peril. There are no electronic aids to save your bacon. I remember this, and it's better than I remember.

Since all of my 911s have a name, please meet Primo. In Italian, "the first", an homage to my first Porsche. And in English, "excellent, of the best type or quality." It works both ways. Primo joins Kermit and Wasabi. So yeah, look for me and Primo in the twisties in the Santa Cruz Mountains, or along the coast, or on a tour, or at Alice's or at a show. I can't wait to put on the miles and be the next long-term caretaker of the aubergine '73S. And I'm very happy to be back in the Registry.

As for my first 911, I did keep one thing and that is the key fob that I bought immediately after I bought the car. It's been with me for over thirty years and now holds the keys to Primo. Funny where life leads.

# Porsche and Ford Big Winners at the 2025 Daytona 24 Hours

Key phrases: Torque Sensors, Penske Perfect and Elbows Out!

Story: D. Chaisson

Photos: IMSA, Porsche Newsroom, Youtube screen shot

IMSA (International Motor Sports Association) is a bit of a contrarian, holding their biggest event of the year as the first event of the year. The NFL concludes its season with the Super Bowl, and MLB season ends with the World Series. But not IMSA! IMSA starts its season with its crown. The major players get to set the tone for the rest of the season depending on how they do at Daytona 24 Hours.

So what did we learn from the GTP (GT Prototype) and GTDPro (GT Daytona Pro) classes this year? The answer can be summed up with a few two word phrases: Torque Sensor, Penske Perfect and Elbows Out!

## TORQUE SENSOR

What is a torque sensor?

Historically, Balance of Performance (BOP) was established using preseason engine dynamometer runs at an IMSA test facility and pre-event practice performance. Based on these results, adjustments were made to each make/model contestant to level out potential on-track performance by using airflow restrictors, fuel flow restrictions, weight penalties, etc. The goal was to level the playing field for cars with totally different motors, such as the AMG twin-turbo V8 and a naturally aspirated flat-6 motor. But teams are ingenious, and suspicions of "sand-bagging" were rampant.

Enter torque sensors. Torque sensors are remarkably small additions to each drive shaft that measure the power output to drive wheels by measuring the torque being applied to the wheels. Essentially they are mini-dynamometers that use strain gauges bonded to the sensor housing which deform slightly under load, generating an

electrical signal proportional to the applied torque. The data output by the sensors are captured, in real time, by the teams and IMSA Scrutineering as a key component to IMSA's Balance of Performance (BOP) initiatives.



IMSA now monitors power performance by these sensors during the race and has the ability to detect deviations from prescribed power levels on any lap or any stint. IMSA has the authority to assess in-session penalties, e.g. drive-through or time penalties, for violations to the stipulated torque values.

In 2025, the current fuel capacity and fill time regulations will evolve to a "Maximum Stint Energy" regulation which will control not only the instantaneous power to wheels but the total energy used in any stint.

Did torque sensors and IMSA monitoring help level out the competition?

The data suggests that the sensors and real time monitoring helped. For the GTP, all prototypes qualified within 2.6 seconds with the top 5 cars qualifying within a half second of each other. GTD Pro qualifying had the top 10 cars within 1.1 seconds and at the end of 24 hours of racing, the podium (first to third) were within 6 seconds of each other.



So let's get into the race itself and two word descriptions that explain the race's outcome.

## PENSKE PERFECT

There were four Porsche 963s on the grid for the GTP class: two entered by Penske, one by JDC Miller and one by Proton Competition. Frankly, the Porsches didn't qualify all that well with the #7 Porsche Penske best at Q3. The Proton Competition car, #5, had to sit out qualifying due to damage in a morning practice session. The race is 24 hours long though and a few positions on the starting grid do not translate into checkered flag performance. Again, the lap chart tells the story. Several cars either totally dropped out (the Lamborghini stopped running by the second hour!) or had lengthy repairs by mid race.

After the first 12 hours, Shank Racing Acura and the pole position Team RLL BMW were on the same lap at 23 hours. The last hour determined the finishing order, with the #7 Porsche swapping places with the #6 sister car and the Acura in contention. The BMW fell off and finished a lap down.

A spaghetti plot for each car's position at each hour gives a hint of what went on during the race. See chart below (car numbers color coded):

Lap chart for GTP (position at end of each hour)



The chart shows that it was another perfectly run race for the Penske organization. Their 963 Porsches were in control, during the race, especially in the last third of the race. They never had drama, the pit strategy was never out of sorts, and the drivers kept their cars clean and undented!

At the end, the #7 Porsche with Felipe Nasr won the race giving Nasr his second, consecutive Rolex 24 in a row. Penske's win was the team's second in a row also. It would have been a Penske-Penske finish if the # 6 car, driven by Campbell, didn't have traffic complications in the closing hour of the race. Roger Penske stated after the race:

"What an incredible day for the entire Porsche Penske Motorsport organization. Both of our Porsche 963s and the drivers showed great speed and reliability. The crews performed flawlessly which is a result of meticulous preparation by everyone on the team. 2024 was an unmatched season of success starting with a win at the 24 Hours of Daytona and it's great to repeat that success to start 2025 with the 3rd overall win for Team Penske and the 20th victory for Porsche."

Yes, just Penske perfect!

## ELBOWS OUT!

The last two-word phrase, "elbows out", describes the GTDPro class race.

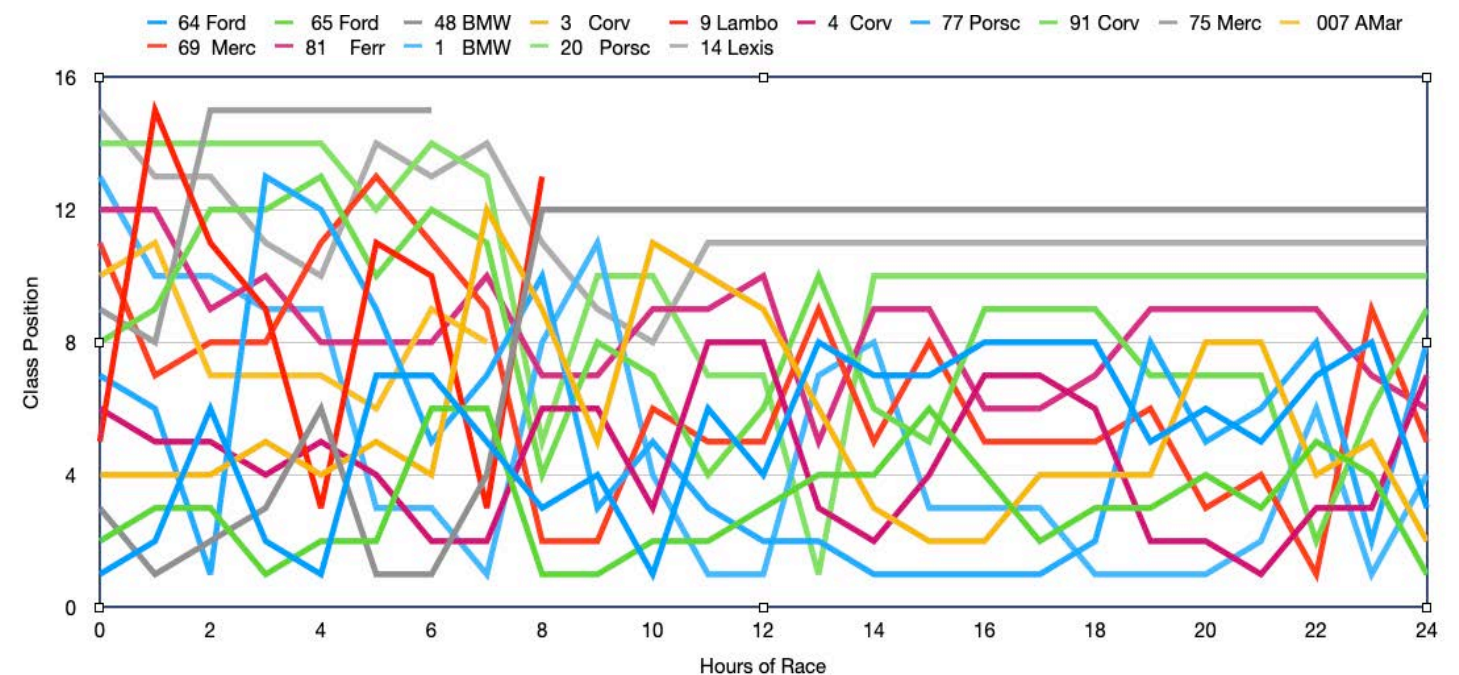
The best Porsche in GTDPro, the AO Racing Porsche #77 (aka Remy) only qualified Q7, and as the checkered flag dropped at 24 hours, finished P8 in class. The lap chart below shows the overall story for the Porsche. Remy actually spent a lot of time at the front, especially mid-race.

But the lap chart/spaghetti plot shows overall chaos in the GTDPro class. No team or make/model had the level of control that the Porsche Penske 963s had in GTP.

The AO Racing Porsche got its front fender knocked off in the closing hour, which dropped it out of contention for the win. Meanwhile, the Corvettes and BMWs were having at it, with multiple contacts, bumps, and hits. Then when one of the BMWs had to pit to repair bodywork, it returned in front of the #4 Corvette and proceeded to block him while the #1 BMW caught up and passed the Corvette.

This prompted the most talked-about photo of the event: Tommy Milner in the #4 Corvette giving the #48 BMW the "bird" at 180 mph at the start/finish line as the BMW returned to the track after serving a drive-through penalty.

Lap chart for GTDPro (position at end of each hour)



Abel Toth Art has already capitalized on the event with a \$20 T-shirt. Yes, tempers flared.

The Ford Mustang GT3 #46 reaped the benefit of the BMW-Corvette battle and claimed the GTDPro class win with the #3 Corvette (the Corvette that wasn't involved in the BMW-Corvette crashing) and #46 Mustang rounding out the podium. The Ford's win wasn't a fluke as the Ford Performance and partner Multimatic Motorsports qualified on the front row of the class field.

The 2025 Daytona 24 Hours (aka the Rolex, as winners each get special Rolex watches) is in the books. Porsche Penske was perfect, car performances were balanced to a fault, some would say, and the racing was far from a parade. All you had to do was stay awake for 24 hours!

Or, just fast-forward through the YouTube videos of the race!



# Loma Prieta Technical Corner

Story and Photos: D Chaisson

Last year's Mar/Apr issue had a Technical Corner article, so it's time for another one. This issue reviews how to change front brake pads and rotors on a 2015 Cayman GTS. The technique is much the same for 991s or 997 Carreras.

A number of YouTube contributors have posted videos on how to do this work, but I'll emphasize a couple things on my work changing out the rotors and pads on the front axles on my Cayman.

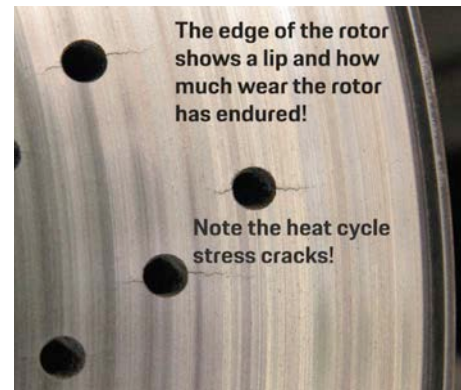
Before beginning you need to determine if you actually need to change brake pads or brake rotors. Dealers usually inspect pad wear at any service. Last year, BR Racing measured my front pads at 6 mm and rears at 8 mm. Porsche Stevens Creek recommends replacement with 1/4 in or about 6 mm of pad material left. My front pads were now below 6 mm, so I was due for new pads.

An "it's already too late" indication that pads need to be changed is when the brake wear light comes on at about 5 mm left. And if you hear grinding when you apply brakes, your car is a menace and you absolutely will need to replace brake pads and likely rotors.

When should you replace your rotors? Porsche dealers will recommend rotors should be replaced when you replace brake pads, one reason why dealer costs for a brake job are eye watering! But there is a clear specification that underlines the recommendation. The Porsche manual requires rotor replacement when each face loses a mm of thickness, e.g. down to 26 mm from original 28 mm overall width. My rotors had an obvious lip and were 26 mm thick.

Also, in my case, my rotors showed the result of dramatic heat cycles from track days, spider cracks emanating from the cooling holes in the rotor face. Catastrophic

damages are possible if these cracks link two holes together, or extend to the outer edge of the rotor. My rotors did not show any linked cracks, but all in all, it was time to change both pads and rotors.



Frankly, pads and rotor replacement are a DIY chore and the job needs only a short list of required tools. Pads and rotors were sourced from SuncoastParts.com (30% sale for OEM parts and shipping free) and Sensor Wires from Stevens Creek Porsche. Total price \$920.93 incl. tax.



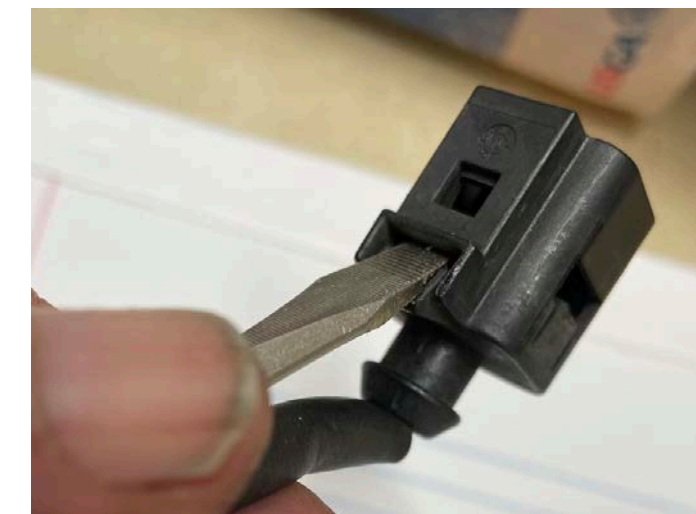
To begin, move your car to a flat surface in the garage and position a floor jack at the proper lift point on one corner. Loosen each lug bolt just enough to take away full torque pressure. Then lift the corner, fully remove the wheel lug bolts and remove the wheel/tire. I always add a jack stand under the frame in case the floor jack fails.

Next, withdraw brake fluid to the minimum level on the reservoir and wrap a rag around the brake fluid reservoir cap to protect possible spills.

Now remove the 10mm bolt on the brake sensor mount as noted in the photo below.



Unclip the brake pad wear indicator harness from its mount. This requires a bit of a knack because it is held in the mount by a clip that is internal to the body of the harness. The clip is lifted off the mount with a flat head screwdriver at the point shown (see photo).



Press the screwdriver away from the mount to loosen the clip, then press the mount off the harness slowly by hand pressure. It is easy once you get the knack of it.

Many people just defeat the sensors by yanking the sensors off the pads, wrapping them in black tape and zip tying them to the wheel carrier mount. Some are a bit tidier, cut the wires, solder them together to keep the circuit connected, and again zip tie the soldered wires to the wheel carrier. I ran the car with the sensors disconnected for 10 years because the track pads I used were not compatible with the sensor. I simply kept an eye on

the pad thickness to avoid harming the rotors. I am not tracking the car now so I replaced the sensors for this installation.

If you are careful you can proceed without unclipping the ABS wheel speed sensor harness, but be careful not to bend the solid brake line.

Next, *loosen* the two bolts that hold the caliper on the wheel carrier using a Torx T55 socket. Porsche highly recommends that these bolts are a single use item and new bolts should be used each time they are installed.

I was taking the calipers off and on multiple times a year to fit racing pads for track days. Using new bolts too often runs a risk of cross threading the wheel carrier threads and that would be terribly expensive!

So I replaced the bolts with a Tarrett Engineering Brake Caliper Stud Kit (top of stud and nut visible in the photo below) as an alternative to this requirement.



Make sure you support the caliper without it hanging by the brake line. Some hang the caliper to the spring with bungee cords or ropes, but I just support the caliper on a jack stand or box!

Next, open a gap between the pads and rotor prying them with a flat head screw driver.

Now *remove* the caliper bolts and slide the caliper off the rotor, remembering to support the caliper without

hanging the caliper by the brake line! Also, take care not to bend the metal brake line.

Manually press each pad toward the center opening of the caliper pressing the pads off their mounting pins.

Next remove the rotor.

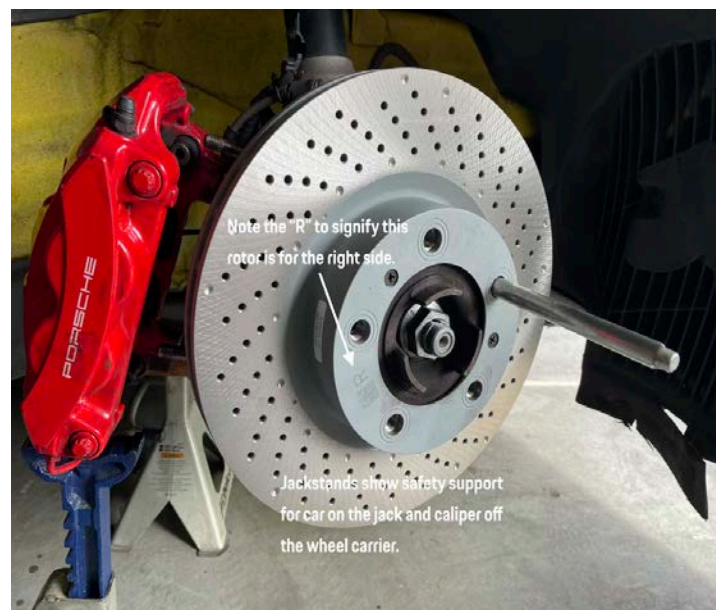
Loosen the two Phillips head screws that secure the rotor to the hub.



You may need an impact driver or use a Craftsman Hand Impact Driver (tool 47641). Or you may be lucky and the loctite has loosened and you can remove the screw with a simple screw driver! The rotor just slips off after the two Phillips head screws are removed.

Replace new rotor.

The new rotor simply fits back onto the hub, but make sure the Phillips head screw holes line up with the holes in the wheel hub. AND since the rotors are directional, e.g. right rotor goes on the right side, inspect the part to



make sure you have the correct rotor on the side you are replacing.

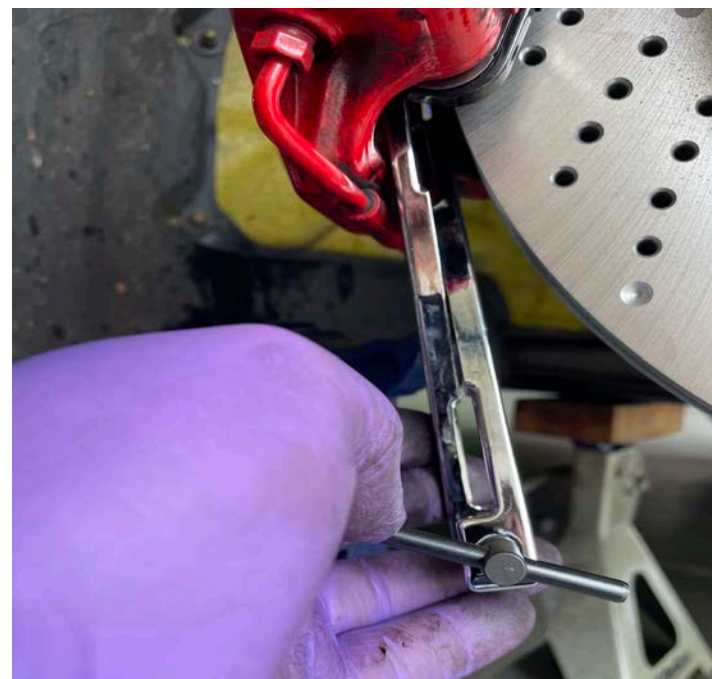
Also note in the photo the wheel mount alignment rod screwed into one of the lug bolt holes. This makes mounting a wheel easier than trying to maneuver a heavy wheel/tire onto the rotor hat and align the lug bolt holes with the wheel holes.

Mount the pads to the caliper.

Mounting the brake pads onto the caliper is another task that takes a knack. The goal is to replace a pad onto the mounting pins against the caliper spring flush to the caliper side. It helps to start the pad at an angle against the caliper spring, press it until the pad clears the mounting pins and click onto the pins. The first pad will take multiple attempts until you get the knack. Be patient and persistent.

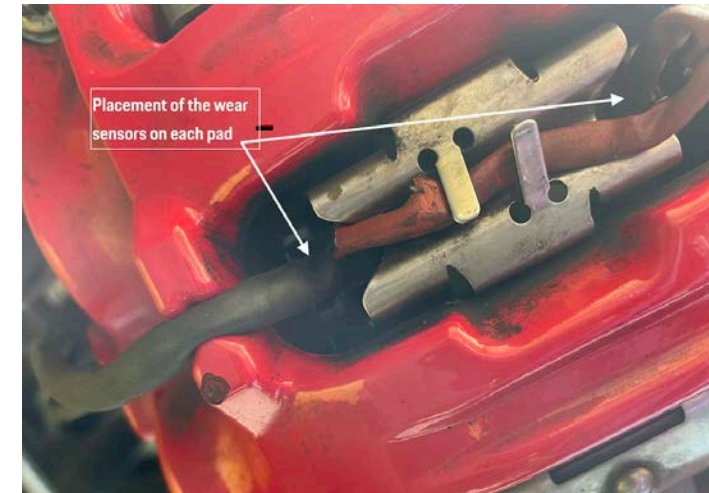
Join the caliper to the rotor.

Slide the caliper and the new brake pads onto the rotor. If the pads are not retracted enough, use a spreader tool to push them apart until they clear the rotor.



Align the caliper with the wheel carrier and CAREFULLY start threading NEW mount bolts into the wheel carrier. Torque the bolts starting with snug and then tighter and finally to the 63 ft-lb final specification.

Install a new Wear Sensor onto the slot in the brake pads (photo) and then simply plug the sensor wire into the mount at the wheel carrier. This is much easier than unplugging the sensor!



Reinstall the sensor bracket with the 10 mm bolt and tighten to a snug torque, but not overdone.

Remount the wheel, torquing in multiple increments up to the 118 ft-lb specification. Remove the jack stand, and lower the car off the floor jack.

No job is done until you clean up! Clean your general workspace on the garage floor, and gather your tools making sure to account for all sockets and old parts. Finally, clean up any brake fluid that might have been pushed out when you spread the pads in the caliper.

Repeat on the other side.

Replacing the rear brakes is much easier on the 981 models and on 987 front and rear axles. The calipers are an "open hat" design which allows pads to be removed out the top of the caliper without removing the caliper. Rotor replacement however is essentially the same as with the 981 front axles, but that is another story!

**The finished right front pads and rotor. Looks great!**







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**PORSCHE CLUB OF AMERICA**



## The World Endurance Championship (WEC)

From Porsche Newsroom:

Porsche Penske Motorsport has completed its preparations for the FIA World Endurance Championship (WEC). The factory team completed a total of 618 laps with both Porsche 963 during the two-day Prologue at the Lusail International Circuit.

Proton Competition clocked 213 laps in the cumulative total of all four test sessions with an identical hybrid prototype. In LMGT3 category, the customer teams Manthey 1st Phorm and Iron Dames gained important experience with the Porsche 911 GT3 R. This year's season begins on Friday with a 10-hour race on the 5.419-kilometre circuit in the north of the capital Doha.

In total, the 508 kW (691 PS) Porsche 963 covered a distance of 4,504 kilometres on the Qatari Grand Prix circuit. The two Porsche Penske Motorsport race cars alone accounted for 3,350 kilometres, completing a total of 54 pit stops with 14 driver changes. The fastest lap was set by Julien Andlauer in 1:39.873 minutes during a qualifying simulation on Friday evening. The Frenchman is new to the Porsche factory driver squad. He shares the number 5 car with Denmark's Michael Christensen, while his compatriot Mathieu Jaminet joins him for the longer races of the season, such as in Qatar or at the 24 Hours of Le Mans. In the number 6 sister car, the reigning drivers' world champions Kévin Estre from France and Laurens Vanthoor from Belgium will be supported by Australian Matt Campbell. In the top category of the FIA WEC, eight different car manufacturers with a total of 18 prototypes are competing for overall victories this year.

Porsche 963, Porsche Penske Motorsport (#5), Julien Andlauer (FRA), Michael Christensen (DNK), Mathieu Jaminet (FRA), WEC, Qatar, 2025, Porsche AG

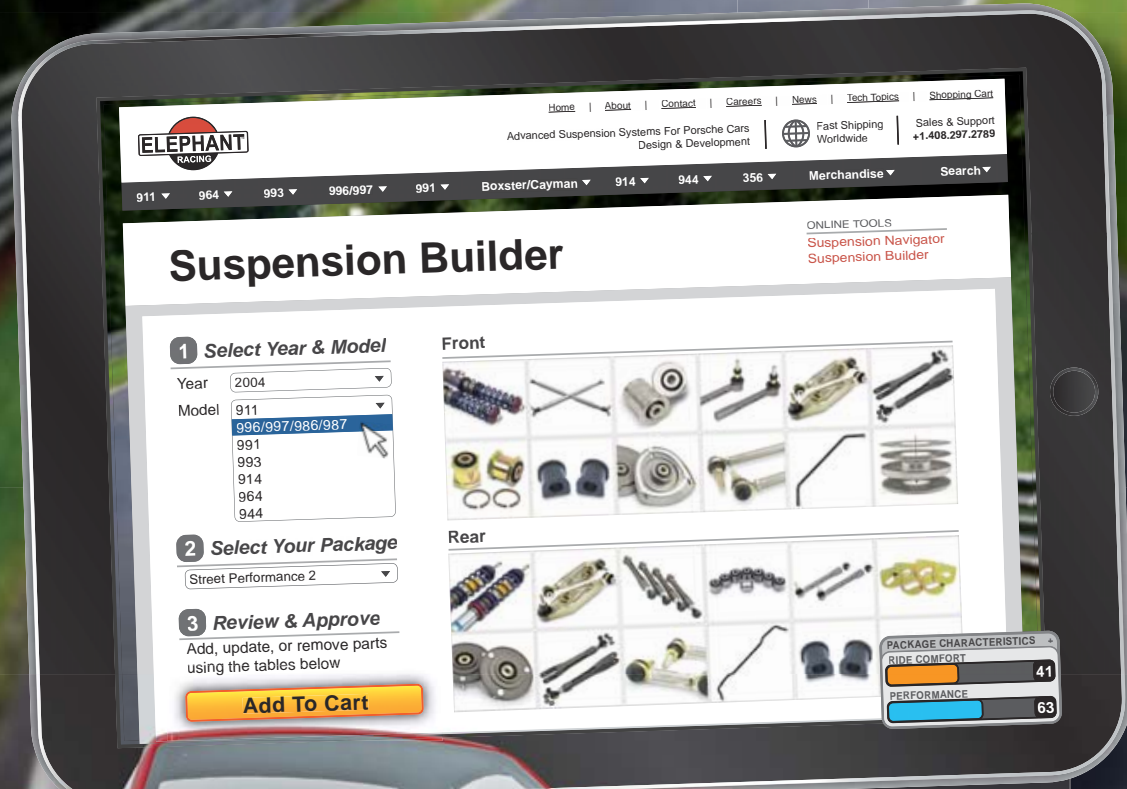
"These were two productive days: we learnt a lot and took many tasks with us for the coming days until the first free practice session," stresses Urs Kuratle, Head of Factory Motorsport LMDh. "This morning we were on top in the results list. We did not let ourselves go crazy in the evening, focused on preparing for the race and consistently worked through our long runs. Both Porsche 963 ran inconspicuously. The lap times are okay and definitely no drama. But we can also see that the competition is very, very strong – so we have to do everything right and analyse our data well."

In LMGT3 class, the Porsche customer teams experienced a demanding test with the 911 GT3 R. Here too, 18 racing cars take part in the competition. They come from nine different brands. Defending champions Manthey set the twelfth-fastest lap time in the fourth and final test session with the driver trio of Richard Lietz (Austria), Ryan Hardwick (USA) and Riccardo Pera (Italy). The Iron Dames finished 13th with Porsche contract driver Michelle Gatting from Denmark, ex-DTM driver Rahel Frey from Switzerland and Célia Martin from France. The successful initiative to promote girls and women in motorsport is cooperating closely with Porsche Motorsport from this year onwards. In total, the two nine-eleven with up to 416 kW (565 PS) completed 653 laps and 3,546 kilometres on the Lusail International Circuit over the past two days.

The FIA WEC opener, Qatar 1812, starts Friday Feb 28th. The full Race results not available in time for this issue.

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The Zone 7 Annual Awards will be held Sunday March 9th  
Porsche Sacramento 5pm to 8pm  
This is a special event, where awards will be presented to the Autocross and Concours Series winners.  
There will also be some Zone "Non-Competitive" awards as well. This is a unique opportunity to hold this function at Porsche Sacramento.  
All the details and registration at  
[zone-7-awards-dinner-porsche-sacramento-3/9](https://www.pcausa.com/zone-7-awards-dinner-porsche-sacramento-3-9)  
Please join us.

2025 schedules are coming together. Very exciting that the Zone 7 Autocross Series, the Zone 7 Concours Series, the Club Races and the DEs in our Zone are almost all confirmed.

All the Regions are jumping into 2025 with events. Please post photos on your Region social media and tag the Zone as well.

What is the event you are most looking forward to this year ... what new event will you try?



PORSCHE CLUB OF AMERICA

July 6-12, 2025  
[porscheparade.org](https://www.porcheparade.org)

Parade Oklahoma this July! We are excited to announce that Phase I registration will open to all PCA Members on Wednesday, February 26, 2025, at 12:00 pm ET. Phase I is registration and hotel only.



**NEW FOR 2025:** We are excited to announce that we have a new Parade Registration System! This system was built specifically for PCA and Porsche Parade and will allow for a more seamless registration process. That said, we understand there will be a learning curve, so we have created a VIDEO GUIDE on how to register using the new system. The PDF GUIDE is also available in the Resources section of the new registration system.

In Phase II you will register for Banquets / activities / tours and more.

A quick note, be sure your info is current with PCA National. This ensures that your profile and settings are correct. This info is used for mailing / emails and by your Region for their communication methods (correct info makes registering for national events seamless)

Please ensure that your PCA membership information, including address, home/cell phone numbers, and, most importantly, email address, is up to date on your PCA member account. You may update your information in your Member Profile on [PCA.org](https://www.pcausa.com) or by calling PCA National at 410.381.0911 .

Looking forward to seeing you at an event in 2025

# One Last Look

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