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PORSCHE

DER AUSPUFF

July/August 2025



8



26



14



21

FEATURES

10 **An Evening at The Alcazar**
By Lionel Neff

14 **Emory Motorsports Tour**
By Steve Goldman

18 **Reagan Library &
Dead Sea Scrolls**
By Ron Mulick

21 **Porsche Ladies**
By Becky Jones

26 **Gimmick Rally**
By Jerry Lasnik

36 **Affordable Porsches in 2025**
By Randy Fishwick

DEPARTMENTS

2 SBR Board and Appointees
3 SBR Calendar of Events
4 The President's Column
5 From the Editor's Desk
8 Cars & Coffee
28 Event Flyers
30 Membership Report
37 2025 Zone 8 HPDE
38 PCA Zone 8 Officers
38 Advertiser Directory
39 Classified Ads
41 Parting Shot

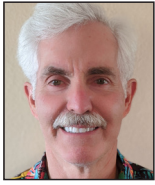
COVER

Emory Motorsports Tour
Photo by Steve Goldman

Photos this page:

#8 by Gary Krueger
#14 by Steve Goldman
#21 by Becky Jones
#26 by Bill Hallier

SANTA BARBARA REGION BOARD OF DIRECTORS



President
STEVE DOLL
sdollres@outlook.com
(805) 701-5511



Vice President
LORRAINE GRAY
grayandassociates@me.com
(805) 453-0618



Treasurer
JIM BROWN
jim968@gmail.com
(805) 559-1004



Secretary
DOREEN SHINN
doreenshinn@gmail.com
(805) 232-8565



Editor
ANDRES BERGSNEIDER
editor.pcasbr@outlook.com
(530) 774-5696



Membership
SUE KINSLING
Sue_Kin@hotmail.com
(805) 340-0634



Goodie Store
JOHN BARRISON
JohnBarrison@gmail.com
(820) 203-8079 cell
Text message preferred



Activities Chair
LIONEL NEFF
zuma13@msn.com
(805) 890-0588



Past President
ROD HERSBERGER
rodhersberger@gmail.com
(805) 698-1659

Board Appointees

Advertising
BOB CLARKE
bobshighwaygarage@gmail.com

Archives
JAMES OLDHAM
OldhamJames@msn.com

Concours
TARA KONRATH
tarabundrett@gmail.com

Dealer Relations
DAVID STONE
drs993@verizon.net

Insurance
RANDY KINSLING
randkin1@gmail.com

Motorsports
GLENN CRAWFORD
1gunk@sbcglobal.net

Public Relations
DICK LANGE
LRLange@pacbell.net

Safety
JOE NIEDERST
joejane91165@gmail.com

Social Media
SAL REYES
sreyes40119@yahoo.com

Webmaster
RANDY FISHWICK
OurBoxster@outlook.com

A/V Coordinator
ART SHINN
artshinn@gmail.com

On The Web

Website

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DER AUSPUFF

PCA SANTA BARBARA REGION'S
AWARD-WINNING BIMONTHLY MAGAZINE

Editor
ANDRES BERGSNEIDER
editor.pcasbr@outlook.com

Advertising Director
BOB CLARKE
bobshighwaygarage@gmail.com

Contributors
JOHN ALFENITO
LISA COHEN
RANDALL FISHWICK
STEVE GELDMAN
RACHEL JOHNSON
BECKY JONES
SUE KINSLING
GARY KRUEGER
JERRY LASNIK
RON MULICK
LIONEL NEFF
DOREEN PANKOW
DENNIS POWER
DOREEN SHINN

Printing
MICHAEL DUNWELL
SIR SPEEDY PRINTING
1161 Calle Suerte, Suite E
Camarillo, CA 93012
(805) 484-7999

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2025 CALENDAR OF EVENTS*

July	Sat 7/5	Camarillo Cars & Coffee
	Sat 7/12	Santa Barbara Cars & Coffee
	Sun 7/19	New Member Recognition Event
August	Sat 8/2	Camarillo Cars & Coffee
	Sat 8/9	Santa Barbara Cars & Coffee
	Thu-Sun 8/14-17	Porsche Werks Reunion, Monterey. Asilomar Hotel and Convention Center
September	Sat 9/6	Camarillo Cars & Coffee
	Sat 9/13	Santa Barbara Cars & Coffee
	9/16-27	Trefen D'Lux Dolomite plus Euro Alps Tour
	Sat 9/20	Backroads Drive and Lunch at Bocali's Italian Restaurant, Ojai
	Sat 9/27	Concours Tutorial
October	Sat 10/4	Camarillo Cars & Coffee
	Sat 10/11	Santa Barbara Cars & Coffee
	Sun 10/12	Concours d'Elegance
	Mon 10/13	Driver's Education Course - Street of Willow
	Fri 10/24-26	Cambria Weekend
November	Sat 11/1	Camarillo Cars & Coffee
	Sat 11/8	Santa Barbara Cars & Coffee
December	Sat 12/6	Camarillo Cars & Coffee
	Sun/12/7	Holiday Party
	Sat 12/13	Santa Barbara Cars & Coffee

* As of July 2025 and subject to change

CARS & COFFEE LOCATIONS, 8:00-9:30 A.M.

Camarillo: meets the first Saturday of each month
in the parking lot of Camarillo Outlets Mall, near Loru's Cafe – 630 Ventura Blvd.

Santa Barbara: meets the second Saturday of each month in the Leadbetter
Beach parking lot near the Shoreline Beach Cafe – 801 Shoreline Dr.

Find all of SBR's posted events on MotorsportReg. Visit pcasb.motorsportreg.com. It's an easy way for members to see everything in one place, and just click on the individual events to get to the specific page.

THE PRESIDENT'S COLUMN

STEVE DOLL



As I write this, I'm getting ready to drive my favorite car and head for lunch with Lionel and the Activities Committee. I hope you have taken a chance to participate in some of the club's recent events. There is a lot of time and planning (and fun!) that goes into making them successful. If you have an event suggestion, or want to help this esteemed group, let me know! I heard the Big Bear Fun Run and the Gimmick Rally were both excellent. A special thanks to Jerry Lasnik, who's been organizing the Gimmick Rally for years.

You may have noticed this issue of *Der Auspuff* looks a little different. After more than five years as Editor writing articles of our award winning magazine—Dennis Power is handing over the reins. He even found a replacement and has been working with him in the transition. THANK YOU, DENNIS!!! You have produced so many great magazines and cleaned up so many of my President's columns! I look forward to everyone meeting our new editor—Andres Bergsneider. Thanks for stepping up, Andres!

Coming up on July 19th, we will host our New Member Recognition Banquet, which we hold every other year. The day begins at Porsche Santa Barbara with sign-in, coffee, and pastries. Then a scenic drive through our favorite backroads set among the rolling hills between Nipomo and the Pacific coast. This year, the dealership has given us four entries to the famous Porsche Experience Center in Los Angeles to drive new Porsches on the track and have lunch. You don't want to miss this opportunity! Schneider Autohaus is a Gold sponsor and House Automotive is a Silver sponsor which helps reduce the cost for all of us attending. Be sure to thank them! New members, we hope to

see you there. A couple of years ago during our new member recognition event, I met Lorraine Gray, who later stepped into the role of Vice President. She has since jumpstarted a lineup of events for the ladies in the club. Reach out to her regarding upcoming events and meet some new friends. (Sometimes she lets us guys tag along.)

Also watch for another *Aloha Breakfast* coming up this summer, paired with a *Cars & Coffee*. Our April and August Cars and Coffees meets are alternative car months if you are interested. There will still be a lot of Porsches.

It's been an honor and privilege to be your President for the past year and a half and a lot of fun, too! It has gone by quickly! There are so many great people I have met. My term will be up at the end of the year, and over the next couple months, we

will solicit and vote for new board positions according to our bylaws. I also heard we will be looking for a treasurer also. Reach out to Jim Brown, our treasurer, or myself with any questions. The Board meets every other month, and lately, we have been meeting in person after our Cars & Coffee events instead of by Zoom. Thanks to all the board members and members that do so much to make this club great!

Remember to support our sponsors!
See you on the road.

—President Steve

TWO CHILD SEATS UP FRONT.



P.S. New members, remember to order yourself a badge! Details inside this magazine.

FROM THE EDITOR'S DESK

ANDRES BERGSNEIDER



Tucked into the background is "Otto," my recently acquired 981 Cayman, at a friend's family shop where I've been catching up on years of deferred maintenance. With their generous help and a shared belief that cars are a kind of religion, Otto has become a personal proving ground, a spark in friendship, and a testament to how far passion can take you.

Hi, I'm Andres, and I'm honored to step in as your new *Der Auspuff* editor. I first met Dennis, our outgoing editor, at my first Cars & Coffee this past spring as a newly minted Porsche owner. We struck up a conversation just as the idea of him passing the torch was beginning to take shape. From that moment, I had a sense of what was coming next for both me and this magazine.

Taking this role is a new challenge for me. But like the old saying goes, "If you want something you've never had, you must be willing to do something you've never done." That mindset has guided much of my life.

Originally from Colombia, I fell in love with cars early. Glued to the screen watching Juan Pablo Montoya compete in Formula 1 throughout his career. I'm a full-time engineer, lifelong Porsche enthusiast, photographer, and the kind of guy who often finds (or loses?) himself in the garage working on his cars, guided by a "figure-it-out" mindset.

Since moving to the States, I've taken every opportunity to work on my own cars, learning their engineering at first hand, building skills, and making repairs economical, increasing the superfluous upgrades budget. Living in California has been a dream: I'm surrounded by a passionate car culture, in a community that shares the same love.

This July/August issue marks a transition for both myself, and all of us. You will notice some experiments with the magazine's layout and design as I find a rhythm and explore what *Der Auspuff* can become. I hope you enjoy flipping through it as much as I enjoyed curating it. My deepest thanks to everyone who has offered support, feedback, or even just encouragement during this handoff.

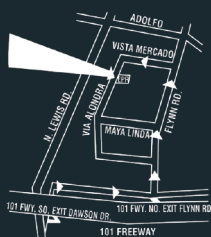
One story I was especially excited to feature, but sadly couldn't attend myself, was the Emory Motorsports tour. Curating the article was almost painful. I was left drooling over the incredible photos and Steve's fantastic write-up, wishing I could have been there. How lucky are we to have a world-class Porsche family like the Emorys right here in our Southern California?

Have suggestions? Article ideas? Want to show off your car or just talk Porsche? Reach me anytime at editor.pcasbr@outlook.com

—Andres



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CARS & COFFEE @ CAMARILLO

May 3, 2025 — 71 Porsches and 52 members and guests



May 10, 2025 — 39 Porsches and 47 members and guests



Cars & Coffee photos are contributed by Randall Fishwick, Steve Geldman, Bill Hallier, Gary Krueger, Dennis Power, Art Shinn, and Andres Bergsneider

CARS & COFFEE @ SANTA BARBARA

June 7, 2025 — 50 Porsches and 71 members and guests



June 14, 2025 — 47 Porsches and 56 members and guests



An Evening at The Alcazar

Story by Lionel Neff

Photos: Gary Krueger

Having attended several events at the newly refurbished Alcazar Theatre in Carpinteria, my interest in the theatre was piqued after reading about its history. Built in 1927 by Oliver Prickett, it held its grand opening on April 27, 1928. The star-studded opening included the MGM lion and two elephants. The featured film was *The Fifty-Fifty Girl* starring the one and only Bebe Daniels (never heard of her either). Above the theatre was constructed the El Camino Ballroom. Today, the Alcazar is a cultural center for Carpinteria and now hosts concerts, films, and other events.

I sought out Debbie Nomura, the Alcazar Managing Director, and inquired about the possibility of renting the theatre for one night for a private showing of Steve McQueen's movie *Le Mans*, especially for the Porsche Club of Santa Barbara. Debbie thought it was a great idea and she actually arranged to secure the film for our use. Once price and date were agreed to and the contract executed, plans began to stage the event for April 19 at 3:00 p.m.

Two things came to mind when considering the screening of *Le Mans*. I had just read an article on Facebook about Jerry Seinfeld's intent to sell the number 20 Porsche 917K, the very car that was featured in Steve McQueen's film. In addition, Mecum Auctions was the agent chosen to feature this momentous vehicle in its Kissimmee, Florida auction. I speculated if I could tie this event and the screening of the movie together, we'd have something special.



Much to my amazement, a short documentary was produced by Jerry Seinfeld and Mecum Auctions featuring the history of the Porsche 917K. I decided to include the 25-minute documentary as a prelude to the Le Mans movie. It appeared that the 125 attendees appreciated the two-for-one combo.

Though I hadn't seen the movie again since its release in 1972, I thoroughly enjoyed it. There was great racing footage and, of course, spectacular crash scenes.



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Raised in Southern California, and USC graduate with a degree in broadcast journalism, Carl Bell enjoyed a long and distinguished on-air career. A familiar face to Los Angeles audiences, he served as a weathercaster for both KCAL 9 and NBC 4 before eventually bringing his talents to Porsche Woodland Hills.

Carl is active in the Porsche community, often seen at many dealer-sponsored events, and is a long standing member of the PCA Santa Barbara Region. His extensive knowledge, passion, and expertise of the Porsche Sonderwunsch program makes him the perfect source to assist you in building your next dream Porsche.



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Help Celebrate PCA's 70 Years!



Schedule a Region event on September 13 to join the celebration!

PCA has big plans in 2025 to celebrate the 70th Anniversary of the world's largest Porsche club. Why not join the fun? On September 13th, PCA's founding day, every PCA Region is encouraged to hold an anniversary event in your hometown. Schedule a concours, driving tour, cars & coffee, or any other PCA event and share the excitement on social media using #pca70.



Watch the video: [PCA.org/news/pca70](https://pca.org/news/pca70)



PORSCHE CLUB OF AMERICA



A Rare Glimpse Behind the Legend

Story **Steve Goldman** Photography **Bill Hallier & Steve Goldman**

Porsche 356s reborn as outlaws, engines reimaged from scratch, and a lineage steeped in hot-rodding history—a group of PCA members witnessed it all during an unforgettable tour of Emory Motorsports

After two years of anticipation, 40 lucky Santa Barbara Region PCA members found themselves behind the doors of one of the most revered names in custom Porsche building—Emory Motorsports. Held on April 12th, the tour sold out within minutes of registration opening, proving that when it comes to Rod Emory's creations, enthusiasm burns bright and fast.

Nestled in the San Fernando Valley, Emory Motorsports is a beacon for Porsche 356 enthusiasts around the world. This, however, is no ordinary restoration shop. Founded by Rod Emory, the mastermind behind the "Outlaw" Porsche movement, Emory Motorsports builds cars that blend history, performance, and individuality.

Emory Motorsports

Factory Tour

400HP - 356s

Rod's roots run deep: his grandfather, Neil Emory, co-founded the famed Valley Custom Shop in the 1940s. His father, Gary Emory, pioneered the "Baja Bug" in the '60s and started Porsche Parts Obsolete, a vital lifeline for restorers and the race car circuit for over four decades. Today, the family business thrives with Rod's wife Amy, son Zayne, daughter Jade, and son-in-law Drew Hafner—who, rumor has it, joined the family thanks to Jade's first move.

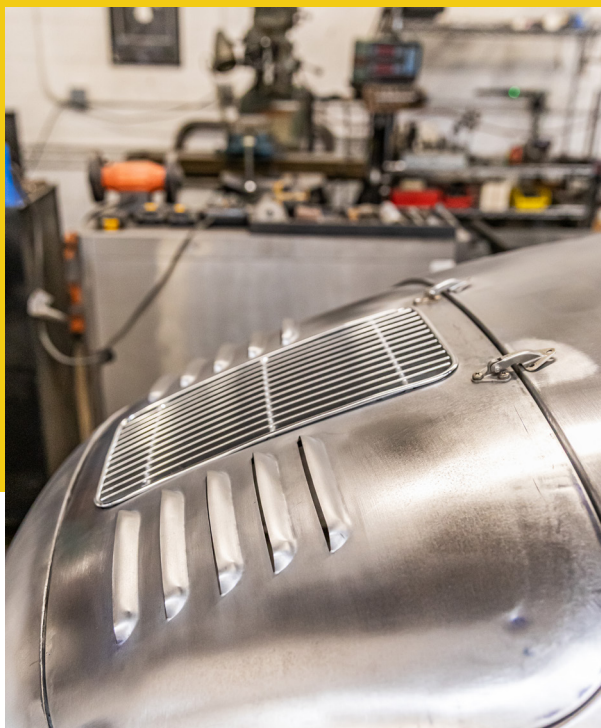
Rod Emory does not restore cars to stock—he reimagines them. A typical Emory Outlaw might begin life as a worn, 75-horsepower Porsche 356 and emerge 12 to 18 months later as a 260 to 400 horsepower, modernized machine. Think disc brakes, a 5-speed transmission, and bespoke interiors made from the finest leathers. These are not museum pieces. They are meant to be driven—hard.

The centerpiece of every build? The Emory-Rothsport engine. This 2.6L flat-four boxer is a mechanical symphony: air-cooled, twin-plug, with all plugs sparked by a MoTeC ignition system. Naturally aspirated or turbocharged, it's the heartbeat of every Outlaw.

With a wait time of two to three years just to start a build, owning an Emory Outlaw is less a transaction and more a journey.

**These are not museum pieces.
They are meant to be driven—hard.**





Factory Tour



Diamond in the rough

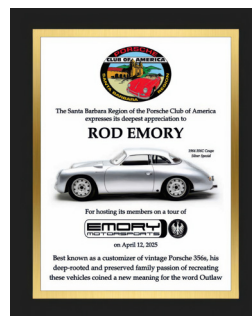
Greeted with Emory swag—T-shirts, hats, and key fobs—the group was ushered in by Amy and Jade before Rod took over the storytelling. The tour began outside, where rusted, barn-find 356s waited patiently to be reborn. Emory often sources these “diamond in the rough” cars for future builds or collaborates with customer-supplied vehicles, typically those too far gone for traditional concours restoration.

Inside the Emory library, Rod detailed his family's remarkable automotive legacy and showcased a crown jewel: a #46 1951 Porsche/Gmünd 356 SL—the brand's first Werks race car and a class winner at the 1951 24 Hours of Le Mans.



We didn't just tour a shop. We stepped into a living, breathing history of Porsche passion.

In the shop itself, the group saw current builds, including an innovative 356 Targa-style project. The space is a museum-meets-laboratory, filled with WWII-era metal-forming tools akin to those used in the original Gmünd factory. Throughout, Rod shared insights ranging from fabrication techniques to general Porsche servicing, with a lively Q&A underscoring just how engaged the crowd was.



Before wrapping up, the Santa Barbara Region presented Rod with a custom plaque honoring his achievements and thanking him for his hospitality. Special thanks went to Jade for handling merchandise logistics and Drew for acquiring the photo of Rod's favorite 356, depicted on the plaque.

As one attendee put it: “We didn't just tour a shop. We stepped into a living, breathing history of Porsche passion.”

For more information on Emory Motorsports and their world-class builds, visit: emorymotorsports.com



Reagan Library & Dead Sea Scrolls

By Ron Mulick

From Air Force One to Ancient Texts

OF COURSE WE CAME TO SEE THE DEAD SEA SCROLLS, but the two-hour docent-led tour of the Ronald Reagan Library and Museum was amazing.

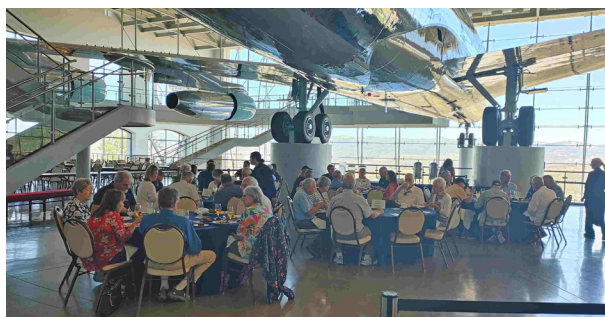
Not to take away from the Dead Sea Scrolls and their undeniable impact on the confirmation of ancient civilizations and the prophecies of Jesus Christ, manuscripts, handwritten in Hebrew, Greek, and Aramaic, dating back to 300 BC, were stored in caves 1,442 feet below sea level in an extremely arid environment—conditions that helped preserve the documents. We'll get into that in a minute.

As we arrived in the parking lot, our names were checked off a list, and we were given a “Ronald Reagan Library” tag for our shirts, which served as our pass into the library and the Dead Sea Scrolls exhibit.

Since there were 50 of us, we were divided into smaller tour groups of 8 to 10 for the tour of the Ronald Reagan Library—which is not really a library but rather a museum of Ronald Reagan's legacy. First, there were exhibits of his family while growing up: pictures, uniforms, and mementos from a time when young Ronald played youth football. His first job was as a lifeguard in his hometown of Tampico, Illinois. He later attended Eureka College, continued playing football, and won the seat of student body president.

After college, he took a job as a sports broadcaster in Iowa, covering four of the Big 10 Conference games. He continued broadcasting until he took a screen test that led to a seven-year contract with Warner Brothers Studios. Reagan made 30 films—mostly B-films—until he joined the military. He broke out of these roles by portraying George Gipp in *Knute Rockne, All American*, a performance that was later revived when reporters nicknamed him “the Gipper” during his presidential campaign. In 1952, he ended his relationship with Warner Bros. but went on to appear in a total of 53 films, his last being *The Killers* (1964) for other production companies.

The library tour ended with a walkthrough of the presidential aircraft, Air Force One.



After being elected governor of California in 1966, he raised state taxes and turned the state budget deficit into a surplus. In 1980, Reagan won a landslide victory over President Jimmy Carter and became President of the United

What We Learned About the Dead Sea Scrolls

The scrolls were books—religious scripture, the Hebrew Bible, community rules, and laws. Discovered in 1946, they were written during the 3rd and 2nd centuries BC, predominantly in Hebrew, with some also in Greek and Aramaic. During the first war between the Roman Empire and the Jewish state, the Jews thought it best to hide these valuable documents in nearby caves rather than leave them vulnerable to Roman destruction. The scrolls were stored in clay vessels, further protecting them from the elements.

The reason they were preserved so well? The scrolls were hidden in the Qumran Caves at the north end of the Dead Sea. The Dead Sea sits at the lowest elevation on Earth—1,442 feet below sea level—and the region’s arid environment created ideal conditions for preserving parchment documents.

There are over 15,000 scroll artifacts now stored at the Shrine of the Book. Kept in total darkness and environmentally controlled vaults, these fragments are protected from further deterioration. Every five years, the Shrine releases a batch of scroll documents and artifacts for exhibition. The Ronald Reagan Library and Museum was fortunate enough to receive one of these rare allocations.

Before this discovery, the oldest Hebrew language manuscripts of the Bible were the Masoretic texts, dating to the 10th century AD. The biblical manuscripts found among the Dead Sea Scrolls pushed that date back more than a millennium—to the 2nd century BC. This was a major discovery for Old Testament scholars, who had debated the reliability of textual transmission from the original texts to the later Masoretic versions. The scrolls demonstrated the remarkable accuracy of that transmission across a thousand years, reinforcing confidence in the modern texts.

New technologies have helped interpret the scrolls and date them. Carbon dating—first by the AMS lab at the Zurich Institute of Technology in 1991 and then by the AMS Facility at the University of Arizona in Tucson (1994–95)—confirmed their authenticity. The Great Isaiah Scroll, tested multiple times, returned near-identical results across labs, validating the dating method.

States for two terms. Shortly after taking office, President Reagan was the target of an assassination attempt and took a bullet to the lung.

One of his greatest achievements was fostering a relationship with Mikhail Gorbachev that led to the Russian leader being convinced to “tear down the Berlin Wall.” Reagan and Gorbachev also negotiated and implemented an Intermediate-Range Nuclear Forces Treaty. Though he had planned an active post-presidency, this was slowed after his 1994 diagnosis with Alzheimer's disease. His health gradually declined until his passing in 2004.

The library tour ended with a walkthrough of the presidential aircraft, Air Force One. This Boeing 707 was first used by President Nixon in 1972 and was retired in 2001 after almost 30 years of service. Next, we went down to the floor beneath the aircraft where lunch was waiting.

Rejuvenated, we proceeded on a self-guided tour of the Dead Sea Scrolls. But wait a minute—I did not see any scrolls. You know, those two sticks with paper rolled around them? Well, of course not. Since some of the scrolls were written over 2,000 years ago, most are now only bits and pieces of parchment paper. Although some scrolls are still entirely intact, most of the artifacts are about the size of your hand, with ragged, torn edges from thousands of years of disintegration.



The advertisement features a scenic background of a lighthouse on a rocky shore under a blue sky with clouds. In the center, there is a circular logo with a green Porsche car, a lighthouse, and a cruise ship. The text "TREFFEN AT SEA" is arched over the top of the logo, and "PCA 70TH ANNIVERSARY CRUISE" is arched along the bottom. Below the logo, the text "PORSCHE CLUB OF AMERICA" is displayed. Further down, it says "Enchanted Princess® | August 30 - September 6, 2025". At the bottom, a call to action reads "Call 833-679-2188 to speak to a PCA Travel Concierge agent to book your cruise today!". At the very bottom, there are logos for PCA and Princess Cruises, with the text "Official Cruise Line of the Porsche Club of America" below them.

Porsche Ladies

By Becky Jones



Canzelle Alpaca Farm Tour

Even after living here for over 40 years, the beauty of California never ceases to amaze me. This realization hit home again when we arrived for our tour of the Canzelle Alpaca Farm, with its charming view of the ocean from its position in the foothills above Carpinteria.

It was a lovely, misty morning as seventeen of our Porsche Ladies gathered for a guided tour on the farm and mingled with the adorable alpacas. While getting up close and personal with the alpacas was a bit daunting for some at first, their gentle natures soon put everyone at ease. Before long, they had us eating out of their hands—or rather, they were eating out of our hands.

Our informative guide handed out little buckets filled with carrots and feed, which the alpacas enthusiastically accepted. A few even gave some of us kisses and snuggles in return for the treats. We had a wonderful time petting and feeding the gentle animals, staying mindful of their occasional inclination to spit!

We spent most of our time with the friendly and feisty alpacas, but the farm is also home to a rescue water buffalo, peacocks, chickens (fun-factoid: each chicken produces one egg per day), sheep, horses, a "watch cat," and a llama.



At the end of the farm tour, we all paid a visit to their gift shop, which had more alpaca-themed items than we ever imagined—everything from keychains and ball caps to the softest of socks, blankets, sweaters, scarves, and even skeins of alpaca wool for those inclined to knit their own creations.

This trip was such a hit, and we're so grateful for Brigitte Trapp for arranging the outing. Our Porsche Ladies continue to come through with ideas for gatherings that are creative, inspiring, and just plain fun. It is particularly gratifying to note how varied and inclusive these outings are—there truly is something for everyone.

There is an easy ebb and flow of members attending the activities, and we grow increasingly familiar and comfortable with each gathering. Let's keep our momentum going—please send your ideas for future gatherings to Lorraine Gray, our tireless and much appreciated leader.

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Gimmick

By Jerry Lasnik

Photography Bill Hallier

We started creating Porsche Gimmick Rallies about 13 years ago, after attending a particularly awful one where everyone got lost and the clues were ridiculous. We looked at each other and said, “We could do better than that!” Standing next to us was Doreen Pankow, and with that, our GR Run was born the following year.

The rally enthusiasts, both newbies and veterans, were greeted by host and general manager Mehran Forutan at Rusnak Porsche, Westlake Village, along with a marvelous breakfast spread from Corner Bakery—including the essential coffee.

When it came time for the typical pep talk/rally-hints presentation, we noticed a lot of new faces who decided to try out the brainy challenge. I asked them, “Didn’t anyone warn you?” This year, Jerry wore his brain anatomy T-shirt, remembering that last year it was his Einstein shirt. We hoped this would be inspirational for all—newcomers and old-timers.

The excited rally folks were told that this is not a race. Keeping their eyes open along the way was key to success. Participants were given a detailed handout as they approached the exit from the dealership. Instructions showed the mile markers at every turn and the clues to watch for. We figured it would take about two hours to reach the finish line at Borchard Community Park in Newbury Park.

As the last team left for the adventure, we headed down to Borchard Park to set up for the weary rallyers. The weather was pretty nice—not too hot, not too windy. Then came the usual stressful waiting game. Would Jerry get a call from a “lost” person? Were there directional mistakes in the handout? Or would cars start rolling in at about 11:30 a.m. as we had planned? Whew! All went well and the beautiful Porsches started rolling in as scheduled! We noticed mostly smiley faces as contestants turned in their handouts for temporary safekeeping. Glad we didn’t have any roundabouts like those last year in Santa Barbara which were universally despised by rally folks.



Rally



After a bit of schmoozing, it was time for a super barbecue lunch by Wood Ranch BBQ, with plenty of delicious food for all. Then, it was time for "the reckoning". Teams got back their rally answer sheets, and Jerry started reading the clues aloud. As usual, some of the clues were embarrassingly easy.

Easy:

Get a Happy Meal: McDonalds

Help the Hungry: MANNA

Not so easy:

Uncastrated male horse: White Stallion Ranch

Too scary:

Injured arborist needs help: 2 Trees Physical Therapy

Pam's best:

A Gal Deboned: Chic-fil-A

With 93 clues total, we expected (as usual) plenty of high scores. The rally folks did not let us down! The highest score, winning the top cash prize, was the team of Dan and Mari Mender, scoring an astounding 89 points! Just behind them, in 2nd place were Seth and Julia Francis. Coming in an impressive 3rd place were Gary and Rachael Glucroft.

And so, another Gimmick Rally is history—a fun-filled day with nice weather, a fine meal, and, of course, the reason we do these events: the great camaraderie with other Porsche people. How can you beat that!

Pam and Jerry have been members of PCA since 2005.

Jerry drives a 2013 Aqua Blue Metallic Boxster.

New Member Recognition and Scenic Drive to the Trilogy Club at Monarch Dunes

Saturday, July 19, 2025



Join us on a lively and scenic drive and to honor PCA/SBR members who have joined our region since July 2023. All SBR members are encouraged to attend to welcome our newest and to share our friendship, memories, and experiences driving our Porsches.

This special event will start at the Porsche Santa Barbara Autogroup dealership, where we'll sign in and enjoy coffee and pastries. We'll then drive over some of our favorite back roads to the country club set among the rolling hills between Nipomo and the Pacific coast. The buffet luncheon includes Angus ribeye, grilled salmon, and a variety of side dishes and dessert.

The cost for this event is \$78/person for regular members and \$65/person for new members, those who've joined the Santa Barbara Region since July 2023. Register at msreg.com/sbrnewmembers2025. Details will be sent to registrants the week before the event. Note: this event is for Santa Barbara Region members only.

For event questions, contact Doreen Pankow at dpankow@sbcglobal.net or (805) 428-3423. For registration questions, contact Doreen Shinn at doreenshinn@gmail.com or (805) 232-8565.

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SBR Goes to Monterey Car Week

August 14-17, 2025



We've arranged for a special event during Monterey Car Week: a three-night stay at the Asilomar Hotel & Conference Grounds, Pacific Grove, arriving on August 14 and departing on the 17th. On the 15th, celebrate PCA's 70th Anniversary at the 11th annual Werks Reunion Monterey. On the 16th it is WeatherTech Raceway Laguna Seca – a day at Rolex Monterey Motorsports Reunion. Cost is \$10 per car for the Club's activities fee. For lodging and the Monterey events you are on your own. See details below. Register at msreg.com/sbrmonterey2025. Questions – contact Lionel Neff at zuma13@msn.com.

Lodging. The special room rate is \$382.75/night,

plus fees (limited to 10 rooms). Book at <https://book.passkey.com/e/51019598>. Questions – contact Group Reservations Manager Rosalie Castro (831) 642-4268 or castro-rosalie@visitasilomar.com.

Werks Reunion. Information and the registration link is <https://www.motorsportreg.com/events/werks-reunion-monterey-2025-pines-golf-club-pca-802371>.

Rolex Monterey Motorsports Reunion.

One of the world's most prestigious motorsport lifestyle gatherings this year will celebrate the 75th Anniversary of Formula One. Information, tickets, and parking is available at <https://weathertechraceway.com/pages/rolex-monterey-motorsports-reunion>.



VISIT THE NATIONAL WEATHER STATION (Los Angeles Region) IN OXNARD

Thursday, July 31, 2025

Join PCA/SBR RUF (Retired and Unemployed Folks) for an educational and unique tour of the National Weather Station (Los Angeles Region) in Oxnard. Mingle with the management and staff of the station and see what it takes to provide life-saving information to millions of people and to predict calm or dangerous weather patterns days, if not weeks, ahead of a change in the weather.

Attendance and participation is limited to 20 SBR members. Cost is \$5 per person. Information on lunch will be provided via separate notice to participants. Register by July 20 at msreg.com/nwsoxnard. Questions: contact Howard Rubenstein at hrrca1@gmail.com, or call (818)340-3366.



Foothills & Flavors: Ojai Bound!

A Summer Drive to Boccali's

Saturday, September 20, 2025

We'll gather at 9:00 a.m. at Ghost Shield in Newbury Park for morning coffee and pastries. Shortly after, we will be treated to an exclusive tour of their facility by this trusted provider of paint protection, car wrap, window tinting, and coating services. From there we'll head to the foothills for the easy, scenic, one-and-a-half-hour drive to Ojai, where an outdoor picnic-style lunch awaits at Boccali's Pizza & Pasta. The menu includes pizzas of various kinds, lasagna, penne pasta (meat or veggie), sauteed vegetables, salad, bread, and beverages. Alcoholic beverages and dessert are extra (cash only). More details will be provided to registrants at the appropriate time.

Cost for the event is \$53 per person, plus the \$2 registration fee. Register at msreg.com/ojaibound. Questions: contact Steve Geldman at steve@imagephotomotorsports.com.

MEMBERSHIP REPORT

Sue Kinsling



New Members

Clark Leon
Oak Park
2005 Boxster S

Aaron Dungo
Santa Susanas
2014 911 Carrera S

Justin Kellenberger
Santa Babrara
2004 911 Turbo

Jim Saffie
Santa Rosa Valley
1997 911 Turbo S

Daniel A.
Oxnard
2015 911 GT3

Ryan Hanlon
Ventura
2025 718 Spyder RS

Jeffrey Kerr
Ventura
2016 Cayenne Turbo

Aaron Unger
Westlake Village
1995 911 Carrera

Ray Chui
Newbury Park
2023 Cayenne GTS
Coupe

Phillip Hoffert
Santa Barbara
2002 Boxster S

Steve McClary
Ventura
2009 911 Carrera S
Cabriolet

Bill Villa
Thousand Oaks
2006 911 Carrera
Cabriolet

Linda De Baun
Yucaipa
356

Nick Iannetta
Thousand Oaks
2025 718 GT4 RS

Eric Parsons
Oak View
2003 Boxster S

Mike Wracher
Ojai
2025 911 Carrera

Earl Jive & Inga Filkins
Beverly Hills
2006 Cayenne S

Felipe Rivera
Santa Barbara
2021 718 GTS 4.0



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41 Years James & Marilyn Dorociak	24 Years John & Jeanne McNair	18 Years Barbara & James Spencer	12 Year Bruce Dobrin & Karla Shelton	7 Year Patrick McCarthy	6 Years Steven & Joyce Bloom Bill Smailes & Mihaela Marian
40 Years Christopher & Mia Di Stefano	23 Years Mark & Susan Marcelletti	17 Years Scott Borman Mark Stankevich & Victoria Meyers	11 Years Leonard & Barbara Bernstein	5 Years Richard & Cynthia Glass	2 Years David Cooper & Larry Gore Debra & Richard Farra Michael Johnson Mark Lyons William & Kay Moore Raymond Pimentel Craig Rodgers Eric Stassinios
33 Years Bob & Sherry Maxson Tim & Amy Webb	22 Years Kennth & Lynn Merideth Geoff & Susan Walsh	16 Years David & Ruth Green Douglas & Ann Steinriede Lee Wan	10 Year Neil Belk & Terry Miller	4 Year Todd Brewer Deneen B Demour- kas Edward & Sue Stile Theresa iranda Mark & Tina Gonzales	1 Year Alan Fletcher Pierre Diaz Ben & Lauren Nilsson Timothy Lilienstein
30 Years Stephen Keneally & Leo Shabalin	21 Years Dennis & Leslie Power	15 Years Robert & Betty Knowles John Green & Mitchell Green Jason Shepherd	9 Year Ron Dreher & Natalie Dobkowski		
28 Years Jurgen & Gerry Gramckow Doreen Pankow	20 Years Ronald & Virginia Boll Timothy & Bryce Ellinger Frank Ladwig Thomas & Lisa Sechler	14 Years Lawrence Stayton			
26 Years Fred & Rachael Bowen					

August Anniversaries

61 Years Joe & Kathrine Schneider	29 Years John & Liz Lokrantz	20 Years Mark & Heather Armstrong Richard Nuttall	13 Years Doug & Arlene Braun Tara Brundrett & Patrick Konrath Joe & Veronica Linden Kirk Lindsey Howard & Phyllis Rubenstein	8 Years Dan Dominguez Thomas Rimer Bruce & Laurie Whitney	4 Year Cody Barry
58 Years Burt Misevic (Lifetime member)	28 Years David & Susan Stone	18 Years Collin Kruschke Ronald & Charlotte Wi- lliams	12 Years Steve Lopez Michael & Alicia Romo	7 Years John & Debra Haigh Stephen & Carol Hoyt Christian Mejia	3 Years John & Lisa Garcia Michael Novotny Monica Romero Doreen Shinn Mark Uribe
37 Years Dr. Steven & Liane Mascagno	27 Years Susan & Kevin Grecian	17 Years Willie & Tracey Bell Becky Lundberg & Victoria Ferrari Daniel Nash	11 Years Dan Waldman	6 Years Matt & Chantal Ferguson Patrick Lindsey Ward Preston	2 Year Scott Bankson Evan Caves Timothy Davis Chase Duddy Ellyn Feingold Patrick Leibrich Brett Morrison Daniel & Michael Patlin Michael Safier
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34 Years Bill & Gloria Hallier	24 Years Marty & Pamela Harris Hugh Lindberg	15 Years John & Jennifer Ardy Daryl & Bruce Crusier	9 Years Will Wassenaar		
33 Years David Steinmetz & Donna Marks	23 Years Stephen Karolyi Harold van Deinse & Lisa Severly	14 Years John & Mary Sramek			
31 Years Nicolas & Olga Liakas	22 Years Kevin & Kareen Hart				
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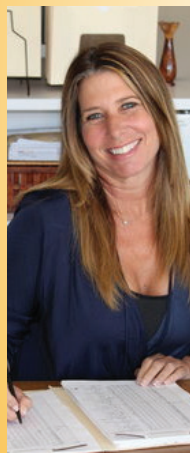
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Affordable Porsches in 2025

by Randy Fishwick

At a recent gathering of PCA Santa Barbara members, the topic of affordable Porsches came up—specifically, models that might attract younger enthusiasts. A common reaction was that there no longer are any affordable Porsches. Some of us chose to disagree. If you're willing to go back a decade or two, it's possible to buy an exciting Porsche in the \$10,000 to \$25,000 range. To be transparent, I own a 2002 Boxster that I purchased in late 2017 for \$10,000, and it's been a blast to drive on many PCA outings over the years.



But let's start in chronological order within the under price range. The 914, Porsche's most affordable vintage model, is a nimble, mid-engine sports car originally developed with Volkswagen. Early versions featured a 1.7-liter four-cylinder engine, later upgraded to a 2.0-liter version for improved performance. While finding a well-maintained 914 can be challenging, its handling makes it a rewarding choice in the under \$20,000 range.

With classic air-cooled 911s and 912s rising in price, Porsche's front-engine, water-cooled transaxle cars—such as the 924, 944, and 968—are becoming more sensible options. Produced from the late 1970s to the early 1990s, these models offer a unique blend of styling and solid performance. For instance, the Porsche 944, with its front-mounted inline-four engine, delivers up to 247 horsepower in the Turbo version, achieving 0-60 mph in about 5.5 seconds. They can sometimes be found for under \$10,000, but it's wise to purchase the best-maintained example you can afford—repairs can be costly if major issues arise.

The affordable Porsche timeline continues with the Boxster 986, which were available from 1997 to 2004. The base model started with a 2.5-liter flat-six engine, upgraded to a 2.7 in 2000. The Boxster S, introduced in 2000, featured a 3.2-liter engine. The base model accelerated from 0-60 mph in under 7 seconds, while the S trims did it in under 6. These cars offer great handling and that classic Porsche sound, making them a top choice for under \$15,000.

The 987 series, including the Boxster and Cayman available from 2005 to 2012, marked a major leap in design and performance. With refined styling, a mid-engine layout for exceptional handling, and engines ranging from a 2.7L to a 3.4L flat-six, these models offered robust acceleration with S variants hitting 0-60 mph in around 5 seconds. Optional features like PASM (Porsche Active Suspension Management) and sport exhaust added to their appeal, making the 987 series a good choice for under \$25,000.

Starting in 1999, the development of the 996 version of the 911 ran parallel to the Boxster 986. It continued the evolution of the classic 911 shape but now had a water-cooled engine, marking a significant departure from the previous air-cooled engines used in earlier models. If you scout around, you should be able to find some of these fine cars in the \$20,000 to \$25,000 range. They were the biggest departure yet for the 911 series, as they were 100% new compared to the previous air-cooled 911s. While some faulted the 996 for losing some of its shapely curves compared to previous models, its performance and handling were improved and helped bring the marque into the 21st century.





With careful research, patience, and attention to maintenance, owning a Porsche can become an attainable and rewarding dream. From the nimble 914 to the luxurious 997, there's something for every enthusiast within this price range.

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The 997 version of the 911, introduced in 2005, refined Porsche's design and engineering with classic curves and improved aerodynamics. Engines ranged from a 3.6L flat-six with 325 horsepower to a 3.8L flat-six with 355 horsepower in the Carrera S, the 997 offered exceptional performance and handling. Optional features such as PSM (Porsche Stability Management) and PASM enhanced control and ride dynamics. While finding a well-maintained model for under \$25,000 range requires diligence, its blend of speed, comfort, and design makes it a stand-out choice for enthusiasts.

A few things to consider before you plunk down your dollars

for that beautiful Porsche of your dreams, keep in mind: The initial cost of a Porsche is only the starting point of the relationship. Maintenance can be expensive, so consider a PPI (Pre-Purchase Inspection) from a qualified Porsche mechanic. If you're handy, you can handle basic jobs like oil and filter changes yourself.

With careful research, patience, and attention to maintenance, owning a Porsche can become an attainable and rewarding dream. From the analog and nimble 914 to the modern punch of the 997, there's something for every enthusiast within this price range.

2025 ZONE 8 AX, DE, & TT AT REGIONAL TRACKS

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	Sun 7/13	SDR AX (see SDR website for information)
August	Sat 8/16	LAR AX at Berth 46, San Pedro
September	Sat 9/6	LAR AX at Storm Stadium, Lake Elsinore
	Sat-Sun 9/6-7	SDR DE/TT at Willow Springs
	Sun 9/28	SDR AX (see SDR website for information)
October	Sat 9/11	LAR AX at Berth 46, San Pedro
	Sat/Sun 9/6-7	SDR TT at Willow Springs

AX = Autocross, DE = Driver's Education, TT = Time Trials, and CR = Club Race
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Porsche Club of America, Zone 8 is comprised of 15 club regions in the Southwestern United States, encompassing Southern California, Arizona and Southern Nevada.

This dynamic PCA Zone has Club Racing, Concours d'Elegance, Rally, Driver's Education, Autocross, Time Trial and special events scheduled throughout the year. Zone 8 is about the people and we have fun!

Advertiser Directory

Aswell Trophy 33
Coachcraft 33
Crawford Wealth Management ... 32
Doll Real Estate Services 33
DSR Audio 32
Ghost Shield 22
House Automotive 40
Koncept Motorwurks 32
Kane & Kerper 33
Lavaggio-The Art of Detailing .. 25
Legacy Autosport 23

Linda Weldon 33
Lori's Mobile Notary Service 32
M&A Business Advisors 25
Milpas Motors 7
McAuliffe Financial Solutions ... 24
Mulick Construction & Design .. 34
No. Hollywood Speedometer 33
Paul Bancroft Roofing 33
Porsche Club of America 13
Porsche Exclusive MFK, Carl Bell 12
Premier Coach 6

RS Enterprises 34
Santa Barbara Loan & Jewelry.. 24
Rusnak Westlake Porsche IFC
Santa Barbara Auto Group BC
SBR Webstore 35
Schneider Autohaus 22
Sierra Madre Collection 34
State Farm Insurance, David Fox . 34
The Porsche Boutique 34
Village Properties, Charlotte Cross. 12
Wheel Concepts 23

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PCA/SBR CLASSIFIED ADS

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88,000 miles

Midnight Blue, Stone Grey leather interior,
Auto/Tiptronic, Bi-Xenon headlamps, heated seats,
Bose high-end sound package

All maintenance records from the past 8 years.

Clean Carfax, SBR member for 6 years, Always
garaged. Fun car, great condition, some paint chips
on front bumper. Need the garage space for a new
car.

\$14,950

Frank Thomsen

(805) 427-0393 fjthomsen@hotmail.com



2011 Carrera GTS Racecar

14,152 original miles.

Fully stripped and built pure racecar from new
with full welded cage, RSS suspension arms, Anza
remote shocks, carbon doors, 18" Forgelines with
slicks. Stock 3.8L motor and PDK, open exhaust,
easy to drive and fast. Current championship-win-
ning car for 2024 POC GT3 TT with rookie driver.

New car on the way, buy this and go racing!

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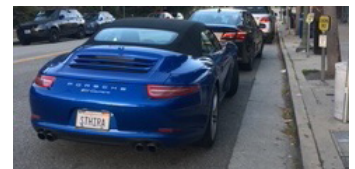
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2014-2016 (991.1) 911 Carrera Cabriolet

All mileages considered. The car pictured was lost in
the Pacific Palisades Fire — hoping to find one just like
it. Ideal spec: 7-speed manual, Metallic Sapphire Blue
with black interior. Please contact:

Ron Williams

(805) 448-4995 laladera77@gmail.com



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for my Porsche 928 purchased in 1979. I believe the
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price, details, and condition

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