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PORSCHE

DER AUSPUFF

May/June 2025



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Lüftgekühlt 2024

Photo by Steve Goldman

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Yearly Advertising Rates (6 issues)

Full Page (8.5 x 11 inches) \$1,030
Half Page (8.5 x 5.5 inches) \$520
Quarter Page (3.5 x 4.75 inches) \$350
Business Card (3.5 x 2 inches) \$185

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2025 CALENDAR OF EVENTS*

May Sat 5/3 Camarillo Cars & Coffee
 Sat 5/10 Santa Barbara Cars & Coffee
 Wed 5/21 Reagan Library, Lunch, Dead Sea Scrolls
 Sat 5/31 Gimmick Rally

June Sat 6/7 Camarillo Cars & Coffee
 Sat 6/14 Santa Barbara Cars & Coffee, followed by
 Lake Cachuma boat tour and lunch
 Sun-Tue 6/22-24 Big Bear Multi-day Fun Run

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

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

* As of May 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

A car guy's dilemma. It started like any other beautiful Tuesday morning in March. I was enjoying the backyard views with Caroline and my Labradoodle Bibi. Recently, I was on a much-needed downsizing kick and had sold two of my cars, a beautiful 993 S2 and a cute 1965 Honda S600 convertible that we had owned for 40 years. There just wasn't enough time to drive them. Jay Leno chatted me up at a Malibu Cars & Coffee a couple years ago because he had an S800. Of course, you would expect that since he has one of almost everything fun – four cylinders and double overhead cam with a red line north of 9,000.

On that Tuesday, I received a text from my high school car buddy, Ed. Some of you know him. Included were photos of an Irish Green Targa 4S with the note, "You should buy this - it has crazy great options." Yes, a 2018 with 10k miles, mahogany trim, dark leather, and sport chrono. After 50 years of friendship, he knew me too well. I



have admired the new Targas after seeing several of our club member's cars. And I enjoyed my 1980 red 911 SC Targa

years ago, before kids car seats were necessary. I couldn't turn down the opportunity. Check out the new acquisition at

our next event.

Speaking of events, we have had some great ones so far this year. I heard that Palm Springs was a lot of fun. Thanks to our Activities Chair Lionel, he keeps delivering on some great events. I'm sure he could use your help with not just ideas but help in execution.

It had been some time, but I finally participated in the Drivers Education (DE) and Day Away From Work event at Streets of Willow Springs with six other club members. I was a little rusty on the track, but that didn't make it any less fun. See Randy Fishwick's photos and Steve Columbus' note on page 36. It's amazing what our cars are capable of. I understand the track sold recently and maybe Singer and some investors will upgrade it similar to a Spring Mountain or Thermal Racetrack. More to follow.

The Emory Motorsports Factory Tour sold out quickly and I can see why: it was over the top enjoyable. Some photos and an article will be in the next edition of the magazine. A recent Camarillo Cars and Coffee was the biggest I have ever seen, including several fun alternative vehicles and, of course, lots of awesome Porsches. Remember, August is our next alternative vehicle month.

Thanks for all the time our board and so many members put into our club to make it great! Check out this beautiful magazine for what is happening next. I hope to see you at the Monarch Club for our New Member Brunch on July 19. Please reach out if you have questions or want to get more involved.

—President Steve

Board of Directors Meetings

SBR's Board of Directors meets on the second Wednesday of every odd-numbered month beginning at 6:30 p.m. At this time, the meetings are held online via Zoom. Member attendance and participation are encouraged. Contact SBR president Steve Doll (sdollres@outlook.com) to receive the Zoom link for each meeting. Board meeting minutes are posted on the SBR website as well: www.pcasb.org/#clubnews.

FROM THE EDITOR'S DESK

DENNIS POWER



There are some cool events to read about in this issue, thanks to our creative Activities Chair Lionel Neff and his team. First, what has become an annual occurrence is a drive and dine to celebrate Valentine's Day. Second, is the multi-day spring trip to the desert: Palm Springs, Joshua Tree, and attractions this part of the world offers to those who love to drive their Porsches and see and learn new things. We also have a personal Stuttgart reminiscence by Angel Martinez and there is a report on another successful ladies event. Notes on a recent DE and photos from the Finish Line Auto Club round out the features in this edition.

On a personal note, In March, I found myself in Monterey with a free Saturday. (That weekend, Leslie was attending her high school reunion – a girls school back in the day – and it was “ladies only.”) On the drive up I saw a white, race-prepared 911 Carrera RS 2.7 on an expensive flatbed that was clearly destined for Laguna Seca. So, on the way into town that Friday, I thought I'd swing by the track to learn if any races were being held. “Nothing major,” the gate attendant told me, “but some group called HMSA will be here.” A search found this to be the Historic Motor Sports Association. “Well, dear, I know what I will be doing on Saturday while you are at your reunion.”

HMSA is one of the organizations that plays a vital role in keeping the history of motorsport alive. It's dedicated to preserving and showcasing historic racing cars by organizing and promoting racing events that allow these



classic machines to be seen and enjoyed in their natural environment: on the racetrack. These are not strictly spectator events; they provide a platform for owners of historic race cars to compete in a safe and spirited environment. With no trouble, I had access to the paddocks where owners, drivers, and mechanics were not hesitant to share information. I couldn't get a photographer's vest for

trackside picture-taking inside the fence, but I could get to most of the sweet spots.

HMSA was created in 1977 to serve as the sanctioning body for premiere historic racing events in North America. It is the only organization in the United States that requires the cars to be historically correct, based on the period of time that the car originally raced. They put on well-organized events that allow for great racing, and also great fellowship among the participants. The event I saw in March is a staple on the HMSA calendar. This racetrack, of course, is a legendary venue in motorsport, known for its challenging “Corkscrew” section. HMSA can also be seen at the Long Beach Historic Invitational, part of the Grand Prix of Long Beach, the most recent one held last April.

The connection between Porsche ownership, Porsche clubs, and an appreciation for historic race cars is deeply rooted in the brand's rich motorsport heritage. Porsche's identity is inextricably linked to racing. This history is not just a footnote; it's a core element of the Porsche brand's DNA, influencing the design and engineering of their production cars. For us, being Porsche owners and members of PCA/SBR fosters a strong sense of community among enthusiasts; we host driving events and track days, display historic cars at our Concours and Cars & Coffees, and offer trips to auto collections and museums.

If you want to explore historic motor sports associations more fully, check out the one mentioned in this column at hmsausa.com. On the west coast, there is also the Sportscar Vintage Racing Association (svra.com), Vintage Auto Racing Association (vara.com), and Classic Sports Racing Group (csrgracing.org).





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CARS & COFFEE @ CAMARILLO

March 1, 2025 — 55 Porsches and 75 members and guests



April 5, 2025 — 30 Porsches, 22 alternate vehicles, and 94 members and guests



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

CARS & COFFEE @ SANTA BARBARA

March 8, 2025 — 45 Porsches and 65 members and guests



April 12, 2025 — 16 Porsches, 7 alternate vehicles, and 37 members and guests





Porsches & Pasta: Valentine's Day Plus One

Story by Lionel Neff

On the road. Photo by Gary Krueger

‘T’WAS THE MORNING OF FEBRUARY 15, when 54 various years and models of Porsches descended on the Santa Barbara Porsche dealership to begin the day’s scheduled event. The swarm of Porsche enthusiasts was graciously greeted by the dealership’s Sales Manager Rene Verbrugge. A lively crowd filled the space and were directed to Doreen Shinn’s check-in table for waivers and meal tickets for the noontime lunch at Trattoria Ulivetto in Orcutt. The showroom was a feast for the senses, with a cornucopia of delicious breakfast treats, gleaming new Porsches, and a palpable sense of community. I was truly awestruck by the privilege of being a member of SBR.

At the stroke of 10:00 a.m., the drive discussion began. Since there were 56 vehicles to be led and directed, we divided the assembled fleet into four groups of 14 Porsches each, ably led by Lionel Neff, David Stone, Bill Hallier, and Dennis Power. At 10:15, the first group departed with the remaining groups in pursuit 10 minutes apart.

Leaving the dealer’s driveway, we pointed our Porsches toward Highway 101 N. and drove a short distance to the

Highway 154 offramp where we continued in our serpentine up and over the scenic San Marcos Pass. After passing the full to the brim Lake Cachuma and arriving at Los Olivos, we made a left turn onto Foxen Canyon, then Ballard Canyon Road, where the curves welcomed and embraced our band of enthusiastic Porsche drivers and their ever-hopeful passengers. If one is looking for curvy, rolling, undulating roads, Ballard Canyon will not disappoint. Onward, onward moved the line of revving engines and shifting gears in a dynamic cacophony of automotive sounds.

Eventually, Ballard Canyon gave way to its alter ego where it transitioned at a gear shift into Chalk Hill Road. The rustic rural causeway then gave way to the smooth surface of Alisal Road and its pathway to and through the bustling village of Solvang. But not for long: now 37 miles into our junket, the surprise in the form of the challenge of upper Alisal Road welcomes us with one oak-shaded curve after another until at 46 miles into the journey the group reaches Highway 101 N. We took it.



Bill Hallier



Bill Hallier



Bill Hallier



Gary Krueger



Bill Hallier



Bill Hallier

The Porsches revel while gaining highway speeds until our next episode as we exited onto Santa Rosa Road to Highway 246. West on the Buellton-Lompoc Road, we casually drove toward the beckoning Harris Grade. The Grade provided the treat that lay ahead for our Porsches and their occupants as we assaulted the ever tighter curves with signage suggesting speed reductions down to 15, and even 10, mph! – a warning to most marques, but a mere suggestion to the road-savvy Porsche drivers. Again, the air was filled with the joyous sounds of shifting gears and pulsating engines as our cars devoured the challenges and miles provided. Sheer engagement and enjoyment.



Bill Hallier



Randy Fishwick

As we gathered and turned left onto Highway 135 at mile 75, we caught our collective breaths and proceeded toward the village of Orcutt, our ultimate destination. At mile 83, our four bands of Porsches arrived safe and sound at Trattoria Uliveto, where a bountiful Italian-themed Valentine luncheon awaited our famished band of Porsche pals. Alfonso Curti, the owner and executive chef, reserved his entire fine restaurant for our group of 80 diners. We enjoyed a special menu of salad, main courses of chicken or eggplant parmesan, or filet of sole Provencal, followed by a special dessert of Baily's chocolate cheesecake.

Thanks to all who by their presence and participation made this event the success that it was. In retrospect, the day provided a welcome gathering at the Santa Barbara dealership, a fun drive, a delicious meal, and a convivial grouping of people enjoying their time together. Life is good!

Lionel Neff has been a member of PCA since 2020 and is SBR's Activities Chair. He drives a 2017 911 Turbo in GT Silver.



Gary Krueger



Gary Krueger

RAFFLE OPEN NOW!



MEMBER ONLY RAFFLE

Prizes after first grand prize are based upon number of entries as outlined in OFFICIAL RAFFLE RULES
WINNER ANNOUNCED BY July 31, 2025

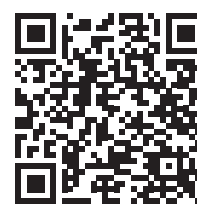
(All photos shown are for illustration purposes only. Options may vary.)



Spring 2025 Member Only Raffle: You could win a 2026 911 GT3!

Each fall and spring, PCA holds a raffle, in which you, the member, may purchase entries for a chance to win a brand-new Porsche.

For the Spring 2025 Member Only Raffle, the first grand prize is a 2026 911 GT3 plus a \$35,000 cash prize. Subsequent grand prizes are a 2026 911 Carrera plus a \$35,000 cash prize. All entries received by June 16, 2025, will be accepted into the raffle. Remember: More entries equal more grand prizes.



For more information: pca.org/news/spring-2025-raffle



PORSCHE CLUB OF AMERICA

Palm Springs Fun Run

Story by Lionel Neff
Photos by Bill Hallier



This SBR Club event transcended the ordinary, becoming the new gold standard for future multi-day experiences

The three days of festivities commenced in the morning hours of March 24 when all the registered participants arranged to meet at 8:30 a.m. in the Moorpark Target parking lot. Dori and I arrived first to claim that portion of the vast lot for our members. Never to be disappointed, the quad headlights and familiar motor sounds started arriving from all directions, driven by wide-smiling Porsche drivers – not a frump in the bunch. Liability waivers were signed, driving instructions given, and by 9:00 our group of 27 members jumped into their 13 Porsches, started their engines, and in an orderly fashion departed to the pleasing smiles of the early Target shoppers.

Our adventure began once we turned onto Los Angeles Avenue (Highway 118) eastward toward Highway 23 until merging onto Highway 210. At the 75-mile point we exited onto Azusa Avenue for a break at the Target store there. Why Target? They have large parking areas for multi-car events with restrooms to accommodate groups.

After the scheduled break, it was back on Highway 210. At the 112-mile mark we transitioned onto Highway 10 eastward toward our destination. Being it was midweek, traffic flowed well at most times. With 147 miles behind us, we turned off Highway 10 onto Highway 111 toward the exit for the famous Palm Springs Aerial Tramway. As luck and driving skill would have it, we all arrived together at the tram parking lots at noon.

Our lunch reservations were for 1:30 p.m. at the Pine Café at the top of the tram. Officially opened in 1963, the tram holds 80 people and takes 12 minutes to reach the top. Spring Break meant huge crowds, so we had to push our way through the boarding area for our 1:21 departure. With tickets in hand, our group boarded the aerial tram with 53 other people and away we flew to the Mountain Station located within Mount San Jacinto State Park. Being suspended over the cliffs of Chino Canyon was not frightening, but indeed attention-getting. While disembarking we were surprised by the 47 degree lower temperature from that at the departure point.

At the top of the tram, we were directed to the Pine Café where our group had reservations for lunch. You might find the pricing interesting. If you only ride the aerial tram the price is \$33. However – now this is crazy – lunch is included with the ride if you purchase a dine-and-ride ticket for \$36. At that price, no one complained about the cafeteria-style food. Views from the catwalks overlooking the entire Coachella Valley were awe inspiring. With our bellies full and curiosities satiated, we made our way to the tram and headed back to our Porsche chariots that had been waiting patiently in the 100 degree heat.

From this point, we travelled the 17 miles to Omni Rancho Las Palmas, the resplendent hotel that would serve as our home-away-from-home and our launch pad for our daily escapades. The hotel is a monument to beauty, offering resplendent gardens, elegant rooms, a spectacular pool, inviting gathering nooks, sensational dining, and gracious service from enthusiastic staff. One cannot escape the sensation of being pampered. Needless to say, the first night was spent within the welcome embrace offered by the setting: Porsches, pools, great food and drinks, and the most convivial people with which to spend these moments in paradise.

Day 2 was ushered in at the hotel patio restaurant where I dined on the best huevos rancheros ever to pass my lips. Our schedule called for an 8:30 a.m. meet-up and a 9:00 a.m. departure to the The Living Desert Zoo and Gardens. The hotel parking attendant really surprised us by arranging for us to line up our Porsches along the portico for the group photo. With appetites satiated, we jumped into our cars and started our engines. With a cacophony of all the Porsche drivetrains singing in unison, our entourage, in one pulsating motion, brought gleeful smiles to the hotel guests enthusiastically monitoring our departure.

We arrived at the Living Desert at 9:20, met by our tram guides and drivers who directed our full lineup to a special parking lot. Once parked and briefed by our two guides, we boarded the trams and off we went to the various zoological venues. We had no idea of the scope of this facility, situated on a 156-acre natural reserve where at this time only a portion is developed. However, signs of expansion were ever-present. Soon to open was the Bighorn Café adjacent to the Big Horn Sheep exhibit.

Each exhibit's section was arranged by continents where a particular species is native. For example, the Australian exhibits featured wombats and other animals indigenous to Australia. The African exhibits included, but were not limited to, rhinoceros, zebra, cheetah, and a host of horned beasts. A special attraction was the giraffes where we hand fed lettuce leaves to a large bull giraffe named Kelly. Some of other notable animal exhibits included wolves from Mexico,



mountain lions, eagles, and too many other species to fully account for. What impressed us the most was the state-of-art veterinary hospital constructed on the premises, where all the resident animals are afforded the best of care. Our visit came to an end by late morning when we were taken by tram to our awaiting cars which were like ovens in the 102 degree heat.





We made a mad dash back to the Omni hotel where a plunge in the pool, cool refreshments, and lunch awaited us. Subsequent to being recharged, our band of Porsche brothers and sisters drove the half hour to arrive at the Palm Springs Air Museum. Once we gathered, we were divided into two groups, assigned our docent, and away we went to be overwhelmed by five cavernous buildings filled with aeronautical memorabilia. The docents made an interesting visit a spellbinding adventure.

Some of the exhibits included multiples of aircraft accumulated over the decades, including a Corsair, Avenger, B25, two B-17s, a P51 Mustang, P40 Tiger, F86, F100, and many more. If you ever find yourself in the Coachella Valley and are searching for something to do, this is a must-see. We left the Air Museum at approximately 4:00 p.m. to get back to the Omni hotel to prepare for that evening's group dinner.

At 5:30 p.m., our Porsche entourage gathered at the hotel parking lot and in the presence of a host of admirers, proceeded to wind our way out of the hotel drive and onto Highway 111 for our two-mile drive to Las Casuelas Nuevas, where our pre-arranged group dinner



in a private dining room awaited us. The room was welcoming, as were the multiple waiters. The dinners consisted of a ceviche appetizer accompanied by espinaca con queso. Entrée choices were fajitas, chile en nogada, carnitas a la chipotle, or enchiladas de camarones. The room soon filled and echoed with laughter and merriment brought together with great food and service complemented by prodigious quantities of margaritas and cervezas. Everyone was well-behaved and upon returning to the hotel we gathered to celebrate the day's events in the warm evening air. It was a day well spent.



On day 3, the plan was for an 8:30 a.m. meet-up in the hotel lobby for a day's drive and luncheon in Joshua Tree National Park. However, the weather and the manifestation of high winds had other plans for us. The horizon was filled with dust even though the winds remained calm at the hotel. During the pre-drive instructions, we discussed the plausibility of challenging the high winds and what the damage blowing sands can do to the finish of our Porsches. It was suggested we drive north on Bob Hope Drive and assess the situation. So off we went. While on Bob Hope Drive, it was quite evident by every mile the winds were becoming more and more intense. We all pulled over on a side street and unanimously decided not to risk paint damage. At that point

we had to abandon the Joshua Tree adventure.

We decided to direct our group to the Palm Springs Porsche dealership, one that includes a two-story showroom. The upper showroom features Porsche vehicles retromodded in the dealer's special mechanic's resto bays. We were not disappointed. The people at the dealership were very accommodating and provided a special tour of the service department, where a Carrera GT was being serviced. After a couple of enjoyable hours, we left the dealership, drove back to the Omni, and spent the remainder of the day in and around the luscious pool while being plied with adult beverages. The evening ended with a spectacular outdoor dinner at the hotel under the stars. It doesn't get any better.



On our final day, day 4, we gathered in the hotel lobby, sharing hugs goodbye and reflecting on the joyous time we'd spent with the wonderful members of the Porsche Club of Santa Barbara. I will not soon forget the memories generated by this journey. Goodbye my friends; vaya con dios.

Lionel Neff has been a member of PCA since 2020 and is SBR's Activities Chair. He drives a 2017 911 Turbo in GT Silver.





911 GT1 Strassenversion

The Best in All of Stuttgart: A Reminiscence

By Angel Martinez

Ah, the Ford Crown Vic. Imagine your name is Ford. Fourth generation Ford. When you want to do business with the world at large, what better way to inspire passion for the brand than to invite those you want to impress to your facility, have them tour the factory, visit the museum, and see the wind tunnel and the top-secret research center. And, to cap it all off, take some hot laps in a Crown Vic. Nah...I'll pass. Twenty-five years ago, I couldn't imagine any member of the Ford family even having the driving gene. It was no longer swimming in their gene pool. But, my fellow Porschephiles, I certainly discovered that the driving gene was in abundance in the Porsche family.

At the time, I was in charge of product and marketing for Reebok, a brand I had spent 20 years building. Porsche was looking to partner with us to produce a collection of Porsche footwear under license. Oliver Porsche, the great grandson of Ferdinand, was in charge of all licensing for the Porsche brand. Oliver called our headquarters in Massachusetts with a request to meet with him at the Porsche Design offices in Salzburg, Austria. Would I be interested in attending such a meeting with him and his senior staff – the keepers of the Porsche brand name – to discuss a business opportunity? A

nanosecond passed. We scheduled the meeting.

A few weeks later, four of my colleagues and I arrived at the Porsche Design headquarters. In addition to the sample designs we had created, we had also brought pictures of the Porsches we owned, just in case the subject were to come up. We introduced ourselves around the table – a 1960 Roadster and a '67 911 Soft Window Targa (both mine), a '71 911, a '97 Carrera 4S, and a '99 Boxster. There was the instant chemistry that people always feel when they are practically related. We were family!



The author's 1960 356 Roadster

The next three hours were spent in detailed conversation about the Porsche brand name: the core, the essence of the brand. The phrase “preaching to the choir” came to mind. It was one of those “finish each other’s sentences” conversations that you have with your old buddies from high school. Or with your wife, if you’re lucky.

We walked out of the conference room feeling as if we had just spent three hours with the Pope himself – the man with the direct pipeline to God. We went to dinner at his favorite restaurant where we broke bread and drank his favorite wine. It was a lot like Holy Communion.

The next morning, Oliver and his staff picked us up for the short ride to the local airport and our flight to Stuttgart on the subtly-logoed Porsche Citation jet. It was a beautiful morning, with the late fall sun rising over the Alps. More Communion.

Michael Macht, the head of Porsche production at the time, met us at the factory gate for our VIP tour of the facility. No pictures allowed, so take my word for the following. Yes, you could eat off every square centimeter of the floor. No, it was really not a big facility. Yes, the engines were hand built with tremendous precision and attention to detail, and only enough automation to focus the craftsman’s attention on the job at hand. Oliver and Michael were on a first-name basis with almost everyone he encountered on the factory floor. All cars in production then – Carreras, Boxsters, Turbos, and GT3s – were all built on the same line, at the same time, in a balletic process that culminated in the Holy Matrimony of engine, chassis, and body at a particular spot on the line. This spot was like standing at the rail at Niagara Falls or being behind home plate for game seven of the World Series. I suggested that they build bleachers. On TV screens above the line was the day’s lunch menu. Oliver said that the factory food was the best food in all of Stuttgart

and that the workers look forward to lunch each day. The attention to detail was astounding.

We left Mr. Macht at the Porsche Museum, where all the cars on display were historically significant and all, including the 917s, were kept race-ready at all times by the apprentice group. Lunch was served at the Weissach Testing facility, 30 minutes away. There were many Porsches being tested on the roads all over Stuttgart. For final inspection, each car was driven approximately 30 kilometers in whatever conditions existed on the day of its birth.

After lunch (it really was the best food in Stuttgart!) we went on a tour of the massive wind tunnel facility. Sharp eyes could spot the then new Cayenne under wraps, its engine and chassis disguised under a Mercedes ML 430 body. The technicians turned on the wind tunnel. Alarms sounded. I always wondered what Superman felt in the skies over Metropolis! We exited the wind tunnel and there, sitting on a turntable wheeled in just for us, was the new Carrera GT. Carbon fiber. Neon gas-filled turn signal tubes. It was breathtaking. I asked Oliver if I could sit in it. He said “yes,” so I opened the door and slipped in, to the horror of the white lab coated technicians watching. I got the feeling they hadn’t even the chance to sit in it yet. It was a Jetsons kind of ride. Maybe in my next lifetime, I thought.

Leaving the Carrera GT, we were then in for another afternoon surprise – a few hot laps in a 911 Turbo and a GT1. Both cars were driven by professional drivers around a very twisty and hilly little track. I was invited into the GT1. Carbon fiber body, a street legal (in Germany) legendary race car: 558 horsepower, give or take. No helmets, no harnesses, just a three-point lap belt and racing style buckets. And a two-time LeMans champion at the wheel. Instant G-forces. All leather inside, all lightning outside.



Oliver Porsche (far left) and Michael Macht (third from left)



The author with a new 996 Turbo cut in half

A few blips of the throttle and we were off. Through the hairpin at the base of the first downhill, around a sweeping compound right, up a hill, still in second gear through a sharp left. Some esses and then through third, fourth, fifth, and was that sixth!? 170 MPH!? Was that the last braking marker we just passed? Were we going to brake?! Stab the brakes, dive into a hard right, up a hill, and into the paddock.

Next up was the new 911 Turbo. After the GT1, would this be a letdown? Yeah, about like eating a dry-aged Porterhouse at the Capitol Grille and then turning down the crème brûlée. I didn't think so. So I jumped into the waiting desert dish and swallowed the warm custard of turbo charged acceleration through the first set of sweeping turns. Smooth and rich, the seamless blending of all the ingredients in this car was sure to satisfy even the most sophisticated automotive palette. The best food in Stuttgart had just become the best I had ever tasted anywhere. As we pulled back into the staging area, Oliver, the sommelier of speed, has just opened his late offering, a late harvest Boxster S. In a beautiful clarinet color, no less. The car had legs, with wonderful balance and a spicy turbo-esque bouquet. Quite satisfying and the perfect cap to the tasting menu.

But the next phase of what we were already calling the Porsche experience of a lifetime, was truly the pièce de résistance. As we climbed back into the van, Oliver announced he had a surprise in store. By this point my senses were already numbed and I was feeling the effects of the three hottest laps I'd ever taken. So, I sat in the back, wondering what could possibly be in store for us.

Forty minutes later, we arrived at the front door of a modest home in a hillside residential neighborhood overlooking Stuttgart. It was Ferdinand Porsche's home. There was the garage in which Dr. Porsche and his son, Ferry, built the first Volkswagen Beetle. We were in the driveway where the car was ceremoniously delivered to Adolf Hitler. We had arrived for some tea and crumpets and some parting conversation.

Inside, the home was modestly appointed and very much a family home. Pictures of Dr. Porsche on the mantle. A lovely patio. Remnants of an old swing set in the garden. We sat around a coffee table and chatted about our potential business arrangement. What gracious and unassuming people! So down to earth and so very passionate about the brand conceived in this very home. We went out to the garage, which to all of us was the most significant attached garage in the world. A few historic racing posters were on the wall, a lawn mower, some garden implements. No cars. Only the workbench. The one on which father and son crafted their little project car that changed the world.

The Porsche experience of a lifetime had come to an end. That night, our group sat in Oliver's favorite Italian restaurant and marveled at our experience. The food was good, but it was, by no means, the best in all of Stuttgart.

Angel Martinez has been a member of PCA since 1999. He collects, restores, and drives a range of air-cooled Porsches.



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Porsche Ladies in Westlake

By Becky Jones

We Porsche Ladies are living our best lives! On February 19, seven of us enjoyed an intimate lunch at the Moody Rooster in Westlake Village where we had outstanding meals and excellent conversation. Their menu is unique; one interesting item ordered was the EBLT sandwich that featured two sunny side-up eggs and made a fantastic presentation. Another delicious entrée was the crispy gnocchi – it was browned to a lovely shade and looked almost too perfect to eat. The portions were quite generous, especially the meatballs. I think we would all recommend a return visit to the Moody Rooster!

During our conversation over lunch, we decided that since it was so close, a trip to The Stonehaus Winery Bar would be just the ticket. We reconvened at The Stonehaus, which is a delightful bar located on the same property as the Westlake Inn. It is primarily outdoors in a setting of picnic tables, pergolas, waterfalls, and their own vineyard. We sat outside at one of the picnic tables and enjoyed our drinks. As we talked amongst ourselves, we threw out ideas for future Porsche Ladies activities. For example, Lorraine introduced the idea of a movie discussion group, and after some deliberation

we decided on *Conclave* and *China Town*. The movie discussion idea was later floated to the entire Porsche Ladies group but for the sake of manageable discussion, we limited the group to twelve. We will watch the movies on our own and then we will meet to discuss them. Since we had such a lovely time at The Stonehaus, we are going to meet there on March 7 for our discussion. There could not be a better way to spend an afternoon than enjoying a glass of wine and lovely conversation with each other.

We are a lively, intelligent group of ladies, and the wealth of attractive ideas that are suggested for future activities is remarkable. Currently being planned for March 12 is the Hermitage in Santa Barbara, a mid-April trip to Lotusland in the hills of Montecito, the Canzelle Alpacas in Carpinteria on May 2, and Paso Robles in June or July. The ideas keep bubbling forth from our lovely Porsche Ladies! We greatly value each other's company, and our gatherings allow us to get to know each other better and develop closer friendships. Watching our group flourish is very exciting and gratifying. Let's keep it going!

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Annual Porsche Show at Finish Line Auto Club

Each year, the Finish Line Auto Club in Westlake Village puts out the call to collectors of rare, special, or historically significant Porsches. It has become known as a congregation of Stuttgart's finest, turning asphalt and garages into a canvas of vibrant hues and iconic silhouettes. This year, the gathering was on Sunday, April 6, and sponsored by Rusnak Porsche Westlake. It was well-attended by members of SBR. A very small sample of photos is on this page. For more visit SBR's Flickr page ([flickr.com/photos/pcasbr/](https://www.flickr.com/photos/pcasbr/))

—Editor



Randy Fishwick



Bill Hallier



Steve Geldman



Randy Fishwick



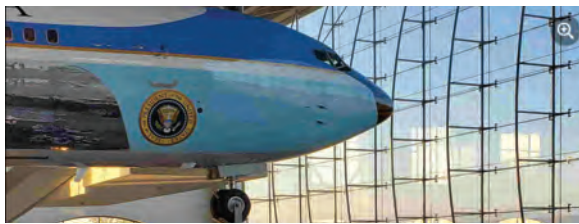
Steve Geldman



Bill Hallier



Bill Hallier



RONALD REAGAN PRESIDENTIAL MUSEUM AND DEAD SEA SCROLLS

Wednesday, May 21, 2025

When was the last time that you saw the Dead Sea Scrolls? Well, you have a chance to see them again. On Wednesday, May 21, we will be taking a docent-led tour of the Reagan Library and enjoy a catered lunch under the wing of Air Force One. This will be followed by free time to tour the Dead Sea Scrolls exhibit and other displays. Discovered in caves near the West Bank, and written in Hebrew, Aramaic, and Greek, the Dead Sea Scrolls are a collection of manuscripts dating back as far as the 3rd century BC. They are kept in a secure and climate-controlled environment and are only on display every five years. For more information on the scrolls, check out www.reaganlibrary.gov/exhibits/special-exhibit-dead-sea-scrolls. The cost of the event is \$83 per person plus a \$2 MotorsportReg fee. Register at msreg.com/reaganlibrary. For more information or questions contact Ron Mulick at ron@mulick.com.

SBR's Gimmick Rally 2025

Saturday, May 31

I have a
Taycan Turbo 4S, so
I will win the
Gimmick Rally!



No way! You
will miss the clues
and lose! BRAINS
beat BRAWN!

A perfect drive for Porsches, with beautiful scenery but requiring careful powers of observation and clever thinking. Those with the highest number of correct answers will be our cash-prize winners. You will need a driver in a Porsche, a navigator, and a clipboard with pen or pencil. Water, sunglasses, and sunscreen will come in handy, too. The rally is always a "bonding experience" for you and your navigator.

The meeting time is 8:30 a.m. at Rusnak Porsche Westlake (3863 Auto Mall Dr, Thousand Oaks). A complimentary continental breakfast will await us. Essential rally clues will be given, so you don't want to be late! We leave on the route at 9:30. The rally ends at Borchard Community Park in Newbury Park where we will enjoy a great barbecue lunch by Wood Ranch BBQ.

The total cost is \$45 per person, including lunch, beverages, and the SBR activity fee. Register at msreg.com/2025gimmickrally. For questions about the trip contact Jerry Lasnik at jerry@lasnik.net or (805) 889-6963. For questions about registering contact Doreen Shinn at doreenshinn@gmail.com or (805) 232-8565.

BIG BEAR MULTI-DAY FUN RUN

Sunday-Tuesday, June 22-24



We depart Santa Barbara on Sunday and arrive at Big Bear that afternoon. We'll be staying at the Holiday Inn Resort The Lodge at Big Bear Lake at a special price of \$156 per night, double occupancy – breakfast is included. The rest of the day is free time. For the second day, there are a variety activities in the area to do and see on your own or with others – details are on MotorSportReg. A group dinner is planned that evening. Day three

includes a 25-mile drive to Lake Arrowhead for a group luncheon at a casual restaurant adjacent to the lake. We head home that afternoon.

The cost for the event is \$125 per person and includes the club fee and Monday's group dinner and sunset cruise on Big Bear Lake. Make hotel reservations on your own; details are provided to registrants. Register at msreg.com/bigbear2025. Questions: Lionel Neff at zuma13@msn.com.

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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New Members

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2023 Cayenne S

Adrian Danescu
Thousand Oaks
2015 Boxster

Clark Leon
Oak Park
2005 Boxster S

Geoffrey Quaglino
Santa Barbara
2024 911 Carrera T

Jorge Castillo
Ventura
200 911 Carrera S

John Deacon
Santa Barbara
2025 Taycan 4S

Christopher Mason &
Lynn Resurreccion-Mason
Oxnard
2018 Panamera Turbo S
E-Hybrid

Eric & Debra Ross
Simi Valley
1999 911 Carrera Cab

Alan Chalk
Westlake Village
2000 911 Carrera Cab

Joshua Herguth
Lompoc
2016 Cayman S

Scott Nemerson
Ventura
1991 911 Carrera 2 Cab

Michael Tripp
Camarillo
2015 911 Carrera S

Paul & Lori Clayton
Goleta
2013 911 Carrera S

Young Jacobsen
Montecito
2020 718 Spyder

Jeff & Debbie Vasquez
Thousand Oaks
2000 911 Carrera 4



Eric & Deb Ross



Kathy & Scott Nelson



Andres Bergsneider
& Rachel Johnson



Jim & Heidi Patricola



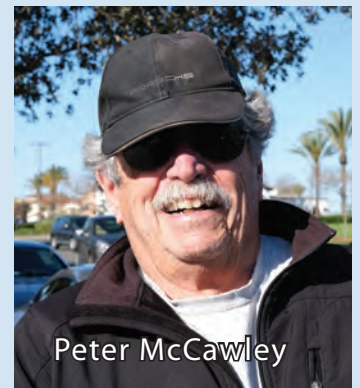
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40 Years Ed & Juliana Kayda	21 Years Jeffry Waxman	12 Years Christian Marx & Linda Lacunza Jeremiah Perry Jim & Vicki Riley John Vasi & Nancy Willstatter	6 Years Samuel Chocholac Walt Michajlenko & Ismael Morales Leo & Tina Pretti Carl Waldman	1 Year Jeff Byrne Johnnie Hendon Tom Mccann Stephen & Bente Millard Andrew Williams Andrew Winterbottom
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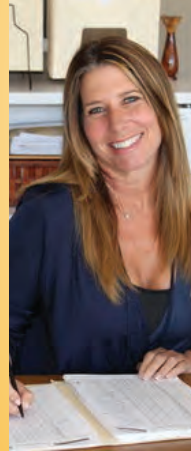
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Willow Springs DE – March 17, 2025

by Randy Fishwick

It was a cool but beautiful day for Drivers Education at the iconic Streets of Willow in Rosamond, only somewhat stormy and windy at times, with reports of light rain on the outer part of the track. It was good to see members from other regions there, especially Grand Prix Region which did a great job organizing this semiannual "Day Away From Work." I had a chance to walk a mile or so around the outskirts of the track to get some different angles on my photos. It was especially fun and interesting to see the different takes on the "bowl turn," with a lot of sliding and at least one spinout. Even the food truck did a good job of providing coffee, soda, breakfast burritos, burgers, and more. It was a great day at the track.



Streets of Willow, viewed from the Bowl



The Bowl



Art Shinn, Glenn Crawford, and SBR President Steve Doll (l to r)



Steve Doll on the track



Glenn Crawford in the pits



Glenn Crawford on the track

This was my fourth DE at Streets at Willow Springs. However, having sold my 981 Black Edition Boxster, I brought my new 2025 Boxster GTS 4.0. The difference might be described by seconds: 0-60 in 5.1 seconds using launch control for the 981 vs 3.8 seconds for the GTS 4.0. In horsepower it's 265 vs 394.

Running in the Blue group, I was passed by one car while I passed seven to eight cars, one old yellow 911 twice within the same 20-minute secession. In my 981 it was the other way around. Speed does matter and, of course, the driver.

The day started at dawn with tech inspection and trying to keep warm as there was a steady cool wind most of the day, ending with some rain. Even with a slight amount of moisture on the track I could tell the lower degree of contact, even with Michelin PS4S all-season tires I had replaced the factory P Zeros from the dealership. Those tires are available with only 24 miles from the dealership.

After the first session, I noticed my right rear tire needed some air. I always bring an air compressor so I filled it up. After the second session it had gotten a lot worse: I had lost 10 pounds. Now I was thinking on how to manage my issue just to get home. Fortunately, Glenn



Steve Columbus on the track

knew Dwain Dement of Vision Motorsports who had a tire shop on site and introduced me. I followed him to his shop and he took the tire off, including the rim. There was a bolt dead center in the tire tread which showed a lot of road wear. He patched it, which took care of the problem. I got to run in the fourth session with no problem. Just after that the rain really came down and with that we called it a day.

—Steve Columbus

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

Sun 5/4	SDR AX (see SDR website for information)
Sat-Sun 5/17-18	SDR DE/TT at Streets of Willow
Sat 5/24	LAR AX at Storm Stadium, Lake Elsinore
Sun 6/1	CCCR AX Santa Maria Airport
Sat 6/1	LAR AX at Berth 46, San Pedro
Sun 6/8	SDR AX (see SDR website for information)
Sat 7/12	LAR AX at Storm Stadium, Lake Elsinore
Sun 7/13	SDR AX (see SDR website for information)
Sat 8/16	LAR AX at Berth 46, San Pedro
Sat 9/6	LAR AX at Storm Stadium, Lake Elsinore
Sat-Sun 9/6-7	SDR TT at Willow Springs
Sun 9/28	SDR AX (see SDR website for information)

AX = Autocross, DE = Driver's Education, TT = Time Trials, and CR = Club Race
 CCCR = California Central Coast Region, GEM = Golden Empire Region,
 GGR = Golden Gate Region, GPX = Grand Prix Region,
 SDR = San Diego Region, LAR = Los Angeles Region, LVR = Las Vegas Region, and RR = Riverside Region.



www.zone8.org *PCA Zone 8*
Porsche Club of America

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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!

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