



May June 2023

# Prieta POST

The Official Publication of Loma Prieta Region PCA



**AutoX and the  
"Need for Speed" Edition**



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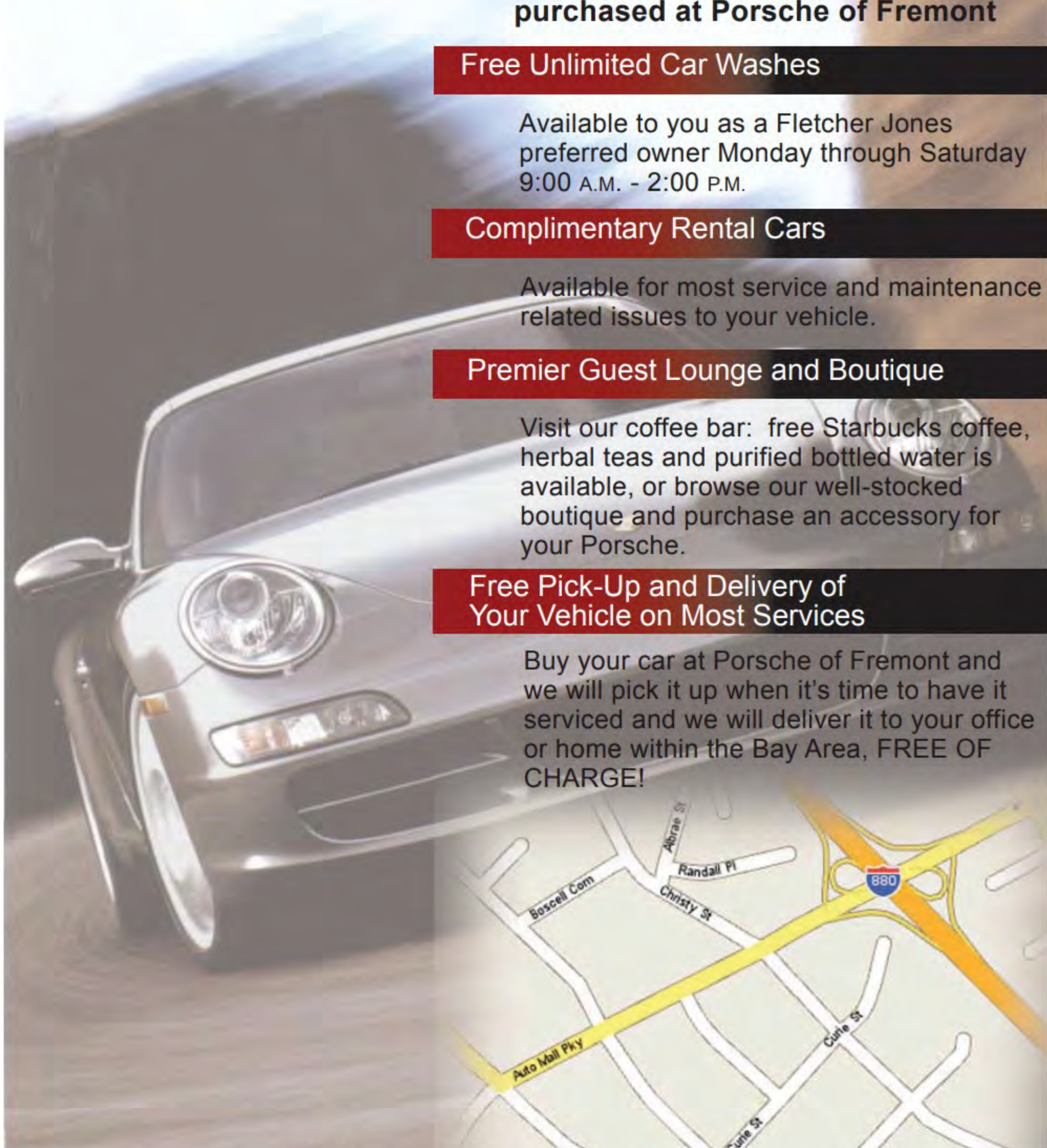
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# Prieta POST

May June 2023

## AutoX and "The Need for Speed" A look at LPR AutoX and GT America at Sonoma Raceway



### Pg 12 **The Spirit of Crows Landing**

Story by: Mike Koozmin

Experience the spirit of autocrossing at the Crows Landing facility.



### Pg 14 **A Photo Essay: Sights of AutoX'ing**

Photos: Mike Koozman, Don Chaisson, Dave Dunwoodie

Sights and flavor of the AutoX at Crows Landing



### Pg 17 **Stories from Sonoma: Part 1**

**A look at a race team behind the curtain**

Meet a team of 718 Cayman GT4RS Clubsports: Nolasport from Louisiana who came out for the Pirelli GT4 America series.



### Pg 19 **Stories from Sonoma: Part 2**

A series of lesser seen stories at a race... and a report on the Pirelli GT4 America races

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Volume 52, Issue 3  
 EDITOR: Don Chaisson  
 PROOF READER Kris Vanacore

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**Cover Photo:** Taken by LPR AutoX chair, Dave Dunwoodie. The image was captured with an iPhone 6, focal length 4.15 mm, with exposure time 1/370, aperture 2.275, iso 32, f/2.2. no flash.

This photo is one of the "winning" photos in the Prieta POST Cover

Photo Contests.

The shot is of his Cayenne towing his '79 911 RSR at the beginning of a Loma Prieta AutoX at Crow's Landing. The contrast of the morning sky serves to highlight the two Porsche's ready for combat and the effort to get there (e.g. not just driving one's street car, but a speed prepared racer).

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# Miscellaneous Rambling and Back Story

Don Chaisson, Prieta POST editor.

As we go about our day-to-day on-goings, it is no surprise to see how many times we incorporate "famous" movie lines into our communications. I think the reason iconic lines from iconic movies work so well is that the lines and movies are universally known and secondly, because the lines uniquely capture a situation or an appropriate emotion.

Francis Coppola's masterpiece *The Godfather* might have the most famous iconic movie lines ever. Like Vito Corleone's line explaining how he will deal with a rigid movie producer, "I'm gonna make him an offer he can't refuse". It's the essence of the Godfather's persona. Or when Clemenza and his "soldier" Rocco drive Paulie, who set up the hit on Corleone, out to a field near the Statue of Liberty and Rocco shoots the traitor three times in the back of a car, Clemenza delivers another iconic line, "Leave the gun. Take the cannoli" with the brutality and matter of factness of life in the mafia on full display.

Every time I walk out to my garage to take my Porsche for an errand or for what ever reason, it just isn't the same as when I take the Acura SUV. It just is not even close! Some may disagree, but the emotion that I have, and perhaps each of you also have, is captured by another iconic movie line from *Top Gun* (the original film).

Tom Cruise's character Maverick and his Radar Intercept Officer (RIO), Goose, are walking down the flight line to get into their F-14 for an exercise. The anticipation and enthusiasm is captured by their line "***I feel the Need... The Need for Speed!***"



*Top Gun* Paramount Pictures 1986



*Yep, that's the emotion I have every time I climb into my Porsche, for what ever the reason.*

So this issue of the Prieta POST explores that feeling and how we can experience it at a level beyond just doing an errand. It's experiencing our car with emotion.

Some very exceptional people get to experience their Porsche near life and death going down the Mulsanne Straight at 200 mph over 24 hours at Le Mans. Or flicking left, then right and then up the hill without lifting through Eau Rouge at Spa-Francorchamps.

Some take the "outlaw" route by driving some of the many backroads in Northern Calif just a bit over the posted speed limits. Ever hear of the Skyline "over 100" club? Just to be clear, NOTHING in the article will encourage or suggest doing such a socially IRRESPONSIBLE and ILLEGAL thing.

When challenged by onlookers: "How fast does that thing go?" My answer: "I can go from zero to JAIL in under 10 seconds." That dose of reality steers me to the safe and sane directions PCA offers; yet still emotionally experience your Porsche in "responsible" AND "legal" ways, both actually and virtually. That's what this issue celebrates.

Our region does lead "drives" in our lovely NorCal roads, but at SAFE and SANE speeds. These are fun and offers emotional satisfaction of experiencing the exceptional quality of our cars.

But, there are ways to "amp UP" that feeling. Ever hear the term AutoCross, or AutoX or AX? Our region has a year long series of AutoX events that both experienced and "novice" drivers can enjoy. In fact, several Zone 7 regions have active AutoX programs at various venues.

We'll take you to a recent Loma Prieta AutoX at Crow's Landing, an private airport near Patterson, where Mike Koozmin, a local journalist, photographer and AutoX'er will give a view of what an AutoX event is like. Check it out on Page 12, **The Spirit of Crow's Landing**.

If you want to take it to the next level in terms of actual speed and excitement, you can "take it to the track" under PCA supervision via Driver's Education Program, or "Track Days". It is quite a thrill to drive you Porsche on the likes of Laguna Seca (the left-down-right corkscrew turn is legendary!). It is a bit more pricey than AX (ask me or Dave how we know!). We'll save those discussions for another issue.

But you can also experience the sights, sounds, smells and emotion of actual competition via Club Racing—but that is totally and irrevocably out of my price range!

An easier and more affordable way is to attend one of the professional races held in Northern California. In "**Stories from Sonoma**" starting on Page 17, the POST will take you to experience, virtually, the Fanatec GT World Challenge America (Powered by AWS) races at the Sonoma Raceway. We will focus on the Pirelli GT4 America for GT4 homologated cars and the GT World Challenge America for GT3 homologated cars.

And we'll get to meet one of the race teams that will be fielding 718 Cayman GT4RS Clubsport cars and 911 GTR3 R cars: Nolasport and their owner Mr Scheurich. How the team got started is interwoven with sports car racing in New Orleans, LA which is something you wouldn't have imagined. We will explore other behind the scenes "stories" of the race weekend to better get the feel and sence of the Need for Speed.



Photo: D. Chaisson, Turn 2, Sonoma Raceway 2023

Spoiler alert: The NolaSport GT4 did "very well" in their races.

But for now, I'm getting that itch, maybe a "Need for Speed". See ya later!



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# Loma Prieta Calendar



## Loma Prieta AutoX: Salinas Airport May 6

AutoX #4. This will be the first event at Salinas Airport. Watch the LPR website for more registration links and information.



## Tour de King City May 27

The first LPR tour of 2023 kicks off with a leisurely drive from the south county to King City for lunch. Tour is limited to 36 people. Deadline to sign up is May 15. Cost is \$32.00. To sign up, email [jpread911@comcast.net](mailto:jpread911@comcast.net) (perferred) or phone (408)371-1965.



## Loma Prieta AutoX: Laguna Seca June 11

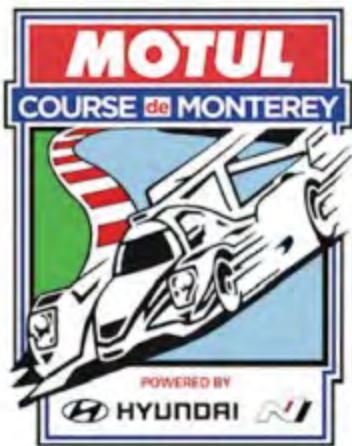
AutoX #5. The course will take over the LS paddock. The surroundings are spectacular and help set the mood for the event. Watch the LPR website for more registration links and information.



## Annual Picnic at Roarding Camp July 15

Let's make this year's Annual Picnic even more of a success than last year. Great drive to Felton, choice of Pioneer Burger Platters, Giant Hot Dog Platers, Jr. Engineer Plate or Veggie Burger Plater. Games and good times. All coutersy of Loma Prieta Region!

## Local, non-Loma Prieta events of interest!



## IMSA: Motul Course de Monterey May 12-14

The most prestigious sports car racing in the United States at one of the most prestigious venues, Laguna Seca. Come see the Porsche 963's take on the best of Cadillac Racing, BMW and Acura. Don't miss the GT3Pro and GT3ProAm cars also. Check website for information to meet up with other LPR members at the track. Click [here for tickets and Info](#)



## Porsche Parade Palm Springs June 18 - 24

PCA's annual meeting with tours, concours, autoX, and more will be held at LaQuinta Resort and Club in Palm Springs this year. Registrations have been open, but if you are still considering attending, click [HERE](#) to link to the event website. Next year it will be held at Birmingham, AL, so why not join fellow LPR members at this "local" event.



# Driving with Friends

By: Dana Drysdale:

This issue, PCA's Mission and Objectives called to me. Our main mission is to heighten the Porsche owning and driving experience. One of our objectives is to "Promote the highest standards of courtesy and safety on the roads". Autocross ("AX") helped me learn to avoid accidents and be a courteous and safe driver.

LPR AX taught me techniques – driving further ahead is one – that save me from accidents, injury or worse, including the one I can't forget. Thank you LPR AX! LPR has great AX instructors available at every AX. Once a year, Zone 7 and the Regions host AX school.



2018 Zone 7 AX School Grad Photo Group 2

Driving courtesy and safety in town – LPR luminary Larry Sharp's AX driver briefing includes, "When we leave this place, leave the AX driving. The Marina police think all Porsche drivers are multimillionaires, you will be ticketed and fined heavily."

That's courtesy and safety training. And fun, friends, and cars!

## First great day with PCA HPDE



PCA High Performance Driver Education (HPDE or DE). Every Porsche is eligible. A thorough car inspection is at a dealer or shop before the event -- usually free (sponsors!). PCA DE has instructors for everyone and every Porsche model. I've had great experiences two times with Diablo Region. First time DE, our little car was so amazing and surprising, it made me laugh for an hour after getting off the track. Had to cool down before driving home!

## Friends and Good Times at the track



Another PCA objective is "To enjoy and share good will and fellowship engendered by owning a Porsche". AX is one of the best times I get to have – Chris Schaut jokes with me about "having a good time" at AX. Always a Good Time because LPR is the Good Times Region.

To experience our cars doing everything they can for us in a safe place – that's AX or DE - Email our AX chair Dave Dunwoodie or me at the addresses in the POST.

# Member Corner

## New Members

Mike Veglia

Ryan Bane

William Brooks

Mihai Damian

Greg McNair

Don Minami

from Santa Cruz, drives a 2001 911 Carrera

from Watsonville, drives a 2011 911 Carrera S

from Santa Cruz, drives a 2013 Boxster S

from Los Gatos, drives a 2002 Macan GTS

from Salinas, 1972 drives a 914

from Monte Sereno, drives a 2016 Boxster

## Transfers In

Kevin Laird from Golden Gate, 2011 911 Turbo S

### Membership Totals:

Primary Members: 356

Affiliate Members: 227

Total Members: 583

## Anniversaries

5 Years

Dana Gleason

Ryan Rayston

Alexander Estuesta

Andy Daniles

Daniel Tehaney

10 Years

Kevin Ferko

Nathlie Gireaud-Fe

Christopher Dyer

Christopher D'Aluisio

15 Years

Laurie Delimon

Scott Schreiman

Troy Souza

20 Years

Bill Pickering

25 Years

Chris Stocker

30 Years

Roy Tuason

55 Years

Dick and Mary Wallace: Congratulations!

## In Memoriam

With sadness, the POST reports that past LPR President and long time club member, Pete Siemens passed away early April. Whether playing a role on the Board, AX or the POST, Pete and the Siemens Family were always involved in Loma Prieta activities.

# In the Zone: by Brian Adkins.

Your Region Presidents all attended the Zone 7 Region Presidents on March 11th where Tom Gorsuch was our Executive Council visiting guest, At the meeting he shared information from PCA National. We conducted Zone business your presidents shared some of what each Region had done in 2022 and have planned for 2023. All the Regions in the Zone are committed in their efforts to bring all members what they are looking for with increased inter Region support.



The Zone 7 Awards dinner was also held on March 11th. Thanks to all who attended and CONGRATULATIONS to all who participated and to the trophy winners.

Special congratulations to the Zone award recipients.

i- Sharon Neidel – Wall of Fame  
Submitted by President Vern Rogers, Redwood Region President, Jim McClend made a heartwarming speech.

Dr Allen Krohn – Lifetime Achievement Award  
Submitted by Terry Topolski, Shasta Region President  
And....

**Peter Ridgway – Enthusiast of the Year**  
Submitted by Dana Drysdale, Loma Prieta Region President



Pictured:  
Bob Frosthalm  
Gary Goelkel  
Peter Ridgway  
Hal Hallock

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# The Spirit of Crow's Landing



By Line: Mike Koozman

As the early morning sun peeked over the eastern hill-tops of Patterson, California and sliced through the arctic air mass that fell upon the Crows Landing airstrip this unusually frigid morning our group of LPR autocross-ers slowly arrived and filled the paddock, each eagerly unloading their cars from trailers or simply driving up and carefully setting them up for the day's events. But for the unmistakable roar of Porsche race engines firing up and the occasional psssst of air being let out of tires the morning was eerily quiet. As folks prepared their vehicles, they started talking excitedly about the upcoming race and the adrenaline rush started kicking in. We all knew what we were about to experience. Laughter and excitement chased away the quiet as the air seemed charged, almost electric.

The group consisted of people from all walks of life, but we all shared one thing in common: our love for Porsche sports cars, taking them to the limits of our skills, and slightly beyond. We have formed a tight-knit community centered around our passion for racing and pushing the limits of our vehicles so it is a family gathering of sorts.

The course was a challenging one, set up with traffic cones on a large empty airfield at NASA Crows Landing, an old Naval air base no longer used for aviation type activities. The drivers would have to navigate through tight turns and tricky maneuvers, all while pushing their cars to the limits of their handling capabilities. For all intents and purposes this place is, and feels like a massive set of abandoned airstrips that crisscross each other on a huge piece of Central California desert land in the middle of nowhere. Crows, as we affectionately call it, is surrounded by farmland towns interconnected by small truckstop-laden highways and byways.

The event got underway and everyone took turns at runs around the course, testing out their skills and their cars' capabilities. Some of the cars had been extensively modified, while others were mostly stock, but each driver was equally passionate and dedicated to getting the best performance out of their vehicle.

As the day went on, the competition grew more intense, with each driver trying to shave off seconds from their time and beat their fellow Porsche enthusiasts. But despite the competitive spirit, we all remain supportive and encouraging, cheering each other on and offering tips and advice. We always stop for lunch where folks can gather their wits and strength, power up with some calories, and bench race before the upcoming afternoon runs. After lunch half of the folks were back at their cars and the other half were running out to their work stations to start the afternoon runs.

You see, this is a volunteer run organization and as such we split the time and tasks with driving the competitive part of the event and working the event so all of us can have a blast doing what we love to do...RACE. So, you are either racing or helping out with some part of running the event. For instance, those cones everyone is driving around? Well, sometimes they get run over and someone has to go pick it up and put it back into the same place it was before it got smacked. You get the idea.

In the end, it was a close race, with only fractions of a second separating the top finishers. But for us passionate Porsche owners, the experience was about more than just winning or losing. It was about the thrill of the race, the camaraderie of the community, and the shared love for one of the greatest sports cars ever made. We will continue to gather on weekends, pushing the limits of our vehicles, our own abilities, and enjoying the rush of the ride.

For most longtime members Porsche autocrossing is more than just a hobby, it's a way of life. There's a spirit of camaraderie and competition that fills the air as we push our cars and ourselves to the limit. If you share our passion for speed, precision, and adrenaline, we invite you to join in on the fun. Come race with us, forge new friendships, and experience the thrill of Porsche racing firsthand.

# Suspension Packages

Build yours at [ElephantRacing.com](http://ElephantRacing.com) 3 clicks... Done!

The screenshot shows the Elephant Racing website's Suspension Builder interface. At the top, there is a navigation menu with links for Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below this is the Elephant Racing logo and a tagline: "Advanced Suspension Systems For Porsche Cars Design & Development". To the right, it says "Fast Shipping Worldwide" and "Sales & Support +1.408.297.2789". A secondary navigation bar includes model numbers (911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356), a Merchandise dropdown, and a Search field.

## Suspension Builder

**1 Select Year & Model**  
Year: 2004  
Model: 911 (selected), 996/997/986/987, 991, 993, 914, 964, 944

**2 Select Your Package**  
Street Performance 2

**3 Review & Approve**  
Add, update, or remove parts using the tables below

**Front**


**Rear**


**PACKAGE CHARACTERISTICS**

RIDE COMFORT	41
PERFORMANCE	63

**Add To Cart**



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Santa Clara, California



# A Photo Essay on Autocross

Photos by: Mike Koozmin, Don Chaisson, Dave Dunwoodie





To get a real sense of what it's like to autoX, take a ride with Teddy Framhein at a Crow's Landing event !







# Stories from Sonoma

Article by: D. Chaisson, Photos by: D. Chaisson and as noted.

My wife, Diane, accompanied me when we were first married down to Laguna Seca for professional races, and later was my "pit crew" when I raced my GP Spitfire (SCCA). But she is not really a race "fan". Maybe others fall into the category of "not-really-a-fan" but sometime attendee. For me, a race is not only the "competition" but also the behind the scenes stories. I tried to bring both together for the SRO GT4 America race at Sonoma Raceway in early April, following two particular teams, one very closely (Nolasport) since I made contact with the owner and another ( SP Motorsports) because I know the crew chief, Nico Castellaccio. My long time Porsche friend, Chuck Pierce, and I searched the pits, the people, the cars for the interesting back stories that evolved during the weekend.

Part 1 is a story from a meeting I had last year with Team Nolasport, headquartered in New Orleans, LA. The Nolasport team is one of the stronger GT4 teams in the country with an interesting history.

Part 2 has a collection of stories from the Saturday and Sunday races at Sonoma for the SRO GT4America series, focusing on the GT4America races. Stories that quench the thirst for "The Need for Speed".

## Part 1: A backstory: Nolasport Team History

I was at the 2022 IMSA race at Laguna Seca and while roaming the paddock, I saw the racing team "Nolasport". I wandered into their pit area and starting chatting with one of the workers. Now, I was born in New Orleans, and so, for me NOLA means "New Orleans, LA". Thinking that this team's name is too obvious, I had to ask, "what does NOLA mean for you guys?" "It stands for New Orleans LA, because that's where our team is based". So, I jokingly say, "well, I'll be down there on vacation in late October, can I drop by your race shop?", like a professional team would invite me to their shop... yea!. He says, "... sure, give us a call when you get down there." Sure!

One thing that you have to understand about folks from the south, they are gracious to a fault. So, I'm packing for my trip and think, "... why not, I'll give them a call". I talk to Jon Scheurich, the owner of the team and he tells me that he can't make it (on the free day I had before a river cruise up the Mississippi — another story), but, he would ask his son, Dylan to meet me at the shop and show me around.

Dylan greeted me at the race shop at the NOLA Motorsports Park, the full Grade 2 FIA track built by Laney Chouest, a local businessman. More on Mr Chouest later, but continuing on the history of the Nolasport race team.



Dylan Scheurich at the Nolasport shop.

Jon Scheurich and his father, Val, for Valentine, grew up as car guys, mostly domestic muscle. Jon eventually got into racing Porsche cars, but Val could not abandon his love for Cadillacs and American muscle! Then, servicing and preparing customer cars. Jon started building staff for a new Porsche dealership for Crescent City Motor Cars, @ 2004. He hired mechanic James Riemens-Val Laare and Linda Morgan service writer, to name a few.

Then came KATRINA!

One of the many casualties the hurricane inflicted on the area was Crescent Motor Cars canceling the Porsche dealership. Jon was left without a shop and responsible for newly hired staff.

The core group worked on cars from temporary locations, friend's garage, that sort of thing until about 2010 when it set up its own shop. During this time, Mr. Chouest came into the picture. He developed the NOLA motorsport park concept with \$62MM financing: a proper road course (designed by Alan Wilson of Barber Motor Park fame), a carting track, rental garages and a full sized race shop, opening in 2011. Jon's team took over the race shop in 2013.



The Nolasport headquarters and shop

NOLA Motorsports Park was ambitious, even hosting an INDY race in 2015, the Indy Grand Prix of Louisiana. The race had all the makings of an epic event.

## Then it RAINED!

The race was a disaster. The track worked hard to regain "traction" for future events ranging from GT World Challenge America, Trans-Am Series, PCA racing, track days, whatever!

About that time, Napoleon Porsche of Chicago launched the "Cayman Interseries", a racing series for near-stock Cayman S models. It was quite successful to the point that Porsche AG took notice. Why shouldn't Porsche AG provide the cars, proper race cars; so the Cayman GT4 Clubsport was born.

Jon bought one of the new GT4 Clubsports and assembled their own race "team". They were quite successful.

Since then, Nolasport has fielded over 20 car/teams, now fielding the new Cayman GT4 RS clubsport 718 model. The 718 RS model is spec'ed with full race preparation and a secret sauce — a complete GT3 4.0 engine — all 500 HP worth. Their 718 RS was delivered to the team "at" Dayton for the beginning of the 2022 season.



Photo from NOLASport

Then to Sebring and to Laguna Seca for the IMSA race where I met the team.

The team also fielded a new GT3 "Cup" car (992 model) for the US Carrera Cup series. So while they have deep expertise with the Cayman platform, their team and it's "can do attitude" successfully races a wide range of Porsche cars. The team has won many races and season long competitions, e.g: the 2022 GT4 America ProAm series.

Which now brings me to the 2023 season and my next meeting with Jon, Dylan and the NOLASport team — at Sonoma Raceway and the SRO series.

## The 2023 Pirelli GT4 America season.

30 Mar-2 Apr: Sonoma Raceway  
28-30 April: NOLA Motorsports Park (a home game!)  
19-21 May: Circuit of the Americas  
16-18 June: VIRginia International Raceway  
18-20 Aug: Road America  
22-24 Sept: Sebring International Raceway  
5-8 Oct Indianapolis Motor Speedway

You can find the races on YouTube or CBS sports. The production quality is excellent and entertaining!

## Part 2: The SRO Races at Sonoma Raceway

### Who is SRO Motorsports, how are the races organized, and who are the drivers?

SRO Motorsports is an umbrella organization who conducts GT racing on a global scale. In particular, SRO organizes a number of races for the America's, including Fanatec GT World Challenge for GT3 and GT4 cars, Pirelli GT4 series and other support races that cater to amateur only drivers. The race weekends feature two races for each of the series, one on Saturdays and one on Sundays. At Sonoma, the races were sprint lengths of 40 to 90 minutes each. The 60 and 90 minute races require two drives, so there are mandatory pit stop and driver changes.

While the support races feature amateur drivers, the GT World Challenge America and Pirelli GT4 series feature "silver" licensed professional drivers, Pro/AM driver teams and AM teams.



### Story 1. These guys are professional, even the amateurs !



I expected the Nolasport team to look "professional" since I had seen them at last year's IMSA race. I didn't expect to see such a broad representation of what looked to be totally professional teams throughout the paddock. The norm for each team was a "18 wheeler" transport with two levels (the upper level for the cars and the floor level for all the support equipment), multiple cars per team, Nolasport brought 3 cars and that was typical. Teams generally had 8 to 18 hands covering engineering, pit crews and support personnel. Yea, that meant cooks to feed the team at the track with "prepared" meals, no Subway sandwiches to be seen!

Many of the cars had significant service in their paddocks requiring a lot of chassis break down prior to and after the daily track stints. Modifications to the cars are generally limited to "tuning" during the weekend. So, alignment, ride height adjustment, corner balancing and attention to tires take up most of the time. When our road cars get aligned, they are adjusted for toe-in or toe-out, sometimes caster and camber. Ride height is determined by the springs that are installed and suspension geometry.

But these teams pay attention to ride height, both for chassis performance and rules compliance. Each

spring, dampener module has a "Coil over" shock systems have the ability to move the corner spring up or down via threaded barrels on the shocks. As the engineers move the individual springs up or down in unison, the entire car can elevate or drop ride height.

The chassis can also be "corner balanced". This adjustment can shift car weight to one side or another, or front to back or one corner to another. For example, raising the left front coil over will push some of the car weight to the right rear. To quantiate the amount of shift, each wheel (corner) sits on a scale. This tuning compensates for particularities of each track or driver preferences. This is not shade tree mechanic stuff, but professional level chassis tuning.



Routinely, each team rechecks their suspension alignments after any time on the track. Adjustments are made based on the driver feedback to the engineer(s) as they either verify chassis specifications or adjust to gain better performance. includes alignment for toe, ride height and corner balance.

The work done at Sonoma was identical to that seen with IMSA professional teams, such as the Pfaff GT3 Porsche team that won the IMSA title last year.



Photo: D.Chaisson 2022 IMSA GTD series winner

## Story 2: Tire Pressures and controls.

With so many parts of the car set to a required spec, chassis adjustments are limited, as discussed in Story 1. One of the other adjustments that teams use to set up their cars' handling is tire pressure. Setting tire pressure is not what you see at Tire Rack or you do with your pressure tester. The calculations of what pressures work best are complicated. I looked over the shoulder of one of the technicians in the Nolasport paddock while he was setting the pressure on a tire and observed a pad with a series of calculations. He immediately warned me "no PHOTOS"! Clearly, these settings are proprietary!



At some level, lower tire pressures offer a performance advantage, but this fundamentally is at odds with safety. So, Pirelli sets a required minimum tire pressure (not sure how they compensate for tire temperature?). How hard are these minimum pressure levels? The "winning" Acura of Meyer Shank Racing at Daytona was found to have tire pressure data problems. The initial message was that the pressures were "low", but publication from IMSA was that the team "manipulated" the tire pressure data. Like they always say, its not the crime but the cover up that hits the hardest. In this case, the team was fined \$50,000, hit with a 200 point penalty in the year long competition, though they get to keep "the win". But the team engineer had his IMSA credentials revoked and is indefinitely suspended from IMSA competition. OUCH!

## Story 3. Speaking of Rules ...



The people who are in charge with enforcing the rules at a race are the "scrutineers". I was surprised how active the scrutineers were at this event since I don't think there is any "money" awarded for results.

Even the Toyota "spec" series, the GT Cup for the GT86 cars are closely monitored. Below is a photo of the drivers queuing up for a data download/screen after one of their races. I'm not sure what the scrutineers were checking for, but every car got inspected.



After qualification for the Pirelli GT4 race, the top two Caymans were impounded for inspection: The #47 Nolasport and the # 7 ACI Morotsports cars. They were checked for ride height with a nifty "laser-on-a-stick" device to make sure the cars were not "too low". Both

cars were inspected for intake manifold dimension. After the race, both were again impounded for inspection. After all, how can a 6 cylinder Cayman beat a twin turbo V8 AMG Mercedes? As the race unfolded, the Nolasport #47 Cayman was leading and the #7 ACI Cayman started catching up FAST.

The scrutineers ran the "plug" test... where the intake plenum is blocked with the engine running. If all is well, the engine will starve for air and stop. The #47 car quickly coughed to a halt when the plenum was plugged. The #7 car just kept idling along when plugged. One of the Nolasport engineers reported this to me saying that the engine was getting some extra air from somewhere and that would easily have given them an extra 40HP... plenty to help catch up to the Nolasport car. But with the test failure, the #7 ACI Cayman was demoted from 2nd place to "last car" or 43rd place.

Now, no one is saying that the ACI team was intentionally fudging to get more HP, because the next day, their car seemed a bit "off" and pulled in mid-way in race 2 with a "motor problem". This might have been a "super nova" issue where the star burns brightly and then BOOM!. An expensive engine failure for both races!

## Story 4. No job is too small

Amongst the team, of course, the drivers are kings of the roost, after all, most of them are “paying” for the ride. Next are the crew chiefs and/or chief engineers. These cars don’t get set up by them selves. Next come the skilled mechanics. But there are all sorts of other jobs that crew members seem to be busy doing. It is amazing to see the number of “crew” members are keeping the car clean with various spray cleaning products and rags. Moving the tires around seems to fall to lower level folks also.

But we saw one guy Sunday morning working to remove “rocks” from the qualifying tires before the race.

This guy was sitting between two team trailers, scrubbing the tires with this saw tooth band. He said he’s been doing this job for BMW team, Bimmer World for 15 years. He said that the drivers like it when they take the car out for the race and don’t have a bunch of rocks flying off the tires and banging on the fender insides and he feels good about that.



Then there was Nico Castellaccio, crew chief for SP Motorsports team. SP brought two GT4RS Clubsports but needed someone to run the team, just for this race. Nico has his own shop in Lantrop, Migliore Motorsport (we’ll be watching his cars at Rennsport VII since he “won” two Rennsport VI races in 2018!), so a go-to guy! But he did all sorts of jobs that other teams had “people” do, here taking the car to pre-grid, as well as his technical work on the cars! *Yep, no job too small.*



## Story 5 The Races....

### Pirelli GT4 Am Race #1

Each class/series had two races for the weekend, one Saturday and one Sunday. This story focuses on the Pirelli GT4 America race 1. The race was 60 minutes in duration with a mandatory driver change “midway” in the race. Qualifying was on Saturday in two short sprints, one for each driver. The first qualifying session set the pole and grid for race 1 and the second qualifying session set the pole and grid for race 2.

The GT4 America race has 3 classes, “silver” drivers, pro/am drivers and AM drivers. The AM (or designated silver) drivers qualified first. Pole was the Conquest Racing Mercedes AMG GT4 (silver drivers) with the Nolasport 718 GT4RS (Am driver Matt Travis) next.

There were 44 cars entered. After two formation laps, the green flag dropped as all 44 cars raced to squeeze into the uphill right hander Turn 2. *What could go wrong?* **Click the image below to find out!**





The Conquest AMG (car #34) lead for most of the early laps though could not put a meaningful gap on the Nolasport GT4RS (car #47) and the rest of the field.

It wasn't surprising that a Full Course Yellow (FCY) slowed the pace due to a crash in the "carousel", a long descending left hander that links to the straight and 180 deg corner before the "esses" with the van der Steur Racing Aston Martin and the Black Sawn Racing McLaren coming together, ripping off a wheel and dumping oil on the corner.

After the course returned to green flag, the pits were opened for the mandatory driver change. Sometimes, races are won with pure speed, sometimes with a heroic pass, but sometimes with brilliant pit strategy. The Nolasport #47 used all three! The Nolasport pitted and pro driver Jason Hart jumped in and lead a long line of other cars that pitted when the pits opened. The #34 AMG stayed out and tried to extend their lead, but had to pit for their driver change. While sitting on the hill by Turn 2, we were able to watch the GT4RS blister down the front straight as the Conquest AMG pulled out of the pits. Jason Hart had picked up over a half second on the AMG's previous lap and streaked by the AMG in Turn 1 as

both headed into Turn 2. The Porsche was in the lead and never looked back. Showing the same dominance that Nolasport's Hart displayed in taking the "pro" pole qualifying, the Porsche extended its lead. The AMG's tires started to give out and went backwards in the order, but was able to hold onto their "class" win.

Back to the race for overall, the Nolasport GT4RS was building its lead every lap. Another Pro/AM Porsche GT4RS, the ACI Motorsports with van Berlo in the seat worked its way into overall second place, passing the Conquest AMG and setting fastest lap for the race. Then another FCY froze the field to the finish.

But remember Story 3. *Speaking of Rules...?* The ACI GT4RS failed post race testing and was demoted to "last". So the final order was:

	Gap
1st overall and Pro/Am: #47 Nolasport GT4RS	---
2nd overall and Silver: #34 Conquest AMG	- 4.5 sec
3rd overall #92 BMW M4 GT4	-18.7 sec
4th overall # 19 ACI GT4RS	- 0.3 sec

The race lived up to its "argy bargy", elbows out hype. Other races were entertaining, but not with the drama of the Pirelli GT4 Am Race 1 !

# In Case You Missed It ....

A review of recent LPR events

## Cars and Coffee at Carpo's



A simple gathering, familiar location at Carpo's in Soquel a good time had by all just visiting and getting caught up with on goings with friends. Click the GT3 button to see more photos from the gathering.



## 2023 Easter Parade



What a fun event! LPR members dress up, LPR cars decorated and then to drive in an actual "Easter Parade", with families and children watching the cars turned into easter baskets roll down the middle of the parade route! The website has a full gallery of photos from the event that you can link by clicking the "GT3 Read More" button.



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But just to spark you interest, here are a couple more images from the day:







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## Don't Just Attend Porsche Parade... ...Be a Part of It!



A Concours d'Elegance is a judged event celebrating the history and provenance of the Porsche marque. PCA members show their cars and judges deduct points from a maximum possible value based on vehicle condition and cleanliness. The Parade Concours is an event favorite. Parade is a great time to give it a try!



June 18-24, 2023  
La Quinta Resort & Club  
Palm Springs, California  
[www.porscheparade.org](http://www.porscheparade.org)

The 2023 Porsche Parade is just around the "corner" --both on the calendar and at Palm Springs.

There will be Loma Prieta members attending, some for the umpteenth time, some for the first time. Each will bring home great memories and stories.

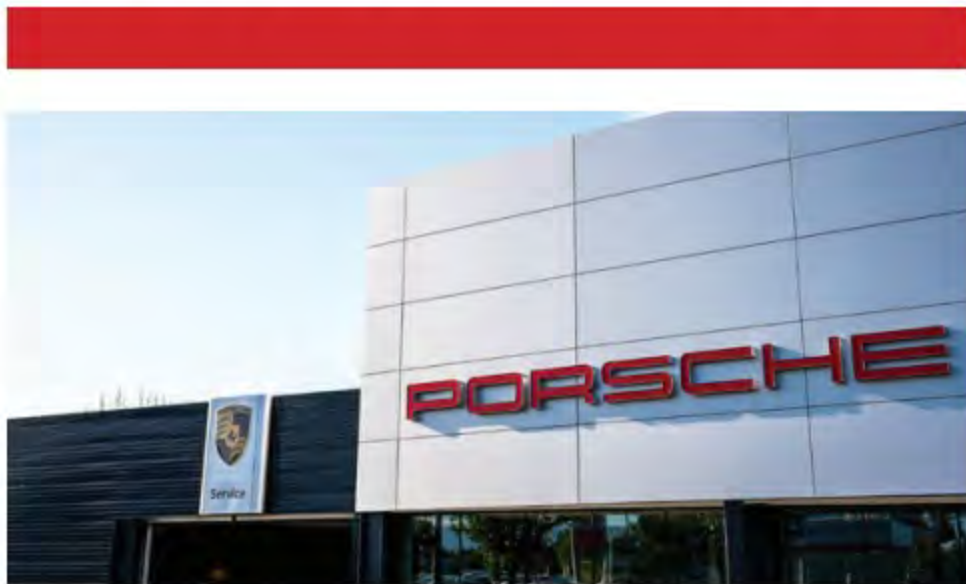
The July Aug issue of the Prieta POST will bring some of these stories to you.

So, as they say:  
**WATCH THIS SPACE**



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