



Nov Dec 2023

# Prieta POST

The Official Publication of the Loma Prieta Region, PCA



**Rennsport Reunion 7  
Just EPIC !**



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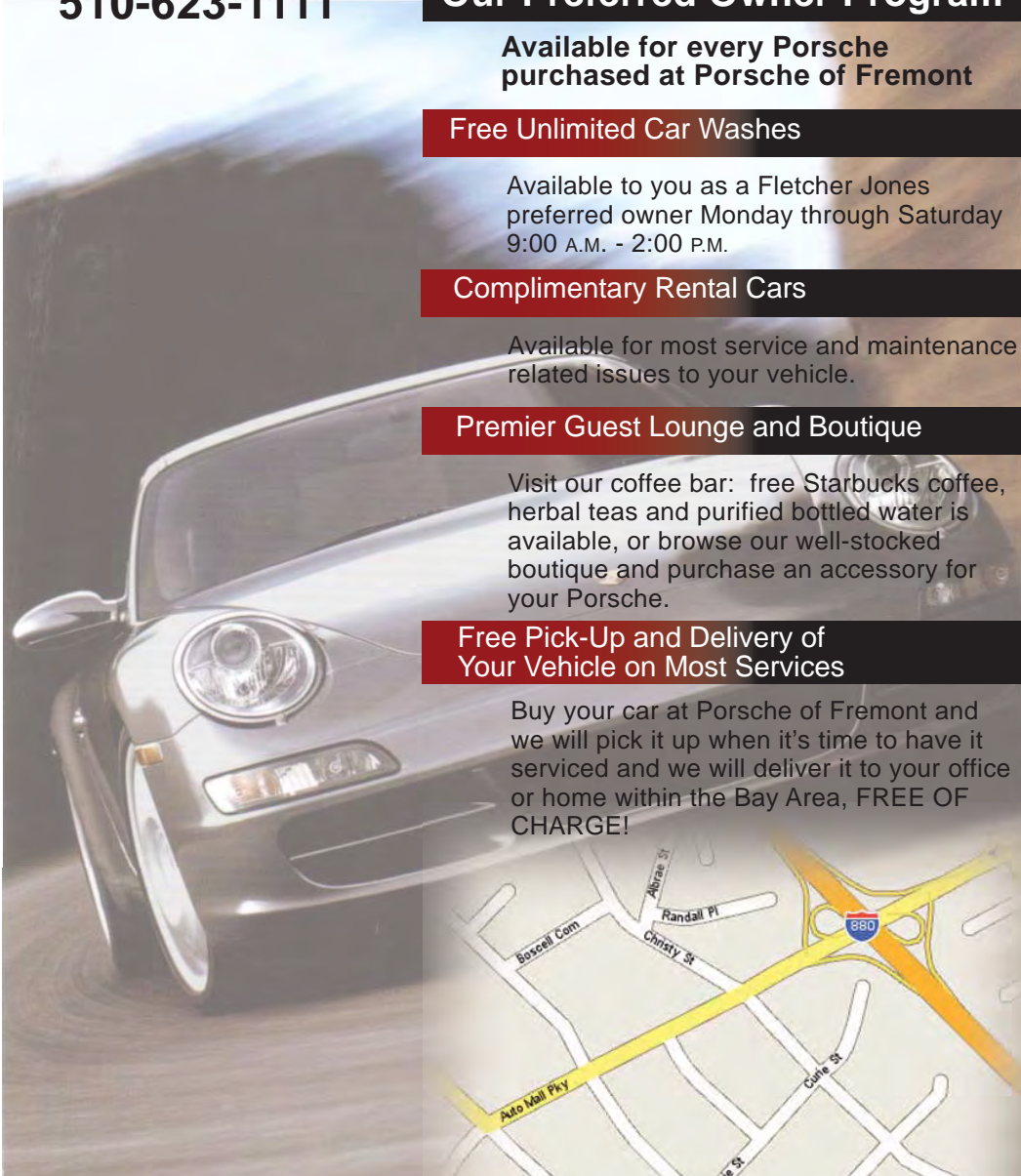
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**Pg 14 Rennsport Reunion 7: Overview and racing!**  
 Rennsport at its core is about the iconic Porsche racing cars. Not in a museum, but on a track, at speed, making noise. For the fans, there was also "serious" racing in the Deluxe Carrera Cup Series.



**Pg 24 75 Years of Porsch Color Display**  
 PCA organized 65+ colorful cars to illustrate the diversity of colors that we paint our cars. Tom Provasi lead the effort and recruited several LPR members to participate.



**Pg 27 Rennsport Gorilla Marketing**  
 There is no way an event as big and prestigious as RR7 can get away without marketing. There was subtle marketing everywhere -- some might call it Gorilla Marketing!



**Pg 30 LPR Fall Events -- In Case You Missed it!**  
 Ole Amigo Tour III, Jacob's Heart Tour, Kill-a-Kone AutoX and the Octoberfest tour jointly with Monterey Bay Region. Enjoy reading stories and experiences from these LPR events.

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## Back Story The Prieta **POST** Cover Photo

Photo by Don Chaisso, POST editor  
Camera: iPhone 13: Exposure 1/5291, 4.2 mm, iso 32, f/1.6



***Sometimes, you just have to be “there” to capture a photo.***

I went to Laguna Seca the day before Rennsport 7 to exchange my “corral” pass for a “Display” pass. Seems that Tom Provasi needed another “Racing Yellow” car for the “75 Years of Porsche Color” display and he offered me a spot on the lawn close to the PCA Porscheplatz. So, friend Chuck Pierce and I made it to LS by 1 PM Wednesday, crossed trails with Tom and had the afternoon to just roam about the property without the pending throngs of people that decended onto Laguna the next 4 days.

While we were roaming though the paddock, we noticed that a number of cars were either driving out onto the track at idle speed or were being towed by paddock service carts. They were being staged on the track between turns 3 and 4, just before the Continental pedestrian bridge for the iconic “Rennsport Reunion” publicity photo.

The professional photographer was 50 ft in the air on a lift for the very dramatic photo that you may have seen by now. Me, I found an unlocked gate and made my way to the Turn 3 flag station for the photo shot!

***Sometimes you just had to be there.***



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# PORSCHE

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Nobody wants to think about anything happening to the Porsche you're so proud to call your own. But if anything ever does, it's good to know Porsche has already established a network of pre-approved collision repair facilities - individually selected by Porsche, and then specially trained and equipped - to provide collision repair services that meet the high quality standards you've come to expect from Porsche.

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# Miscellaneous Rambling and Back Story

Don Chaisson, Prieta POST editor.

**Don't say I didn't warn you, this issue is an homage to Rennsport Reunion 7. After all, Rennsport only comes every 5 years or so.**

And it was EPIC in scope and unbelievably special. My wife said I spent 5 days in Porsche Disneyland. Yes, 5 days since I went down the day before to exchange my corral pass for a "display" pass. Check out the article about Loma Prieta People who were also part of the display, P xx.

While I absolutely am a car-race fan, some may think that Rennsport Reunion is "only" for old racing cars. For sure, the Porsches that turned a wheel on Laguna's new asphalt were special. I'm talking museum quality here! But they were the **actual** cars that I drooled over when I was young. Cars like the GTS Carrera, the 908 (which is my favorite car EVER), 917's and the Porsche CanAm cars, OK and a bunch of really nice 911's!

But if you only came to Rennsport 7 for the old racing cars, you would have missed the essence of the event.

## ***It is a REUNION of all things Porsche.***

It was seeing or even meeting ledgary Porsche persoanlities, getting a glimpse of Porsche cars yet to come, getting a chance to talk to Porsche engineers supporting the EVs, meeting up with old friends or getting to make new friends who came from far and wide to attend. Celebrities: how about Patrick Demsey, Patrick Long, Dwyane Wade driving in the "tractor race". What?

While PCA was well represented and contributed hours and hours of volunteer work to help support the event, Porsche the company, was the main pillar of the event. They erected multiple structures at Laguna for the Reunion: a multi-media capable stage, a Porsche souvenir store (more on this later), 1/2 acre sized tent for "iconic" and historical cars, a two story lounge (sorry, I didn't get a chance to enjoy this amenity given it was limited to those willing and able to spring for \$2000 a ticket.



While the various Rennsport "races" featured the historic cars at "racing speeds", the drivers were definitely respecting the priceless nature of most of the cars on the track -- not too much "touching" or door handle to door handle racing. But there was some "touching", to the point that the *Flacht Cup* (comprised of 996 and 997 erra 911's) had a two car dust up just past the start finish bridge that caused the race to be stopped with a Red Flag. Definitely the exception to the rule.

But there was some honest racing with series championship points on the line with Round 7 of the Deluxe Carrera Cup. This is a spec series of 992 model GT3 Cup cars. There was significant contact in Race 1 on lap 1 with the pole sitter being pushed off the Corkscrew and out of the race. In Race 2, the last race of RR7, on the last lap and on the last corner NOLAsport driver Thomas Merrill got spun around. For more on the Carrera Cup races, see pg YY

Demonstration laps by Porsche included the 919, the 963 prototype racer, the 911 GT R Rennsport, a special offering for well heeled track rats, and the GT4 e-Performance Cayman. The later to demonstrate that a EV could keep up with ICE racers as it comfortably lapped at 1:24, that's less than 1 second off the Carrera Cup pole sitter's time!

And there was a whole lot of "marketing" going on! Some pretty standard advertisements (Mission Tortilla Chips got the naming rights to the new track bridge at S/F) and some what can best be called "Gorilla Marketing". Check out the article on Pg ZZ named appropriately "RR7 Gorilla Marketing"!

All in all, Walt Disney Imagineering could not have done a better job for "us" Porsche faithful!



## Dear Poloma

Need advice or have a question,  
email Poloma Picarsho at:  
[DearPoloma@lprpca.org](mailto:DearPoloma@lprpca.org)!

## Garage Queen or Daily Driver

DEAR POLOMA:

I'm conflicted.

I really like to keep my Porsche looking absolutely awesome. You know, polished, buffed, sparkling. Hence, it spends an inordinate amount of time in the garage being admired. But, c'mon, it's a Porsche.

It should be driven "like you stole it" as I was told by a long-time LPR member. The more I drive it, the dirtier it gets, and, well, I'm back to cleaning, polishing and other time sinks to get it back to what I like.

Should I just suck it up and drive it into the dirt and rain? Or should I continue the ritual of Porsche preening and garaging? --

CONFLICTED PORSCHEPHILE (CPAP)

DEAR CPAP:

Your competing feelings are more common than you realize. Who doesn't worry about something untoward happening to their beautiful Porsche? Dirt, dings, and dents happen no matter how carefully you drive and park your vehicle. It's just like being a parent except you have a lot more control over your car than your kid! You've invested a lot of time, money, energy and headspace in your automobile. It's completely reasonable to want to protect and enjoy your investment.

That said, Porsches are amazing automobiles and one of the best ways to have fun with them is driving on the road. They handle the twists and turns like no one else on the road and their maneuverability helps protect you and others on our absurdly crazy roadways.

I suggest a compromise with yourself. Compromise aka "finding balance" is worth a Porsche's (any model) weight in gold. When you're planning your calendar, pencil in some time to drive your Porsche anywhere you want to go. Dirt, dust, mud be damned. At the same time, schedule a deep-cleaning immediately afterward so it's easier to remove the grime. And the sooner you clean your car, the more time you have to enjoy it in its shiny glory! Let's be careful out there.

## Concours of Affection

DEAR POLOMA:

Hoping you can help me.

My significant other (SO) seems to be more interested in paying attention and spending time with our Porsche than with me. He spends nearly every spare moment washing, polishing and detailing our lovely Porsche. She is always a very beautiful, shiny, well-kept sight to behold! My SO prefers to spend his time with our Porsche on Tours, DE's, Autocross, Rallies, Concours events, Parades, you name it... I, of course, participate with my SO whenever I can accompany him to these events. He actually named our Porsche and prefer to call and refer to "her" by that name. He has even gone so far as to sneak out, many times late at night, for an evening drive alone with "her"! My question to you is; how can I compete with our Porsche for more of my SO's attention and time alone?

FEELS LIKE A SPARE TIRE (FLAST)

DEAR FLAST:

Between a living, breathing human being and a chunk of metal (even a beautiful Porsche-crafted) there should be no question of who is more important in your SO's eyes! You're a good partner who's patient to support your SO's hobby so fully.

Start with Phase One. Have you tried speaking to him about your feelings? Tell him how his behavior makes you feel with statements that lead with, "When you ..., I feel ..." Speak calmly and look into his eyes when you express yourself.

Then you can launch into Phase Two. Get your SO's attention. You know how to do it, you've done it before. Take yourself to the carwash or a spa and get as many treatments as you dare. You know it's going to cost less than some Porsche maintenance. Get your tires rotated and a full detail treatment. You'll look and feel great!

Phase Three. Get yourself your own Porsche to lavish your time, your attention, and your money on. Let your SO know how it feels to be a third wheel. Give your car a sexy name and buy yourself some jewelry with that name engraved on it.

Not gonna lie, those late-night Porsche drives sound suspicious. Ask him directly if there's anything you need to know. A private investigator or curious friend may help you learn whether those late-night drives are truly solo.

In any case, you deserve better than to be treated as a spare tire.



# Driving with Friends

**LPR, what a Region** - From Rennsport Day 1 to LPR + MBR Oktoberfest Tour, 39 days. 16 (40%!) had LPR or PCA events on them. Thanks volunteers and everyone participating!

**Anyone go to 100% of those events or miss 1 or 2? Maybe miss 3 or 4? – let me know, we should have prizes!** Email me your events using the Email on the Board page this issue.

**New Badges** A few members at events asked about name badges. A big surprise for me 3 years ago – Board members assemble the badges. We will catch up.

**Elita Gamboa, Customer Experience Manager and Porsche of Fremont are great event hosts and are ready to help us.** Editor says no pictures or words about LPR Concours at Porsche of Fremont and how great it was until next issue.

**Thanks to Mark McMahon, President, MBR and MBR members; Hugh and Nancy Calvin, and everyone on LPR + MBR Oktoberfest Tour.** 70 people, good times, great food and site. Next year's hope is: at Oktoberfest time and LPR host.



**Great story? Hugh Calvin, LPR Tour Director** listens on tour break



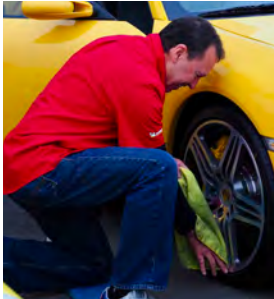
**Mark McMahon, Pres., MBR** explains the tour. Thank you Mark and MBR!

# Loma Prieta Calendar



## Thirsty Thursday Nov 2 5-7 PM

Join us for an informal drop in party at Kelly Brewing Company. 70 E 4th Street, Morgan Hill, CA. We provide the chips, you buy your beer, everyone has a great time!



## Loma Prieta Concours at Fremont Porsche Nov 5

Time for the LPR hosted Zone 7 Concours at Fremont Porsche

If you are not that much of a "waxer", then "drive" over to Fremont Porsche via your favorite road and show up with a smile on your face. There should be good times with the contestants and on-lookers and time for refreshments.

Lets show how much LPR appreciates the contestant's efforts!



## Loma Prieta AutoX Nov 11 Crows Landing

The last LPR autoX of the year returns to Crows Landing. The courses at Crows Landing turn out to be a bit longer than at Salinas Airport, so come on out and give it a try.



## The LPR Annual Awards Banquet: Mele Kalikimaka Sat Dec 2

A Hawaiian themed banquet at the Back Nine Restaurant, 555 Highway 17. Santa Cruz Cost is \$50 pp and includes buffet, wine on each table and total FUN.

It is acceptable to wear your Hawaiian outfit even though it will be December!

See the complete flyer on page 13 for RSVP instructions.



### **LPR- MBR Joint Tour. Sat Nov 4th**

Something new! Join us for a tour and Octoberfest at Carmel Valley Community Center Hall and Patio. \$35 for catered lunch, \$5 for beer. The tour will take a break at Laguna Seca for Cars and Coffe and then to MBR's favorite drive. See flyer on Page 12 for more details and how to sign up.



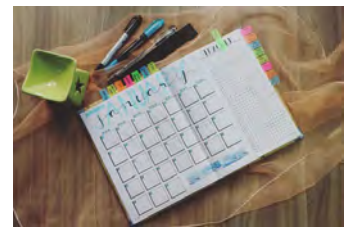
### **Loma Prieta Board Meeting Tuesdays: Nov 14th, Dec 12th 7:00 PM**

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



### **Planning Meeting Sun Nov 12 4 PM PST via Zoom**

Get your thinking caps on. Help the board plan events that YOU would like to see cone. Stay tuned for more information or email the LPR Webmaster at: [webmaster@lprpca.org](mailto:webmaster@lprpca.org).



### **Toys-for-Tots and Highway 1 Brewing Lunch Tour Sun Dec 10th**

Drive some of our great mountain roads, have lunch with fellow LPR members at Highway 1 Brewing in Pescadero, and support our local Toys for Tots campaign by bringing an unwrapped toy with you for donation. To register, email Honore D'Angelo to register BEFORE December 2!



LOMA PRIETA REGION AND MONTEREY BAY REGION PCA

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"MBR'S FAVORITE DRIVE",**

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OPTION

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JOIN FOR OKTOBERFEST AT NOON AT COMMUNITY CENTER

▶ **SIGN UP: EMAIL HUGH CALVIN,  
AT TOUR-DIRECTOR@LPRPCA.ORG**

# Mele Kalikimaka

## LPR's 2023 Hawaiian Awards Banquet

Saturday,  
December 2nd  
6:00 - 11:00 pm

*Back Nine*  
Restaurant

Buffet, Dinner & Dancing

555 Highway 17, Santa Cruz, 95060

Please come in your best Hawaiian Attire

### Buffet includes:

Mixed Green Salad, House Vegetables, Macaroni Salad, Teriyaki Chicken, Hawaiian Pork, Hawaiian Fried Rice, Vegetable Risotto

...and for dessert...

Pineapple Upside-down cake

There will be a no-host bar that includes tropical drinks. A bottle of red and a bottle of white wine on each table. There'll be a corkage charge for wine brought in.

Cost will be \$50/person

We have a block of rooms reserved if you wish to stay the night at the Inn at Pasatiempo

RSVP to Honore D'Angelo at [honore.dangelo@gmail.com](mailto:honore.dangelo@gmail.com)

Before November 27th

Or use your credit card via Motorsportreg: [msreg.com/HawaiianAwardsBanquet](https://msreg.com/HawaiianAwardsBanquet)

# PORSCHE

## RENNSPORT REUNION 7

Story and photos: D. Chaisson Prieta POST editor

Its sort of like Hally's Comet: it doesn't show up every year (actually every 5 years on the average vs 75 years or so), it shines brightly on arrival and then the visit ends and the excitement dims into darkness of our memories. Hally's Comet was thought to harken new and special times for the Porsche community. Hally's Comet was thought to be a harbinger of dire events, pandemic, war, etc. RR7 is an actual harbinger of visions into Porsche's future. This year, there were 3 examples of what might come with the sunset of ICE (internal combustion engines) and the dawn of EV Sports Cars. Cars like the Mission X, the Porsche Vision 357 Speedster or the e-Performance 718. But unlike Hally's Comet we can get right up to it, touch it, hear it, smell it. RR7 didn't disappoint.

Porsche claims the event to be the biggest gathering of significant Porsche cars in the world; though with deference to the Porsche Museum in Stuttgart, most of the cars at RR7 are in their intended habitat, at speed on the road/track!

The theme for Rennsport Reunion 7 was "Icons of Porsche". As Porsche claimed, RR7 "celebrates iconic cars, people and moments of the Porsche experience." So, RR7 is not just old Porsches, even if museum quality or with storied histories enjoying (gentlemen) races, but it celebrating the whole Porsche experience.

Then there were bits of light hearted playfulness.

Did you know that Porsche made tractors once upon a time? Well, yes they did, so why not race them at RR7?



These guys are having too much fun!

# THE UNION



Then there was a driver in his 356 Coupe that, let's just say, had seen a lot of miles. Why not go door handle to door handle with those "6 figure" 356s and Speedsters with all those fancy liveries and special race numbers that are just overrated! Car number 217, no problem. a roll of masking tape and a little ingenuity, DONE. LOL But most of the cars on track were museum quality, or

look into the future with the 918 Spider. They were all there in a special display tent in the paddock, pictured below, left to right.



Not the usual museum quality entry for the Gmund Cup.



at least concours quality for the gentleman races. Fast forward to the article about "the races" to get a feeling of the competitions.

RR7 is not just about racing those beautiful, historic Porsche cars. It can just be about admiring the sheer beauty of the cars that Porsche has manufactured over the years. We don't get to see some of those cars at the usual "cars and coffee", so you have to enjoy looking at those cars when you have the chance. Cars like the 959, the original "supercar", Carrera GT's with its V10 motor that was designed for a Le Mans prototype or the

RR7 offers the rare opportunity to see or interact with iconic persons from the Porsche world. Watch Brian Redman and Jacky Ickx talk about safety in early LeMans prototypes, get a glimpse of Patrick Long (one of the grand marshals of RR7) hanging with the amateur drivers of cars he raced in anger, members of the Porsche family, celebrities from Hollywood (Patrick Dempsey), or sport (Dwayne Wade).

Following are three articles that help capture the scope of the event.

# PORSCHE RENNSPORT 7 REUNION

## The Racing Part of the Reunion

So, what is the big deal about racing old cars? Here is a hint!







## Do you get it now?

(Photos on left column from Petersen Auto Museum, Porsche Effect)

The cars that are usually displayed (statically) in museums or even as toy car kits are the very cars that were out on the Laguna Seca tarmac! They are not static but motive as designed. Making noise! Wonderful noise!

And while the drivers are either "hired pro's" or just pretty good amateurs with instructions to bring it home "in one piece" they are going pretty darn fast! Except for Patrick Long, even though officially retired, won his race for 956, 962 prototypes by a healthy margin. He was so far ahead of the next 4 cars that he crossed the S/F line for the win and they were still in the corkscrew, about 19 seconds behind. Patrick Long is just FAST!

Even though most of the drivers were being very respectful of their cars, there still were numerous spin outs or other minor "moments".

The 996/997 era Carrera race was the main outlier with a major shunt at turn 1, right after the S/F line. Here is a "screen shot" from the Motor Trend YouTube livestream of that race. Serious carnage here.



The racing covered the full spectrum of Porsche's racing history, from the earliest "prototype" cars, the 550, to the monster flat 12 powered 917's, their CanAm variants and the mid 1980's 962's, arguably the most successful Porsche race car in its history. These are cars that I watched as a youngster.

Also raced for "class wins" were Porsche's production based cars, notably the 356 cars and the full spectrum of "911" products. Interestingly, there were no production "mid engine" cars, e.g. Boxster or Cayman cars in any of Rennsport signature races. (Note that the POST editor owns a mid engine, Cayman model and LPR's President owns a mid engine Boxster model.) The Rennsport pace car was a GT4RS, so there was the only nod to performance mid engine production cars.

There were "demonstration" laps of more recent Porsche prototype and production based cars. As noted in the photo spread here, Porsche ran a version of the 919 prototype car which won Le Mans three times in a row in 2015, 2016 and 2017. The back up Penske Porsche 963 was also present. The two lead cars were getting ready for the Petit Le Mans at Road America at the Penske shop.

A RSR -19 which competed in the LM GTE category was part of the demonstration group. This model was the sole "911" racing car that was "mid engine". Early press releases danced around the "engine" placement issue, resisting calling it a "mid" engine car.

There were two other “demonstration” cars that were (nominally) production based. Production based in that one looked like a 718 Cayman and one that looked like a GT3 on steroids!

The 718 Cayman was an engineering prototype.



The car was an actual 718 body and overall shape. I can confirm that because I looked at the engine bay and saw a typical “Cayman” engine area. But instead of a flat 6 internal combustion engine (ICE) it had a “synchronous e-machine (PESM) on the front and the rear axle. These electric motors were capable of delivering up to 1088 HP. The batteries could be charged from 5 to 80% in about 15 minutes.

The project goal was to demonstrate that a “spec” based e-race car could be built and perform at an elite level. And perform it did, lapping Laguna Seca for 30 minute stints at 1 min 24 sec (by my stop watch) lap times. That time would have been at the front of the field in the Carrera Cup series. And the driver wasn’t pushing the car, never over extending the track limits, he was just cruising!

Part of the development challenge was to cool the electrical motors and battery packs so it could retain its power output for the full 30 minute stint. The car also had technology to (re)generate electrical power in racing mode during braking.

The car looked like a race car, lapped as fast as proper race cars but didn’t have that roar of ICE race cars. Get over it, this is the face of future racing, and based on this engineering prototype it looks fast. Yet to be worked out is how to run for 24 hours straight!

The other “demonstration” car was one that is actually “for sale, the GT3R Rennsport

This car is based on the 992 GT3 RS, but without constraints of racing series rules yet retaining its normal 4.2 liter displacement and engine location.



The GT3R Rennsport is an exercise in extremes, more power from 4.2 normally aspiration motors that qualify for international racing series, 620 HP vs @550 for homologated GT3R's, weighing 1,240 kg by using carbon fiber as often as possible. Aero body work generates significant downforce.

The motor utilizes RENNSPORT specific camshaft and pistons, exclusive BBS wheels and Michelin tires that were designed and built specifically for this car.

*The exhaust system is an exclusive and **unsilenced** RENNSPORT exhaust.*

Oh yea, with an open exhaust, a totally un-smogged motor, racing seat and complete race cage interior this car is not street legal, it is not homologated and does not comply with any race series regulations.

*And it only costs \$1,046,000 USD, plus VAT and any extra options you may want to tack on. They come in a limited number of colors, but if you really want Ruby Red, there may be a way!*

But, don’t dally, there will only be 77 of these special cars built. On second thought, don’t bother, they are already spoken for!

## More Rennsport Reunion 7



Top: 906/908 in Werks Trophy Race

Mid: Werks Trophy 917 through the fencing after Turn 2 and 917 K CanAm car entering Turn 4.

Bottom: Flacht Cup 996's and 997's between Turn 3 and 4.



## Deluxe Carrera Cup Series Rennsport 7

Not all the racing at Rennsport 7 was with "museum" quality icons. One of these races was the highly popular and competitive Porsche Deluxe Carrera Cup series with two races on Sunday.

The cars are ALL the same from the factory, model 992 GT3 Cup specification, e.g 4 liter flat 6 motors delivering up to 510 hp at 8400 rpm, a Porsche six speed sequential transmission and a limited slip differential. Think of them as "Spec-Miata's" on steroids!

The field is divided into Pro and Amateur drivers, which define the "classes". While the series is at its core a "development" series, many of the pro drivers are seasoned or very experienced drivers returning to competition after a hiatus.

The teams come from across America. One of them, the Kelley Moss team fielded 7 cars for drivers in Pro, Pro/Am and Am classes, though the best they could do was P2 in both races. Winning race 1 was Tom Sargent of McElrea racing, based in Australasia. Winning race 2 (and pole position for race 1) was Will Martin of JDJ Racing out of Loveland, Colorado. But for me, given my roots to New Orleans, I was inter-

ested in following the two cars from NOLA Sport out of New Orleans, LA. Recall I followed NOLA's GT4 Caymans at the Sonoma SRO race earlier in the year.

For this race my interest was Thomas Merrill, the driver of #47 NOLA Sport. He is a local driver living in Salinas area! Almost in the Loma Prieta Region! After race 1, I interviewed Thomas to find out how a local California dude ended up behind the wheel of a car from the Big Easy!

LPR POST: Thank you for making time to talk after your race this morning. I understand that you are a "local" fella. So, how did you come to race for NOLA?

Thomas Merrill (TM): Its true that I'm from the area, actually, just up the road in Salinas. I started racing karts early, winning my "first" kart title when I was 11 years old, going on to win national titles in 2005 and 2006. I moved into proper racing cars transitioning into Grand Am in 2010. In 2022 I joined Weathertech Rac-



LPR POST: How often do you race?

TM: I'm somewhere every week(end) except maybe 4 weeks during the year, either in competition, coaching or testing. I'm committed to multiple series including TransAM and the Deluxe Carrera Cup. It is busy but I only had to miss one Carrera Cup due to commitments with TransAm.

LPR POST: So, how is Rennsport Reunion coming along?

TM: Laguna Seca is my "home" track and have logged a LOT of miles here and know it well. But many of the tricks I've learned over the years were negated with the resurfacing this year. I'm coming to grips with the track just like the rest of the field.

Qualifying was a bit of a mess — for everyone! Just when teams were dialing up for their "hot laps" a crash caused a Red Flag. No one was allowed to change tires during the stop. When the track opened back up, we only had 5 to 7 minutes to change tires, get them up to temperature (Editor's note: Saturday was "cold" and moist!), so only managed 12th. My team mate, Dan Clarke (Editor note: Dan is a veteran from Indy lights and Champ Car Series at the height of his career, re-turning to racing after retiring for 10+ years) did a bit better at P10.

LPR POST: How would you describe Race 1 (Editor's note: TM finished P8)

TM: (after a bit of thought). Frustrating. This series seems to have more "touching" than any other series I've completed in.

LPR POST: What are your plans for Race 2?

TM: We are still chasing the (new) pavement, so we'll try some different tire pressures and see what we can get.

Results of Race 2. Thomas started P12, Dan started P9. I didn't get a chance to talk to Thomas after Race 2, but it was a difficult run, falling to P17 in lap 2 (did someone "touch" him again?). Thomas clawed his way up to P12 but had a very rude ending with a car bun-

ing at the 24 Hours of Le Mans with a P2 finish in LMGT E AM. The racing community is pretty tight, so everyone knows everyone. I did a race with NOLA in GT4 and was impressed with the team's competency and attitudes. So when the seat in NOLA's Carrera Cup's team opened up and was offered the ride, I was all in.





Carrera Cup racing is close, here Turn 2, Laguna Seca

ting Thomas around on the LAST lap on the LAST corner The other NOLAsport driver, Dan Clarke, faired better in the LAST race of the day and 5 cars getting around him Race 2, quickly jumping into P6 in the hectic first lap. By for the sprint to the checkered flag. Thomas ended P17. lap 11, he was up to P4 where he finished 18 seconds I think he might have had words a bit harsher than "frustrating" with that ending!

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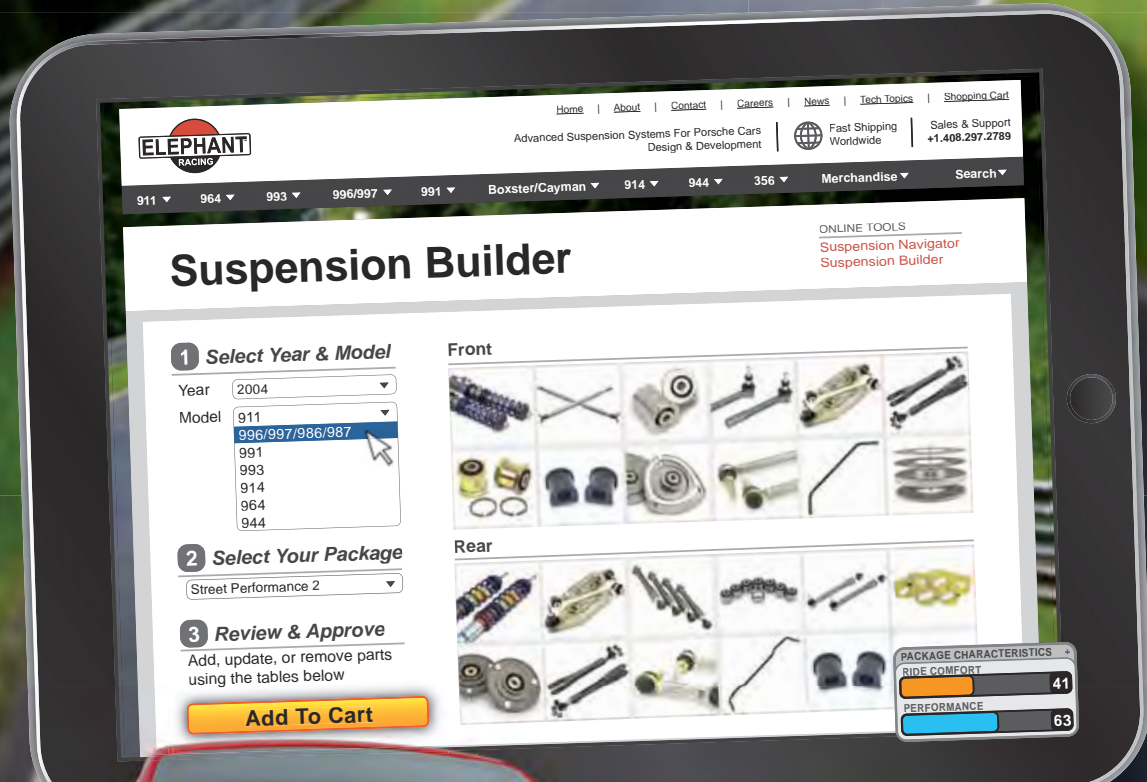


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# 75 Years of Porsche Colors

Including Loma Prieta members' participation in the display.

Story and photos by Prieta POST editor , D. Chaisson

If you have been paying attention to the onslaught of Porsche advertisement, you would know that our favorite brand is celebrating its 75 year anniversary. And doing it with **COLOR** with taglines like "Dream in Color".

PCA jumped into the celebration by hosting a display of Porsche car colors called "75 Years of Porsche Colors" at Rennsport Reunion 7. And to organize a "Display" PCA called on a go-to member, Tom Provasi. After all, after chairing two WERKS Reunions a year for the last several years he was the natural choice. The idea was to bring together over 60 cars that reflected the range of Porsche colors, currate their selection and stage them on the lawn area near the PCA Porscheplatz.

Tom's choices and staging made for an impressive attraction, drawing continuous flow of RR7 attendees strolling amongst the cars over all 4 days of RR7.

Just "strolling" through the display one might have missed some of the more unusual colors that Tom curated for the display, so I sorted the entry listing's colors by Rennbow color rarity: with 5 can rating being the rarest of Porsche colors, followed by 4 out of 5 "cans" rating. There were 5 cars with the rarest of colors, e.g. 5 can rating and another 4 with 4 out of 5 can rating in the display. While the aggregate of the display was wonderfully colorful, over 10% of the display came from very rare Porsche colors.

Lets take a look at these 10% of the display in more detail, starting with the D'Angelo Sport Classic.

Honore and John's car enjoyed a prominent, front row location, befitting their rare Linden Green car. The Sport Classic came together with the assistance from Porsche Exclusive Manufactur since the color came from an original Carrera RS color (then called Charteuse) and proudly wears a 5 out of 5 can Rennbow rarity rating. Honore mentioned that some people don't "like" the color. Interestingly, this is a common reaction to cars of special color. The colors are polarizing to an



extent, your either love it or not. But if you haven't seen this car in person, it needs to be seen in the raw. Maybe you and the D'Angelo's will be on the same tour with the car. Its "that" special to see.



The next "Rennbow 5 can" on display as Justin Roeser's 1976 911 Coupe in Magenta, affectionately named Snowbunny!





The car began life as a factory press car for Sweden. Being a press car, it had a number of added "options" including a factory spoiler and uniquely for Sweden, headlight washer, heated mirrors and rear mud flaps. Apparently the weather in Sweden is a bit harsh!

Mark Gadbois displayed his 2016 GTS Club Coupe. The Club Coupe was commissioned by PCA to commemorate its 60th anniversary. A total of 60 were painted a special blue color, Club Blau. The color is a rare "Rainbow 5 cans" rating not because of its unusual hue, but because of its planned limited run. Mark celebrated his 40th anniversary with PCA and while his previous Porsches made appearances on track days and autocrossing, this car has only seen

Not all cars with rare paint were sports cars, some four door SUV's also sport rare colors, Like Jeremie Toma's 2013 Cayenne GTS in Peridot Green!



parade laps at Road America and Laguna Seca in its 7,000 miles. Seems Mark is planning on keeping his Club Coupe rare and rested!

Christian Hartinger brought his 2019 992 Speedster painted in Jade Green. Not a short haul either as Christian brought the car while touring the US from Leipzig, Germany! The Speedster is number 1815/1948, so the car is a bit rare to begin with. The color's rarity stems from being a Paint to Sample (PTS) IROC Jade Green. As you can tell from the build number, it was one of the last builds even though Christian got one of the first allocations for the model.



Loma Prieta Region did a nice job of participating with 5 of its members "displaying" their cars: John and Honore D'Angelo showed their 2023 Linden Green Sport Classic II, Jerery Cvitanich with his Aquamarine Blue 356A Coupe, Dana and Missy Drysdale with their concours winning 2013 Basalt Black w/red top BoxsterS, Tom and Sandy (OK, they live in Nevada now but they are LPR emeritus members!) showing their Python Green 2023 Boxster GTS 4.0 and Don Chaisson displaying his 2015 Racing Yellow Cayman GTS. I was honored that Tom let my Cayman into the display, but I'm sure it was just because he didn't have enough "Yellow" cars!

Here are the LPR "display cars" (the D'Angelo Club Sport shown on pg 24):



President Drysdale's Boxster S and Editor Chaisson's Cayman GTS behind Dana's Boxster



Cvitanich's 356 A



LPR Emeritus Provasi's Boxster GTS

Some of the people displaying cars had a bit of fun with the opportunity. Greg Pyatt, from the central valley, displayed his Black 930. The color was immaculate if not "colorfull". He thought it would be fun to have friends help celebrate the 75 years of Porsche Color and oranzized them to be photographed with the **930** car, on Sept 30th ( e.g: **9/30/2023**) at **9:30** in the morning. He dreamed of getting **930 people** to pose with the car, but sadly he fell a bit short of his goal! Great to try though.





# The Business Side of Rennsport

## “Gorilla Marketing”

Story and photos by Prieta POST editor , D. Chaisson

### By any measure, Rennsport Reunion 7 was BIG!

Porsche NA front ended the spectacle for BIG bucks also. Locking up the Laguna Seca property for a week plus, 4 days of the actual event and at least a week before that preparing the facility. Was RR7 a gift to its loyal fans?

If you believe that you think you can get deep discounts on GT3 RS's for just being a loyal fan. Not going to happen! We must acknowledge that the “gate” income was substantial. Porsche “newsroom” reported 91,000 fans attended the event and if they only spent \$150 each the gate would calculate to exceed \$13 million, or so! Many people bought the 4 day pass with corral option for @\$250, so the estimate is quite reasonable. Who knows what it “cost” to put the event on, take a guess.

There were a couple marketing vectors that Porsche was using. Of course, Porsche used “passive” marketing: static displays everywhere, banners and such. The “icons” on the track were moving displays that reinforced the brand.

Another vector of marketing is “direct contact” -- someone directly interacting with patrons. This can be called “gorilla marketing” since its eye-to-eye, visceral, and hopefully very effective.

Example 1. Hot laps for special patrons.



Porsche was offering “hot laps” in Turbos and GT4 RS's (piloted by professional drivers) during demonstration lapping or between races. Imagine if you had an older Carrera and was “thinking” about a newer sports car and getting the ride of your life on Laguna Seca, along side a Penske 963 lapping at speeds near Carrera Cup races.

Yea, I gotta get me one of these!  
*Personal touch “gorilla marketing” strikes again!*

Example 2: Porsche didn't just seduce buyers with speed.



They brought a fleet of very capable Cayennes for fans to try out on a small hill course or for a round trip up and down the Laguna Seca mountain to the famous Corkscrew.

Wow, I didn't know the Porsche SUV's could do this! I thought they were only for going to Costco. *Gorilla marketing in action.*

Example 3. Bring the “store” to them.

Porsche constructed a complete “Porscheplatz” area with a stage to have interviews with the “icons” of the sport, an area to relax after being overloaded with sights and sounds of Rennsport. One of the pieces of the “Porscheplatz” was a popup store full of all manner of Porsche related trinkets,



but all in one place. It opened at 9:00 AM and closed at 5:00 PM (if memory serves). The line started to form at 8:00 AM and built around the "store" and into the paddock. People almost at the door said that they had been standing in line for "over TWO HOURS"! Waiting to spend their money on Porsche stuff they could have bought on line -- but NO, the stuff was right there, in reach. Few people came out of the store with only one or two precious items, most with a Porsche bag full!  
*Yep, Gorilla Marketing.*

Example 4: Gorilla Marketing wasn't just for Porsche.



There were rows and rows of vendor tents on the inside of turn 4 offering everything from exhaust systems, driving shoes with "Michelin tire" rubber for shoe soles, tee shirts of all kinds. Kelly Teffler was there selling his artwork, along with a least 4 other "artists".

One vendor was selling a "special" towel that would allow you to dry your car faster, from "Rapid Dry Towels". They had a nifty demonstration set up where they spritzed some water on a hood of a Jaguar and dried it off with the special towel. So what was so special about that?  
 Page 28

Then it rained Saturday.



This guy walks into the "75 Years of Porsche Color" display and up to anyone standing next to their car, especially if they were trying to dry it off with a little micro fiber towels. He says, "Watch this!" as he throws one of his "Rapid Dry Towels" onto the car's roof, hood or whatever. Presto, one swipe and its dry. Are you kidding me?

The car owner says, "that's amazing! Do you have any more of those things?" The (gorilla) marketing guy pulls a little sack with the product from under his arm and says, "Yep, you got \$40?" **Sale.**

Was this guy just a shyster? Not at all, just a smart marketing guy who was tired of working for Ernst & Young in the UK after his MBA from U of Virginia. He went back home to New Zealand to work on his passion for cars. He mused that it took far too long to dry his cars after their wash. He started working on a "better" towel. One thing led to another and now he is in business.

While in New Zealand, he convinced Porsche dealers to "gift" their customers after their major services with one of his towels. Get a major service, get a nifty drying towel. Of no surprise, the dealers's survey scores went through the roof. Best in NZ/AUS and Asia. Competitors wondered why? It was just a \$40 towel, maybe \$35 at discount, inside a \$2,000 + service. It was just the good feeling of getting something that you got to use on your car as part of your service. Want one? [www.rapiddry-towels.com](http://www.rapiddry-towels.com)

**That's Gorilla Marketing !**

# Loma Prieta Region Members and Friends Volunteering at Rennsport Reunion 7

Dealers held their final competition for PCNA Classic Restoration. LPR helped with judging.



President Dana Drysdale judging a Carrera



John D'Angelo judging another dealer's entry



Zone 7 Rep Akins supervising Corral Parking



LPR member and friend, Gunter Feldman with The POST editor Don Chaisson



Corral parking at Turn 5: IROC Carreras enjoying a front row

# In Case You Missed It...

## A Review of recent LPR events

### The Annual Ole Amigos III Tour

Report by Doris Britschgi, Photos by John Reed and Doris Britschgi

Over the hills and through the woods, to lunch at the coast we all drove. (Sounds like a variation of an old children's song I once knew...)

With the promise of a cooler day providing a respite from a mini fall heatwave, twenty-four people gathered in a Los Gatos strip mall parking lot on Saturday, October 21, in anticipation of John and Angie Reed's "Ole Amigos III Tour". This was actually the eighteenth iteration of driving to lunch in Santa Cruz on a John Reed tour, the first fifteen years at another restaurant. There was plenty of time to visit with some LPR "ole amigos" as well as several newer members. After the obliga-



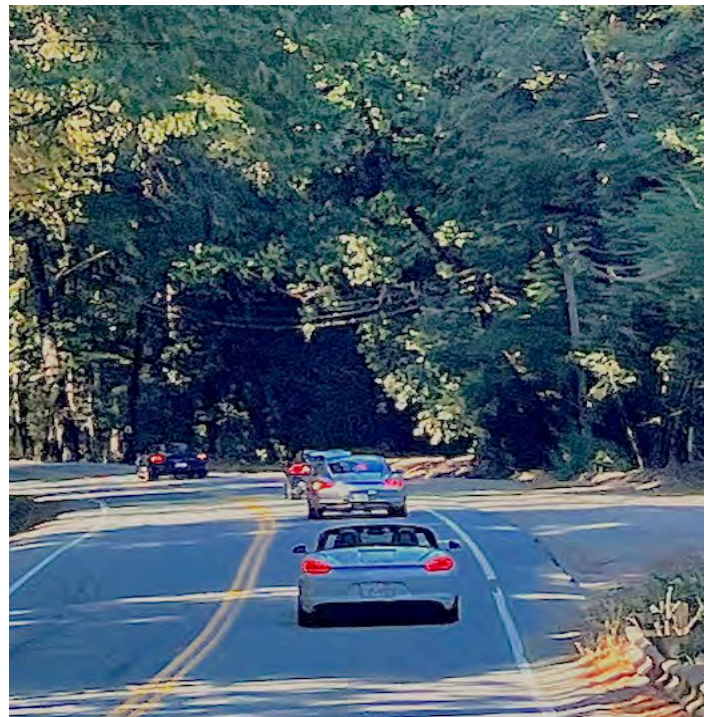
Bob Frosthalm, Angie Reed and Hugh Calvin at the gathering point exemplifying the Good Time Region nickname

tory signing of the waiver and brief drivers' meeting, we jumped into 12 varied Porsches and joined the many other marques on the road. Our eye-catching line of Porsches was broken up almost immediately by numerous traffic signals before we got to the highway. Such is life in a megalopolis. We ended up in two groups due to being separated in town by the signals, but John and Angie had provided us with very clear route instructions so we all reached our intended destination.

Russ and I brought up the rear as the designated sweep car. We had barely left the parking lot when we drove past a white Boxster at the side of the road with the passenger exiting the car. Oh no! Was that a member of our group? Should we have stopped? Not too long afterwards the Boxster buzzed past us and into the line-up. Whew! We later learned that Jeanne Nimmo and Don Dinami

had been alerted by Bob Frosthalm that their gas tank "door" was ajar and stopped to close it. It turns out this was only their second event with LPR and they were experiencing fellow members (other than the negligent sweep car!) looking out for each other. Jeanne and Don were also involved later in a small flood at their lunch table, but that's another story. I guess it was a memorable day for Jeanne and Don!

The route we took was actually Plan B. The Reeds had discovered the week before the tour that a road on their Plan A was closed, so our revised route instructions included a slightly longer time on Highway 17, the main road to the beach from Santa Clara Valley. Fortunately, as mentioned previously, the heat wave was over and highway traffic wasn't too bad. Exiting at Summit Road put most of the rest of the route "through the woods" on pleasantly twisty mountain roads, just right for the Porsches.



"... through the woods we go..."

We were met at the quaint Santa Cruz Mexican restaurant El Jardín by Johnny and Kathy Musser plus John and Honore D'Angelo. The restaurant welcomed us with tables set for 4 to 6 people. I appreciated the fact that this provided us with a better chance to hear the people

at our table than sometimes happens with one long table. Russ and I enjoyed the opportunity to have a good visit with Deb and Bob Frosthalm while we munched on the traditional chips and our individual orders. We were all able to order off the menu, restaurant service was fast and congenial, the food was excellent, and our tabs arrived in a timely manner. People continued their leisurely chatting until eventually heading to the parking lot and home.

Overall, the food, tour and of course the congenial people provided a very pleasant way to spend a Saturday. Thanks, John and Angie, for once again hosting a Good Time LPR gathering.



Johnny and Kathy Musser at El Jardin ready to take orders for name badges.



The Britschgis and Frostholms, lower left, enjoying a table for four in the LPR private area. Note the yellow caution floor signs and mop in the distance... evidence of the aforementioned small flood at the table in the right foreground.

(We're not naming names!)

Hugh and Nancy Calvin enjoying the end of the road at El Jardin



# Jacob's Heart Charity Tour

Story: Kris Vanacore. Photos: John Reed

Some tours are spirited, challenging both the driver and the vehicle. Other tours can be leisurely. Such was the Jacob's Heart Charity tour. It was a beautiful fall day when 8 Porsche's met at the reasonable hour of 10:15am. We were blessed



with easy but scenic roads. After about an hour and a half, we arrived at our destination, Jacob's Heart's new location. Kathy Musser and I set up a yummy buffet lunch in their lunchroom while the others enjoyed a very informational tour through the new, bright, and spacious center. While we were a small group (15 LPR members toured, the D'Angelo's met us at Jacob's Heart), approximately over \$4,000 was raised.

To quote Mary Wallace, "Thank you all for the time you put in to make the Jacobs Heart such a successful tour. Roads were good - not too many bikers, and our small group stayed together until the very end. Lunch was just right."

And thank you to everyone who contributed!



Bonnie, Kris, Angela and Missy



On the road -- watch out for the bicyclist!



Johnny Musser and Angie Reed present this year's LPR contribution to Allyssa Gil, Outreach Engagement Coordinator and Sandy Montes, Counselling Manager for Jacob's Heart Children's Cancer Support Center in Watsonville. LPR members generously donated \$5,100! This total will increase once all of the online donations are counted. A big LPR thank you to all who donated.



# Kill-a-Kone AutoX: For Morgan Autism Center

Story: Kris Vanacore. Photos: John Reed

What's better than a day of auto-cross? Autocross with a cause and that cause was Morgan Autism Center (MAC). The mission of MAC is to help children and adults with autism or other developmental disabilities maximize their potential in a dignified, positive and loving environment. Prior to his retirement this year, our own AutoCross instructor Brad Boardman was the director at MAC and it was his birthday the day of the event.

It was at o'dark thirty and as cold as a witches...nose when on October 29th, the Loma Prieta Region held its annual autocross charity event, raising over \$4,000. MAC volunteers Haley Sepulevda, Development and Communications Manager, and her boyfriend Adrian Aceves (who after several rides around the track is totally smitten) and Sara Cedano, Director of Adult Services, were on hand to help receive donations.



Car enthusiasts spent the day navigating their fast cars through a complicated course for the best time. Drivers who went out of bounds, hitting cones were given the opportunity to contribute money to the charity pot. In actuality cones or no cones, lots of people pitched in to contribute to Morgan Autism Center. A special thank you to Emilie and Bill Highley who donated a beautiful basket for the raffle valued at \$150. Also raffled off were 2 one day AX certificates. Ed "Racer" and Robert Khamashta won the certificates while Steve Forshay was delighted to win the basket! Upon seeing the basket Steve said "I don't know if it will fit in the car". When it was suggested that he could take it apart his response was that he wanted his wife to see it in it's full glory, thinking that it might get him in good graces for future Auto Cross events. All in all it was a fun and rewarding event.



BIG thanks to all who made this charity fundraising event a success!



The "pay up" and prize table!



The Emilie and Bill Highley donated Raffle Gift Basket



Left to right: Dave and Shelia Dunwoodie, Emilie Highley, Kris and Tony Vanacore and Sara Cedano Director Adult Services, Morgan Autism Center



## Joint LPR-MBR Oktoberfest!

By Hugh Calvin, Photos: Dana Drysdale and Rich Chew, MBR  
(Editor's note: This report was able to get into the Nov/Dec POST since I pushed the publication date to Nov 10th. )

We were warm and cozy in bed when the alarm clock went off way too early, but today promised to be a day of fun and adventure, so it didn't matter. We arrived at the Inn at Pasa-tiempo in time to greet Ed and Karen Tefankjian arriving from San Jose. Shortly after, everyone began arriving and got their cars lined up in the parking lot. My wife Nancy collected the Insurance Waiver signatures and handed out "goodie bags" that would sustain us on our 45-minute trek to Seaside. After the last car arrived, Hugh and Dana Drysdale held the driver's meeting, and then all 10 cars headed down Highway 1, one of the most iconic roads in California. No matter how many times we've made the trip, it's always interesting and new.

We pulled into Chili's parking lot in Seaside close to 9:00 a.m. where we met up with the Monterey Bay Region group. MBR President Mark Meadows congratulated us on our prompt arrival and immediately encouraged us to join the MBR Cars and Coffee activity just getting started. We enjoyed meeting the MBR folks who believe as we do that we are truly blessed to live in one of the most beautiful places on Earth, with some of the best weather and driving roads in the country! We found so much in common to talk about. Soon enough, Mark got our attention and held the Driver's meeting for the next leg of the Tour. We were organized into 2 groups of 20 cars each – now that's a big Tour! Once we'd formed our group, we got started on our great adventure.

It took less than half an hour to get away from the populous areas to the quiet countryside along River Road. Winding through beautiful vineyards, we made our way to a planned rest-stop at Mission Soledad. To everyone's surprise the electricity had gone out overnight and the Mission was closed! What is it they say about the best-laid plans? Arroyo Seco Road took us into the Coastal Range to E. Carmel Valley

Road, a P-car driver's dream! I switched into Sport mode to take advantage of the abundant opportunities to "really drive" my car: turning, braking, climbing, accelerating, and simply appreciating the way the car is so responsive and easy to handle. It was so much fun, I wanted to ask Michael Hesse (MBR), our group leader, if we could turn around and do it all over again!

After an exhilarating drive, we got to our destination, the Carmel Valley Community Youth Center, where venue was set up awaiting our arrival. Some friendly MBR volunteers greeted us, took pictures as we arrived, and showed us where to park. While standing in the food line, we talked about the incredible drive and how proud all of us are of our cars! We were offered sausage, sauerkraut, cabbage, potato salad, assorted fruit, green salad, and Oktoberfest beer from Munich! It was wonderful! Sitting inside and out of the sun, we spent an hour or so in rapt conversation with our new friends.

Today was one for the memory books! It was our first combined Tour with another Region, and we are already looking forward to hosting MBR in our neck of the woods next year.



A LOT of cars and LPR and MBR folks getting to know each other.



# LPR's Member Corner

## New Members

Carrie Birkhofer	from Santa Cruz	2023 Macan
Boris Erceg	from Santa Cruz	1989 911 Carrera
Matt Jewell	from San Martin	2019 911 GT3 RS
James Penrose	from Aptos	2014 Cayenne GTS
Robert Ridino	from Aptos	1964 356
Kevin Rosso	from Capitola	1995 911 Carrera
William Gelpi	from Aptos	1997 911 Carrera
Charles Race	from LaSelva Beach	2003 Boxster

## Transfers In

Timothy Roberts	from Monterey Bay	2014 Cayman S
Roger Brown	from Monterey Bay	2011 Panamera 4
Ami Ngo	from Golden Gate	2023 Macan S
John Tucker	from Golden Gate	2005 911 Carrera

WELCOME TO ONE AND ALL!

## MEMBERSHIP TOTALS

Primary Members 372  
Affiliate Members: 235

## Anniversaries

5 Years:     Stephane Mougeot  
               Daniel Deng

10 Years:    Arthur Ayala  
                 Sotirious Barkas  
                 Lane Skelton  
                 James Blount

15 Years:    Paul Funston  
                 J. Meinhardt  
                 John Eiskamp

## New Member Photos!

This space will be reserved in future Prieta POST's for new members! I hope to get to talk to a few of you (you know who you are!!), get to know you and get to share "you" with the rest of the membership. I'll be offering to do a "photo shoot" of you with your Porsche, at no cost! So, if you see an email from *prieta-post-editor@prpca.org*, please open the message and reach back to me to get an interview going.

Don Chaisson, Prieta POST editor

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- Fleet Services
- Headliners
- Hot Rod & Vintage Interiors
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- Leather Repair/Replacement
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## In The Zone

with Brian Ackins



Hello Zone 7

November ... The leaves are turning, and my chickens just aren't earning their keep. But that's what shorter days bring.

I need to repeat the closing of October message, my head is still spinning with RENNSPORT. I had a great time watching the races, meeting MANY PCA friends and volunteering. Everyone who attended has their own highlights and special moments... Mine was personally meeting. Saying HI and thanking as many volunteers as I could. The high-powered golf cart (chuckle chuckle) made that a bit easier. If I didn't connect personally ... THANK YOU! We are SO lucky to have this signature Porsche event literally in our home.

Early October the Zone 7 Presidents and other team members met for our Biannual Presidents Meeting. We bonded, I shared info on many of the tools and resources that PCA brings to every Region to assist in continuing to grow and our community. Zone 7 is

without a doubt a vibrant and active group.

I attended the Sequoia Region Oktoberfest and searching for what the German word for extravaganza is to try to share this event. Well the word is "Extravaganz" so nothing lost in translation. Awesome food, yes some beer & wine, music, live painting by Kelly Telfer (that was auctioned that night), a raffle, dealer partnership with the '24 Cayenne launch & more. Very fun group of members. The Oktoberfest bar has been set very high. Hope you enjoyed your region celebration if you had one. Club Races were held in Sonoma. Keep an eye on that calendar ... Makes a great trip to see the action on the track. Golden Gate Region team does a top notch job with this and incorporating into a DE.

Some behind the scenes support with the Zone 7 Autocross team, reviewing the rules as they do annually. I made a comment that "you may think this is just a course of cones laid out and you get a time". It is so much more to make great event come together, all from a group of very knowledgeable folks. Thanks for what you do. Put an autocross event on your must do list.

Closing now because I need to go detail my car as the next three weekends have Zone 7 Concours each Sunday. Wish me luck. I do hope to see you at an event SOON.

Brian

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## One Last Look....



In case Hugh and Nancy Calvin were not paying attention, Thanksgiving is coming up. But some local turkeys gave them a subtle reminder by climbing all over their Carrera 4S Cab. One male was definitely prancing around in full display for the benefit of the lady birds around the car.





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