



Prieta

May June 2024

# POST

The Official Publication of the Loma Prieta Region, PCA



The New LPR  
AutoX Trailer



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# Prieta POST

May June 2024



### Pg 16 The New LPR AutoX Trailer

After years of service, the LPR AutoX team retired its supply/timing trailer and replaced it with a brand new, larger trailer. But a group of LPR members had to outfit and prepare it for service!



### Pg 18 John D'Angelo, PCA Nominating Committee Chair

An interview with LPR member, John D'Angelo on his role as chairperson for the national nominating committee.



### Pg 22 St. Patty's GTG

Enjoy a recap of the St. Patty's GTG by Bob Frosthalm. The stories and photos recount the Good Time Gathering by LPR members!



### Pg 26 Fanatec GT World Challenge America Big Time Show at Sonoma

Porsche GT3-R cars competed, but there is a lot more to the story than the lap charts show

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## Back Story The Prieta POST Cover Photo

Photo by: Dave Dunwoodie  
 Camera: Phone camera (no details available)



The photo was taken by Dave Dunwoodie in a series of images of the new LPR AutoX Trailer.

It was taken at the trailer's first use at the recent AutoX event at the Salinas Airport, showing the graphics, the rear double doors and the window that opens for the scoring personnel.

Other photos in the series show the trailer in use.



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Loma Prieta Region



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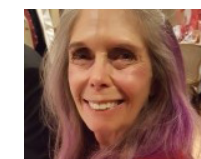
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# Miscellaneous Ramblings and Back Story

Don Chaisson, Prieta POST Editor.

The weather is warming up, sort of, with the start of spring, the motorsports' season has started with a lot more racing on the table to come and Loma Prieta Region's events for the 2024 calendar are starting to unfold.

Life is good driving a Porsche!

For me, it's not THAT simple because tournament golf season is also now underway. Last week I spent five long days working as a Tournament Official for Northern California Golf Association, two days at a tournament for ten to eighteen year olds (the Junior Tour of Northern California) and three days in Santa Cruz at Pasatiempo Golf Club working the Western Intercollegiate Tournament. Spoiler alert, host school San Jose State didn't win, but NorCal rival Stanford did. My avatar for this column tells it all.

But you're reading the POST because you are a Loma Prieta Porsche fan and not a golf nut like me. Are you excited about what's ahead for the Loma Prieta Region?

You should be!!

First, there is the Zone and Loma Prieta autocross season. There are seven more AutoX events on the LPR calendar for the year, three at the Salinas Municipal Airport and four at the Crows Landing Airport. Hopefully you have enjoyed looking at the new LPR AutoX trailer on the cover of the POST. Looks pretty good, right?

Dave and his AutoX team have completed two events so far this year and I'm trying to gauge just how much AutoX information to put into the POST. I'm planning on doing an informal survey at the next event (May 5th) to see if attendees would like to see reports/summaries/standings/whatever in future POST issues. Of course, detailed results and standings are updated to the LPR website thanks to Dave and Jim, so participants are likely checking the website to see how they are doing in the last event and year long completion.

But I wonder how much AutoX interest non-AutoXers have in such content? Sounds like an either-or type question. My work experience taught me that either-or questions are ty-



rannical and limit your horizon. I learned that the correct question is to present "AND" options, here with content for BOTH AutoX and non-AutoX audiences. LPR AutoX events attract 50 to 60 or so drivers for each event. To be fair, there are a number of non LPR folks that attend LPR AutoX events. I'm guessing that the number of LPR members at these events is about the same number of LPR members who don't AutoX, but frequently attend the various drive/social events. There is a smaller subset that attend both types of events.

So, the challenge is how to present AutoX information that is of interest to both AutoX and non-AutoX members. Not sure how this will roll out. Stay tuned.

A new feature for POST content will be reporting on Porsche Motorsport -- BIG time motorsports. Racing enthusiasts likely will be up to date, but I'll be casting a broad net to keep track of what's going on. The style will likely be almost a blog format, nothing in particular, but a lot in general. This initiative comes from being involved with the PCA Newsletter Judging for 2024. I discovered that PCA's best publications always include such a feature.

Honestly, I still struggle to get content about LPR social events. In this issue, we are fortunate to have an article penned by Bob Frosthalm on the St. Patrick's Day GTG. It is the kind of content I want in the POST, telling a story about an event and molded (edited) into the current POST's layout format, not just a highlight with ten photos. It's difficult to develop such content, but I am convinced that it's the standard the POST should aspire to.

What else? Who knows. It's an adventure with a blank canvas to work on. I'm hoping that future POST issues will have something for everyone in the region. It's hard but doable!

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## Driving with Friends

### Zone 7 Awards Banquet

By Dana Drysdale Photos from LPR archives

Zone 7, with all the Zone 7 regions, including LPR, had our annual President's meeting and awards banquet on March 2 at Diablo Hills Golf Club and Banquet Hall. LPR had a wonderful awards banquet and with sweat equity and great driving, earned many awards.

Dave Dunwoodie, our Autocross Chair, was 1st in his AX class, PO5 in our Zone. Not only does Dave coordinate, manage, and lead staffing for LPR AX – this award is based on winning time in Dave's class all over Zone 7 – Dave goes to AX in every Region that is a part of Z7. Dave is a great driver, and because of his love of AX and LPR, we have LPR AX. We could not do this without Dave. Dave also participates and leads many other LPR / Regional events – tours and more. He's been recognized as Enthusiast of the Year! But for this award, all Dave had to do was "just win, baby" (thanks Oakland Raiders)! Congratulations, Dave!



Larry Sharp, an LPR and National PCA Autocross Luminary was awarded Z7 Lifetime Achievement Award for his service to the Region and PCA nationally. Larry co-chaired LPR's Autocross for many years, and he also served PCA nationally in many parts of AX, including leading and organizing Porsche Parade Autocross. There are tons of highlights in Larry's AX and driving career – he is a remarkable driver and was featured in Panorama and on TV in "King of the Curve" a competition among 3 teams with one each of pro, celebrity and "amateur" drivers. If you know Larry, you know someone quicker than Patrick Long. He also

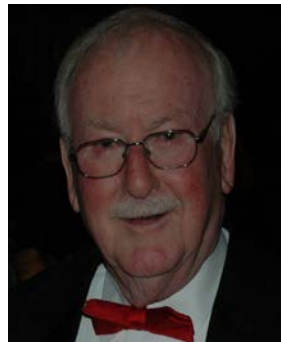


held many LPR offices and gave some of the most enjoyable safety talks in AX history.

John Reed was awarded the Z7 Wall of Fame Award for his work in Z7 and LPR – a huge influence on the Region. John is a member of LPR for 53 years, and still serves as Safety Chair! Most pictures at LPR Good Time events – John is still the photographer! John served as LPR President 6 times, Membership Director 4 times, Activities Director 9 times, and created the POST in 1971 (and editor 6 times). He created and still manages LPR's Bulletin Boards at our Sponsors. John created an event, "Porsches and Police" with local police departments and the City of San Jose, featuring live music, Los Gatos K9 team, SJ motorcycle unit and more, with hundreds of attendees from all over the Bay Area. John still mentors Presidents, Tour Directors, and has a great way of introducing ideas just the right way at the right time to the right person.



Ken Iles was awarded the Z7 Lifetime Achievement Award for his work helping found LPR and the impact his leadership had on Z7 and PCA nationally. Ken and the co-founders wanted more from PCA – more competition, for sure, but most importantly, more Good Times – they felt anything beyond competition was not being developed enough. By 1972, our region – LPR – was recognized as "the Good Time Region" and 2 years after founding won PCA's Region of the Year. The term "Good Time Gathering" was born soon after. Today, when we go to a Good Time Gathering in any PCA Region, we know (but don't discuss!) where it all began. There are Treffens at Sea now, but did you know LPR had a 1994 Cruise to Ensenada and 1997 Tour Hawaii? Hank Malter had this to say about Ken, "For the 20 years that I was a member of the Board of Directors of PCA and Executive Council, Caroline and I always enjoyed and appreciated our annual get together with our dear British couple Ken and June."



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# Loma Prieta Coming Events



## Loma Prieta Board Meeting Tuesdays: May 14th, June 11th, 7:00 PM

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



## LPR AutoX #3, May 5th, Salinas Airport

This is a Zone 7 event, so there will be cars aplenty. The more the merrier! If you are new to AutoX make sure you request an instructor to help with AutoX techniques.

Watch for details on registration in the LPR email blasts!



## Thirsty Thursday, June 6th, Kelly Brewing Company, Morgan Hill

Join members for an informal gathering, enjoying munchies provided by the LPR. Limited food offering from the bar. No need to register, just SHOW UP!



## Forest Bathing Tour, June 16th

A Loma Prieta favorite! The tour will begin in Santa Cruz, winding your way through the majestic redwoods and end in Loma Mar where you'll order a deli lunch and enjoy some leisurely time under the redwoods. Tour is limited to 36 people. Your hosts: Hugh and Nancy Calvin.

Watch the email blasts for additional information.



## LPR AutoX #5, July 21st, Salinas Airport

This is the last time you can enjoy AutoXing at Salinas Municipal Airport, 30 Mortensen Ave, Salinas. The rest of the year will be at the wide open Crows Landing location.

Watch for details on registration in the LPR email blasts!

## Thirsty Thursday, May 2nd, Beer Thirty, Santa Cruz

Join members for an informal gathering, enjoying munchies provided by the LPR. The beers available are top notch, and Carpo's Window for a rotating menu is limited. .

No need to register, just SHOW UP!



## Thirsty Thursday, May 23, Jake's in Saratoga

A new venue for LPR: 12175 Saratoga Sunnyvale Rd, Suite E in Saratoga. Jake's provide a full menu of specialty pizzas, bar-menu bits and beverages. The region will provide appetizers from Jake's kitchen (we are not allowed to bring our own chips and dip.)



## LPR AutoX #4, June 8th, Salinas Airport

LPR's AutoX series continues at Salinas Municipal Airport, 30 Mortensen Ave, Salinas. Turns come fast at Salinas, so if you are new to AutoX make sure you request an instructor to help with AutoX techniques.

Watch for details on registration in the LPR email blasts!



## Annual Picnic at Roaring Camp, July 13th

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 Platters, Jr. Engineer Plate or Veggie Burger Platter. Games and good times. All courtesy of Loma Prieta Region!





# CY2024 in Review Events for Loma Prieta, PCA National and Local Racing



## Loma Prieta Regional Events.

- 5/02/2024 – Thirsty Thursday – Beer Thirty – Santa Cruz
- 5/23/2024 – Thirsty Thursday - Jake's Saratoga.
- 6/06/2024 – Thirsty Thursday – Kelly Brewing Company – Morgan Hill
- 6/16/2024 – Forest Bathing Tour
- 7/13/2024 – LPR Summer Picnic – Roaring Camp
- 8/01/2024 – Thirsty Thursday – Beer Thirty – Santa Cruz
- 8/03/2024 – Dana's Club GTG – Details to come
- 9/05/2024 – Thirsty Thursday – Kelly Brewing Company – Morgan Hill
- 9/14/2024 – Jacobs Heart Tour
- 9/22/2024 – LPR Concours -- Porsche Fremont
- 10/03/2024 – Thirsty Thursday – Beer Thirty – Santa Cruz
- 10/12/2024 – Octoberfest Tour (a joint LPR and MBR event)
- 11/02/2024 – Ole Amigo's Tour
- 12/01/2024 – requesting a change of date from 12/15/2024 – Toys for Tots Tour
- 12/07/2024 – Awards Banquet – BackNine Restaurant in Pasatiempo

Note: Dates are subject to change: Please check the LPR enews email blasts, the POST and website for updates



## National PCA Events

- 6/09/2024 – 6/15/2024 – Porsche Parade, Birmingham
- 8/16/2024 – Werks Reunion, Monterey
- 9/29/2024-10/2/2024 – Treffen Mt Washington, Omni Mount Washington Resort, NH



## Loma Prieta AutoX Events

- 5/5/2024 Salinas (a Zone 7 event)
- 6/8/2024 Salinas
- 7/21/2024 Salinas
- 8/10/2024 Crows Landing
- 9/15/2024 Crows Landing
- 10/12/2024 Crows Landing (a Zone 7 event)
- 11/10/2024 Crows Landing

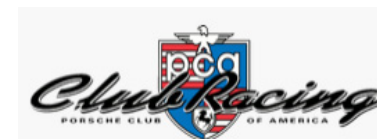
Note: Dates are subject to change: Please check the LPR enews email blasts, the POST and website for updates



## Professional Racing Events

at local racetracks

- 5/10-2024-5/12/2024 IMSA WeatherTech Sportscar Championship Motul Course de Monterey, Laguna Seca
- 6/23/2024 NTT Indycar Series, Firestone GP of Monterey, Laguna Seca



## PCA Club Racing - DE/Track Days

at local racetracks

- 6/28/2024 HPDE hosted by PCA CCR Laguna Seca (92 db)
- 6/28/2024 HPDE hosted by Diablo Region Sonoma Raceway
- 6/29/2024 - 6/30/2024 Club Racing plus HDPE hosted by GGR Sonoma Raceway
- 8/3-4/2024 Club Racing plus HDPE hosted by GGR Thunderhill Raceway
- 10/11/2024 HPDE hosted by Diablo Region Thunderhill Raceway
- 10/12/2024 - 10/13/2024 Club Racing plus HDPE hosted by GGR Thunderhill Raceway

\* HPDE: High Performance Drivers Education

## Membership Corner

### New Members

Kevin Webster	Gilroy	1958 356
Lance Wexler	Scotts Valley	2016 Cayman GTS
Ryan Dong	Santa Cruz	1985 911 Carrera
Andreas Jung	Friesach, Burgeland	1973 911 Carrera RS 2.7
George Kopinsky	Santa Cruz	2006 Cayenne
Carol Liang	Los Gatos	2024 911 Carrera Cabriolet
David Muniz	Mountain View	2005 911 Carrera Cabriolet

### Transfer "In"

Michael Jennings	from Golden Gate	1995 911 Carrera, 2023 911 Carrera T
Michael Kane	from Golden Gate	1997 Boxster
Henry Kraus	from Golden Gate	1972 914, 1970 914, 1996 911 Carrera
James Sanfilippo	from Golden Gate	1974 911
Lawrence Lane	from Maverick	2021 911 Carrera Cabriolet

### Membership Numbers

**Primary Members: 374**  
**Affiliate Members: 232**  
**Grand Total: 606**

### Anniversaries

5 years:	Jason Anderlite Sam Plough	15 years:	Paul Griep
20 years:	Scott Seaman John Mulberg Roger Craig	25 years:	Emilie Highley
55 years:	Esper Kershaw		

### LPR Board Minutes

The LPR Board Meetings are open to all members. Contact President Drysdale if you would like to attend. You are WELCOME to attend and we would love to see you there!

Minutes are posted on the LPR website: <https://lprpca.org/lpr-board-meeting-minutes/>



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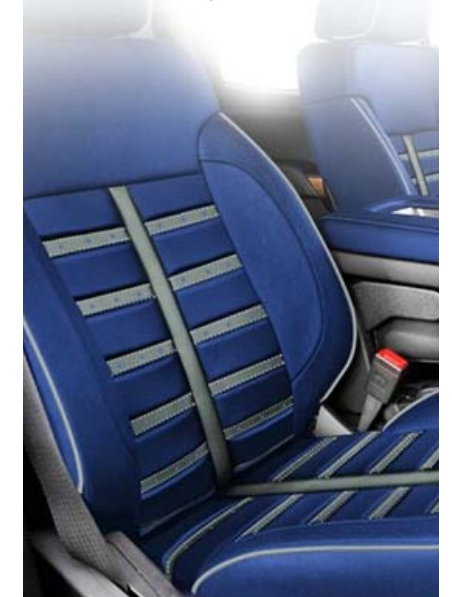
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# The LPR (new) AutoX Trailer at work

Story was recalled by Dave Dunwoodie,  
Photos by Dave Dunwoodie



The focus of the customization was to prepare a scoring table, various storage systems for equipment, helmets, supplies, etc. and a mounting system for the loud speakers. Sounds simple but anyone who has done home projects knows that the "Devil is in the Details"!

about replacing their own older units. Yea, LPR leading the way again.

Come on out to one of the LPR AutoX events, see the beauty in person, and get a feel for AutoXing yourself. The events are published in the bimonthly email blasts and in the calendar section of the POST.

Once the interior customization was complete, Dave and the team set out to dress up the exterior with graphics and advertising from Porsche Stevens Creek and BTM Motorwerks.

**See you at the next AutoX event!**

The old AutoX trailer has been in use for many years. Dave and other long time AutoXers Bill Charron, Ed Tefankjian, Mike Koozmin and others will have to have a meeting to exactly recall when it came into service. With looming maintenance items and need for a larger trailer, Dave brought a proposal for a new trailer to the board for deliberation and approval last year. Board approval was needed because it was a sizable investment. But Dave made a compelling story and approval was given.

Dave, Peter Ridgway and Mike Koozmin started shopping around focusing on 14 by 7 foot sized trailers. TrailersPlus in Gilroy had the best selection, good delivery time and pricing relative to other outlets. Dave

reported "TrailersPlus was wonderful to work with, with easy access and parking, a huge clean lot and everyone was so nice to deal with." The actual trailer is an Interstate LoadRunner and was ordered with rear Barn Doors vs Ramp Door, a side Concession Window for scoring and a side entry door to see out of the blind side of the trailer.

However outfitting the unit to LPR's particular AutoX needs required a Work Party. So Dave hosted a work crew of: Ed Tefankjian, Homer Pitner, Peter Ridgway, Bill Charron, Tony Vanacore, Don Chaisson, Brad Boardman, Dana Drysdale, and Mike Koozmin, each bringing their own building skills and effort to multiple work days.



Mike at Chaparral Signs & Auto Graphics in Morgan Hill took the logos and layout and created decals and wrap for the four faces of the trailer. You have to admit, they did a GREAT job and the final product looks fantastic.

The overall cost was under \$16,000. While this may seem high, remember the LPR AutoX program is a significant contributor to the region's financial health. And the region is getting great publicity as other regions (GGR, etc.) are already jealous and talking



# Interview with John D'Angelo, New Chair PCA Nominating Committee



Photo: D. Chaisson John and Honore D'Angelo

If you have been a diligent reader of Panorama, you would have noticed an announcement in the February issue that Loma Prieta member, John D'Angelo, was appointed as Nominating Committee Chair. The Nominating Committee Chair is a national appointment and is an important position for PCA leadership continuity and succession planning. For sure, it seems pretty important!

There was one way to find out what this appointment is all about. I sat down with John for an interview about what the Nominating Committee does and how he got talked into taking on this position. A bit of background first.

John has been a PCA member since 1992 and started his Porsche ownership with a 1970 911S while in the Grand Prix Region in Southern California. He has been a member of the Carolinas and Metro New York regions and a member of GGR twice. We are fortunate that he and Honore are now members of Loma Prieta. He has been active in Zone 8 and Zone 7 Concours Series, served as the Registry Advocate for the PCA Club Coupe Registry, PCA Registries Coordina-

tor and Chief Judge for Werks Reunion, Monterey since 2019.

POST: You have been quite active in PCA for some time, but how did you get talked into accepting the national Nominating Committee Chair position?

John: Yes, I've been a PCA member for over 32 years! The road to the Nominating Committee (NomCom) Chair began when we won the chance to buy a 60 Year



Photo: Panorama: John, Honore and Manny in delivery hall

Anniversary Club Coupe in a PCA lottery. The Club Coupe was a special car with a special color (Club Blau) so Honore and I decided to make the purchase. We planned to do European Delivery along with five other lottery winners.



Photo Panorama: John, Honore with group at Gmund Museum

(Editor's note: if you would like more details about the delivery experience, John authored an article about the experience in the December 2015 Panorama. It is a great read!).

It was a great trip, meeting Dr. Wolfgang Porsche and spending time with then National Past President, Manny Alban and PCA Executive Director, Vu Nguyen and four other couples who bought cars and European delivery. Before our trip to Zuffenhausen to pick up the car, I studied all the possible options for the Carrera GTS, so much so that the Executive Council appointed me as the Special Interest Registry Advocate for the 60th Club Coupe. I guess Vu and Manny saw commitment and talent in me. I was the Registry Advocate for about 5 years and got a chance to better understand the National Office, the paid staff in Maryland and the Executive Council in those years.

Based on that familiarity and that my day job with Deloitte involves analyzing and sorting out signal to noise in knotty situations, the Executive Council asked me to serve as a member on the NomCom. After 4 years doing the job and becoming very familiar with the club policies, procedures and details, the Council offered me the Chair position.

POST: What positions does the Nominating Committee work on?

John: Every two years, there are 4 positions on the Executive Council that are voted in by the PCA members in a general election: President, Vice President, Treasurer and Secretary. These are the positions that the NomCom recommends in a slate to the membership. In the intervening years, the NomCom appoints members of PCA's audit committee as they are independent of the Executive Council. The Executive VP is appointed by the Executive Council, and the Past President rounds out the full Executive Council.

POST: Does the NomCom have to recruit for these positions or are there numerous and likely qualified people for the positions that raise their hands to volunteer?

John: It's a combination in a way. Routinely, there are a number of people who raise their hands to be considered, but other names come up during the sensing interview process.

POST: So, how do you go about the process?

John: For the first part of the process, we conduct numerous sensing interviews to get a "sense" of the state of PCA, the issues we face and the sorts of challenges that the Executive Council will need to address to help the club thrive into the future. We interview roughly 50 volunteers in this process, including the current EC, in addition to a handful of leaders in the National Office. These are encompassing discussions identifying what needs to be done, where the club is going, what it should be doing, etc.

During these sensing interviews, we ask if the interviewee is interested in serving on the EC and who they think might make a good candidate. This, and outreach to the general membership via Pano and eBrake News surface a long list of candidates, which is narrowed down and ultimately gives the NomCom a list of interviewees for EC service (which includes those currently serving on EC). We then conduct interviews of individual candidates to get a better idea of how a potential candidate would fit in, how they would work with the National Staff and other members of the Executive Council, where and how they would lead the club, etc. It is not difficult to pick up themes and separate complaints from constructive suggestions; then again, this is what I do in my day job!

POST: Do you tell the candidates what they are getting into?

John: That is part of the discussion. Working on the Executive Council is essentially a full part-time job, requiring roughly 20 hours per week of their time. There are travel

requirements to Parade, to quarterly meetings, monthly Zoom meetings; the time commitments are not trivial. While there is support from the club, potential nominees need to understand the financial commitment along with time commitment.

POST: Does the NomCom get involved with other national staff volunteer appointments?

John: The Executive Council is responsible for all other volunteer appointments on National Staff such as Zone Representatives, and the various chairpersons such as Social Media Chair, Membership Chair, etc. The Executive Director (Vu Nguyen) and Director of Administration (Laura Moffitt) are responsible for the strategic and day-to-day function of the National Office and the paid staff. Panorama is another, stand alone group led by Editor Rob Sass, reporting to Vu and the EC. He is responsible for the various leadership positions and contributors for the publication.

POST: I can see why it takes a few years to get to understand the operational process of PCA!

John: It's a BIG operation when taken in its entirety. There are 150,000 members, the National Office has about 20 paid employees in the office and the operational budget is roughly \$15MM!

The Executive Council is responsible for the overall direction and financial health of the club. They are committed to the notion that the club should be run by volunteer members who work closely with staff in the National Office. They are responsible for the health of the club, operational risk management, the various numbers of elected and appointed positions, the list goes on. Balancing all of this is the end goal of the sensing interviews. It is important, interesting, tiring but fun.

POST: Thank you, John, for a look behind the curtains of club management and the part that your Nominating Committee plays.



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# St. Pat's Day GTG at the Morgan's

Story by Bob Frosthalm, Photos by Doris/Russ Britschgi and Karen Morgan.

St. Patrick's Day was originally celebrated in Ireland with religious services and feasts in honor of St. Patrick, one of Ireland's patron saints. When Irish immigrants brought St. Patrick's Day traditions to the United States, the day evolved into a secular celebration of Irish culture.

The celebration started in 1631 when the Church established a Feast Day honoring St. Patrick. He had been Patron Saint of Ireland who had died around the fifth century—a whopping 12 centuries before the modern version of the holiday was first observed.

Fortunately, the Morgans are old enough to remember those times and accurately replicate the festivities with a St. Patty's Day celebration in their home. If you are a member of the PCA-LPR you are lucky to be invited to attend, and those who did enjoyed a feast beyond compare.

The reputation of this annual event draws members from far and wide. This year Jim and Jennifer Bryant postponed their monthly toenail trimming party and drove a whopping 12 hrs from Tucson, Arizona just to ingest some of Bob's marvelous corn beef.

When asked if they would be extending their visit beyond Sunday morning, Jim replied "Nope. Got to make that 12 hr return trip tomorrow. Those toenails, ya know, they just keep growing."



Jim's reaction when Kevin Bennett suggested that Jim take a smaller portion!



More smiles from happy party participants. We are fortunate at LPR to have so many close friends. It was noted that some were not able to attend today and we missed them; Bill and Emilie Highley, John and Angie Reed and especially the little leprechaun himself, Ken Iles and his wife June. Ken's closets were stuffed with costumes for every event and it was always such a thrill to see how he would adorn himself each year. We miss you Ken !!

Elsewhere at the Morgan Estate, an air of joviality exuded from every room. Appetizers adorned a table in the family room, highlighted by Jacqueline Shanafelt's world famous deviled eggs, made especially for this event by the lady with that devilish smile... Not sure who the troll next to her is, but he has been seen recently at the LPR Poker games.



And here is everyone's reaction when word spread that Jim went back for fifths.

While everyone enjoyed the appetizers, and there was plenty to enjoy, host Bob Morgan was in the kitchen, slaving over a hot stove preparing the feast de resistance.

Corn beef is not an easy meal to prepare. When done properly, it's outstanding and that's exactly how Bob prepared it. It's the best this writer has ever had.

You may have noticed how white Bob's hair has gotten. This actually occurred moments before this picture was taken when his hand slipped, and he cut the electrical cord traversing the cutting tray. Oh, if only OSHA were here to see this.

Most attendees wore their brightest green outfits to honor the occasion. I on the other hand, not being of Irish descent, chose to buck the trend. Fortunately, there was plenty of green to go around.



Work has its rewards... Host and Hostess Bob and Karen receive their LPR Thank You gifts. Someone got the better deal here.



Jennifer spent some time reconnecting with old (very old) friend, Deb Frosthalm. Their smiles reveal the fun time everyone was having.

For more photos <https://lprpca.org/photos/2024-st-patricks/>



Let's see... there's one, two, three...ten, yes, ten toenails to trim.

## Join a PCA Special Interest Register today!

*PCA has 20 registries for those super enthusiastic about their Porsche model*

The PCA Registry program was established in 1995 to encourage closer relationships within Porsche model owners in PCA. The program allows PCA members to network with others in their specific area of interest. Sharing of information fosters restoration and maintenance of members' automobiles. A registry can potentially provide a new resource for historical displays at Parades and other PCA events, along with information for articles in Porsche Panorama. Don't see a registry for your Porsche? We are also looking for individuals who are interested in starting a registry for a model that doesn't have an existing registry.

**CHECK OUT THE REGISTRIES AT: [www.pca.org/connect/special-interest-groups](http://www.pca.org/connect/special-interest-groups)**



**PORSCHE CLUB OF AMERICA**

# SRO Fanatec GT World Challenge America Big Time Show at Sonoma Raceway

Story and Photos: LPR POST Editor



Before I go any further, let me get something off my chest.

**I am not a fan of Mercedes race cars, especially the AMG GT3/4 cars!** So with due respect to Janis Joplin, DON'T please buy me a Mercedes Benz. I'd rather drive a Porsche with my friends.

Don't get me wrong, those AMG GT3s are a beast of a car with a twin turbo "hot V" configuration and can consistently run at the front of any race. But this is a publication for the Loma Prieta PORSCHE folks, especially those who enjoy following autosport competition, so please forgive me for flying the crest from Weissach!

Last year was the first SRO race that I attended. I was very wound up about the chance to see GT4 Clubsport Caymans take on all comers with Jason Hart in the GT4RS from NOLAsport leading the charge. Again, please forgive me for cheering on NOLAsport since I am from New

Orleans, LA. Jason won Race 1 and dominated Race 2 until a Full Course Yellow (FCY) caught him out. All in all, a good day for Porsche and Caymans in particular.

This year, the competition was looking less hopeful. First, in the GT4 event, NOLAsport didn't bring their Pro team/driver; Nissan, Toyota, and BMW substantially improved their products, and the omnipresent Mercedes AMG GT4 was lurking. All in all, the GT4 races were not looking very good for the Caymans. Indeed, the Nissans locked up the front row in race 1. At the checkered, race 1 was taken by a Toyota GR Supra, followed by 2 BMW M4s to complete the podium.



Porsche Caymans did finish, some even on the lead lap. LOL.

The green/white Porsche GT4 RS from ACI finished best in the race, but was swallowed by BMWs, Toyotas, Nissans and AMGs!

Good thing the GT3 series, the Pro/Pro-Am classes of Fanatec GT and the Am class GT America delivered a bit more interesting racing for Porsche cars, but mostly the Fanatec GT race!

The Fanatec GT grid for Saturday's race lined up with Mercedes AMG, Acura NSX, Porsche GT3R, BMW M4, then more AMGs. We'll run through the race quickly because the finishing order, though pleasing for us Porsche crowd, was not the interesting part.

When the flag dropped, the DXDT Racing AMG (sponsored by Burton Lumber!) stayed in front but the Wright Motorsports 911 passed the NSX going into turn 2 in lap one ... an exciting move. Shortly



afterwards, the Flying Lizard Aston Martin had an off at the carousel and brought out a full course yellow (FCY), bunching the field. When the course went back to GREEN, the Burton Lumber AMG pulled away from the Wright Motorsport Porsche who pulled away from the third running Acura.

The running order stayed this way for another 25 laps or so...OK, not very exciting. But then it was time for the teams to pit for gas, new tires and switch drivers. When the pit stops were done, the running order was: Burton Lumber AMG, Wright Motorsports GT3-R Porsche, the CrowdStrike AMG, ST Racing BMW M4. The NSX had to serve a drive-through penalty for a pit stop timing violation. That's when things got interesting.



Nice helmet: Turner Motorsports Am

The Porsche passed the Burton Lumber AMG, then a lap later, the CrowdStrike AMG passed the Lumber Mercedes, then a couple laps later, three BMW M4s passed the Lumber AMG.

The final podium order when the checkered flag dropped was:

- |    | Team/Car                              |
|----|---------------------------------------|
| P1 | Wright Motorsports Porsche 992 GT3R   |
| P2 | CrowdStrike by Riley Mercedes AMG GT3 |
| P3 | ST Racing BMW M4 GT3                  |



Three different makes and the race's first half leader Burton Lumber finishing P8. How come??

This is the real story behind the Fanatec GT series. This series requires two drivers to share the pilot duties. And with the Pro/Am class, one of the drivers must have amateur status. In reality, the amateur is often the money behind the team. For example the CrowdStrike team is bank rolled by George Kurtz, the CEO/founder of CrowdStrike, a big fish in the cybersecurity space. His Pro driving partner was Colin Braun, twice winner of the IMSA Prototype class including overall wins at Rolex 24 Hours of Daytona. Same situation for the Pro cars where one pro is generally a faster driver. For example, the ST Racing BMW team had Bill Auberlen in the Pro seat. Bill has been driving BMWs for over 25 years and has oodles of wins in them all over the world.

Zone 7 members had the opportunity to talk to the Pro and Am drivers for the GMG Racing Porsche 992 GT3R, Tom Sargent and Kyle Washington. Kyle is a Canadian shipbuilding CEO, clearly bankrolling the team. Kyle and Tom explained the relationships of the Pro and the Am partners. The Pro driver is hired to not only be the hot



Head of GMG Racing Sofronas and Am driver Washington talk about the roles of the Am and Pro drivers on a team.

shoe for the team but also be the one to set up the car for its best performance on the particular track. Kyle explained that the Pro's setup might be the overall fastest, but it may not be the best setup for the amateur driver. So the engineers may have to dial back the car's performance to a point that the amateur driver can best perform. That and raw driving talent results in lap time differences up to 3 to 5 seconds a lap — that's a lot!

With this insight we can better understand the race. It turns out that the Burton Lumber team chose to start their Pro driver, Phillip Ellas, while other cars had their Am drivers start the first stint. The Wright Motorsports Porsche is a Pro team with both drivers seeming to have equal pace. That explains how the Burton Lumber car zipped to the lead and held off the Wright Porsche, each with a Pro driving. After the driver change, the Burton team had its amateur in the seat while the rest had their fastest drivers in pursuit. So the pro drivers moved up as shown in the final podium.

So with the GT3 cars reasonably limited by Balance of Performance (BOP) to make the field all competitive, the drivers are the difference. The Wright Porsche, with its two professional drivers out performed the other two Pro cars and the CrowdStrike Mercedes finished right behind the 911 to finish first in the Pro/Am class. It really wasn't the dominance of the Wright Motorsports GT3R, but the drivers!

I guess PCA had it right all the time, *"It's not just the cars, it's the people"*.

**But, I still am not a fan of the Mercedes AMG cars!**

# Porsche Motorsport News

Your Prieta POST editor served as a judge in the PCA's National Newsletter Contest this year. It was an interesting look behind the curtains of what PCA thinks makes up a good newsletter. One of many interesting discoveries was that PCA values including coverage of Porsche Motorsport News. A couple of the newsletters that I judged, admittedly from regions that were Class I and II, or the small and smallest of sizes, included a short cut-and-paste story from Porsche Motorsport feeds. Not very impressive, but they were rewarded for being on the right track.

As editor, I would like to bring a broad take on Porsche Motorsports, gathering input from a variety of news sources and some reports from local competitions. So without further explanation, here is the first episode of LPR's Porsche Motorsport News.

As noted in last month's POST, the Porsche 963 got off to a great start winning the Daytona 24 Hours. The 12 Hours of Sebring was not as kind finishing P3 behind the Wayne Taylor Racing Acura ARX-06 and Cadillac Racing after qualifying at only fifth place, Q5.



Photo: Porsche Motorsports

The World Endurance Championship (WEC) kicked off the 2024 season with the WEC Prologue at Qatar. Porsche 963s dominated with the Penske Porsche driven by Campbell easily qualifying Q1, but it was the other Penske Porsche #6 driven by Lotterer, Vanthour and Estre taking the win. The podium was a Porsche 963 affair with the Hertz Team JOTA and pole sitter Penske #5 taking P2 and P3 respectively. The formal kick off for WEC will be in April at the 6 Hours at Imola.

The WEC Prologue also saw the Manthey Porsche GT3R take the LMGT3 class win.

April was a busy month with The Grand Prix of Long Beach and the World Endurance Championship (WEC) at Imola..... Porsche 963 finishes were podiums in both events though helped by race strategy that caught the leading Ferraris out when the rains came at Imola. For the GTD class, the Long Beach race didn't fare well for the Wright Motorsports 911, getting bunted out by a crashing GTP car.

Excitement is building and should be tense at a Porsche favorite venue, Laguna Seca. Surely, the Porsche 963s will face serious challenges from the Cadillac Racing cars as well as the always strong Acura ARX-06 teams and the improving BMW M Hybrid V8s from Team RLL. The Lamborghini GTP car is still in a learning phase. The GTDPro/GTDAm cars will be as fiercely contested as with the SRO races at Sonoma as reported in this issue. A betting man would go with the Porsche 963s and avoid the GT3-R 911s.

An interesting twist to looking forward to the 24 Hours of Le Mans is former F1 champion, Sebastian Vettel will be testing in a Penske Porsche 963. Is this just Seb's curiosity or is he really seeking a seat in one of the Penske Porsches for the la Sarthe classic?



Sebastian Vettel tests the Porsche 963  
Porsche Motorsport

Sebastian is one of my favorite drivers, so it would be great to see him get a couple wins with the Porsche 963.

Stay tuned!

# In The Zone

with Brian Adkins

Hello Zone 7,

Spring is here (remember April showers are a part of that), events are happening NOW.

I attended the Treffen Wine Country. Must start with a HUGE Thank You to The Redwood Region for being the host Region. This is a real honor to have a National event like this in one of our Regions / our Zone. The Treffen is an opportunity to share with the entire country (even worldwide guests) the location, scenery, ROADS, and hospitality. Sharon Neidel (Redwood Region President) and a team of volunteers (mostly Redwood Region Members with help even from others) made every single person feel welcome. Rave reviews from participants made it all worth it. Thank You to all the team. I drove what may have been the most beautiful tour with the "funnest" roads. I do know it can be challenging



to register ... but fast fingers at registration time is well worth the effort. Treffen New Hampshire takes place at the end of September and just announced 2025 Treffen April 30 – May 3 will be held at The Omni Homestead in Virginia.

The Zone Autocross series has already started. And first Concours is end of May. See schedules and info below.

Looking at the National, Zone & Region events coming up I am very sure you will be able to enjoy your car(s) and have fun with fellow members.

Please look below for 2024 events and information.

Brian

## 2024 Zone 7 Concours Series Schedule As of April 28, 2024

Date	Location	Host Region
May 27 (Monday)	The Livery in Danville	Diablo
June 9	Porsche Sacramento	Sacramento Valley
July 14	Mormon Station, Nevada	Sierra Nevada
July 21	Carmel Valley Park	Monterey Bay
August 4	Porsche Redwood City	Golden Gate
September 22	Porsche Fremont	Loma Prieta
October 6	Sonoma Plaza	Redwood
JUDGING SCHOOLS	Register at MSR	
May 5	Zone Judging School	Porsche Stevens Creek
May 19	Zone Judging School	Shingle Springs, CA

## 2024 Zone 7 AutoX Series As of April 28, 2024

Date	Location	Host Region
September 21	Thunderhill Raceway	Sacramento Valley Region
September 22	Thunderhill Raceway	Redwood Region
October 12	Crows Landing	Loma Prieta Region
October 13	Crows Landing	Golden Gate Region
October 19	Madera	Sequoia Region

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# One Last Look....



No event is complete without a group photo of old people playing slip & slide on a stairway. Here relatively new members Fabio and Dominique (the handsome and beautiful young couple in the center) learned how much fun old people can really be at the St. Patty's Day GTG. Bob Frostholm



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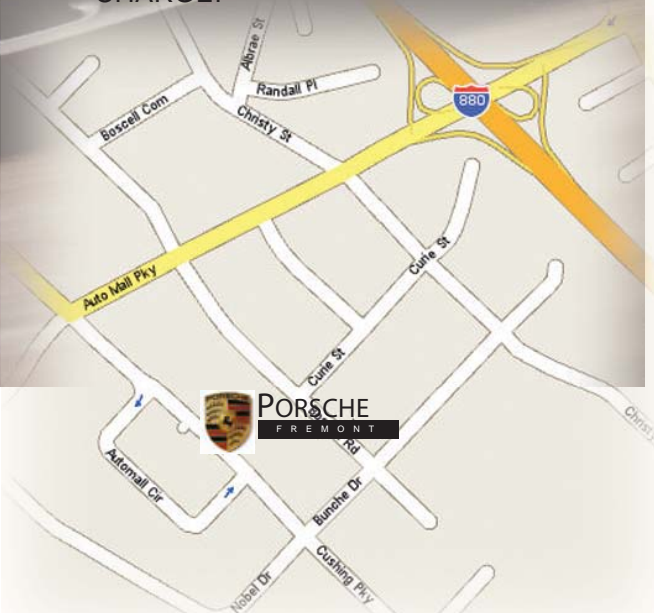
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