



Prieta POST

Nov Dec 2024

Official Publication of Loma Prieta Region, PCA



**Loma Prieta/Monterey Bay
Octoberfest and Tour**



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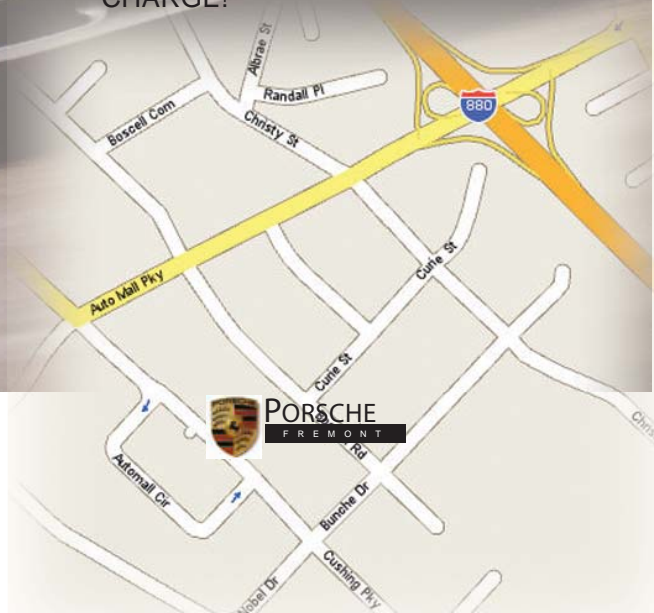
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Prieta POST

Nov Dec 2024



Pg 14 Octoberfest Tour

Loma Prieta and Monterey Bay Regions partnered in this two region event. LPR took the lead this year planning the route and lunch at the famous Brookdale Lodge in the Boulder Creek area of the Santa Cruz Mountains.



Pg 20 Have a Heart Charity Tour: Jacobs Heart

The tour was really two tours in one, first to visit Canepa's showroom and shop, then to Watsonville for the second tour of the day at the newly renovated Jacob's Heart Children's Cancer Support Services headquarters.



Pg 24 Porsche Sprints, Sonoma Raceway

GT3s and Cayman GT4s with up-and-coming drivers and some pretty famous hot shoes. The series is serious competition that showcases some great racing. Sonoma raceway didn't disappoint! Oh, and McDreamy in the field!



Pg 28 LPR Zone 7 Concours

Fremont Porsche hosted the Loma Prieta/Zone 7 Concours. Concours is a mainstay event in PCA. Check out the action with comments and photos by Dana Drysdale.

Departments and Special Items

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Back Story The Prieta POST Cover Photo

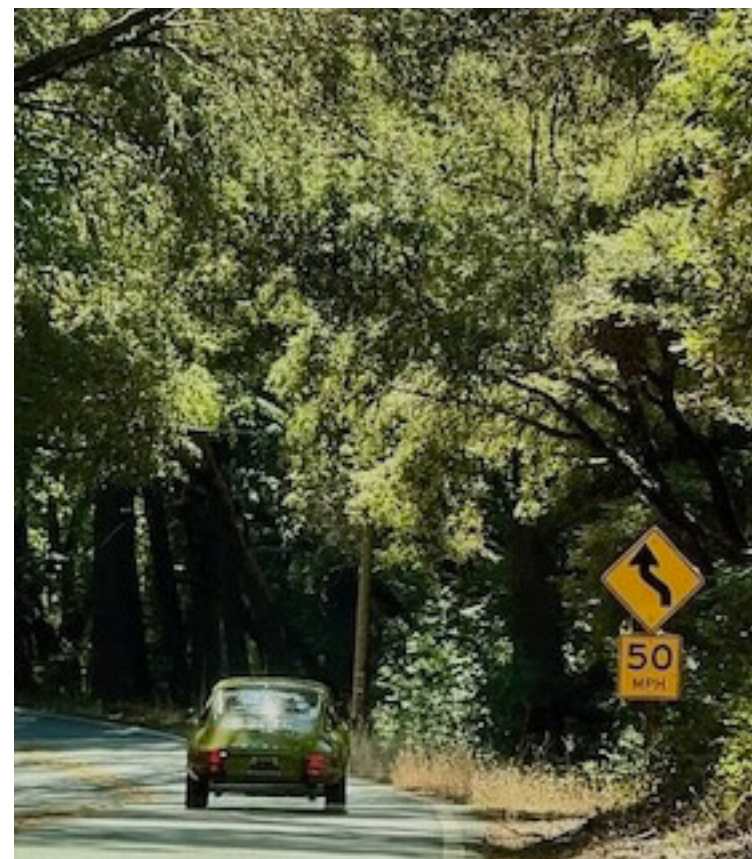


Photo by: Dana Drysdale
 Camera: iPhone 15, locked in camera mode
 Mount: Porsche Boxster driver side cupholder, Weathertech Cupfone handsfree mount.

Editor: This photo was taken on the tour in motion. I liked the green 912 amongst the green forest and it shouts "I'm on a tour"! The speed/curve ahead sign stands in contrast with its yellow color. The portrait orientation allowed space for the masthead at the top of the photo without any interfering elements. Not having space at the top is often a deficiency for cover photograph candidates.

Dana: Following Bob Ross's 912 on the tour was part of being the sweep car, a lucky break - a very pretty car to follow and a marvel in corners. The picture is even more luck- it was safe to tap the phone about 5 times during the tour and I don't look at the screen.

iPhones and Androids are amazing photo platforms.



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Loma Prieta Region



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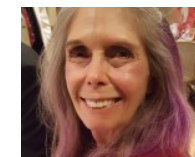
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Miscellaneous Ramblings and Back Story: an Editorial

Don Chaisson, Prieta POST Editor.

I try and keep up with technology with respect to Porsches and life in general. Unless you have been off the grid for a couple years in backwaters of the Amazon, you'd know that anything AI is hot. My son tells me that technical paper authors are even using AI to spiff up their journal articles, especially if English is their second language. Since Doris Britschgi, our POST's dynamic proofreader probably thinks English is my second language every time she looks at my drafts, I thought I'd try AI out for the POST. A test drive sort of.

I challenged the AI program that my son recommended, Anthropic Claude. Here is how Google describes Anthropic; "... empowers you to deploy AI to business critical use cases, with very low hallucination rates and very high accuracy over long documents". How can you go wrong with low hallucination rates?

I began the interaction with this challenge statement: "Create an article about the 2024 LeMans race from the Porsche teams' perspective. About 15 column inches of content." In less than a minute, Anthropic provided a compelling story:

Porsche's Triumphant Return to Le Mans Glory

In a stunning display of speed, strategy, and endurance, Porsche reclaimed its place atop the podium at the 2024 24 Hours of Le Mans. The German manufacturer's pair of 963 LMDh prototypes battled through a grueling race marked by changeable weather and fierce competition to secure a historic 1-2 finish. The #7 Porsche, piloted by André Lotterer, Kévin Estre, and Laurens Vanthoor, crossed the finish line first after completing 380 laps of the Circuit de la Sarthe...

The AI generated article was a great read —one small problem: Ferrari won the race and the Porsche driven by Lotterer, Ester and Vanthoor finished 4th — off the podium after only 311 laps. and Car #7 was the Toyota GazooRacing that finished 2nd.

Anthropic is interactive, so I responded: "Unfortunately, Ferrari team won overall." In less than 60 seconds, my screen recorded this:

I apologize for the error in my previous response. Thank you for the correction. Let me provide a revised article that accurately reflects Ferrari's overall victory:



Ferrari Triumphs as Porsche Secures Podium at Le Mans 2024

In a thrilling 24 Hours of Le Mans, Ferrari claimed a historic overall victory, while Porsche demonstrated impressive resilience to secure a spot on the podium. The 2024 edition of the world's most famous endurance race proved to be a nail-biting affair, with the German manufacturer showcasing the potential of their 963 LMDh prototype against fierce competition. As the checkered flag fell on the Circuit de la Sarthe, it was the Prancing Horse that took top honors, but Porsche's #7 car, piloted by André Lotterer, Kévin Estre, and Laurens Vanthoor ...

I had to inform Anthropic that the article reflected the correct winner, but, unfortunately the Porsche finished 4th.

One of the really official looking quotes: Pascal Zurlinden, Director of Factory Motorsport at Porsche, commented, "We've learned a great deal this week" added a lot of color to the article. Again, unfortunately not true. Pascal stepped down from his post late 2021, replaced by Urs Kuratle — that is, if I did my web searching correctly.

The speed that Anthropic did all of this was sobering. I can quibble about some (major) particulars but many specifics were correct, e.g. the drivers in the Porsche #7 (actually #6), etc. It pulled together numerous other facts about the race and WEC (World Endurance Championship) from the data rich www and presented an elegantly believable, though incorrect story.

My Anthropic test drive left me a bit underwhelmed but it was sobering how real it looked! Well, so much for "low hallucination rates"!

But I should have picked up on the fact that they even have a term for this kind of error in AI!

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Driving with Friends

By Dana Drysdale, 2024 LPR President

Back to AX!! a fall highlight for me.

The course and location at Crows Landing were epic. My driving – could be better. **Instructor Tara Shapowal-Lau** (click [HERE](#) for link: The Ultimate 987 Porsche Cayman? Home-built autocross special—500+ hp with wild 4.0-liter engine | The Porsche Club of America) helped me, thankfully. Please join us at AX, learn lifesaving driving skills and have great fun (and food!) at AX. Thanks to **Dave Dunwoodie, AX Chair** and his team, thank you, thank you!



Oktoberfest Thank You!

Wonderful that we just had our 2nd Annual Multi Region Oktoberfest Tour and Lunch hosted by Monterey Region and LPR. Thank you to **Mark McMahan, Pres MBR** and **Richard Chew, Webmaster and Registrar**. Thank you to our member Scott Tucker for a great program "Roads of the San Lorenzo" and to **Kris Vanacore, Kathy Musser, Andy Ward and Missy Drysdale** for helping out around the lunch. Massive thanks to **John D'Angelo** for tour and most especially to **VP Honore D'Angelo** for coordinating everything with Brookdale.

Porsche Stevens Creek: Porsche and Pastries

Watch Stevens Creek's website for their events; we are always welcome! **Sales Manager Mariah Hutchison** is our contact there. Last event was **Porsche and Pastries** and the treats, people and raffle / drawing hosted by Mariah were fun and a great Sunday AM vibe. The cars are special too – Adele's Spyder RS, lots of rare colors – watch Stevens Creek's website for the next event!



Detailer's Tip of the Day

Take a look at Merlin, car 317 in the photo – plastic in a few key places. That's the price of enjoying people who like AX, Tours and Concours – a little prevention. Early 981 cars rip the paint off just behind the side vent while driving. Later cars are different. XPEL Tracwrap is my favorite, there are a lot of products out there.

Happy driving and especially Driving with Friends!

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Loma Prieta Coming Events



Loma Prieta Board Meeting Tuesdays: Nov 12th and Dec 10th: 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 #9: Nov 10th, Crows Landing

This is the last AutoX for 2024. Podium positions for the season are up for grabs! You can make it a full weekend by also entering the Saturday GGR event, running the course clockwise one day and counter clockwise another! Watch the email blasts announcing when registration will be open.

Toys for Tots Tour: Dec 1st

Always a feel good event, a tour followed by lunch and donations of toys to needy kids. Watch the Prieta enews blasts for details.



Porsche Racing in 2025: Opportunities for spectating

Chances to watch Porsches in action come early in 2025, so best to start planning now.

SRO Fanatec GT Series, Sonoma Raceway, March 28-30, 2025

Porsche Sprint Challenge, Sonoma Raceway, April 4-6, 2025

IMSA Motul Course de Monterey, Laguna Seca Raceway, May 9-11, 2025

24 Hours Le Mans, Circuit de la Sarthe, Le Mans France, June 14-15, 2025
(Ok, probably best to plan your video recorder to tape versus attending!)

Ole' Amigos Tour: Nov 2nd, Celebrating El Grande Juan

From San Jose to Santa Cruz, nothing says 'fiesta' like a leisurely mountain back roads tour that winds up at a great cantina - El Jardin - where the Tequila flows, authentic Mexican meals are the best and the conversation boisterous!



LPR Planning Meeting: Nov 24 at 4:00 PST via Zoom

Get your thinking caps on! Come help us plan the 2025 LPR events for YOU! Join us for a virtual planning meeting via ZOOM. Everyone is welcome and encouraged to attend. Your ideas for Tours, GTG, Special Events are appreciated and needed! Click on PLANNING to join the ZOOM meeting. For more information email the LPR Activities Director.



The Masquerade Ball/LPR Awards Banquet: Dec 7th

Join in the fun with your finest masquerade masks with all your LPR friends at the BackNine Restaurant at Pasatiempo. This is a great opportunity to get caught up with whatever is new in the region, lend your applause for new board members and the LPR awards. Also a good chance to start getting ready for 2025 events! Registration, click [HERE](#) or visit MotorsportReg.com.



Happy Thanksgiving, Merry Christmas, Happy Hanukkah, Kwanzaa and Happy New Year 2025

Masquerade Ball LPR Awards Banquet

Saturday, December 7th
6:00 – 11:00 p.m.

Back Nine Restaurant
555 Highway 17, Santa Cruz, 95060

Don't forget your finest masquerade mask!
Attire: Casual or Formal

Buffet Dinner & Dancing

There will be a no-host bar
you can bring your own wine/beer if you wish

Cost will be \$50/person

There will be a block of rooms reserved if you wish to stay the night

RSVP to Honore D'Angelo at honore.dangelo@gmail.com
Before December 2nd

Membership Corner

New Members

Jim Gentes	Soquel	2006 Cayman S
Victor Gomez	Hollister	2014 911 Carrera S Cabriolet

Transfer In

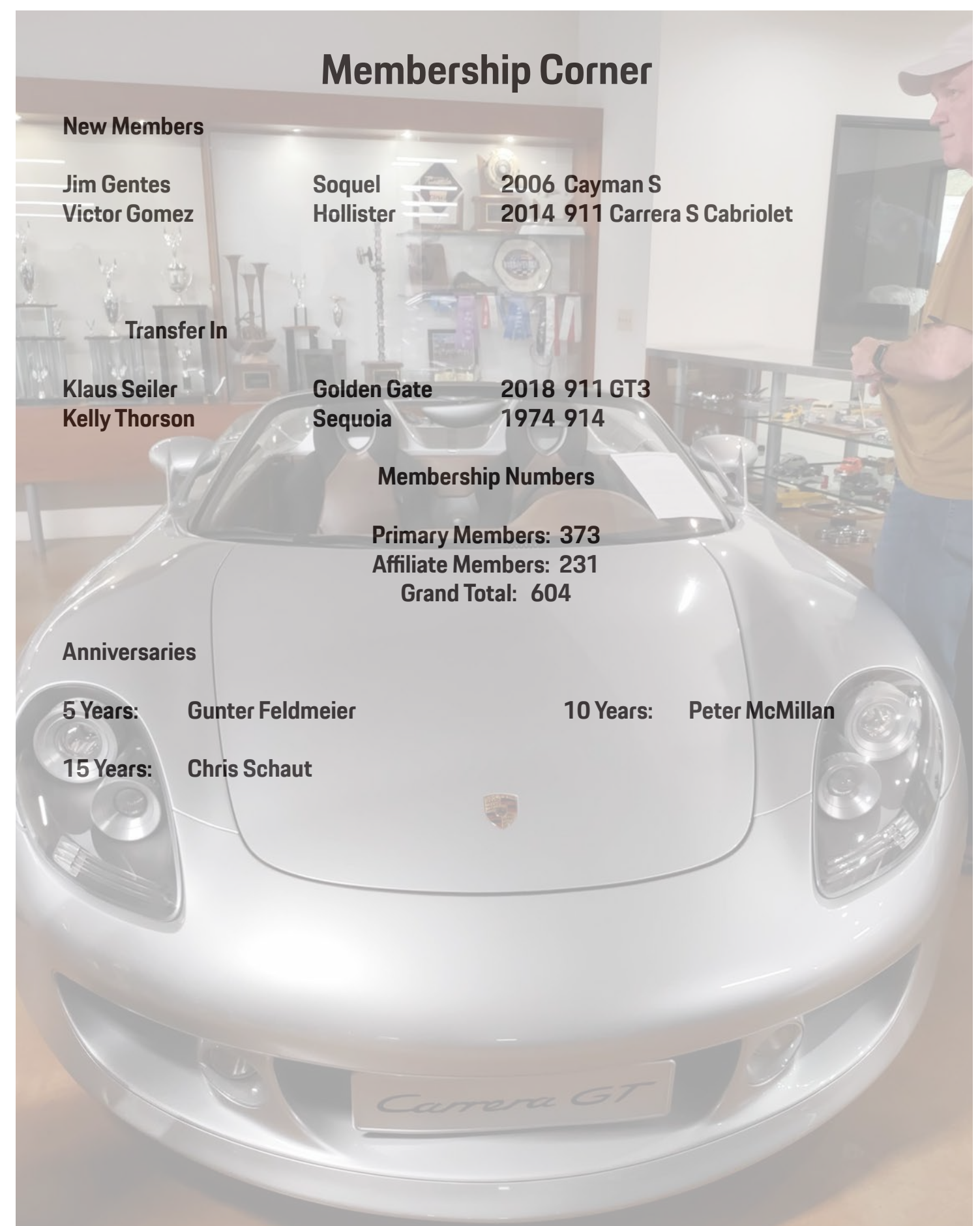
Klaus Seiler	Golden Gate	2018 911 GT3
Kelly Thorson	Sequoia	1974 914

Membership Numbers

Primary Members: 373
Affiliate Members: 231
Grand Total: 604

Anniversaries

5 Years:	Gunter Feldmeier	10 Years:	Peter McMillan
15 Years:	Chris Schaut		





What can be more German than Porsches and Oktoberfest? Maybe Porsches and Oktoberfest in Munchen rather than Santa Cruz, but the Loma Prieta and Monterey Bay Regions did their best to make it authentic.

Story: D Chaisson
Photos: D Drysdale, D Chaisson

Since this Octoberfest started with a PCA tour, the LPR group assembled in Santa Cruz with coffee and donuts/bagels and drivers' meeting. Both informal and familiar, to a fault. The Bob Ross family came in two cars, a family BMW and Bob's 912. Bob's daughter, Maureen, was driving the 912 for the first

tree at a 90 degree angle. The crash was pretty recent as the driver was trying to calm down his dog in the back of the truck. Our parade slowly rolled by making sure we didn't make matters worse by running into people walking along the side of the road. Phew.

pretzels and, of course, ein Bier! The lodge had set up an outdoor beer garden which made sense given the wonderful weather.

The other half of Scott's talk was devoted to the "Roads of the San Lorenzo Valley". Scott described a number of the more interesting local roads, from a sporty driver's perspective. Scott's map (on pages 18-19) shows the more interesting main roads, though Scott mentioned a number of lesser but



Then we had another big slow down. My wife, Diane, noticed that the power lines that usually were aloft from poles on the side of the road were sagging down toward the earth. Our parade again slowly inched forward to see two good Samaritans tugging on a downed power line to get it out of the way of traffic! Holy PG&E! It probably wasn't as bad as it looked, but it looked pretty dangerous.

Emergency vehicles started coming at us as opposing traffic, first a couple of local fire engines, then a CalFire truck, then a couple of ambulances followed by a CHP cruiser. I think we can claim a PCA's tour record for seeing the most emergency vehicles rush counter commute to a tour!

We eventually got to the Brookdale Lodge taking a large part of their parking lot with our cars. By this time our party grew with some local members who just came to the lodge for lunch, one who lived a block away. More Monterey Bay Region people also just drove to the lodge for the Octoberfest menu of potato salad, brats (pork, chicken or veggie),



The festivities continued with Dana passing out an LPR/MBR trivia quiz. I cried "foul" since the legacy LPR members definitely had an advantage over us new-ish members! Prize bags were ready to pass out for regional historians!

Another surprise was provided by Scott Tucker, a newish member you may recall from the last issue of the POST, where Scott introduced himself as a total car guy with working history in several car shops, including Canepa! You may also recall that Scott is a well known San Lorenzo historian. Scott gave an illustrated talk about the history of Brookdale Lodge and the Boulder Creek area. The Boulder Creek area grew up from the lumber industry, harvesting the highly prized old growth redwoods. His talk was full of interesting details. For example, to get the downed redwood logs to the mill, residents built a road with half logs upon which the downed trees could be "skidded" to the local mill. These roads were called "skid roads". The less affluent of the area often lived in tents alongside these roads and were referred to as "Skid Row", the origin of this famous slur.



interesting local roads. Scott cautioned that "you have to be careful driving these roads" especially when encountering gonzo motorcyclists. Some of these riders go so fast and lean over so far that their heads dip into oncoming car traffic. Scott said, "I've had to dodge a few decapitated helmets over the years!" YIKES, try and get THAT image out of your mind.

Back to the roads.

Of course, Hwy 9, first developed in 1869 by Charles McClay to go from Saratoga to Big Basin and its vacation sites, remains the main artery for the San Lorenzo Valley. Jamison Creek Road is an interesting hill climb road that goes to Sunnyside, now a ghost town.

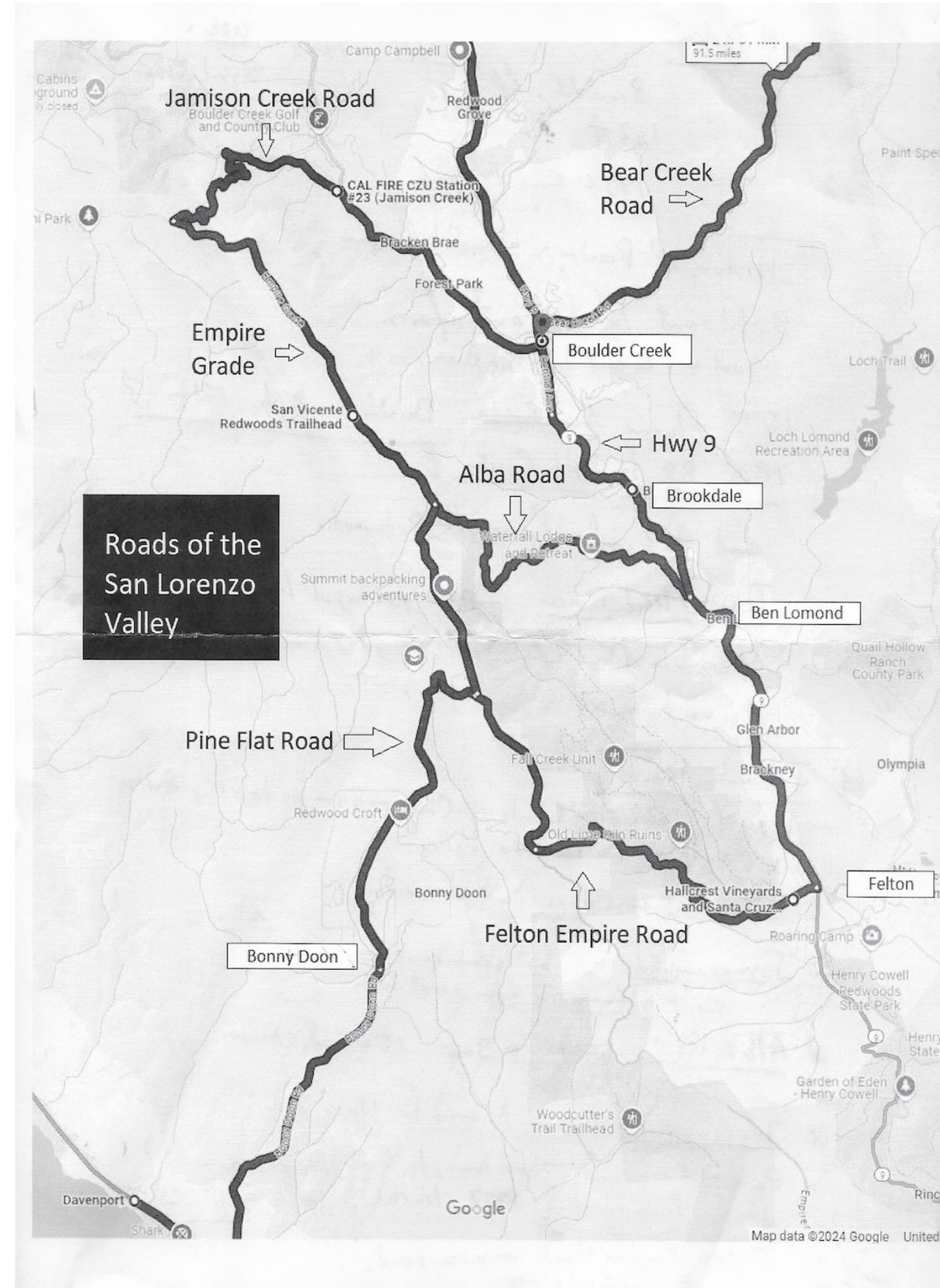
Alba Road, first developed in 1891, is now a 3 mile, twisty 1500 foot climb.

Pine Flat Road is a favorite road of about 4 miles that leads to Bonny Doon on its way down to Hwy 1.

Felton Empire Road and Empire Grade is a great ride down to Felton.

I took Bear Creek Road, leaving Boulder Creek down to Los Gatos. It had a lot of sweeper turns as well as hairpin corners. Actually, it was a great way to end the tour on my way back to the bay area.

Scott's talk was also well documented with numerous old photos of the area and sights, for example showing Hwy 9 near Waterman Gap in 1910 (photo: Francis and John Carney Collection posted on "Boulder Creek History Only" website by Scott).



Scott Tucker Admin Group expert · 2 days ago ·



Scott Tucker Admin · 2 days ago ·
Heading toward Boulder on the horseshoe turn on Hwy 9 near Waterman Gap in a White touring car in 1910.



Bruce enthralled and entertained us all as he shared his own experiences racing vehicles of every type imaginable... dirt bikes, motorcycles, hot rods, sports cars, a variety of race cars and even diesel trucks. He told us about driving a truck up Pike's Peak at speed, and he said the "most fun car" he ever drove was the orange and blue sprint car in his collection. One wall exhibited huge photos of many of the vehicles he has raced. Bruce impressed us with his incredible memory of the history of many of the cars on exhibit including personal anecdotes about most. His knowledge of and stories about each vehicle were mind boggling. I was in awe of the many celebrity racers with whom he has been personally involved through the years. In fact I've never been around anyone else who dropped so many famous names so casually!

Two Tours in One Day
 Story: Doris Britschgi
 Photos: Russ and Doris Britschgi and LPR website

Canepa's cars, and kids with cancer, are an unlikely combination, right? Not when you belong to the Loma Prieta Region of PCA. Of course LPR members are interested in all things automotive, especially when it comes to Porsches. But club members also have plenty of empathy for others, including families who have children dealing with cancer. Thus was born the idea of combining two tours: a visit to Bruce Canepa's special collection of Porsches and other cars from the worlds of racing plus a tour of a Watsonville facility that supports families of children with cancer. Twenty-eight people gathered at Canepa Motorsports in Scotts Valley for an incredible tour of owner Bruce Canepa's private automobile collection plus his immaculate shop where high end restorations of many automobiles are always in progress. Making the tour even more special was that our tour guide was the legendary Bruce Canepa himself!

In addition to racing, Bruce grew up working in the family dealership learning to deal with mechanical issues, paint and body restoration, and fabrication. These skills led him to develop his own restoration business which is downstairs at the same facility as his valuable and varied car collection. As he showed the group around the shop, he continued to regale us with more stories and history. In fact when it was time to leave for our next tour, Bruce was still full of stories.

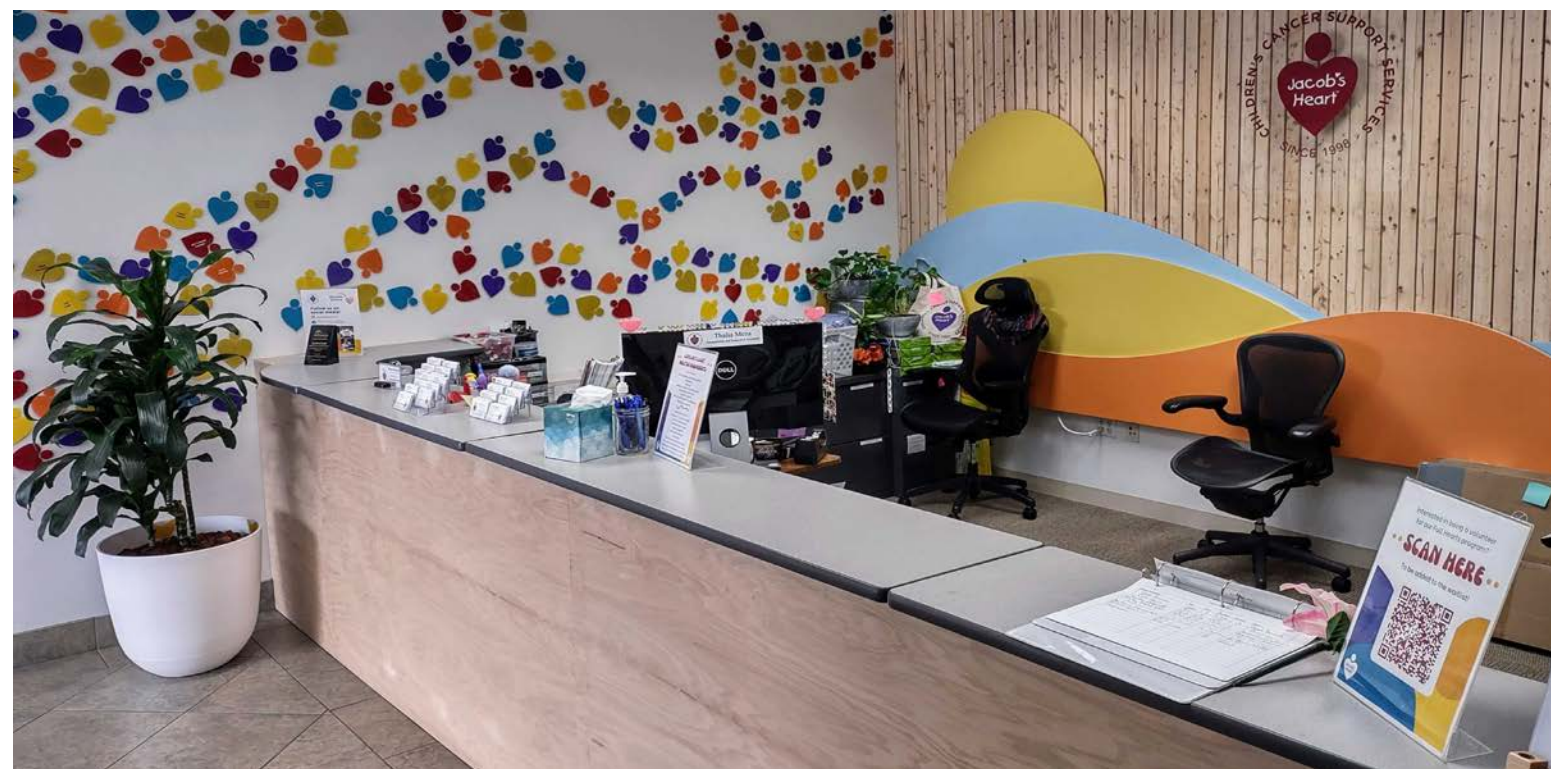
We could have stayed several more hours if we had the time.



Bruce in the resotration shop, with stories to tell
 From Scotts Valley our line of Porsches plus a few other makes drove to Watsonville for the second tour of the day at the newly renovated Jacob's Heart Children's Cancer Support Services headquarters. Mary Smith, the Director of Family Services, led us on a very informative tour of the facility which currently has a full time staff of 25 that

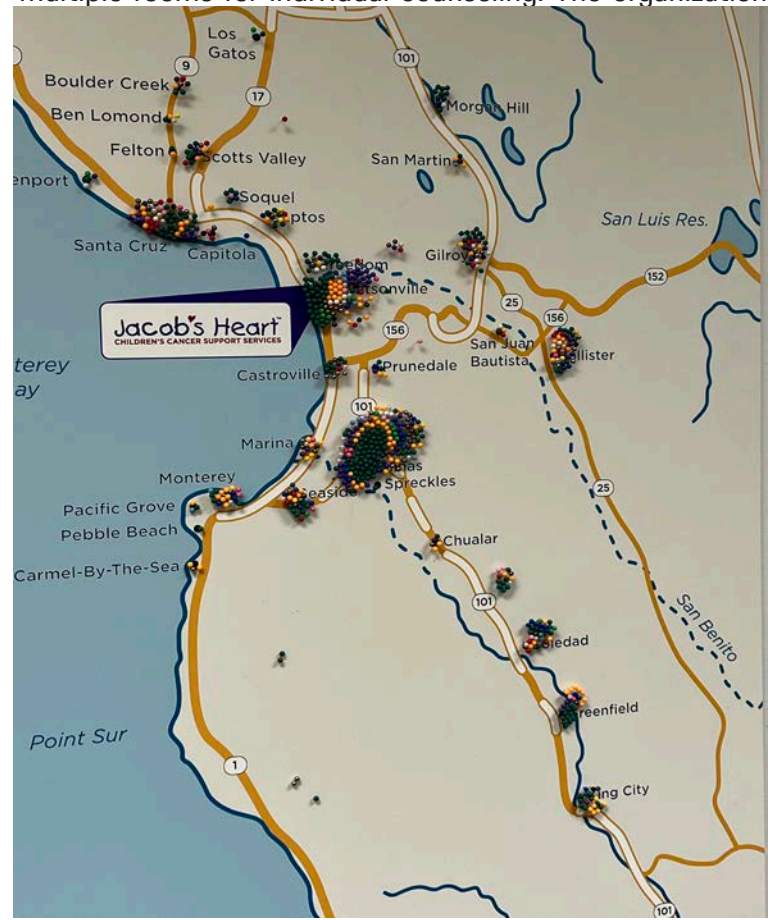


Bruce Canepa in the show room



serves about 390 families from Santa Cruz, Monterey, and San Benito Counties. There are plans to expand into Santa Clara County. We saw brightly decorated rooms for individuals and families to gather, playrooms with many toys and games, walls of photos of some of the children with cancer, a room for groceries for those who can't make it to a store, and multiple rooms for individual counseling. The organization

provides camps and retreats, transportation to treatment, and a variety of other support services. I was very impressed with the upbeat vibe of the facility and its services. Jacob's Heart is funded by grants from private foundations as well as individuals' private gifts. LPR members have made contributions to the organization for several years. Thanks to donations from individuals who attended this tour plus other LPR members, the club generously donated about \$5,100 this year.



A pin in the map for every family served.



Mary Smith, Director of Family Services explains the programs

At the end of the tour the Mussers and the Vanacores, our hosts for the day, provided a delicious, simple lunch for all attendees. At that point we all seated ourselves in a couple of different rooms to eat and chat. We were able to connect with several new people in attendance as well as some long-standing members. Many thanks to Kathy Musser and Kris Vanacore for all their work organizing the tours and providing lunch for all. When we finally left for home, I was full of new information from both tours and grateful for LPR's support of a very worthwhile organization.

More of the Canepa facility



Canepa specialty, 958s were in the shop aplenty.

More of the Jacobs Heart Tour



Patient and Family Artwork



One of the remaining 917s, in Gulf livery on display in the showroom



Bruce Canepa reminiscing his run at Pikes Peak with this Porsche



The kid friendly recreation room



So, what was this version of Porsche Sprints like? Honestly, it was pretty intense competition at a high level. Competition is a bit below the SRO Fanatec GT product in that it is a Porsche only series, but it is more sophisticated and competitive than PCA Racing, by a long shot. There were three races this weekend for the GT3 and Cayman classes, two sprints (35 minutes each) and one enduro (60 minutes with two drivers allowed).

I'm always looking for stories, so what were the stories of this event. Remember when I highlighted the value of the Mazda MX-5 Cup races in a past POST issue? Some didn't see the point of a story in the POST focusing on something other than Porsches. Well, two drivers who honed their race craft in the Mazda MX-5 Cup series, **Jarod Thomas** and **Aaron Jeansonne**, have graduated to GT3 Porsches, with Thomas claiming the year long Porsche Sprint NA series title at Sonoma and Jeansonne essentially winning all three races this weekend, the two sprints and the hour long enduro, if not for a re-start penalty in Race 2. The only time other drivers got close to Jeansonne was with a FCY (Full Course Yellow)! So those fellas seemed to translate their MX-5 racing into top shelf Porsche GT3 competition. Yes, there is a connection.

Jeansonne is in the No. 250 car leading the field to the green flag in the photo to the left and starting to gap second place by turn 2 in the photo below:



Another twosome of young drivers, both women, both in the Cayman GT4RS class stood out, **Caroline Candas** and **Loni Unser**. I saw Caroline first in the JDX pits while I visited long time friend, Nico Castellaccio of Migliore Motorwerks who was hired as a crew chief for a JDX GT3 car. She looked like a teenager! But she has karting and touring car experi-

The first time I heard about Porsche Sprints was at the BRRacing Tech Talk back in the spring. Bruce Todd mentioned that he will have a car at the Porsche Sprints at Sonoma and not at the SRO races that I was planning on attending (see the report in the May/June issue of the Prieta POST). There was not much live and local racing on the calendar in the last quarter of 2024, so I went on the lookout for the event, ticket prices, etc.

Nothing was being advertised about Porsche Sprints so I resorted to the source of all knowledge, Google. Sure enough, "the Google" found <https://www.porschesprint.com> and I was off to the races, so to speak. I looked at the website; no, I poured over the site looking for ticket information. Nada! The event at Sonoma was the 7th in the North American Season for 2024. Someone had to be watching/attending these events. There was a website landing page "Hospitality" that highlighted an option to buy VIP passes to private hospitality areas. Maybe there might be something less pricey.

Since USAC (United States Auto Club) was the organizer of the events (yes, the same USAC that runs the Indy 500!) I reached out to USAC about the event. I played my POST Editor card asking for access to do a story about the Sonoma event, sharing the May/June issue of the POST and its SRO/Fanatec GT racing story as my credential. In a couple of days, I got a nice email from a USAC staff who offered me a "Single Event License" for the Sonoma event and a coupon code, "LomaPrieta24".



My one day event wrist band

Tada!!! I was in!

What are the Porsche Sprint Challenge events?

It is a GT3 and Cayman racing series for amateur and bronze/silver pro drivers in multiple platforms and classes. The cars in the series are: 911 GT3 Cup (992), 911 GT3 Cup (991.2) and 718 Cayman GT4RS Clubsports. The classes within the GT3 group are: 992 Pro-Am, 992 Masters and 991. Within the 992 Pro-Am classes, junior and female drivers are also highlighted. The Master class is for more senior drivers, e.g. older dudes/ladies.

The classes in the Cayman series are Cayman GT4 RS and Cayman Masters, again with junior and lady drivers highlighted. Phew! It is a challenge to keep all these multi class races straight. Adding to the complexity, the Sonoma race also included the Sprint Challenge USA West entries to fill out the Sprint Challenge North America field. The West entries are often as competitive as the ones that competed in the national series but just chose to limit travel to the West Coast. Got it??

ence in France and now a full season in the GT4. Caroline and her teammate from JDX, Ian Porter, ran away with both of the sprints and the enduro, with Caroline winning Race 2 on Sunday. That win along with other high finishes this year allowed her to claim second place in the 2024 series.



Caroline Candas and Ian Porter, JDX team mates lead the Cayman sprint race, finishing 1-2 by a wide margin.

Another interesting driver was Loni Unser. Loni graduated from University of Colorado Boulder and is now pursuing a career in racing, following her famous Unser family history. Her 2022 debut was at Pikes Peak in a Porsche GT4RS, finishing second despite poor weather. She continued as a factory driver for Acura in the 2023 Pikes Peak Hill Climb. This year, Loni returned to a Porsche GT4 for the Porsche Sprint Challenge with the powerful Kellymoss Racing Team. Though Loni couldn't keep up with the two JDX drivers, she finished 3rd in Race 2, the best of the rest! Loni did not run the Enduro race. Nice to see young female drivers at the front!



Loni Unser in her Cayman GT4

Not all the drivers were young guns. Many in the Masters class were middle aged or older. But one Masters duo stood out in the Cayman RS Masters class in a car fielded by Wright Motorsports. The amateur driver was known up and down the pit lane as McDreamy — yes, **Patrick Dempsey** of TV fame. Patrick has made a lot of starts since starting racing in 2013, including driving a 911 RSR in WEC events, including Le Mans. He has proven his racing chops with a 4th place in the 2013 Le Mans 24 Hours and podium finishes in the American Le Mans series. For this Porsche Sprint Challenge, he partnered with his long-time friend and professional co-driver, **Patrick Long**. Yes, that Patrick Long, the longtime Porsche Factory Driver who has won in Porsches all over the globe. This weekend, Dempsey won the Masters class in his two sprints and with Patrick Long, the Enduro, trailing the JDX drivers Caroline and Porter. It helped to have Pat Long doing the second stint for the Enduro as he is just FAST in anything with a Porsche crest on the hood.



I have to give a shout-out to a Loma Prieta friend, **Bruce Todd** of BR Racing who fielded a GT3 Cup 992 for **Blake McDonald/Riley Dickinson**. They qualified on pole for the Enduro, but could only get 2nd in the race. They trailed Jeansonne (that ex-MX-5 driver) by less than 4 seconds at the checkered flag, though honestly, they were never able to really threaten Jeansonne for the win.



The racing was entertaining, the track is always fun for spectating, and stories were there to be discovered. It was worth the trip to Sonoma!

PORSCHE Motorsport Update



by D. Chaisson, Editor

This is the time for end of season races and championships to be decided.

IMSA Series

The race at Indianapolis had Porsche Penske Team still holding a 124 point margin going into the final Petit Le Mans at Road America. AO Racing Porsche GT3 was leading GTD Pro going into the Petit Le Mans, the final of the season with the championships still to be played out.

As the Petit Le Mans unfolded, it was a case of winning the war and not the battle for both GTP and GTD Pro classes. The war was intense for the GTP class. The No. 01 Cadillac eventually won the war after falling behind due to two pit lane drive through penalties, taking the lead with just 15 minutes left in the 10 hour race. Those 15 minutes were nail biting with the Cadillac having headlight problems, each light going on and off for a few seconds, and for moments both lights were not functioning. If both lights had stayed off, the Cadillac would have been disqualified, but they flickered on enough to win by less than 3 seconds over the No. 6 Porsche Penske 963.

The final points for the season showed both Porsche Penske cars finishing 1st and 2nd overall with 2982 and 2869 points respectively. The No. 01 Cadillac finished 3rd at 2864, just 5 points out of 2nd place.



The series battle for GTD Pro was even more dramatic. Our favorite AO Racing REXY had troubles galore and after 10 hours of racing, REXY crossed the finish line in 11th place, 5 laps down from the winning Lamborghini Huracan! Their season finishing was being decided on the lead lap, with the order at the flag: Lamborghini, Ferrari and Heart of Racing's Aston Martin. If the Aston Martin had been able to get around the Ferrari for 2nd place it would have won the 2024 Championship. The Aston Martin finished 1.8 seconds behind the Ferrari and AO Racing's REXY won the championship by only 4 points, essentially by less than 2 seconds!

Porsche did have a great IMSA WeatherTech season in 2024, taking both the GTP and GTD Pro titles. And both Penske and AO Racing are returning to contest their titles in 2025!

Carrera Cup Series

We haven't talked about another Porsche series, the Carrera Cup Series because it did not visit the west coast this year. But the Carrera Cup Series finished with its last race at Circuit of the Americas (or COTA to the faithful) as a support race to the F1 US Grand Prix. Carrera Cup racing is as tight as we saw in the Porsche Sprint Challenge as reported in this issue. Just as in the Porsche Sprint Challenge series, the Carrera Cup is divided into Pro, Pro-Am and Masters (previously called AM) classes. Young drivers look to the Carrera Cup as a step to becoming a Porsche factory driver, so the racing is intense!

The young (22 years old) Dutch driver, Loek Hartog, took the overall 2024 series championship in his No. 24 Racing For Children's Kellymoss Porsche, securing the title by the Road Atlanta race. He also gets his name engraved on the Al Holbert Cup on permanent display at Porsche Motorsport NA and gets to attend the Porsche Night of Champions in Stuttgart. Yes, he is a man on the way up.

The Loma Prieta Concours A Zone 7 Event

Porsche of Fremont kindly hosted the event

Story and Photos: D Drysdale

Competing in concours is a mainstay in PCA regions across the country. Concours competition is the first featured event at annual PCA Parades. Going forward, Loma Prieta Region will be the owner of the Zone 7 concours financials. This year, as the Zone 7 results page indicates, only two LPR members participated in Zone concours this year: **Rick Cannon** with his 1966 911 in Touring class and **Jeremy Siemon** with his 2007 GT3 in Street class. The region owes Rick and Jeremy a big thank you for flying the LPR banner this year!

Thinking of LPR, we usually think of Good Time Region – and our Good Times are parties and Autocross. Perhaps not as well known, we have a long history of Zone Concours participation too: **Les Schreiber** (2007 – 2015) and **John and Honore D'Angelo** (2016 – 2019) were chairs of Zone concours. Les and the D'Angelos have many Zone, Werks and National trophies, as do **Carol Grialou** (husband **George** is a GGR member and friend to LPR), **Joe Hartman** and many more. **Past President Peter Ridgway** still hosts Zone 7 Concours judging school (for years).

Concours is a great party (that's why LPRs like it), and the

Parade Concours party lit the fire for many LPR enthusiasts. Parades have an indoor area to prep the cars. At Parade, helping each other, tool swapping, and fine dining and beverages in the prep area have a way of forging lasting friendships. Werks and Zone are less time before the show but still generate the same friendships and fun! There is prep at home before the shows; any LPR concours competitor will help you learn and do that.

John and Honore D'Angelo now lead Werks concours and serve as Parade concours judges. Asked about Zone concours experience, **John** had this to say, "Zone Concours is vibrant and a good way to meet members from other regions. Competing gives you a good reason to pay close attention to your car, and it will help you learn a lot about your car and its condition. Our Zone judges are knowledgeable and helpful." **Dana Drysdale** adds, "Past Pres Peter's Z7 Concours Judging school is not just for judges – anyone can go, and there are donuts, coffee and snacks."

Thanks to LPR's Concours support team for our 2024 Concours at Porsche Fremont: **Takiyah Harris, Porsche Fremont,**



our sponsor, member judges **David Aronson** and **Lynn Austen** and Z7 Rep (also a judge) **Brian Adkins**. Thanks to this year's parking crew **Jim Turk** and **Dana Drysdale** and LPR Co Hosts **Peter Ridgway** and **Dana**. And of course, thank you to Z7 Concours Chairs since 2020 **Roy Schauben** and **Simone Kopitzki**. LPR's Concours is sure to be even more popular next year – it's an easy commute, a welcoming atmosphere, famous LPR Donuts and Porsche Fremont food, and the best trophies (thanks Peter).

Editor's note: Dana is quite modest, another reason we cherish him, but we cannot ignore that Dana and Missy Drysdale have two 1st place finishes at PCA's ultimate concours at Porsche Parade, two 1st place finishes at WERKS and a couple Zone trophies! The Drysdale duo know of what they speak when it comes to concours!



2024 Loma Prieta Concours Winners



Kim and Rachel Nelson 1st Place Full C-1



Matt Renna 1st Place Full C-3



James Gatewood 1st Place Touring T-9



Brian Adkins 1st Place Unrestored U-6



Davis Aronson 1st Place Full C-4



Juan Fernandez 1st Place Full C-6



Roland Garrido Unrestored 1st place U-4



Mike Wenstrand 1st place, Street S-7



Thorsten Kopitzki 1st Place Full C-7



Steve Lefczik 1st Place Touring T-4



Pia Mancini 1st Place Street S-9

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Winners Not pictured

Mark Misencik:	1st Place Touring	T-3
Jim Ignacio:	1st Place Street	S-4

Other Podium Finishers

Greg Pantelis	2nd Place Full	C-6
Al Price	2nd Place Touring	T-4
John Jackson	3rd Place Touring	T-4
Derek Sanchez	2nd Place Touring	T-9
Jim&Linda McMahan	2nd Place Street	S-4
Brian Barber	3rd Place Street	S-4
Lyn Austen	Tie:2nd Place Street	S-9
Luis Sosa	Tie:2nd Place Street	S-9
Arthur Woo	2nd Place Unrestored	U-4



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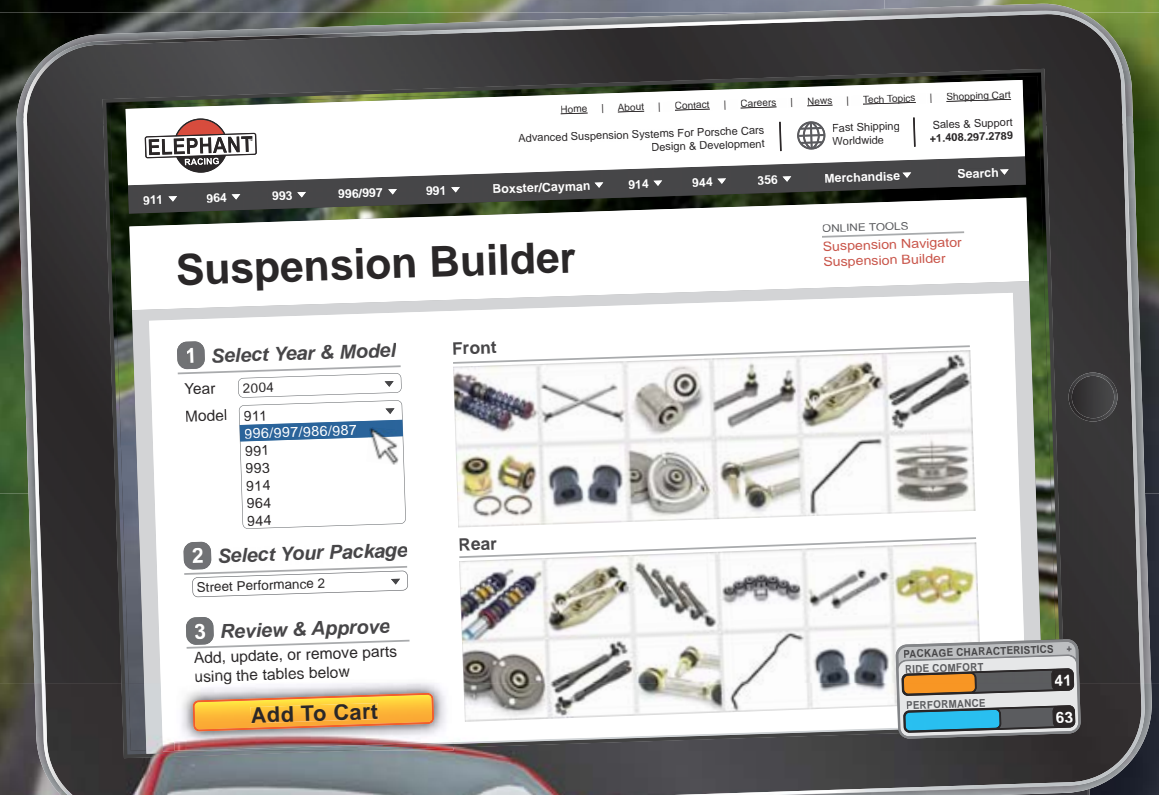


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In the Zone

Hello Zone 7,

October saw the last Zone 7 Series Concours and Autocross events. Thank you to Roy Schauben and Simone Kopitzky, our Concours Co-Chairs and Brant Ballantyne our Autocross Chair. They work with the Region Chairs and team to bring two series to our members. Thank you to ALL the volunteers that make these events happen. And thank you to all the participants. I invite each of you to come check out either or both of the Zone Series in 2025. We have many classes where you can be part of the event. Or come out and just visit. Calendars and information to come soon.

There is a Zone Series Awards event that will be held early March, look for info. Fun times, GREAT people and of course some amazing cars we all love. I participated in both series this year and learnt that even without the cleanest car or the "cleanest" / fastest course time you can have a blast. Now I know what to clean and what's needed on the AX course. (Anyone got some rims for a Boxster? I "need" sticky tires, Ohhh and maybe some microfiber polish cloths)

Look for results on the Zone web and I'll add to a future "In The Zone".

November brings the time of year when we give thanks. I am thankful for my family and friends. Many of my friends are those I have met through PCA over the years. I feel so fortunate to have YOU in my circle of friends. Best to you in these and the upcoming holiday season.

Looking forward to seeing you and an event.

Brian



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Diablo Region
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One Last Look This will buff out!

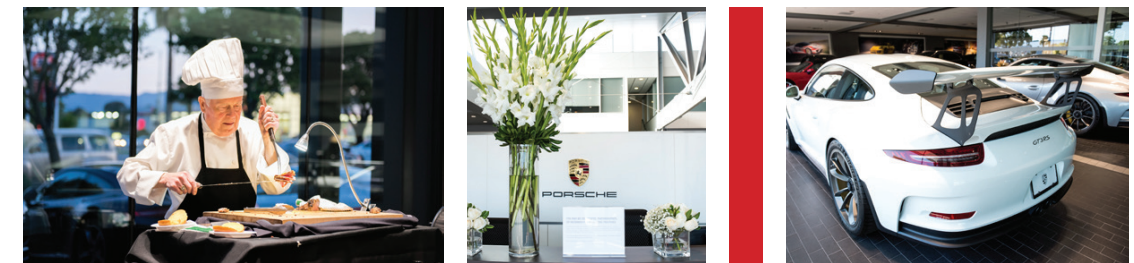


Driving in any of the racing series we cover is exciting and intense, but not for the faint of heart. This Carrera Cup car backed into the K-wall/fence at Turn 2, Sonoma Raceway, knocking the full assembly back 6 inches. But these Porsches are robust and the driver was unhurt, except for his wallet. Number blurred intentionally. Photo: D Chaisson.



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