



Volume XXXIV No. 11

November 2004

PRIETA POST



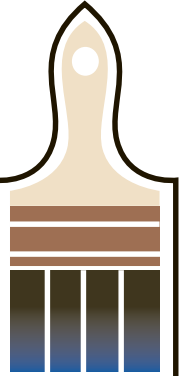
Autocross #6
rolls over
Marina

**This Month: Wine Tasting at the Sickal's •
2005 Activities Planning Session
Reporting: Swimming with the Fishes at the Iles'
• Oversteer at Autocross #6**

This issue in full color on the web at <http://lpr.pca.org/post/post-latest.pdf>

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What's Happening

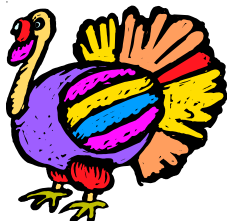
November

Thursday the **4th** - LPR Board Meeting, 7 PM at Mtn. Mike's in Los Gatos.

Sunday the **14th** - 2005 Activities Planning Session - Mt Mike's - see the ad on page 6.

Saturday the **20th** - Wine Tasting Party at the home of Greg and Sue Sickal. See the ad on page 25.

Thursday the **25th** - Happy Thanksgiving to all!



December

Thursday the **2nd** - LPR Board Meeting, 7 PM at Mtn. Mike's in Los Gatos

Saturday the **4th** - Year End Holiday Party & Awards Banquet. See the ad on page 13.

Saturday the **18th** LPR Gift Exchange (either at the Ile's or Highley's), watch for further updates in the December issue

Saturday the **25th** Merry Christmas.



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See back cover

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PRIETA POST

November 2004

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Cover Photo:
Collage of photos
taken at LPR's
Autocross #6 at
Marina, the final
event of 2004 .
Photos by
John Reed &
Tim Benson

Commercial Advertising Rates

Full Page—\$600 Annually
Half Page—\$370 Annually
Quarter Page—\$280 Annually

President's Notepad

*Robert Morgan,
President*



Planning Meeting

This year's planning meeting will be on Sunday, November 14th, 2-5pm at Mtn. Mike's in Los Gatos. This is where we plan our events for the upcoming year. It is a very important and enjoyable meeting to which EVERYONE is invited. Come on over, have some beer & pizza, and help us decide what to do next year!

Year-End Banquet

This Year's Banquet will be held at the Hilton in Santa Clara. We will be giving out the Annual Awards for your favorite events and your selections for Man & Woman, Worker, and Newcomer of the Year as well as the Autocross Awards. We will also have some special recognition awards and we will introduce the newly-elected Board of Directors. As always we will have lots of great DOOR-PRIZES contributed by our generous POST advertisers.

POST Advertisers

Speaking of our POST Advertisers, let me thank you for your continued support. Our little POST took 3rd place in the Newsletter competition last year, and we couldn't do it without you advertisers (of course the Editor has a small role in the POST success as well), so thank you for your support. I hope you consider continuing and perhaps enlarging your advertisement for the upcoming year. If YOU have a business that could benefit from advertising in our classy little periodical, please contact me at 408-267-8224.

LPR's 35th Anniversary

In March we will be celebrating LPR's 35th anniversary. Watch for the advertisements and plan to attend. This will be a black-tie gala event at Maggiano's in Santana Row. Emilie Highley is going all out to plan this thing, and we're hoping to gather lots of past members and past presidents for a grand reunion. We are hoping to publish a special 35th Anniversary Edition of the POST.

Auto update

I need to get off my butt and get working on the Silver Fox! I went up to PartsHeaven and bought a new rocker shaft, bolt & crown nut that had loosened up, causing the miss that happened on my trip to Texas. Now I just need to follow the sound advice from Pete Siemens and Jerry Woods: "put it back together & see if it leaks". Then over the winter I hope to rebuild the "Junkyard Dog", my Burgundy 1982 Targa, so I can be ready for the upcoming Drivers Education and Autocross Series. I will probably sell the Silver Fox, so keep an eye out in the LPR Classifieds.

Speaking of the Classifieds, you probably noticed the little problem we had in last month's POST. The minutes of the September Board Meeting didn't print, nor did the Classifieds. We apologize for that, and hope you will continue to utilize the LPR Classifieds for selling your Porsche-related items.

Bob Morgan

Come help plan LPR's 2005 Calendar of Activities

***Sunday, November 14
from 2 P.M to 5 P.M. at
Mtn. Mike's in Los Gatos.***

Schedule your event or share your ideas for future good times as you share pizza and beer with your fellow LPR members.

Contact any Board Member for questions or directions re: this event.



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POST POSITIONS

Kevin Bennett, Editor



William Tecumseh Sherman was one of the most famous generals in America's civil war. He was excoriated by the South, both during and after the war, for his "march to the sea," during which he created a path of destruction, thirty miles wide, through the heart of Georgia, and in which he burned farms, small towns, large cities (including Atlanta), plantations, railroads and any other infrastructure he encountered. Sherman sold this project to U.S. Grant, telling him that he wanted to take away the South's ability to wage war. Furthermore, in his memoirs, Sherman stated that during the war he argued that it was important that military operations continued long enough to ensure that the youthful southern aristocracy be killed off in battle to facilitate a peaceful reconstruction and transition of the South back into the Union fold.

Looked at with today's perspective, Sherman's actions and his motivations certainly seem brutal, especially so because they were directed against those who, just a few short years prior, were his fellow citizens. It is striking to me, however, that a man who, certainly during his time, symbolized military insensitivity could have been so politically and sociologically perceptive. Sherman lived during a time where, contrary to our present society, people were much more accepting of the finality of things. In Sherman's day, for instance, when an issue was decided in court, whether criminal or civil, it was much rarer for anyone to undertake an appeal. Maybe it was because they lived in such proximity to death. Many more people hunted and housewives slaughtered farm animals, plus there were shorter life spans, high infant mortality rates, mothers dying in child birth, plague, etc. Whatever the cause, people were not always looking to fight city hall which is why I was surprised to read about Sherman's assessment regarding the southern aristocracy and the potential for problems following the war's end.

I have been talking about Sherman for the last several months because his analysis applies so directly to the almost untenable situation in which we find ourselves vis-à-vis Iraq. President Bush made the statement that part of the reason why there is such a problem is that the Hussein

loyalists didn't die fighting because the war was of such short duration. The country, therefore, is teeming with young, cocky zealots with military and munitions training who have nothing better to do than try to make life hell for the forces responsible for upsetting their comfortable life.

I was an initial supporter of the invasion of Iraq because I thought that the U.S. forces were capable of doing exactly what they did. I expressed reservations, however, because I was unsure of what the exit strategy would be, but I think that the exit strategy is correct, too. It seems the whole project

can be summed up with; 1. Get in. 2. Get the bad guys. 3. Get the Iraqis to take over. 4. Get out. I find it difficult to hold Bush responsible for the failure to see that the operation would bog down over #3, which I would have predicted to be the easiest of the four.

I know that there is a great deal of hand wringing over whether we even should have invaded. I am still convinced that it was the right thing to do. Hussein was a sadistic tyrant who was bent on controlling the Middle East and its oil wealth. He had fought a protracted war with Iran, invaded Kuwait and was responsible for the death of untold thousands of his own people. While there has been no evidence found of weapons of mass destruction, there is no argument that he was actively trying to represent to the world that he indeed had them. Additionally, there is no argument that he was actively trying to acquire them. Granted, as a result of the invasion we are embroiled in a mess that will take perseverance and patience to solve, but there have been other benefits. Libya, as a direct result of the action that we took in Iraq, has gone public and sworn off its weapons-of-mass-destruction programs. Pakistan has swung decidedly toward the American camp in the battle against Islamic terrorism. Saudi Arabia has finally gotten serious about cutting

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❖ POST Positions...

off financing to terrorist groups, and all of the Middle Eastern countries are getting nervous about controlling an Islamic Fundamentalist brushfire that seems to be rapidly turning into a worldwide conflagration.

The power of the dedicated minority has been increased many fold by the techniques developed in the civil rights movement and the Palestinian Intifada. Media savvy terrorists, with the help of the news organizations and the open, nearly untaceable outlet of the internet has allowed small numbers of zealots to manipulate entire nations into giving in to their demands. They are even credited with bringing down a European government.

The people behind these campaigns are calculating and ruthless, every bit as much so as Saddam Hussein. I'm not sure that trying to kill them is the best way to handle it, afterall, that tactic didn't work on the Christians, but then the Christians weren't dedicated to blowing up Rome.

Someone, however, needs to face down this threat to world order and it is hard to argue that the United States, both as the sole super power and a major target of the terrorists, should shirk the duty.

Talking isn't the answer. The Israelis, the Palestinians and most of the Middle East have been talking and killing for 50 years and they don't seem any closer to a resolution than they were in 1948.

So what is the answer? I have to admit that I don't know, but I'll tell you this: As long as there is killing going on, I would prefer that the killing be happening where the terrorists live rather than where I live, and further, I would rather that the Americans who die be those who are armed, trained to protect themselves and paid to be on constant guard.

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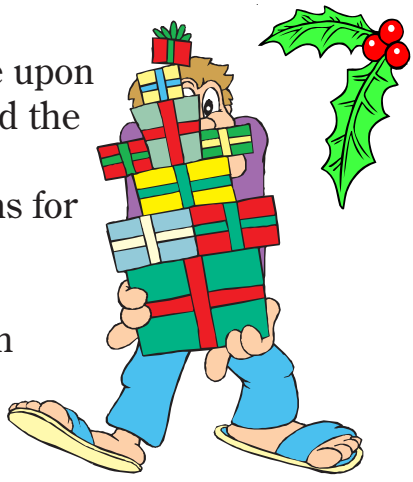


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Apron in red is \$25 mid-length with pocket and yellow LPR logo embroidery



The blanket (13 oz./ 50" x60")with it's plastic carrying case is \$30 in black with yellow LPR logo embroidery



Small finger tip towel in black 11" x 18" is \$20 with yellow LPR logo embroidery



The canvas tote with sturdy handles (12 oz Cotton Twill 20"W x 15"H x 5"D) is \$20 in black with yellow LPR logo embroidery



Order by November 22 and receive your items by December 20.



Member Notes

Liz Shaw, Membership Director



The semi-annual LPR Newcomer's Social was a huge success and all of those in attendance enjoyed an evening of pizza, beverages, and camaraderie. Two of the newest members, Ray and Alan Gale, were very enthusiastic about being part of PCA and LPR and attended their first autocross a couple of days later. Alan's very interested in volunteering with LPR and we're thrilled that we've snagged a valuable new member!

In keeping with the now-established recruitments from Tim Benson (of Fastlane Porsche Repair), we've added 6 new members this month. Additionally, one new member is a dual, one transferred into LPR from another region, and 5 members sent their forms directly to me or to PCA National.

Rob DeHart and his wife, Kathleen, live in Santa Cruz and drive a 1983 red 911 SC. Rob is a business owner and he and his wife have 3 children.

Glynn Dennis, Sr. is a print shop manager and he and his wife, Molly, live in Carmel Valley. They have two sons, Glynn, Jr. Bryan (the younger Glynn is the elder Glynn's family member). Glynn has 2 Porsches: a 1978 silver 911 SC and a 2001 white Carrera Cabriolet (nice!).

Lori Fitch is brand new to Porsche ownership and she's joining PCA in style with her new Porsche: a 2004 silver 996. Lori is self-employed and lives with her husband (and family member), Bud.

Also in Aptos, we have salesman, Lawrence Horne, who drives a 1988 black 911.

Another Aptos resident is Gary Leopold, driving a 1978 white 911 SC.

North of Aptos, in Santa Cruz, lives Kit Soetaert, driving a 1979 ivory 911 SC.

Now, onto the non-Tim-Benson-recruited members. Evi Alford lives in Campbell and is a dual member; she also belongs to GGR. I haven't gotten Evi's car information so I hope to see her and her car at an LPR event soon.

I met Tony Ainsworth at the last LPR autocross and he was very enthusiastic about joining PCA and LPR. Tony lives in Capitola and has 2 Porsches: a 1971 silver 914 and a 1979 white 911 SC. Tony's wife (and family member) is Gina.

Philip and Elizabeth Sheridan live in San Jose and have a 1994 968.

The next 3 members all have brand new, 2005 cars and I'm thrilled to have them (hint: I want to see the 997 at the next LPR event!). Alex Zambo lives in Mt. House (that's in San Joaquin County) and is the proud owner of the 997.

Stephen Taylor also bought a 2005 car but his is a 996, probably one of the last ones made (lucky guy!). Stephen lives in Los Altos.

Another Los Altos resident and 2005 Porsche owner is LeeAnn Warshawsky. Unfortunately, the report I received from PCA National did not list the model so LeeAnn will have to show us her car at the next LPR event.

Finally, transferring into LPR (from MBR, I think), we have Vittorio Lagana. Vittorio drives a 1994 911 Coupe and lives in Salinas.

So there you have it! A record number of new LPR members (at least as long as I've been Membership Director). Thanks, again, to Tim Benson for sending so many folks our way – we really appreciate it! Welcome, everyone, and I hope to see you soon at an LPR event!

Liz Shaw
tobias@ix.netcom.com

Have You Moved In Cyberspace?

Do we have your current E-mail address? Please send any updates to our Membership Maven Liz Shaw at **tobias@ix.netcom.com**

LPR's Annual Holiday Party

Saturday, December 4th

Hilton of Santa Clara

4949 Great America Parkway,
Santa Clara

6:00 P/M - No Host Cocktails and appetizers
7:00 P/M - Dinner
8:00 P/M - Awards and Presentation of Officers
9:00 P/M - Nichole Cheri and the Groundbreakers
play until midnight

Door Prizes throughout the evening.



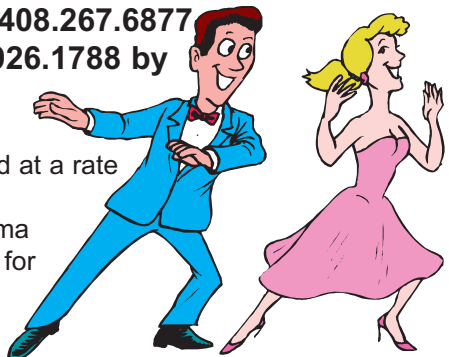
Dinner Entrees: Chicken Palermo - Boneless breast of chicken filet with spinach, sun dried tomatoes, gruyere and parmesan cheeses
OR Pacific Salmon Filet - poached in a bullion and served with Lobster Ravioli and lemon dill sauce
OR Charbroiled New York Steak - studded with black peppercorns and topped with Dijon Brandy Sauce

- Wine will be provided with dinner • Business to Semi-Formal Attire •

Cost for LPR members and guests: \$40.00 per person

**Contact: Emilie Highley at 408.267.6877
or Debbie Bennett at 408.926.1788 by
November 29th**

A block of rooms has been reserved at a rate of \$59.00. Call the Hilton Hotel at 408.562.6705 and mention the "Loma Prieta Porsche Club Holiday Party" for reservations.



PORSCHE® UNVEILS PANORAMA ROOF SYSTEM FOR 2005 CAYENNE MODELS

The company also offers 500-HP Cayenne Turbo Option, and an Optional Rearview Camera for all Cayenne Models

ATLANTA, SEPT. 14, 2004 — The company that revolutionized open-air driving with the original 1967 911 Targa now offers Cayenne owners its newly developed, optional Panorama roof system featuring a surface area approximately four times larger than the Cayenne's optional tilt-and-slide sunroof. The new roof system has three movable segments and one fixed segment, all made of laminated safety glass. By operating the system with an illuminated rotary switch in the Cayenne's roof console, users can open the roof above the front seats, above the rear seats, or above all seats so the driver and all passengers can feel the wind and sun or view the evening's celestial light show in the comfort of the Cayenne's interior. The Panorama roof will be available in December 2004 as a model year 2005 option on all Cayenne models (Cayenne, Cayenne S and Cayenne Turbo) for a U.S. price of \$3,900.

Porsche adds more spice to its Cayenne Turbo by introducing a new model tuned through the company's Tequipment program. The already potent Cayenne Turbo Ð the world's most powerful production sport-utility vehicle rated at 450 horsepower and 460 pounds-feet of torque Ð gets a boost to 500 horsepower. At the same time, torque Ð what drivers really feel in the seat of their pants during acceleration Ð increases to 515 pounds-feet. The extra ponies allow the Cayenne Turbo to sprint from 0 to 60 mph in 4.9 seconds and achieve a top test track speed of

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167 mph (compared to 5.2 seconds and 165 mph for the standard Cayenne Turbo). The Tequipment-tuned Cayenne Turbo also gets upgraded brakes and suspension to ensure stopping and handling precisely matches its increased power.

Also available in December 2004, the Cayenne Turbo with the Tequipment upgrade will have a U.S. MSRP of \$109,200 (compared to \$89,300 for the standard Cayenne Turbo). For those who already own a Cayenne Turbo and desire these upgrades, Tequipment will offer a retrofit package for a U.S. price of \$18,500. Finally, Porsche will offer a rearview camera system as an option on all 2005 Cayenne models. The rearview camera, which is mounted just below the rear window and features a wide-angle lens, is automatically activated when the driver selects the reverse gear. A clear image of the rear area behind the car is displayed on the vehicle's 6.5-inch full-color display, which is part of the optional Porsche Communication Management (PCM) system (PCM is required for the rearview camera system). It will be available in December 2004 for a U.S. price of \$1,680 (PCM not included).

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche 911, Boxster and Carrera GT sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c.F. Porsche AG, PCNA employs approximately 250 people who provide Porsche vehicles, parts, service, marketing and training for its 203 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

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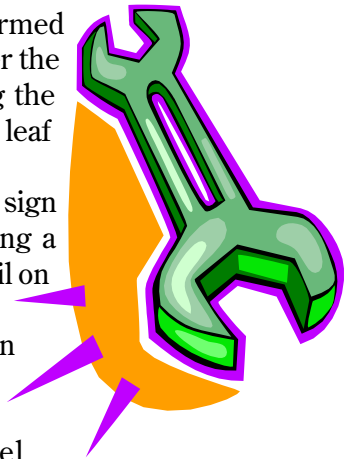
Paper Air Filter Elements: All Models

These air filter elements may be cleaned by tapping them on a clean floor and by blowing compressed air through them from the engine side out. But even though a paper air filter appears to be clean, with age the filter's ability to flow air can become restricted. If you don't know the date of the last replacement, go ahead and replace it. A rule of thumb is to replace the filter once every three years or every 30,000 miles, whichever comes first. It is also wise to use only an original Porsche filter or one made by an original equipment supplier, such as Knecht or Mahle. A substandard or plugged filter can alter both the performance and fuel economy of you Porsche.

911 CIS Injection, 1973 to 1977

To reduce the possibility of a backfire and subsequent costly airbox damage, check the following:

- 1) Remove the Mixture Control Unit airboot and check the height of the air sensor plate. The top plate should rest exactly even with the bottom of the "V" formed by the sides of the air intake. Raise or lower the plate resting-height as needed by bending the spring steel retaining wire that holds the leaf spring that the sensor plate rests on.
- 2) Replace the ignition points if there is any sign of pitting or erosion. Set point gap by using a dwell meter and not a feeler gauge as any oil on the points will cause them to erode.
- 3) With the engine warm, set the ignition timing to the spec for your engine.
- 4) Using a 3mm Allen wrench in the small hole between the airboot and the fuel distributor, set the fuel mixture to the peak RPM. Then turn the Allen wrench 1/8 to 1/4 turn counterclockwise (lean). If the engine runs rough at this setting, turn the wrench back clockwise (rich) until it smooths out. Although an exhaust analyzer is best used for this adjustment, this procedure will, in most cases, be satisfactory until it can be tested. Always use the hand throttle when starting from cold if your car has one, and avoid using the accelerator pedal during start-up.



911 CIS Injection

If a 911 engine will run in the “start” position of the ignition switch but not in the normal “run” position after the engine has been re-installed, the wire connectors for the sensor plate and cold star injector have been inadvertently switched. Reconnect them in the proper positions and the engine will run normally.

Alternator Test With External Regulator

If you suspect a bad voltage regulator but are not sure whether it is the regulator or alternator that is causing the problem, disconnect the plug on the bottom of the voltage regulator. Connect a voltmeter to the battery terminals. Run the engine at 2000 RPM and momentarily connect a jumper wire from the positive side of the battery to the field wire (black and marked “DF”) in the regulator plug that you disconnected.

The voltmeter reading should increase to at least 16 volts. Anything less indicates a bad alternator. If the reading is more than 16 volts, it is most likely the regulator that has failed.



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by Rosemary Tavares

Even though September 11th brings back horrific memories of the events in New York City, Mrs. Tavares considers September 11 to have been one of the happiest days of her life. For on that day in 1943, she brought her little Eddie into the world. She and I alone know that there will be no other!

We started this beautiful Saturday morning with breakfast in Danville with other club friends. Our friends Jack and Jan Carpenter were celebrating their 49th wedding anniversary as well.

After a few errands, we got ready and started out to Ken and June Iles' estate for a relaxing afternoon with our LPR



The Iles use so many limes making their gin & tonics that California has experienced shortages. Hopefully this tree will help abate future deficiencies.

friends. Kevin and Debbie Bennett were there when we arrived, and we all chatted about the goings on with the grand kids and, of course, Kevin's new hairstyle. Shortly after we went down the back stairs to the pool and patio area other friends started arriving. I'm such a chatterbox that I didn't notice who arrived first or last, but these are the folks who

were there: Emilie and Bill Highley, Bob and Karen Morgan, Jim and Diana Cox, Jim and Diane Stephanos, Rudi and Joanna Herz, Tony and Joanne Antonowicz, Ed and Karen Tefankjian, Vince, Beverly, and Christina Vincent, Tony and Kris Vanacore, John Reed and Angie Sharp, and Ralph Maines. The driveway and street were so full of SUV's, that one could have thought we were an SUV club!

The Iles' backyard was full of wonderfully comfortable chairs, tables and beautiful flowers. As Ken told me, the pool was 76, oops I mean 86 degrees, and the spa was set to 90 something (very comfortable indeed). We gorged ourselves with all the wonderful appetizers, then the BBQ chef combo of Jim Stefanos and Ed (the Birthday Boy) began to cook the steak and chicken. Then there was a problem and it was announced that the BBQ would have to be moved next door to Jim's house because the gas wouldn't light. Fortunately, Tony Vanacore sped to the rescue in time to find that Ed had cured the problem, and they were on their way to cooking up some mighty fine vittles.



Being a teacher, Karen Morgan is especially observant of her surroundings. Here she's pointing out to Vince Vincent that the photographer's fly is open.

Meanwhile, I was filling myself with wine and some wonderful punch that Ken and June had made. Then I made the mistake of asking Ken what was in the punch. Would you believe one whole gallon of RUM, two whole bottles of sweet Vermouth, and a dash of 7 Up? Ken said he did two fill ups!!!! No wonder I felt a little (lot) high. I think he should have had a warning sign on it... "Drink at your own risk!"

When the food was cooked, we all grabbed plates and filled our tummies with the yummy salads and wonderful steak and chicken. Afterwards we lit candles on the birthday cake I brought for Ed and sang him his favorite song. Then Debbie and Emilie, assisted by Kris Vanacore, treated us all to wonderful ice cream to go with the cake or to use for a sundae or banana split... yummy! I'll bet that didn't fit into anyone's low carb diet!



Left: Host Ken Iles asked all of the ladies to help him with his knife throwing act, with no takers. Below: John Reed had a breakout, decided he just couldn't take it anymore and really went after that pimple on his nose.



Above: Debbie Bennett decided to give the Iles' punch a try. Right: Her reaction seems to be favorable!



Left: Tony Vanacore looks like he is on a liquid diet while Ed Tavares and Tony Antonowicz bulk up on appetizers.

NAVAL ACTION AT THE ILES'



Above: Ken Iles (the bald spot) sets the trap for his guests. Right: The prank has dampened the spirit of the participants and left them in a less than sanguine mood...



Left:... demonstrated by Emilie Highley when she lifted Ken high over her head and hurled him into the center of the pool. You don't mess with the Divine Miss Em!



Right: Revenge is sweet, and after dunking the host, the mood of the would-be yachters improves as Bob Morgan, Bev Vincent and the Divine One agree to pose holding some of the vessels used in Ken's naval maneuver.



The club gave Ken and June a lovely gift for giving this party for LPR. They are now the proud owners of a lime tree to be used for future G&T's.

Finally came the sailboat race. Ken made these cute little sailboats, and I'm sure it took him hours to make as they were so cute with numbers and all. He put them in a tray of water with a line down the middle. The object was for the contestants to blow their boat over the finish line first. Contestants were on either side of the tray. When the signal was given, each contestant was to blow his/her boat across the finish line. Well, all were ready



A clear demonstration of the power of Ken's punch... he's making a second batch and forgot to take the top off of the rum bottle!

when the signal was given, which was when Ken slammed his hand down in the center of the tray splashing water all over the contestants, leaving the participants, including the women with their lovely hairdos, dripping wet. Emilie grabbed 'that little stinker' Ken, and threw him into the pool to "swim with the fishes" with all his clothes on. When he

got out, all he could think of was if the key to his new Mercedes would still work!



Either everyone has been caught clearing their throats or they are singing "Happy Birthday" to Ed Tavares.

Since he was already wet, he got into a suit for a swim and Ed and I joined him. It was "lovely". The crowd soon started to gather up their things to go home, and soon there was no one left but Ken,

June, Ed and I. We did a quick clean up and retired for the night. It was wonderful not to have to drive all the way back to San Ramon after having all that punch! Ken & June, please accept my personal thanks on behalf of LPR for the hospitality and lovely pool party for your friends. You're great hosts!!



MORE ACTION

Above: Diane Cox and Rosemary Tavares managed to stay dry during the maneuvers.



Above: Ed & Karen Tefankjian work the party with Ken Iles and Tony Vanacore as Karen notices that they are being watched.



Above: Joanna Herz has been trapped by Ken Iles. Notice that the one doing the talking seems to be the one who has done the most drinking...

- Left: Kris Vanacore and Karen Tefankjian seem to be:*
- A. Working on their tans.*
 - B. Scratching an itch*
 - C. Comparing tattoos*
 - D. Teasing the photographer*





Goodie Store

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PCA Car Badges \$20.00 each
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(Navy, Red, Oat, Black, Royal, White, Wine, Forest, Khaki)
Cloisnee Pins \$5.00 each



Order from Joe Pruss with checks made out to LPR PCA. The Goodie Store will be at most Good Time Gatherings with Joe and Cheryl or you may contact Joe at joepruss@hotmail.com
Visit the Goodie Store @ <http://lpr.pca.org>



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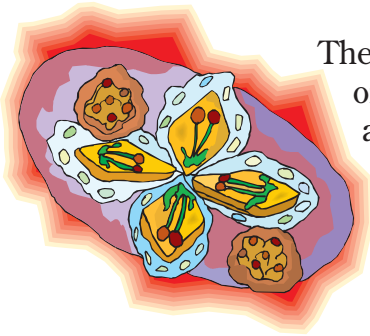
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Wine Tasting Party

*Saturday, November 20
7 P.M. until ?*

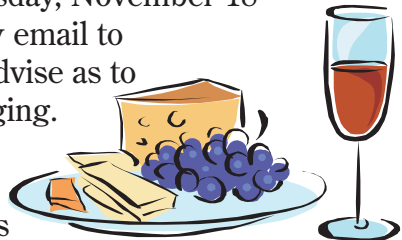
Greg and Sue Sickal are opening their home this evening for a little oenological soiree. Remember, this is a car club so, yes, there will be a wine tasting contest.



The cost will be \$5.00 per person. Plan on bringing an appetizer or dessert and a bottle of wine. Sue is feeling ambitious, so if you will send her your recipe before 11/14 (gsickal@yahoo.com) she will immortalize your offering in a booklet to be given to those who attend.

RSVP to Sue or Greg by Thursday, November 18
at 408-369-9663 or by email to
gsickal@yahoo.com. Please advise as to
what dish you will be bringing.

1818 White Oaks Court,
Campbell, just off White Oaks
Road between Camden and Bascom Avenue.



Can you say **OVERSTEER?!**



*Father and son
compete at their
first autocross*

by Alan Gale _____ 1986 911 Carrera coupe _____

First of all, let's set the record straight; I'm new to Porsche, new to the PCA, new to LPR, and new to auto-crossing. I've never raced a car and I'd never pushed a car all the way to, and past, its limit (and mine!!!). Was I apprehensive? You BET I was. Was I a little frightened (for me and my car)? OF COURSE! Were either of those self imposed stresses based on reality? NO WAY!!! I made it all up in my head. For those of you with the same fears, I recommend facing those fears and head on out to the next PCA auto-cross event. It's what I did and I'm hooked.



*Tom Holdych is an absolute genius at multi-tasking.
Here he works the autocross trailer, talks on the radio
and reads the paper... all while taking a nap.*

I showed up early Sunday morning to help set up. That turned out to be a blessing, actually.

If you're new to auto-crossing, I highly recommend helping out; you'll learn all you need to know in a shorter amount of time. I helped set up the course, which was really fun. I learned about corner construction and how to keep the cars slow, yet not too slow. Doing this helped me

❖ Can you say OVERSTEER?!...

think about the course and what I should and shouldn't be doing. Thank you, Henry, for taking me under your wing.

Once the course was set up I walked it with an instructor. This was a blessing as well! He gave us tips, hints, and tricks about corners, straights, braking and turn-in zones. It was, again, very helpful. Any apprehension I had in the morning quickly disappeared and turned into excitement. I wasn't intimidated by what I saw laid out before me over the vast expanse of concrete and cones. It turned into a safe playground for me and my car.



Holy Maidenform! The photographer caught Cathy Carlson parading around in her bra!

As I sat in my car, waiting for my first run, I thought, "Why am I sweating so much?" Well, just sitting there, my heart rate had sky-rocketed; I was very excited. Relief came when I realized the course had a rolling start. I was thankful I didn't have to burn up my clutch. Each take off was smooth, just as if leaving a stop sign in a school zone. Time to go!

My first run through the course was an exercise in car control as I quickly found out how easy and controllable a 911 is to slide around



Ed Tefankjian is ecstatic with his run... took out only five cones!

corners. Can you say OVERSTEER?! It was great fun. I learned I could "catch" a near 180 degree tail swap with tones of counter steering. WOW!!! I didn't know I could do that. Subsequent runs throughout the first session taught me how to slide around every corner, "Dukes of Hazard" style. Not the fast way around the track, but VERY fun. I was amazed at how much one can throttle steer a 911. What a fantastic car!

❖ Can you say OVERSTEER?!...

When the first session was over I quickly made a (personal) pit stop, got some fluids, grabbed my sun screen and hat, and went out to work the course. I wasn't looking forward to this chore, however I knew it was something that needed to be done so that other people could play.



Working the course turned out to be as much fun as racing it! The cars are so much fun to watch. There are some good drivers out there, and fantastic Porsches. I was amazed at how many people could drive their cars very well. I envy some of the modified

Porsches; horsepower and grip are our friends. I also learned a few things like (1) proper line, (2) throttle control, (3) course awareness, and last but not least (4) don't run across the timing lights to replace a cone (sorry).

I decided that for the second session I would try to get the best time I could and not slide the car around so much. My first run I improved my time by quite a bit; I didn't slide the car around so much. As my lap times came down, so did my father's. We exchanged fastest laps (between the two of us) and the competition became fierce.



Alan Gale and Cathy Carlson appear to be having their pulses checked by Jerry Thomson using the track-honored timing light technique.

Every time I was staged to take off my father's lap time was announced over the loud speaker (translation: "Top THAT Son!!!!"). I responded by spinning the car around half way through the lap (oops). Not good, but worth the experience. I learned how far is too far. For our last runs my father posted the best lap time between the two of us. The pressure was on; I had to respond. I think lady luck was on my side. My last run was perfect (for me) and I beat my father by a little over 3 tenths of a

❖ Can you say OVERSTEER?!...

second. Lesson: at 35 years of age I still have a lot to learn from my "old man."

Overall, my fist autocross was a huge success and the best way I can think of to spend \$30. I am a better and safer driver because of the autocross; I learned car control in a safe and legal environment (something everyone should do). I met some great people and laughed harder than I had in a long time. I look forward to doing a complete season next year and I look forward to spending more time with the wonderful people in LPR. I'm hooked.



Left: Pretty cars and pretty girls... they make the trip to the track worthwhile even if you don't make TTOD. Below: This autocrossing is really going hi-tech! Computers and sensors... and now they've given up using sheet rock? Where is it going to stop?



Above: Autocrossing is one of the last activities in California without smoking restrictions... I think it has something to do with the tires. Right: Liz Shaw likes to predict her time with her car number. She only missed by about five seconds.



Oversteer at Marina



❖ Can you say OVERSTEER?!...

Hi Bob & Cathy,

Thank you for putting on such a fabulous autocross event today! This was my first autocross and the first for my son, Alan. We are new members at LPR, and ever since we both purchased Porsche's, we have been looking forward to finding a legal, safe way to compete with each other.

I could not believe that one person could coordinate such a scope of activities, and Cathy, you made it look easy, delegating course layout, the various support positions, the line-up chevron, course marshals, announcer, etc.



Driving in these events requires that you help out when you aren't in your car. The course workers get the "up close and personal" view of the competition.

I really like the emphasis that you put on safety and fun at the drivers briefing. Since more than half the drivers were first-timers, I wondered how in the world you would shepherd all us un-experienced cats. You did it with ease and the help of the veterans...good thing you asked for that!

The A.M. and P.M. "hot-swap" of the course marshals allowed us to get in 10 timed runs...unbelievable!

Driving down to Marina from Santa Cruz, and wondering what autocross was all about, I was hoping I would be able to get in 2 or 3 runs. Having 10 runs was an unexpected gift!

Congratulations, Cathy, on your organizational skills!

I really appreciated your enthusiasm as well, walking up and down the chevron and reminding people to wipe the smiles off their faces, and giving us the good news in the afternoon that we would get 6 runs in!

My son called me in the evening and said he had one of the most fun days of his life. That put an ear-to-ear grin on his dad's face!

Thanks, folks, for your dedication, work, and fun-loving enthusiasm!

P.S. My son beat me out by three tenths of a second on the final run! Dog lips! Well, there's always next time.

Ray Gale



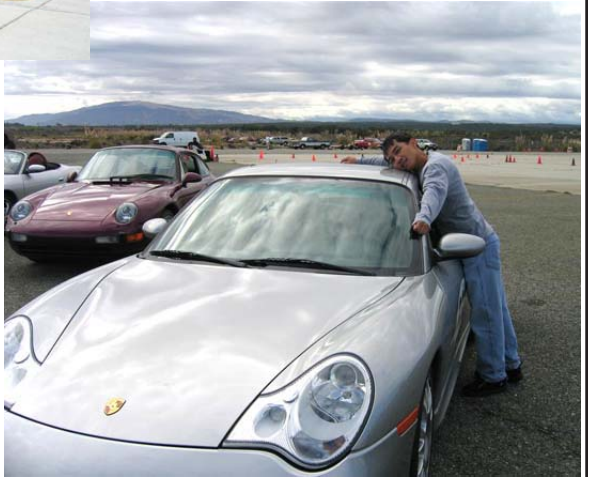
Above: Tom Holdych's cat's eye headlight covers.

Above, right: It wasn't just the big boys racing out there, Skylar got his laps in, too. Right: Lots of groupies were on hand for this series finale. It looks like the guy in front might be undergoing treatment for lead-foot, a common ailment for aficionados of these events.



**More
Oversteer**

Above: Jerry Thomson not only enjoys the sport, he enjoys looking the part, too. Right: One thing that you can really say about autocrossers, and Porsche autocrossers specifically, they sure love their cars.



PCA-SVR

Driver Education & Autocross Extravaganza

At Infineon Raceway, Sonoma, California

November 14, 2004 – 7:30 am to 5:30 pm

This event is now open for registration and will fill up quickly!

Drivers Education

- High-Speed Driving School for Beginners and Novices
- In Car Instruction available
- Intermediate Drivers Run Group
- Classroom/Download Sessions

The (C)-Beginners/Novice and (B)-Intermediate run groups are limited to 25 participants each to maximize track time and minimize congestion. Registration is first-come, first-served and must be completed by November 5th. The cost for the DE event is \$295.00

To reserve your DE spot, or for more information, please contact Frederick D. Rauch at Competition@svr.pca.org or 916-989-0580 or go register at:
<http://www.trackmastersracing.com/html/abouteventspca-hpde.html>

Autocross

- Autocross for Beginners, Novice and Experienced Drivers
- In Car instruction available (subject to availability)
- This is strictly a fun event and not part of the Zone Series

Limited to 50 participants. Registration is first-come, first-served and must be completed by November 5th. The cost for the AX event is \$35.00

To reserve your AX spot, or for more information, please contact Kerner Breaux at

brecko@earthlink.net or 916-966-2425 or go register at:

.....<http://www.trackmastersracing.com/html/abouteventspca-ax.html>

Social

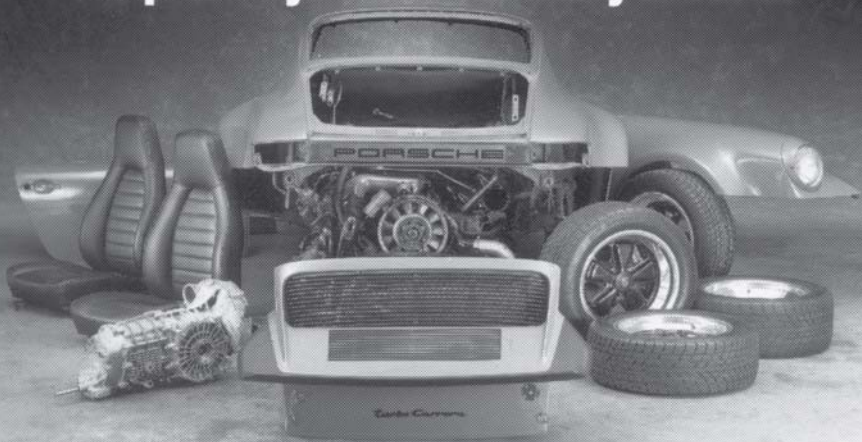
Based on the success of the no host dinner for the June 4th DE event at Thunderhill, we will organize a dinner for Saturday night November 13th along with blocking of hotel rooms at a negotiated rate.

Please contact Frederick D. Rauch at Competition@svr.pca.org or 916-989-0580 for more dinner and accommodations information.

SVR Competition Director - Frederick D. Rauch - SVR Chief Driving Instructor - Russ Hildebrand SVR Chief Steward - Mike Willis - SVR Event Autocross Chair - Kern Breaux

Presented in conjunction with Doug Gale of TrackMasters Racing. The DE event is not intended as a timed or race event. Any DE timing is done for personal purposes only, and is not part of the operation of the event. AutoX is a timed event.

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Loma Prieta Region PCA
Minutes of the October 2004 Board Meeting



The October Board Meeting was held on October 7, 2004 at Mountain Mike's Pizza in Los Gatos. Board members in attendance were: Liz Shaw, Emilie Highley, Bob and Karen Morgan, Sue Sickal, Vince Vincent, and Harlan Pester. Other members present were: Ralph Maines, Angie Sharp, John Reed, Tom Holdych, Cathy Carlson, and Ken & June Iles. The meeting was called to order at 7:05 p.m.

Approval of Minutes

The previous month's minutes were distributed & reviewed. A motion was made by Emilie to approve them. Sue seconded the motion and they were unanimously approved.

Directors' Reports

President: Bob Morgan

Bob reminded outgoing officers to continue preparations for transitions to new club officers.

Vice-President: Emilie Highley

Emilie reviewed the October events-

October: 2nd - Oktoberfest at the Herz's, 16th – Tech Session at Fastlane, 23rd through 24 – Hearst Castle Tour, 30th – Halloween Party at the Morgan's'.

She also reminded the board of the upcoming 2005 Planning Meeting to be held at Mtn. Mike's on Sunday, Nov. 14th.

Emilie reviewed plans for the Dec. 4th Holiday Awards Banquet. A motion was made by Karen to hire a band, Nichole Cheri & the Groundbreakers, for this event. Seconded by Vince, the motion passed with one abstention. A block of rooms has been reserved for \$59 each under the Loma Prieta Porsche Club name. Emilie suggested members approach our advertisers for gifts and Bob, Ken, John, Sue, Liz, Emilie, and Tom volunteered to do so.

Emilie reported that the 35th Anniversary Party has been booked at Maggiano's. She noted that Tom Provasi has asked to be part of the anniversary party committee. Sue will set up a way to track income & expenses for this event. Emilie also announced a \$250 gift from Bob Stewart of Andersen Behel for the party. Ken was asked to contact advertisers from years gone by. Bob will write a letter to all current advertisers inviting them to sponsor this event. A program composed of historical data & ads exclusively from those people/companies who support this event was discussed. This would need an OK from Kevin.

❖ Minutes...

Secretary: Karen Morgan

Karen reported that the election ballots are arriving. A meeting to count the ballots will be held at the Morgan's' home on Saturday, November 6th at 6 p.m.

Treasurer: Sue Sickal

Sue presented the August and September Treasurer's Reports. Income for August was \$4,305 and expenses were \$3,774.01. Income for September was \$0 and expenses were \$3,041.03. Sue also asked that she be provided a list of future club expenses for the rest of the year so that she could forecast the club's funds.

Activities: Harlan Pester

Harlan has applied for insurance for the Hearst Castle Tour. Ken presented tour proceeds of \$4000 to Sue. Vince made a motion and Emilie seconded to approve payment of \$918 to Hearst Castle for tour tickets. John will e-mail tour information to participants.

Membership: Liz Shaw

Liz announced twelve new members: Evi Alford (a dual member), Tony Ainsworth, Glynn Dennis, Sr., Rob DeHart, Lawrence Horne, Kit Soetaert, Philip Sheridan, Stephen Taylor, LeeAnn Warshawsky, Alex Zambo, Lori Fitch, and Vittorio Lagana transferred in. Sue motioned to accept the new members, Harlan seconded, and the motion passed unanimously.

Member At Large: Vince Vincent

Policies & Procedures Status – Vince issued the revisions. Bob motioned to accept the revisions, Sue seconded, and the motion passed.

Vince announced that the awards budget would be the same as last year.

Editor: Kevin Bennett

Kevin was not present at this meeting.

Committee Reports

Webmaster: Greg Sickal

Greg was not present at the meeting.

Autocross: Cathy Carlson

Cathy submitted the autocross budget for 2004. She asked that potential autocross expenses for FY'04 be submitted to her so that she could produce a proposed budget for the remainder of the year. She also asked to be contacted regarding any printed information regarding autocross dates, prices, etc. A discussion ensued of how to deposit future autocross funds. It was agreed that Cathy would deposit funds in the club's account using deposit slips provided to her by the treasurer.

❖ Minutes...

Tech: Jim Bryant

Jim was not present at this meeting. The next Tech session will be held at Fastlane in Santa Cruz on October 16th.

Goodie Store: Joe and Cheryl Pruss

Joe & Cheryl were not present at this meeting. They submitted a report detailing current deliveries and sales. They have added 4 special items for the holiday season: a jumbo canvas tote bag for \$20, a red mid-length apron for \$25, a small black towel for \$20, and a black stadium blanket for \$30. A motion was made by Vince and seconded by Sue to pay Racesetter Designs \$162.50 to carry the holiday inventory and \$349.20 for previous sales. The motion was approved. The Goodie Store submitted \$230 to the treasurer for sales and will collect \$195 when custom orders are delivered.

Charity: Open Position

Public Relations: Ken Iles

Ken will be getting information to submit to Panorama on the 35th Anniversary Party.

Old Business

New Business

It was suggested that motions made, seconded, & approved by the board via e-mail be recorded by the President and reported to the club under Old Business. This should probably be added to the club's policies & procedures the next time they are updated.

The next board meeting will be held on November 4, 2004, at Mtn. Mike's in Los Gatos.

Adjournment

The meeting adjourned at 8:46 p.m.



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FOR SALE: '99 Carrera Coupe - Black, gray leather, power seat, sunroof, windows, stereo/cd. 46412 miles. Billiehalsimpson@sbcglobal.net or Hal at 831-423-3118 (11)

FOR SALE: 356B parts - hood \$600, front seats ea. \$100, Rear seat backs ea. \$40, luggage rack \$100, wheel rims \$75, bumper guards \$100 & \$20 plus other misc. parts Richard 510-655-9887 (11)

FOR SALE: 1983 911 SC, all power, beautiful full leather, alarm, new tires, radio (CD), seldom driven with very low mileage, Mech. perfect with body and paint excellent. \$14,000. John 831 630-1-79 or 408 425-4276 (10)

FOR SALE: 993 '95-'98 four new brake rotors. \$300. Anthony Antonowicz. 408 268-9495 (10)

FOR SALE: 4 - Kuhmo V700 Victoracer 225/50x15 tires with about 1-2/32 thread life left. Great starter tires for that first time experience on "sticky" tires. Available in San Jose. \$60/OBO. Mike @ 408-369-1515 or mpl@ix.netcom.com. (9)

Wanted: Porsche Fuchs 16X8 and 16X9 Wheels, 914 Harness Bar Private party looking for a pair of 16X8 and a pair of 16X9 Fuchs Wheels. Also looking for a nice Harness Bar for a 914. Call Dan (408) 483-5224 or dan_tsuchiya@amat.com. (9)

For Sale: Hand Painted Porsche Center Caps for Fuchs, Cookie Cutter and Phone Dial (Flat) wheels. The crests are hand painted in authentic Porsche colors to match the hood crest. \$150 + \$6 shipping. Will take old center caps in exchange + \$125. Check out samples at <http://www.tomandkarenspace.com/cars/ctrcaps.html> (9)

For Sale: 1996 993 Turbo. Polar Silver. Blue/Grey interior. Upgraded ECU, PSS-9, sway bars, Cargraphics oil cooler. Recent tires. Maintained and driven by enthusiast. 36K miles. More specs at: <http://tinyurl.com/37mno> \$70K/bo Please contact jchan@mywhine.com (8)

Unclassified ads are available at no charge to PCA members. All ad copy must arrive by the 8th of the preceding month. Ads will run for 3 months on a space available basis. Please notify the editor when you sell your item, or if you want to re-run your ad after 3 months. Non-members fee is \$10 / month per ad. Checks should be made payable to LPR / PCA. Send ads to: Kevin Bennett, email:badass@ix.netcom.com.



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The opinions are those of the authors

and not necessarily those of the Loma Prieta Region, PCA.

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