



Volume XXXV No. 12

December 2005

PRIETA POST

THE OFFICIAL PUBLICATION OF LOMA PRIETA REGION—PCA • <http://lpr.pca.org>

LPR HITS THE BEACHES OF MENDOCINO



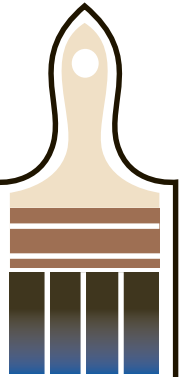
**This Month: 2005 Awards Banquet •
Gift Exchange at the Highley's**

**Reporting: Mendocino Tour • Flower Power
Halloween Party • Canepa Tech Session**

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

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What's Happening

December

Thursday the **1st**- Board Meeting at Mountain Mike's in Los Gatos.

Saturday the **3rd**- Holiday Party and Awards Banquet at the Hilton of Santa Clara.

Come out and celebrate another successful year for our favorite car club. See the ad on page 10.

Thursday the **15th** - Coastal Driving School at Laguna Seca. Drive this famous course. See the ad on page 26.

Saturday the **18th** - Holiday Gift Exchange at the beautiful home of Bill & Emilie Highley. See the ad on page 9.

January

Thursday the **5th**- Board Meeting at Mountain Mike's in Los Gatos.

Thursday the **12th**- Zone 7 Banquet.

Saturday the **28th** -Harlan Pester is hosting another GTG at C.B. Hannigan's in Los Gatos. Watch for more info in the January issue.

February

Soup Night at the Glathe's on the 18th and a tech session on the 25th. Also, GGR has an autocross school scheduled for the 11th and it is not too early to begin pursuing that dream of autocrossing.

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See back cover

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Breakfast on the
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Photo by
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PRIETA POST

December 2 0 0 5

Feature Articles

“Lights out” in Mendocino	16
Canepa Tech Session	28
Flower Power Halloween	34

Departments

Geschwätz in die Überholspur	5
POST Positions	7
Member Notes	11
2006 Calendar of Events	12
Goodie Store	27
Minutes	39
Unclassified Ads	42

Coming Attractions

Annual Gift Exchange	9
Annual Holiday Party	10
Mazda Raceway Laguna Seca	26

Advertising Index

Action Trailer	27
Stevens Creek Porsche	Inside Back
Bob Stewart	41
Body Style	3
CT Automotive	6
Custom Alignment	15
Don's AutoWerks	23
Emilie Highley	14
Fastlane Porsche Repair	15
High Performance House	41
Harbor Press	15
Jerry Connolly	Inside Front Cover
PartsHeaven	14
Premier Auto Tops and Interiors	6
RMG Enterprises	8
T.J.P. Painting	Inside Front Cover

Geschwätz in die Überholspur

Tom Holdych, President



Welcome to my last President's column. As I look back on 2005 (is it really almost over?) I feel that LPR has put forth another outstanding year for its members. After 35 years in existence, LPR has shown that it still has what it takes to throw a great (year long) party, and have some serious fun. I only hope that I am in as good shape as LPR when I turn 35...

Unfortunately I cannot take the credit for such great success. I really wish to wholeheartedly thank my Board of Directors, Committee Chairs, and all of the other volunteers, as these folks were the ones who made things happen throughout 2005.

As I am writing this we have just completed our planning session for 2006. Next year will turn out to be a combination of repeated, successful, "traditional" fun events from years past, along with some new spice thrown in. While some things conspired against me this year, and prevented me from participating in all of the activities I would have liked to join in 2005, I hope to see you at many more in 2006. Should be another great LPR year!

But with all of this talk you might think that 2005 has run its course. Far from it! Some of the best events of the year are still upcoming, including the Chili Cook-Off at the Bennetts, the Holiday Party and Awards Banquet, Coastal Driving School's Laguna Seca DE, and the ever-popular (and controversial) LPR Holiday Gift Exchange. Throw in Thanksgiving and Christmas with your family or friends, and you never have to be lonely or bored for the rest of the year!

Even with things having been as busy for me as they were this year (with my company's IPO and all), I still recently got to run at Thunderhill on Halloween. I will end up running less than half the number of track days this year as compared with last year, so I'm trying to make all of them count double! Greg Sickal came up with me to this T-Hill event, even though he chose not to drive this time (seems like the soles of Ein Boxster's shoes were wearing a little thin for track work. Greg assures me that he will have this remedied by the time of CDS's Laguna Seca event in December). Anyway, we had a great time because the weather was perfect, and only about 20 cars (in 2 different run groups) participated in this Monday event. Lots of track time, with a schedule that essentially ran 30 minutes on track, 30 minutes off, repeat until tired. Since Greg wasn't running that day, I ended up having my own personal photographer at the track. Nice! Thanks for the great photos and all of your help Greggy.

One reason I bring up this recent track day is that it caused me to remember just how much fun Porsches really are. And being that they are race-bred cars, it really behooves all Porsche owners to get out to the track or autocross course at least every couple of months. Now the autocross season has ended for 2005 (see you at the holiday party to pick up your awards), and it won't start up again until March of next year. But in the meantime there will be the CDS event in December, hopefully another one or two

❖ Geschwätz in die Überholspur...

early in 2006, and of course the autocross school in February. You owe it to your Porsche and yourself to get out and push some limits in the safe and sane environments provided at track DE days and autocrosses! And some of you might even be surprised at how well your car runs after you have pushed it a little at a driving event. Clear out some carbon deposits, and have fun at the same time. What more could you ever ask for?

Well, that's all I have for this month. Once again a big THANK YOU to everyone who made 2005 what it was, and I look forward to many more great times in 2006.

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POST POSITIONS

Kevin Bennett, Editor



Debbie sent me to the bank today. It was gray, overcast and slightly breezy; in fact the weather guy even predicted some showers in the bay area, so, to me it was just perfect walking weather (*I have great cars to drive but I make myself walk a lot because I need the exercise*). I also had some mail to drop. I missed the first mail box along the way and as I was walking through the Target parking lot, wherein was located the second box, I was commenting to myself about how much the general design of SUVs has changed (*to beat out the roll-over problem, I think, they all seem to be getting smaller and lower, looking suspiciously like station wagons*). As I neared the shopping center in which our bank is located, I remembered the mail and kicked myself for walking past the only two mail boxes that are on my four mile route to the bank (*I don't think the Post Office is hot on the idea of putting in new mail boxes anymore because of the "anthrax in the mail" stunt*). You wouldn't think that failure to drop the letters would seem that important, but I knew that I had lost fifty percent of my opportunity to get them mailed and, what with my penchant for mental meandering, there was a good chance I'd blow it on the way back, too.

As I am giving myself an intellectual chastising, a woman pulls up to the bank, exits her car and follows me into the bank's lobby. Being dutifully inculcated into my parent's behavior patterns, I held the door for the woman as she entered. There being two available tellers (*most of the tellers are young men, jobs that were almost exclusively held by females in my youth*), we each immediately went about our banking chores and we both completed our tasks at almost the same time. This time, however, the woman was in the lead, she immediately preceded me out the door and she did not hold the door for me (*holding doors used to be common courtesy, but in this case I'm not sure if attitudes have changed or it's just because I'm not as pretty as I used to be*).

I'm on the return leg of my journey, now and as I stroll along I'm thinking about an incident a friend, named Greg, related to me that bore somewhat on the action at the bank door. This friend took a business trip with several co-workers. The group was composed of three guys and one girl who were flying in for one day of business on a Friday with a return that evening. It turned out that the woman had friends in that city and had arranged for a return flight after the weekend which necessitated her bringing luggage for her stay. Since the group wasn't staying the night, you can imagine how this baggage became somewhat of an albatross around the neck of its owner, and the next week, Greg had to listen to this gal's complaints about how rude it was that none of her compatriots on the business trip even offered to help her with her burden. Greg cut right to the chase in his response, when he said, "Why should we help you? You're competition. Your bags had nothing to do with work." I don't remember Greg telling me of her reaction but I am confident that, for her, it was a sobering welcome to the notion of equality in the workplace.

As I'm rolling this story around in my head and thinking that maybe it is all the competition that is killing some of the civility in society, I suddenly realize that I missed

❖ POST Positions...

the first mail box on the way back! Alas, seventy-five percent of my opportunities are gone to drop this stupid mail.

Now I really have to concentrate! Think about mail!

At the November board meeting, Ralph Maines asked me if the cost of the bulk mail is going up, too.

"Too?" I responded.

"Yes," he said, "the price of regular mail is going up two cents." *(Remember the blue three cent stamp with the Statue of Liberty on it? It's now thirteen times higher to mail a first class letter. Take the same factor times the twenty cent/gallon gas back then and you get \$2.60! Hmmm... seems consistent. Same factor times the \$20,000 for a house back then and you get \$260,000. Oops! Guess housing is an exception.)*

I, of course, had not heard of the increase and the two of us reminisced a bit on how things have changed; especially how expensive things have become.

Now I'm thinking about my plan to hold down the cost of mail by having it delivered to residential neighborhoods every other day rather than six days a week. Because the postman would be handling twice as much mail every day, the savings in manpower wouldn't really be fifty percent, but the savings would still be so huge you could justify a cut in the cost of mail. Of course, the postal worker's union would scream bloody murder about having to deliver two days of mail to each house and they surely would figure out a way to block this bit of genius and...

It worked! I was thinking about the mail, saw the last mail box and, rather smugly, I might add, dropped the missives into the box.

Job well done!

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**L P R'S ANNUAL
GIFT EXCHANGE**

Sunday, December 18

4:00 P.M.

*Bill & Emilie Highley will be hosting this event in their
home at :*

1468 Leshor Court, San Jose 95125

*Plan on bringing an appetizer and a wrapped exchange
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R.S.U.P. to Bill or Emilie at

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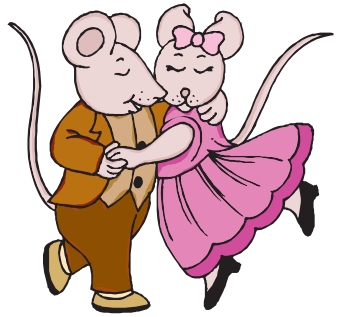
by Friday, December 16th.

LPR's Annual Holiday Party

Saturday, December 3rd

Hilton of Santa Clara

4949 Great America Parkway,
Santa Clara



6:30 P/M - No Host Cocktails and appetizers

7:30 P/M - Dinner

9:00 P/M - Awards and Presentation of Officers

Door Prizes throughout
the evening.

Dinner Entrees:

Chicken Wellington with Mushroom Duxelles

OR Fettuccine Dim are' (scallops, shrimp, clams & fettuccine in a creamy pomodoro tomato sauce).

OR Charbroiled New York Steak - studded with black peppercorns and topped with Dijon Brandy Sauce

Dinner also includes: salad, rolls, butter, dessert (Triple Mousse)

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

Cost for LPR members and guests: \$45.00 per person
Dinner choice and payment (checks made out to LPR) must be
made by no later than November 26th

**Contact: Emilie Highley at
408.267.6877**

**Mail to: 1468 Leshar Court,
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e-mail: bbillhighley@hotmail.com

A block of rooms has been reserved at a rate of \$59.00. Call the Hilton Hotel at 408 330-0001 and mention "LPR" for reservations.



MEMBER NOTES

*Ed Tefankjian,
Membership Director*



I'm pleased to introduce the following members that recently joined LPR:

New members from PCA

- Daniel Blanchard, Aptos – 1990 964 C2
- Joe Fry, Santa Cruz – 1997 986
- Gerry Hatcher, Ben Lomond – 1988 928S
- Eric Hicks, San Jose – 1963 356B
- James Hudson, APO, AP – 2002 996
- Roy Lonberger, Los Gatos – 2002 986S
- Mike McCabe, San Jose – 1987 911 Targa

Reinstated Member

- Thomas McGuinness, Los Altos – 1986 944

Transfers in

- Roger Bundlie, Los Gatos - 1995 993 from GGR
- David Parre, Los Gatos – 1972 911T from GGR

Ed's tips for December:

- Being a new 987S owner I was surprised when I discovered that our Boxster was made in Stuttgart, I thought that all Boxsters were made in Finland. To find out where your Boxster was made check your VIN. The eleventh digit will be "S" or "U"; the "S" is for Stuttgart and the "U" is for Uusikaupunki Finland.
- We are getting close to the end of this year (it's gone fast!), however, there are still exciting activities. And there is more for next year. There is something for everyone... get out and participate! See you at the next event.
- Please let me know when you change your e-mail, send me (edjt@earthlink.net) your new address so I can update your file.

Bye for now, Ed

LPR 2006 CALENDAR OF EVENTS

January

- 1 HAPPY NEW YEAR
- 5 LPR Board Meeting @ Mt. Mike's 7:00 p.m.
- 12 ZONE 7 Banquet
- 28 GTG – Hannigan's – Harlan Pester

February

- 2 LPR Board Meeting @ Mt. Mike's 7:00 p.m.
- 11 GGR Autocross School
- 18 GTG – Soup Night at the Glathe's
- 25 Tech Session – Classifying your Porsche for Competition

March

- 2 LPR Board Meeting @ Mt. Mike's 7:00 p.m.
- 11 GGR Autocross @ Candlestick
- 18 GTG – “Go Karting” – Jim Bryant (Also LPR's 36th Anniversary)
- 19 LPR Autocross @ Marina
- 24 Newcomers Social @ Mt. Mike's 7:00 p.m.

April

- 1 GTG – Bocce Ball at Campo Di Bocce – Ed & Karen Tefankjian
- 6 LPR Board Meeting @ Mt. Mike's 7:00 p.m.
- 8 GGR Autocross @ Golden Gate
- 8 1-Day Tour – Rudi Herz
- 15 Campbell Easter Parade – Bonnies & Bonnets
- 21-23 CRAB at Elkgrove
- 23 LPR Autocross @ Marina

May

- 4 LPR Board Meeting @ Mt. Mike's 7:00 p.m.
- 6 & 7 Casino Royale Tour – Bob & Karen Morgan
- 13 GGR Autocross
- 20 GTG – Brunch at the Smith's (Tentative)
- 21 LPR Autocross @ Marina

June

- 1 LPR Board Meeting @ Mt. Mike's 7:00 p.m.
- 3 GYMKHANNA – Jay & Kim Patyk (Tentative)
- 4 LPR Swap Meet & Concours
- 10 GGR Autocross @ Alameda
- 18 LPR Autocross @ Marina
- 19 GTG – Joe & Cheryl Pruss

July

- 6 LPR Board Meeting @ Mt. Mike's 7:00 p.m.
- 8 GGR Autocross
- 15 1-Day Tour – Jay & Kim Patyk
- 22 & 23 GGR Autocross School @ Candlestick
- 29 LPR Family Picnic
- 30 LPR Autocross @ Marina

August

- 3 LPR Board Meeting @ Mt. Mike's 7:00 p.m.
- 6-11 PARADE in Oregon
- 20 GTG at the Highley's (Proceeds will go toward Charity Fund)
- 26 ZONE Event a@ Marina
- 27 GGR Autocross @ Marina

September

- 7 LPR Board Meeting @ Mt. Mike's 7:00 p.m.
- 9 GGR Regional Autocross @ Marina
- 15 Newcomer's Social @ Mt. Mike's 7:00 p.m.
- 17 LPR Autocross @ Marina
- 23 & 24 2-Day Tour "Snoring in Sonora" – The Bryant's
- 29 GTG – A'Bellagio in Campbell 7:30 p.m. – Mike Zampiceni

October

- 5 LPR Board Meeting @ Mt. Mike's 7:00 p.m.
- 14 GGR Autocross @ Alameda
- 14 1-Day Tour – La Honda & Half Moon Bay – Harlan Pester
- 22 LPR Autocross @ Marina
- 28 GGR Autocross @ Alameda
- 28 4th ANNUAL HALLOWEEN PARTY @ The Morgan's

November

- 2 LPR Board Meeting @ Mt. Mike's 7:00 p.m.
- 4 & 5 2-Day Tour - Reed & Iles
- 12 2007 LPR Planning Session @ Mt. Mike's 2:00 p.m.
- 18 GTG at the Sickal's "Wine & Appetizers"
- 23 Happy Gooble Day

December

- 7 LPR Board Meeting @ Mt. Mike's 7:00 p.m.
- 9 LPR Holiday Party/Awards Banquet – Tentative
- 16 LPR Annual Gift Exchange at the Ile's
- 25 Merry Christmas



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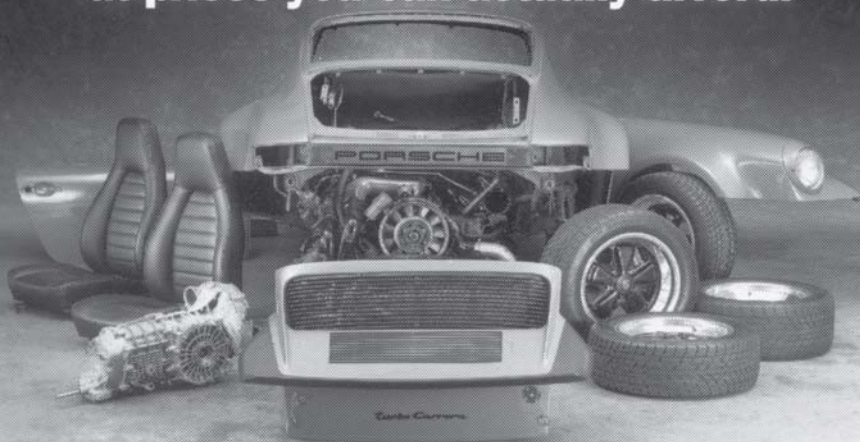
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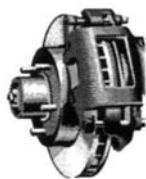
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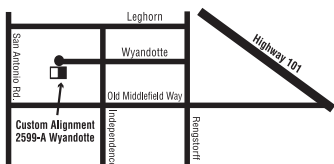


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“LIGHTS OUT” IN MENDOCINO



By Greg Sickal

Photos by John Reed
Barry Pangrle
Debbie Bennett

Like everyone else in the club trying to back out of writing an article for the LPR POST, at first I resisted but Kevin was persistent and I finally agreed. Of course I am talking about the infamous Mendocino Tour put on by Ken & June Iles, John Reed and Angie Sharp over the weekend of October 8th and 9th. It all started on the lovely morning of October 8th, when Sue and I arrived just in time for the driver's meeting in Pleasanton. We were thankfully *not* the last ones to arrive this time. Excited to see everyone (it was a very big crowd with 27 cars and 54 people), I started chatting with all my friends while John Reed was conducting the driver's meeting. Of course, as usual I was not paying attention to John (just kidding Big Guy!) and afterwards Sue asked me "What did John just say?" I told her I wasn't listening. She laughed. So did I. I'll have to admit though; I was surprised there weren't any gag items in the driver's packet like there usually are on John's tours. Like balloons and jokes. Just a plain map this time.



Ken Iles gets everyone in the mood for our dinner at a Mexican restaurant.

The group was large, so we set out in two groups. As we got onto the back roads of the East Bay, Sue noticed I was driving considerably faster than I had on previous tours. "I think those DE's (Driver's Education events) have made you a different driver" Sue

❖ “Lights Out” in Mendocino...

said. Translation: faster and more aggressive. I remember in earlier tours how I was scared to go too fast because I might get a speeding ticket. Sue was pretty scared as we whipped around the turns (in her Toyota Solara no less since my Boxster S had a torn CV Boot and was leaking coolant, not to mention my tires were racing slicks), and started to say she was getting carsick and would I please slow down. I was just keeping up with everyone else I told her as I continued to down cup after cup of coffee. This came back to bite me early on in the tour as I had to make an emergency bathroom stop on the side of the road with Ralph Maines and Bob Morgan trailing behind me making up the tail of the second group. At least only those two guys saw me relieving myself on the side of the road and stopped ahead to wait for me, and yet I felt I had to share this in my story.

Our first stop was at the Rutherford Hill Winery in Napa Valley for wine tasting. We were the last ones to get there and proceeded down to the wine tasting area to moisten our taste buds. They had some great tasting wines and we got to keep the glasses, but it was very crowded as there were also several other groups at the winery. After tasting, Bob & Karen Morgan, my wife, Sue, and I went into the store to buy some of the wines, but ended up having to wait in a huge line. This caused us to be late and everyone else in the group left without us so once again we were the last to leave. I guess they got tired of waiting on us and figured we had a map and could make it on our own. As Bob and I drove very fast (up to 100 on some of the roads) to try and catch up with the rest of the group, we passed several intimate and smaller wineries along the way. Sue complained about me driving too fast and we found out later that Karen was complaining to Bob as well. I couldn't help but think that next time we should stop at one of those other wineries.



Don & Pam Wise, June Iles, Suzette and Barry Pangrle bask in the perfect weather for the tour.



It seems that Greg Sickal was anxious to get the revelry started. He is just in the process of unloading the car but is managing to work a beer at the same time.

Now here is where things started to get interesting. As we approached an intersection, the next route instruction was “a Right at the T-intersection thru Geyserville.” Sue said she didn't think that this was it because the road sort of naturally curved to the left even though there was clearly a distinct right turn one could make. So we kept going left, but the Morgan's veered off to the right behind us. I stopped, turned around

❖ “Lights Out” in Mendocino...

and caught up with Bob on the side of the road. He told me he had seen the group take a right at that turn and so he had done it as well, but he had heard on the radio that they realized they had made a mistake. Our tour leader, Mr. Ken Iles, had in fact turned right at the wrong place and everyone else followed behind him. Sure enough, they soon came back our way and we resumed the tour. Proud we had made the right decision, I started to pull out towards the end again in front of the Morgan’s car but almost sideswiped Mike Zampiceni in his car because I didn’t expect to see him at the end of the group.

Next we came to the lunch stop in Cloverdale. The bulk of the crowd stopped for lunch at the Owl Café, but Sue, the Morgans and I headed towards the park downtown since we had brought our lunches. At the park, we also noticed that Tony and Kris Vanacore and Matt and Kathy Lord were there too. It’s a good thing we brought our own lunches, since determined not to be late for the start after lunch, we cut our own lunch short and raced back to the Owl Café only to find out that some people hadn’t even been served their lunch yet. Apparently, the café was so overwhelmed with people and they only had a single waitress working that they just couldn’t handle the crowd. So we waited... about another 45 minutes standing around and chatting while everyone finished eating.



The Rutherford Hill Winery witnesses the exhibition of one of LPR’s premier skills... bellying up to the bar.

Finally, we resumed the tour for the last two hours of the drive along Highway 128 toward the coast. It was beautiful (in the 70’s) and the roads were curvy and fun to drive. Of course, Sue’s Solara might not have agreed, since it was being driven like it never had been before. As the sun shone through the tall coastal redwoods along the way, Sue finally dozed off to sleep. After a few hours, the group finally pulled into the Pine Beach Inn a few miles north of Mendocino. As everyone got their room assignments from Ken and started unpacking in their rooms, Bob, Karen, Sue and myself (Bob, Carol, Ted and Alice? No we are not swingers but we know some people who are, but that’s another story for another time) had elected to share a room. This was a decision made by other small groups in our caravan to help accommodate more people on the tour as well as cutting the cost a little.

We were told we were getting one of the “suites”, but when we got into the room, we were pretty surprised. Although it was slightly larger than the other rooms, it had only a single queen bed and a tiny couch. And sure enough, the “regular” rooms all had two big queen beds in them! Now, being that the four of us represented a majority of the club’s officers (Bob was Past President and is currently Member At Large, Karen is Secretary, Sue is Treasurer, and I’m the webmaster (ok, so I’m not an officer!)), this was a fiasco! I whined to Ken and John and told them this was the worst tour we had even been on (just kidding) and made threats like the website would be crashing soon and some of the club’s finances would be missing. Finally after begging people

to trade with us, Vince and Christina Vincent agreed to let us have their "suite" which actually had two beds in it. Now that we were happy, we proceeded to the traditional pre-dinner party at the room of Ken and June Iles.

At this point, I have to mention something about Ken and Rudi Herz. They both love their Gin & Tonics, but the real treat is, they both have matching G&T travel sets complete with fancy glasses and mixing utensils. It's pretty hard core but these guys are serious about their Gin & Tonic. While Ken made us drinks, he recruited me to be the DJ at this year's Holiday Party. Needless to say, you haven't truly experienced an LPR tour if you haven't been to one of these infamous pre-dinner "drink fests". Finally around 6 P.M. or so, everyone started walking the few yards to the restaurant for dinner.

At dinner we were treated to a very special performance by Mike Zampiceni, accordion player extraordinaire. If you have never had the pleasure of hearing Mike play, I should tell you that he is a professional musician and plays regularly at DiCicco's Italian Restaurant on Bascom Avenue in Campbell. Mike played many crowd favorites for a long time. The restaurant had been recently remodeled under new ownership (previously it was Oscar's Steak House) and was now a Mexican restaurant. Dinner consisted of salad, burritos, enchiladas, and was more or less (less, actually) a buffet style. We sat next to Bob & Karen, Joe & Cheryl Pruss, and Ernie and Mary Tavella at dinner.



"LET'S PARTY!"

After we had consumed several bottles of wine that Bob had brought, he asked me to go to the room to get some more. I left to go to the room and took several of the empty wine bottles with me so the staff would count less corked bottles and came back with two more bottles, but they were not in my hands. "Where is the wine? Did you forget?" Bob asked. "Nope" I said and proceeded to pull two wine bottles out of the front of my pants. Everyone laughed that I would try to be so stealthy to sneak a couple of bottles in and made jokes like "Is that a bottle in your pocket or are you just glad to see me?" We proceeded to consume every one of the six bottles we had brought to dinner (I guess we were trying to outdo Ken Iles's in his famous "Two Buck Chuck" night at dinner a few years earlier). My stealth plan must have worked or else the staff was pretty confused though, because we were supposed to have been charged a \$10 per bottle corking fee they never collected. One of the highlights at dinner was seeing Tony Vanacore with his "Pirate" headband on. He looked like a real Mendocino rebel. Just before leaving dinner, the group listened to Joe Pruss as he shared memories of the Honeymoon that he and his wife Cheryl had spent here in Mendocino way back in 1969 when they were married. Congratulation to Joe and Cheryl!

After dinner, the group broke up into several smaller parties. Some went back to Ken and June's room for more partying. Some went down to the beach to start a bonfire.

“LIGHTS OUT”



From top: Kathy Lord and Kris Vanacore seem lost in a sea of Porsches. Jen Bryant, Joanna Herz, Kevin Bennett, Rudi Herz, Ed & Rosemary Tavares stand above the fray at Rutherford Winery. Linda Smith sure enjoys her wine! Bob Morgan seems to be tasting “incognito.” George & Sharon Breein share a tasting experience. As does Diablo Region’s Alan and Susan Kingsley.





IN MENDOCINO



From above left: Doris & Russ Britschgi; Kris Vanacore, Matt & Kathy Lord; Esper Kershaw and Debbie Bennett.



Above: Rudi & Joanna Herz and Esper Kershaw are entertained by piano man Ken Iles before breakfast at the Heritage House.



Above: Ken Iles, Karen Morgan, June Iles, Joanna Herz and Greg Sickal await the Owl Cafe diners. Left: The tour hits one of those tour arch nemeses; a stop light.



❖ “Lights Out” in Mendocino...

Sue, the Morgans and I, along with Jay Patyk and Mike Zampiceni, went into the bar to watch the Cardinals beat San Diego in the Division baseball playoff game. For those who don't know, Sue is from St Louis and she is a hard core Cardinals fan. Unlike last year on the Hearst Castle Tour where the Cardinals list in the World Series, this year the Cardinals were eliminated from the playoffs against Houston a few weeks later. I treated Bob Morgan to his first B-52 shot (bombs away!) in the bar, and after a while the bar said they were closing and kicked us out. We headed back to the room to watch the rest of the game and listen to tunes on my iPod. The funny thing is, the next day, a “few” of us didn't remember watching the rest of the game or anything else that evening. Needless to say, I “blacked out” in what was ominously a foreshadow of things to come.



Monica Brooke, Christina, Vince and Michael Vincent all must have been following Ken Iles on the tour. One wrong turn from your tour leader is enough to make you want to check the map.

Now you're probably wondering where I got the name “Lights Out in Mendocino” for this article. You're probably thinking “I get it. He blacked out from too much drinking and not enough thinking and that's where it comes from”. Nope. The lights were literally out. The next morning, everyone in our room awoke about 7am or so and we started to get ready to take showers and get cleaned up in order to be on time to meet the rest of the group by 8:45am when we were supposed to leave for breakfast. But that never happened, because the lights and power went completely out for the whole motel about 7:30am. Nothing worked: the toilets did not flush, the water did not run for us to take a shower, and there was no electricity. There was barely even enough

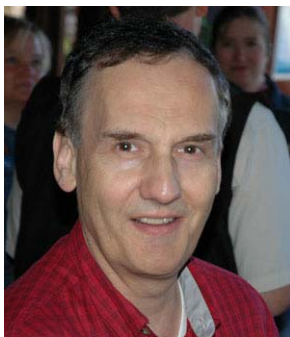


Russ & Doris Britschgi, Angie Sharp & John Reed along with Leslie and Don Orlando pose at the entrance to the Heritage House.

water for us to brush our teeth and we had to use some bottled water. We called the hotel and they confirmed power was out on the premises. And lots of other people on the tour didn't get to take showers or clean up as well. Finally, unable to get cleaned up, with no prospect of the power coming back on soon, and after calling and finding out that the Heritage House did have power, the group left earlier than planned and headed towards breakfast at the Heritage House a few miles down the road. Again, we were the last to leave because I had to use the bathroom after everyone else had vacated the room since there was no way to flush the toilet. When we finally got to the



Above: Holly Nielsen politely listens to Angie Sharp. Above right: Leslie and Don Orlando. Right: Joanna Herz didn't heed the sign but just had a plain old cat as her visitor. Bottom right, by height: Don Wise, Pam Wise, Angie Sharp and John Reed by the sea. Below: Accordionist extraordinaire Mike Zampiceni



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❖ “Lights Out” in Mendocino...

Heritage House for breakfast, we drove around and around the place trying to find a parking spot and finally found one a long walk from the main part of the hotel.



Ken Iles, as one of the tour leaders, was so dedicated to making everything perfect that he started waiting tables.

At the Heritage House, since the group arrived too early for our planned breakfast time, the hotel staff directed us to one of the quaint sitting rings where everyone sat around and drank coffee and chatted. It was here where we learned that some people did in fact get to take showers and get all cleaned up (“the early bird gets the shower”). I know Karen Tefankjian was one of those people because she looked good and clean and had that wonderful fresh shower smell to her and even rubbed it in our faces that we didn’t! It was at this point that I decided to talk to a few

people and fill in the blanks about what the rest of the group had done the night before (Hey, I can’t have too many “holes” in the story!). That was when they told me some had gone to the beach for a bonfire etc. One story that was pretty funny was from Joanna Herz. Apparently, when she woke up in the morning and curled up to what she thought was Rudy, she felt a “moving bump” in the bed. “Rudi!!!” she yelled. “There is something furry and moving in the bed!” Rudi ran from the bathroom and threw the cat out. It turned out that a stray cat had shared the bed with Joanna and Rudi during the night. Strangely enough, the description of this cat matched one we had rummaging around in our own room the night before.

Breakfast was incredible: a buffet style brunch with eggs, sausage, fruits, fresh juices, breads, and scones. It was so good I went back three times. Some of the group sat inside a lovely breakfast room and some sat outside with views of the Mendocino coastline in the background. Everyone ate and talked over breakfast, and afterwards, headed their own separate ways. If you have never been to the Heritage House, it is a beautiful place, with dozens of cottage and B&B style rooms scattered over a large area with breathtaking scenery of the rugged Mendocino coast (see <http://heritagehouseinn.com>). This place is also where the movie “Same Time, Next Year” with Alan Alda and Ellen Burstyn was filmed back in 1978 in the cottages next to the ocean that have since been called “Same Time” and “Next Year” and are two of the most expensive and requested rooms on the property. Even the cheaper rooms here at this property are very nice but expensive. Instead of \$100 per night for rooms at the Pine Beach, the rooms here in the on-season start at \$175 and go to \$450 a night for the most expensive ones. But it’s a lovely, absolutely beautiful place and Sue and I decided the next time we come here, we’re going to splurge a little and stay here where they have power and nicer “suites”.

After walking around the grounds along with several other people, we decided to head home since we’d had enough blackouts for the weekend. This time though, Sue got to do the driving. Thanks to Ken and June Iles, John Reed, and Angie Sharp for organizing yet another wonderful tour to the Mendocino coast. Be sure to check out the website for the many great pictures that were taken of the trip.

THANK YOU



On behalf of Loma Prieta Region -
Porsche Club of America,

thank you

Chris and Cheryl Markham

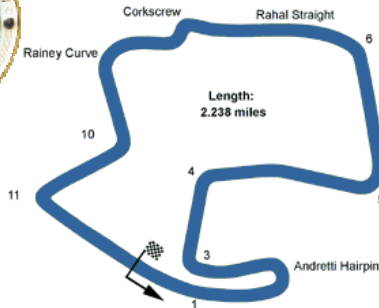
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By Jim Bryant

Photos by Tom Holdych
Barry Pangrle

Saturday Oct 22 was the day Bruce Canepa opened the doors of his shop to show us how the top 959 tuner in North America does what he does and how he does it so well. That Saturday was the tech session at Bruce Canepa Design. First a little about Bruce. Bruce Canepa is a world class driver from IMSA days. From 1978 through 1980 he campaigned a Porsche 935 in the highly competitive IMSA series,

in 1979 he drove at the Daytona 24-Hour and in 1988 and 1989 he campaigned on the IMSA circuit in a Porsche 962 prototype. Under Bruce's skillful eye Canepa Design has become world famous for the work they perform in taking aging Porsche 959s and modernizing them. They convert the 959 into a street legal car while at the same time increasing the horse power and handling to racing car levels. Bruce has 2 facilities, one in Santa Cruz and his newest in Scott's Valley. Bruce drove me from Santa Cruz to Scotts Valley in one of his completely modified 959s. In the hands of a world class driver such as Bruce this modified 959 was exhilarating and terrifying all at the same time. Not even in a jet aircraft have I felt that kind of acceleration. I can not even begin to describe the g forces I felt during acceleration or the stopping power of that car. It was only a tiny glimpse of what a true race car must feel like, but my wildest imagination of what it must be like to drive an F1 car



Bruce Canepa, representing the forces of light, makes his presentation to the delegates of darkness - George Breein, Ed Tefankjian and Tony Vanacore.

or a prototype LeMans was way off the mark. During his talk, Bruce described that in one of these 959s it is very difficult to shift quickly enough, the car accelerates so fast that as soon as you see the tach move you must shift or you will reach the rev limiter. On an open stretch of road, while in first gear, Bruce floored it. Within one second he went to second gear, another second later he was in third before having to quickly decelerate in order not to hit a slower moving car. Bruce said we had gone from ~20 mph to 80mph in less than 3 seconds. I couldn't tell what really was going on, I wasn't ready for that either psychologically or physically. What I do recall is my head snapping back against the head rest, staying pinned there for 3 seconds and then snap forward when he hit the brakes so we didn't hit the car in front. I can't imagine what must have been going through the mind of that guy in front of us if he was watching in his rear view mirror. I don't know what he thought but I guess it would be similar to standing on a runway and have a F18 jet accelerate at full throttle towards you and then stop a few feet away. Scary!!!

At the time of our visit, Canepa Design was in the middle of a move. The shop was moving from 2 buildings in Santa Cruz, where Canepa has been for 18+ years, to a new single location in Scott's Valley. He bought a huge building in Scott's Valley and has had it gutted and reconstructed from the floor up to his specs. Subsequently the tech session was one half in Santa Cruz and then later a convoy move to Scott's Valley. Most of the work still happens in Santa Cruz and at this time Scott's Valley is mostly "storage". Don't get the wrong idea when I say "storage", it's really a museum packed with very expensive, very exotic and very unique cars. The floors are hospital clean and the whole inside of the building appears



Bruce Canepa exhibited his technological innovation with this unique placement of the coffee and donuts.

Intel clean-room clean! Bruce works on all types of vehicles from new SUVs to historic race car preparation. He also does detailing, but "Canepa quality" detailing is strip the car or truck down to the ground, hand scrub all the pieces and put it all back together. For a complete detail in preparation for something like Pebble Beach Concurs he will spend up to 1500 hrs!

Since we were all interested in Porches, specifically the 959, Bruce began by explaining what he does to a stock 959.

First, he only buys low mileage cars; he's not interested in anything with more than 2000 miles on the odo! As a result he buys collectors cars or cars straight from a museum. He was about to start working on one of a very few produced metallic black 959s, it has only a sixteen hundred kms on the clock. He bought it from The Sultan of Brunei. He told us The Sultan has about 4500 cars so he won't miss a 959 or two! Bruce currently has 15, 959s "in process" meaning anywhere from waiting to be started to ready for delivery. Bruce does almost everything in house. He only subcontracts fiberglass or composite work and some trim work. He would contract

Gerry Woods to work on the engine if it was a particularly difficult or time intensive job that needed doing. His shop does all its own sheet metal, upholstery, paint and most of the machine work. He has sold 15, 959s so far and his list of customers reads like a who's who of celebrities: Ralph Lauren, Jerry Seinfeld, Paul Allen, Bill Gates, Jose Censeco, Andre Agassi, Bobby Rahal, Rick Mears..... and a few others he wasn't at liberty to say.

Bruce took some time explaining the hurdles the government put in place to prevent any 959s coming into the USA. It was, in the end, a political battle between the US government, the German government and a few rich Americans who wanted their own 959. There were some "creative" ideas employed by those rich and sly Americans that allowed five 959s to come into the country legally. For instance one rich San Francisco local brought his in the hold of his yacht, Bruce brought his in as a "race" car! Unfortunately all those methods resulted in a car that couldn't legally be driven on the road. It was a long (~5 yr) battle to get the 959s on the street. It only became a reality because of the "influence" (think \$\$\$\$) that Paul Allen and Bill Gates were able to apply that finally got a rider on a Bill passed allowing the 959s to be driven on the street. The rider exempted the 959 because it was considered an "Exotic". An "Exotic" was defined as a car with a production run of <500 units and no longer being built; so the 959 qualified. But even now the car can only legally be driven 2500 miles per year on public roads. I wonder how the government is going to police that! In addition to the mileage limit there is an EPA (smog) limit that is 10% tighter than for a standard car. In order to meet that spec, Bruce said, everything fuel and exhaust related had to be changed and updated. When the production run of 959s ended there were 220 cars built. In the beginning Porsche never planned on building that many cars. Their initial idea was to make 100. When the first 100 got snapped up in the blink of an eye, they thought about manufacturing an additional 100. Those got snapped up too and thus the production run ended with 220 cars produced. As a result of that chain of events there was no product evolution, all 220 cars had the same mistakes, idiosyncrasies and problems. That's good for Bruce because he knows exactly what he is buying, warts and all!



Larry Smith tries a 959 on to check the fit.

When Bruce starts working on a 959 virtually every part of the hydraulic suspension, engine management and exhaust system is thrown into the garbage! He replaces all the transmission gears, head cam shafts, alternator, battery heater valves, everything... and replaces them with the newest and best available today. He has a 5 page list that details all the changes each 959 goes thru before leaving his shop. For the engine his goal from the very beginning was to keep within the EPA limits but still keep the horsepower and torque high. The engine in the original 959 was based loosely on the Indy car that Porsche ran for a few years. That outdated race engine wasn't going to achieve either of those goals so it gets stripped down and totally rebuilt. The original Indy engine had 2 sequential turbos, sequential meaning

one starts spinning and then the second one, in sequence starts to spin. The reason was, in theory, one turbo could spool up to 100,000 rpm quicker than two turbos. Thus they were made sequential, the first would spool up to full rpm then a valve would open forcing exhaust gas to spin the other. In reality what happened was the first would spool up quickly, the valve would open, the first turbo would almost stop while the second one spooled up. The result was good initial acceleration (not great just good), followed by a sudden drop in horsepower and then another surge. Obviously this was a challenge to drive. Bruce takes the other approach, 2 turbos in parallel, each spinning together in unison. Many things have improved since the original turbos, so part of his modernization is to use better, smoother and BIGGER turbos. The new turbos spool up so quickly there is almost zero turbo lag — I can attest to that! The end result is a car that has 650bhp and 550+ lbs of torque all starting at 2000 rpm! One of the improvements he showed that really impressed me was titanium coil over springs!

These springs were as big as a large can of fruit juice and just as heavy as the can without the juice! They looked big and bulky but were light as a feather! Another impressive fact is that he has the engine wiring harness fabricated by the same company that makes them for the Formula 1 cars. He also has to have the speedometer custom made because it needs to go up to 220 mph! One modification that was a necessity of the change in times is the tires. Tires have improved leaps and bounds since the 80s but now the ultimate performance street tires only come fitted for 18" or 19" rims. But the 959 has 17" diameter rims and to compound the problem the tires need to fit 10.5" width rims on the front and 11.5" wide rims on the back. The problem is no tire manufacturer makes tires like that! So Bruce goes and talks to his buddies at Michelin and they custom make them to his specs, just for him and his few customers who can afford them!



Ed Tefankjian explains to Bruce Canepa that "tefankjian" in Armenian means "long gun".

While over at the museum in Scott's Valley, Bruce and one of his workers removed the engine cover off the back of the 917 to show the frame work and the 1100 bhp, 12 cylinder engine. The frame was all welded thin wall aluminum. Near the rear of the car welded on the frame was what looked like the valve on your bike used to inflate the tire. It was there so that after a race the mechanics would pressure test the frame, checking for small cracks that could spell disaster. Bruce told us that 1100 bhp in a 2000lbs car made of welded thin wall aluminum was a dangerous combination. As a fact, there were only 3 crashes in the 917 and in all 3 cases the driver died. One cute story Bruce told while we were all gathered around the 917 was one of the factory 917 drivers said to Frau Porsche while showing her the flimsy frame "you know these cars aren't very safe" to which she replied "don't worry vee have plenty ov drivers".

I think Tom Holdych captured everyone's thoughts when we were all looking at one of the 959s Bruce had just finished when he said "ah,....who needs a house anyway!".



Left: Rothmans Porsche 962 ran at Le Mans in the mid 1980's.

Right: 1972 Porsche 917/10 Spyder. Mark Donahue said of this car, "It is the only car that I have ever driven that will spin the tires at 200 MPH." Overall weight - 1500 lbs. Top Speed - 220 MPH.



Left: The 1100 HP powerplant to #6 above, capable of 0 to 100 MPH in three, yes three, seconds. 200 MPH in twelve seconds. The plaque with this display said "there is little doubt why this remains the fastest road racing car of all time."

Right: Canepa won his class in this 935 at this year's Monterey Historics





Canepa has toys

Left: Another Porsche 962... it's always nice to have a spare...

Canepa has worked his magic on this 959 and the vehicle is, literally, better than new...



Left: White/Red original Bonneville Salt Flats speed record holder from the famous SO-CAL Speed Shop in L.A.

Right: Silver Ferrari, Prototype S/N 01 of the 275GT from 1967. One of 3 prototypes built. Approximate value: \$15-20M (yes, that's "million"). Supposedly "drives like a truck," but it sure made Jim smile to sit in it.



FLOWER POWER HALLOWEEN



by Ken Iles
Photos by Greg Sickal
Barry Pangrle
Debbie Bennett

So there I was, talking to DEBBIE BENNETT on the phone just an hour or so before the Halloween party when she suddenly exercised her POST Pest Priviledge by asking me to do the write-up on it. Even though I was unprepared for this at such short notice I agreed, but had to resort to my electronic secretary for help.

So with my dicataphone to the rescue, promptly at the appointed hour of seven p.m. JUNE and I arrived at the Morgan Morass of Morbidity and Mortality, (a colorful description I swiped from TOM HOLDYCH). JUNE was dressed as a flower-girl and I was a hippie, for the theme was to be the 60's and 70's. For the third year running, the MORGANS had gone overboard with an enforced entrance to the haunted house through a long dark tunnel as the only way in. And as before, this tunnel was full of high tech animated ghouls, ghostly sounds, eerie music, wet clinging wispy stuff, swirling mist, and black lighted frightening stuff to scare your pants off. This time however, one of the ghouls was not animated at all, but silently without a sound or word suddenly came to life and grabbed at your throat.



Suzette & Barry Pangrle admitted to actually having a tie-dyeing party the night before this event.

Needing a stiff drink to calm our nerves we exited the tunnel towards the noisy revelry going on inside the house. The 'noise', was of course as expected, - DEBBIE BENNETT and EMILIE HIGHLEY! EMILIE herself was another flower girl of the 60's but sporting a decidedly Dolly Parton bra

FLOWER POWER HALLOWEEN



Above: Ken Iles wore a shirt that was a walking recap of the old "Laugh In" TV show with a little protest politics thrown in.



Above: Ed Tavares, Rudi Herz and Eric Hicks appear quite content as poor Harlan Pester seems morose at having been excluded from the Society of the Purple Cups.



Above Left: "Afro" Larry & "Psychedile Tights" Juanita Brisson. Above: Karen & Ed Tefankjian sported complimentary tie dyes to die for. Left: "Porsche" Sue Sickal and her Keith Richards look-alike, husband Greg.



that any civil engineer would term a cantilevered structure. Just edging past that gal in the crowd later was a challenge! Which was taken perhaps unnecessarily time and again! And then some! Adding to the cacaphony was our lovely hostess KAREN MORGAN, busy making sure everything was ready for more guests to arrive. Close on our heels was PETE SIEMENS and DIANE, the next arrivals being ED and ROSIE TAVARES. Next on the scene was KAREN and ED TEFANKJIAN, the latter being anxious to tell his latest Irish joke concerning a steering wheel, an appropriate enough joke for a Porsche Club gathering. KEVIN BENNETT then appeared from nowhere, then we recognized HARLAN PESTER coming in through the crowd which was getting denser. Then our host himself, BOB MORGAN, came in from the front yard where he had been on duty making sure guests entered the tunnel and not the front door which was kept locked. Like a lot of folks there, he was hard to recognize in his afro wig. A blonde afro though?

RUDI and JOANNA HERZ arrived next, RUDI with a draft card sticking out his pocket clearly marked "Do Not Burn", while JOANNA sported an extra couple of extremely ample bras that were destined for just the opposite. (No, JOANNA, cutting off the size give-away labels deceived nobody.) Meanwhile ED TEFANKJIAN appointed himself bar tender, a job at which he has a past proven record, albeit disastrous, but nevertheless appreciated. BILL HIGHLEY then appeared, perhaps being relieved from the ghoul duty in the scary tunnel, for we han't seen him until then, and nobody could recognize the silent strangler anyway.



Karen & Bob Morgan receive a thank you gift for hosting this event and, as Ed & Karen Tefankjian will attest, it was a somber presentation.

LARRY BRISSON and JUANITA arrived next, LARRY in his psychedelic gear and black afro wig, while JUANITA's equally psychedelic stockings invited low-level flash photography.

The costume theme did permit Porsche related attire, so not everyone donned 60's/70's stuff, but those that did were quite innovative. As that era was in my wilder years, my shirt sported several slogans I remembered of those days, and was in fact covered all over with names of civil rights activists, popular sayings, anti-war statements, drug abbreviations, etc. Many at the party wore wigs, for long hair was the "in" thing in the 60's/70's, and tied-dyed shirts and pants were seen everywhere. This was reflected in many of the Goodtimers' attire. As a peace activist and free love advocate, JUNE handed out fresh flowers from our garden to every arrival at the party with a "peace" greeting. To my surprise I heard that LARRY BRISSON and JUNE were having a friendly fight about the peace sign she wore that I had made for her. Imagine that! Fighting about peace! I had the same signs too, and to my chagrin it was pointed out that I had made a Mercedes emblem rather than the 'peace' sign. Oh well, since I drive a Merc it's not so surprising. At least, that's my excuse.

MORE HALLOWEEN



Above: Barry Pangler, Charlene Koch and Bob Morgan. Right: All the ladies wanted to run their fingers through Bob's hair... the last one got a real handful.



Above: Kevin Bennett (in front) can be quite persuasive and managed to bring everyone around to his position on the war.



Above & left; Both Ken Iles and Emilie Highley managed to give a portion of Emilie's costume a real workout.

Mingling with everyone sans dictaphone, I'm not sure who else arrived when, but BARRY and SUZETTE PANGRLE were seen in the crowd with tie-dyes and beads, and so were friends and neighbors of the MORGANS who entered the GoodTimer's spirit of Halloween dress-up. New members ERIC HICKS and JOHANNA suddenly materialized at the outside bar, ERIC resplendent in his Elvis outfit. SUE SICKAL was there lighting up the scene as she always does, but GREG's manner was his usual quiet and reserved demeanour. Yeah, right! (Rumor had it that GREG was the silent tunnel strangler, but I doubt it - he could not have been quiet that long.) GEORGE and SHARON BREEIN were also seen there, but SHARON's outfit was so effective I couldn't tell who she was even studying her face close up. And even GEORGE had hair!

Following the usual libation-inspired noisy carousing, a piercing whistle blown by KAREN announced that dinner was ready. After all the appetizers that were around previously, it was hard to be hungry, but we all ate a hearty meal including a great chili dish along with the customary LPR bottomless wine. Dessert was equally nice too. Along with the meal was a quiz about the 70's to be answered by couples, not necessarily those that came together. Various subjects including politics, movies, sports, T.V. and events had to be answered, one of the answers even divulging the year that our hostess graduated. Same year as KRIS VANACORE evidently (Actually KRIS and TONY were not at the party which was surprising, for TONY makes a great hippie any day.) KARENS's neighbors won the first two prizes, I think, - things were becoming a bit confusing at this time, and even with painstaking research after the event, nobody seems to be sure who won what. We do know that LPR couple SUE and DEBBIE placed somewhere, and KEVIN and KAREN did too. Even neighbor CHARLENE and myself won something, probably dead-ass last. GREG announced that an important question was missing: "Who had the best Halloween party for the last three years?" this being met with deservedly great applause. Following this, EMILIE announced coming events, and the customary host and hostess gift was presented to BOB and KAREN to more appreciative applause.

Thus ended another great time with the L.P.R Goodtimers, but this report would not be complete without mentioning a couple of anecdotes from the past heard on the dictaphone. These included something about KAREN MORGAN getting a ticket from the police for parking in the wrong place at a tech session, and worse, - then getting another (\$75) for not having a front licence plate. She had a darned good reason for parking where she did, and the cop should have let her off. But that's another story too long to relate here. Another long anecdote heard from the dictaphone concerned EMILIE HIGHLEY being taken in a police paddy-wagon strictly as a party gag, (so she claimed), and then having to spend a night in jail because she couldn't remember at which hotel she was staying. Ah yes, the sneaky dictaphone hears all, and is testimony to the fact that LPR's moniker of the "Good Time Region" is richly deserved.



George and Sharon Breein went the hair route to create their flower power look at the Morgans' haunted house.

Loma Prieta Region PCA
Minutes of the November 2005 Board Meeting



The November Board Meeting was held on November 3, 2005, at Mountain Mike's Pizza in Los Gatos, and was called to order at 7:02 p.m. Board members present included Tom Holdych, Emilie Highley, Karen Morgan, Sue Sickal, Harlan Pester, and Ed Tefankjian. Other members in attendance were: Barry & Suzette Pangrle, Ralph Maines, Bill Highley, and Greg Sickal. Guest Les Schreiber also attended.

The October minutes had been approved via e-mail.

Directors' Reports

President: Tom Holdych

Tom reviewed the JustRacing.com discussion board offer. The LPR Board reiterated their decision to decline the offer at this time. Tom also invited any future board members to attend the Zone 7 Presidents' meeting to be held in Livermore on 11/19 from 10 – 2 p.m. He asked that anyone who wants to attend the meeting to let him know. In addition, Tom reminded the current LPR Board to keep their notebooks up-to-date in preparation for the transition to new officers next year.

Vice-President: Emilie Highley

Emilie reviewed the upcoming schedule for November & December:

- 11/6 – 2006 Planning Meeting at Mtn. Mike's
- 11/12 – Chili Cookoff at the Bennetts
- 12/3 – Awards Banquet at the Hilton in Santa Clara. Greg has reserved equipment with which to provide music & he is keeping within his \$250 budget. Greg has requested help in picking up & returning the equipment. Members are to forward any special musical requests they may have to Greg. Also, Emilie sent a reminder e-mail to all who offered to approach advertisers for donations, give-aways, etc. To date, Harlan has confirmed a donation from Bob Stewart and the dealership and Ken has confirmed a donation from Cecil Beach of Body Style.
- 12/18 – Holiday Party at the Highleys at 4 p.m. Attendees are asked to bring an appetizer and a wrapped \$15 gift to exchange.

Secretary: Karen Morgan

Karen reported that 32 ballots had been received. The votes will be counted and tabulated after tonight's meeting.

Treasurer: Sue Sickal

❖ Minutes...

Sue reviewed the financial report for October. Income was \$741 and expenses were \$7,981.73. Year-to-date income is \$43,416.60 and year-to-date expenses are \$39,882.96.

Activities: Harlan Pester

Harlan announced that he has submitted all insurance waivers for the year. He asked if Bob had submitted the Observer's report for the Mendocino Tour.

Membership: Ed Tefankjian

Ed presented the following new members (all from PCA): Daniel Blanchard of Aptos, Joe Fry of Santa Cruz, Gerry Hatcher of Ben Lomond, Eric Hicks of San Jose, James Hudson, Roy Lonberger of Los Gatos, and Mike McCabe of San Jose. Thomas McGuinness of Los Altos applied as a reinstated member and transferring in from GGR were Roger Bundlie of Los Gatos and David Parre of Los Gatos. Ed motioned the members be accepted and Emilie seconded the motion. It passed unanimously.

Member-At-Large: Bob Morgan

Bob was not present at this meeting. Karen reported for Bob and noted that he needs input from the Autocross Chairperson as to the recipient of the Ken Iles Competition Driving Award.

Committee Reports

Editor: Kevin Bennett

Kevin presented Sue with a check for a classified ad. He also announced that Sue has offered to help with the mailing of the POST and that he would train her.

Webmaster: Greg Sickal

Greg had nothing new to report.

Autocross: Cathy Carlson

Cathy was not present at this meeting.

Safety: John Reed

John said the Mendocino tour was safely run.

Tech: Jim Bryant

Jim was not present at this meeting. Tom stated that the Canepa Tech session was great.

Goodie Store: Joe & Cheryl Pruss

Joe and Cheryl were not present at this meeting.

Charity: Bill Highley

Bill and Emilie will present one event next year with all proceeds earmarked for charity. Karen asked that attendees at the Awards Banquet bring a canned or packaged good (or a donation) to be used in Holiday Food Baskets being distributed to members of her school community.

Public Relations: Ken Iles

Ken was not present at this meeting. He has forwarded photos of the Mendocino Tour to *Panorama*.

Drivers Education: Pete Siemens

Pete was not present at this meeting.

Old Business: Sue requested an update from the CDS.

New Business: Suzette introduced the guest attendee, her neighbor, Les Schreiber. Les applied for membership at the meeting. Sue motioned to accept and Emilie seconded. The motion passed unanimously.

The meeting adjourned at 7:41 p.m. The next meeting will be held on December 1, 2005, at 7:00 p.m.

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FOR SALE: 1993 Wimbledon Green 968 Targa (Sunroof), with M030 Sport Package. A very rare combination. Options - Power Windows, Door Locks, Mirrors, Sunroof, Drivers Seat. 93k miles. Last service at 90K, including new timing belt by CT Automotive. Asking \$15K. Contact Bryan hawaiiianurfboy@yahoo.com or 408-464-7520. (11)

FOR SALE:, 1996 Porsche 911 Coupe, Polar Silver, Gray interior. 32,000 Miles, always garaged and covered. Excellent condition. No accidents. Varioram. In dash Porsche CD player with optional Porsche sound system. 17 Inch Porsche "Cup" wheels with colored Porsche crest center caps. Michelin Pilot Sport Cup Tires. Motor Sound Package. 6 Speed transmission. Reasonable offers considered. Mike Ingegno Call 510-599-7750 mdivasc@aol.com (11)

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FOR SALE: 911 (1974-89) bra and mirror covers. Never used in original box. \$75.00, 911 Key Blanks (ignition & wheel lock) both for \$10.00, Alpine six CD changer model CHM-5620. \$70.00, Car cover (with storage bag) for Mercedes "E" class four door. Like new, only used in garage. And a windshield reflector for Mercedes "E" class. Both for \$45.00. Call Ed at 408-266-6262 (10)

FOR SALE: 996 engine (S#M96/8366414589) purchased through LA Dismantlers earlier this year for a project that we decided not to pursue. Like new. Under 11K miles. Comes with wiring harness but no ECU. Will sell for \$6,500 OBO. You handle the transportation seperately (from Mountain View, CA). Call Mike @ 650.322.3603 or Email gagolub@yahoo.com. *Might consider low-mileage 993 engine trade. (10)

FOR SALE. Hardtop cart for 911 \$100 Contact Glenn (408) 859-6821 (9)

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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