



Volume XXXV No. 5

May 2005

PRIETA POST

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



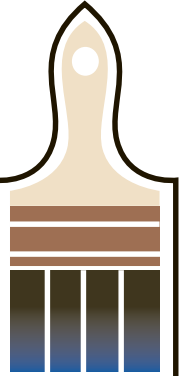
**This Month: Brunch at the Beach •
LPR Autocross #3**

**Reporting: 35th Gala • Day at the Races •
Buttonwillow DE • Autocross #1**

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

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What's Happening

May

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

Saturday the **21st** - Larry & Linda Smith didn't learn their lesson last year and are hosting a GTG for LPR one more time. Are these people amazing or what? See the promo for this fabulous event on page 12.

Sunday the **22nd**- Fun with cones! LPR Autocross #3 unwinds at Marina. See the ad on page 41.

June

Thursday the **2nd**- Board Meeting at Mountain Mike's in Los Gatos

Sunday the **5th**- LPR's annual Partsheaven Swapmeet and Concours. Come out and shop! Come out and swap! See the ad on page 39.

Saturday the **18th**- John & Laura Cole host their very first GTG for their LPR pals! Watch for the ad in June.

Sunday the **26nd**- Summer heat is here and those tires get really sticky! LPR Autocross #4 hits the tarmac at Marina. Watch for that ad in the June issue.

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See back cover

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Geschwätz in die Überholspur

Tom Holdych, President



Well, LPR's own version of March Madness has come to a very successful conclusion. To pick up where I left off in my last column, we have now had our first Newcomer's Social for the year at Mountain Mike's in Los Gatos. As a fairly new member of LPR, I have been to a few of these events, and I will have to say that this one was absolutely packed! Hats off to Membership Director Ed Tefankjian for a job very well done. It was great to meet a mix of our new members, who seemed almost equally split between being new (or "new again") Porsche owners, and those who had transferred in from other local regions. I still feel that LPR provides the most extensive mix of activities of any local PCA region, and I believe that this has contributed to our continuing membership growth. While I have already seen some of our newest members at subsequent LPR events, I hope to see them all again many times as our year unfolds.

The day following the Social was a tech session at Jeda Generations regarding auto upholstery. I will have to say that I was very impressed by the presentation given. I love listening to, or watching a true craftsman at work, and this is what we were treated to that day. While we all utilize mechanics who are skilled and experienced in Porsche engines and drivetrains, I had not previously given much thought to who I might use if I needed interior work done. That is all pretty much standard stuff, right? Well, like most things Porsche, it is not, and this was made very apparent to us as we were shown side-by-side examples of the accurate and wrong way of doing things. From something as seemingly simple as recovering a seat (which, by the way, might also need rebuilding of the foam, if you want it done right), to the complexity of completely recovering a Targa top, knowledge, experience and attitude make a huge difference in the final quality of the job. The combined experience and demonstrated old-school work ethic of Jeda Generations leaves no doubt in my mind that I will be utilizing their services when I need auto upholstery work performed. Thanks to LPR's Tech Chair Jim Bryant for arranging this fascinating presentation.

Onto Sunday of this non-stop weekend of LPR activities, we hosted our first autocross of the year at Marina Airport. Despite the rain we experienced on the drive down, and weather reports that threatened rain all day, we remained dry during all run sessions (with just a slight sprinkle which came during the lunch break). Weather reports had not dampened any spirits, either, as

we had a great turnout of 55 drivers! Cathy Carlson and her team ran a smooth operation all day, from the tech inspections, the course lay-out, the welcome and safety briefing and the actual running of the sessions. Brad McClure, owner of T&D Performance in Campbell, snuck in at lunchtime, ran only the afternoon session, and wound up with TTOD. While his car was smoking significantly after the last run, he tells me that it was nothing more than a slight overfill of oil. Next LPR autocross is scheduled for April 24, so be sure to come out and have some fun with us!

After the autocross, I decided to stay a day longer in Monterey County. Actually, I had scheduled my first DE of the year the next day at Laguna Seca with NASA (the National Auto Sport Association). I hadn't run any DE's since the previous December, when I ran at Laguna even though I was feeling pretty bad with the flu. Although we ended up with 3.5 dry runs on Monday, I still couldn't improve on my December best lap times, and was off by about 5 seconds. It does take some time to work those kinks out after 3 months without any track time! NASA ran 5 sessions for each group that day, and the rains were coming down pretty heavily before and during my last session. In the group before my last run of the day, somebody in an AWD Subaru WRX got a little too aggressive for the conditions and put his car into the tire wall on the inside of turn 3. I looked at the crumpled car being towed off the track and thought "What am I doing going out there with only 2WD, in a 911 with all of the weight in the back of the car". Well, I almost packed it in for the day but decided to run my last session despite the previous carnage. There is a lot to be learned about a track during rainy sessions. I just tried to drive much more smoothly, precisely, stay off the painted surfaces, and maintain a lower, safer speed. It was actually pretty fun and educational, albeit with some "pucker" moments like getting into 4 wheel drift on turn 2, a little loose once in turn 3, and a lot loose coming out of turn 11, due to slippery surfaces and an application of a bit too much 2nd gear power. Ended the day safe and sound, however, and I'm ready for my next track day!

All of that writing and it has only covered one LPR weekend in March. And not even our Grand Event which occurred the following Saturday, the LPR 35th Anniversary Celebration and Gala! All I can say is "Wow", what a fantastic event, and a huge "Thank You" to the planning committee and the sponsors who made this event such a great success. The food and service provided at Maggiano's Little Italy restaurant, the music by Nicole Cheri & the Groundbreakers, the presentations and the camaraderie were all poignant reminders of why LPR is well known as the Good Times Region. It was a lot of fun to first contribute to the making of the 35th Anniversary DVD, and then to actually meet some of the LPR luminaries from the early days. I don't know if anyone would disagree that with 35 years of experience, LPR is still going strong and knows how to throw quite a party. For those of you

who attended, I can only say that I hope you had as good a time as I did. For those of you who couldn't attend, I hope to see you at our next one, which I assume will be the 50th Anniversary in 2020! And if you don't feel like waiting that long, then please join us at one of our upcoming GTG's, the Summer Picnic and/or the annual Holiday Party. And we do have some extra copies of the DVD of the slide presentation made during that special night, which are or will soon be available through the LPR Goodie Store.

And that, my friends, sums up the second half of LPR's March, 2005. As Jimmy Buffett would no doubt say: "Ain't life grand?" And it only goes on, rolling right into April. While it will be history by the time you read this, LPR has agreed to host the Zone 7 Concours School this year at Steven's Creek Porsche on April 9. Our own Bob Morgan has been working tirelessly to bring this event to life, and we'll all enjoy the fruits of his labor when we attend tomorrow.

On April 16th you can join your LPR buddies at Tony and Kris Vanacore's "Smoke Gets In Your Eyes" BBQ. My understanding is that Tony has recently gotten a new smoker and he wants to demonstrate his culinary prowess with this new instrument of cookery. And I'm sure that if you ask real nicely, he will also spin a yarn or two as part of the evening's entertainment.

April 23rd will bring a new event to LPR in the form of Jim and Jennifer Bryant's Scavenger Hunt. I don't know much more about this event than is specified in April's POST, and I think that is part of Jim and Jen's grand scheme. Be prepared for some very interesting twists and turns on this one, which I believe will only become apparent once the games begin!

And on the following day, for all those who survive the Scavenger Hunt, is Autocross #2 at Marina Airport as mentioned above.

That closes April, and with that I'll wrap up this month's column. I hope that I have whetted your appetite to come out and enjoy some of the Good Times with LPR.

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POST POSITIONS

Kevin Bennett, Editor



I was listening to a news report, the other day, about local activists working hard to derail plans by certain Indian tribes to acquire property in urban environments to develop into casinos. The subject of gambling is always controversial and in this case it is especially so because it is the goal of the Indian tribes to get their Vegas style casinos situated right in the heart of California's urban centers.

There are a number of forces at work here:

1. The Indian tribes can increase their profitability hugely if they are situated such that their customer base can come and gamble after work rather than just on weekends.
2. Easier access to gambling results in more woes for those addicted to the thrill of gambling, inflaming the hearts of those who think they know what's best for everyone else.
3. Casino style gambling is illegal in the state of California.
4. Indian tribes circumvent number three by declaring their land to be part of their reservation, (in this case, by legislatively backdating the acquisition) and thus not subject to state and local laws.
5. Not being subject to state and local laws also makes them exempt from local taxes.

Clearly, there is a lot to argue about here, and as a result, these projects are being delayed as the parties involved try to hash out their differences.

Now we get to the good part; in response to all of the activists working to stop their expansion plans, an Indian Tribal spokesman stated that the opposition was, "... infringing on their rights as a sovereign nation."

Of course, this statement is what set me off. That's not to say that I didn't already have some reservations regarding Indians and their reservation casinos, but this contumelious attitude regarding their right

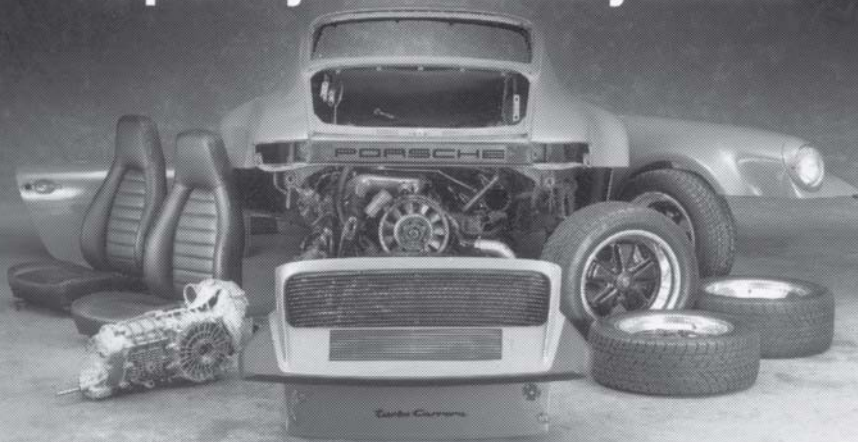
to build casinos and damn-the-opposition points to a serious flaw in the handling of Indian affairs by the Feds. This, of course, comes as no surprise, however, because there is almost no question that the Feds have specialized in the mishandling of Indian affairs ever since they got into the business, and in this case they erred by not providing for a sunset to the privilege granted.

I have to say, though, that the decision that allowed casinos on tribal lands was, on balance, a good thing in that it provided a source of income that has enabled tribal councils to do a great deal to improve the lot of their people. There is nothing like affluence to change the perspective and outlook of any ethnic group. As the wealth trickles down and the tribes move into higher economic classes, their wants and needs will begin to fall more in sync with those of the average U.S. citizen, which is good. As the wealth continues to flow to them, however, there is a good chance that they can become envied, or even reviled as a people of privilege, which is not so good.

One of the founding principles of this country is that all men are created equal. While we can argue endlessly on how this principle has been historically applied, it is clear that the founding fathers did not want to guarantee privilege to anyone based on their birth. That is why they said no to a monarchy and why we have neither an Earl of El Paso nor a Duke of Detroit. It is also why there is an inheritance tax, the primary purpose of which was to break up the estates of the fabulously rich in the effort to stave off generations of family members being born into privilege through the inheritance of mega-wealth.

And so the problem that the Feds have created is that the advantage that has been granted to the Indians has given them a birthright privilege over all other Americans and the tribes are exploiting it freely and aggressively. They are not a sovereign nation, however; they are Americans; U.S. citizens. But they are now a privileged class and, just like the past royalty of Europe, they are already taking the “let ‘em eat cake” attitude toward the “underprivileged.” The tribal elders should learn to cool it; after enough of this sort of response from the tribal spokesmen about legitimate local concerns, the rest of the population will surely finally quit feeling anguished about the treatment of the Indian Nations during the growth and expansion of the United States and storm the gates of the casinos demanding a rescission of the Indian’s privilege.

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Brunch at the Beach

Saturday, May 21

11:30 AM to 3:00 PM

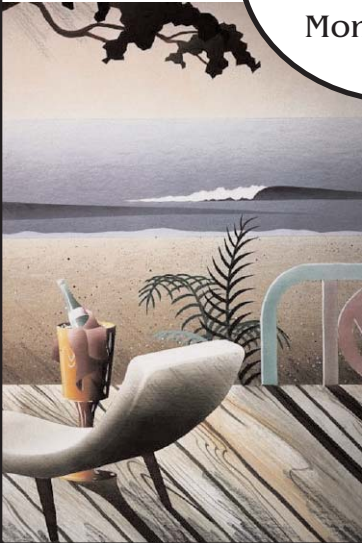
Larry and Linda Smith are once again opening their incredible Capitola home to their LPR friends for brunch; again featuring custom omelets on the grill, some hot plates, such as Chili Relleno Casserole, plus fruits, breads and champagne punch.

All you bring is a little cash and a big appetite.



Please
RSVP to Larry
or Linda at
831-475-6494 by
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mere \$15 per
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Capitola Village, the beach,
and Shadowbrook
restaurant are just a short
walk away, so plan on
spending some
time exploring.

Directions: From Hwy 17 go south on Hwy 1. Exit on 41st Ave. and turn right. Left on Capitola Road. Turn right on Lincoln (last right before heading down the hill) then immediately left on Prospect Ave. 1587 Prospect Ave. is third house on the right. Permits for street parking will be available.

MEMBER NOTES

*Ed Tefankjian,
Membership Director*



Looks like spring is finally here....too much rain this year for me!

I'm pleased to introduce the following new members that joined LPR last month;

Transfers in

- Henry Brown, Monterey, 1983/944
- Gordon Buhle, Boulder Creek, 1986/951
- Gary Lieber, San Jose, 2002/996

Ed's tips for May;

• A tip for you Targa owners....the large weather-stripping between the Targa bar and the side windows becomes various shades of black/gray over time. I have used Kiwi liquid scuff & shine shoe polish to renew this weather-stripping. Remove the Targa top and insert a piece of heavy/thick paper between the Targa bar and the weather-stripping...then slowly/carefully apply the liquid polish. Let dry and remove the paper.

• Don't forget when you change your e-mail address please send your new address to me (edjt@earthlink.net) so I can update your file.

• And don't forget to check the Post Calendar for the exciting LPR activities planned for 2005. Hope to see you at the next event!

Bye for now, Ed



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Buttonwillow Raceway Park Coastal Driving School March 26th and 27th 2005



From the desk of Hallie Neuwirth a.k.a. Screaming Granny.

I stayed away from spectator sports as much as I could. Watching tennis, slalom skiing and ice skating made my body twitch, for I was the participant type.

The Porsche Club website says, “It is not an identity crisis, but a life long obsession”.

I fit the profile.

Coastaldriving.org is no joke. The day was Saturday; the place was Buttonwillow Raceway Park in the middle of the Kern County oil fields.

A setting where you could make noise and no one cared. The time was 7 AM and I was in line at the safety/tech inspection, plastering gobs of tape on my headlights and hurriedly cutting out my lucky car number 414.



The author and her JCKWABBT pose for a picture.

The drivers’ meeting was 7:45. Hank Watts was in

charge. We were going to drive the track clockwise.

What a guy! Experienced, dedicated and with lots of backbone, he lead the group through the rules of the track. I didn’t remember that many flags from the speed channel.

At the Country Pride Restaurant an hour before, I was cottonmouth. I was plumb not enjoying the desire to puke at the site of my scrambled eggs. I had been apprehensive working up to this for the last few days and now it was taking me down. I could hardly drive to the track, but I asked some guy in a Porsche if I could follow him the ten miles up the road. This is what is known as butterflies in your stomach.

Hank's novice orientation was conducted at 8 AM and the next thing I knew I was warming up the oil in Jack, my trusty Carrera. Hank had said to us novices, "The track is all arcs." Whatever. I was about to get rid of all the mental junk plaguing me for the last few days for a chance to drive a great automobile on a live professional track with my very own instructor. As I drove out of the pit with my first of four instructors, I knew that I was manifesting a lifetime event, much less an addition to my racing photo album. Suddenly, I was transformed in to a total saturation of asphalt versus rubber: Arcs, drifting, braking, steering and turns. Behind you is a pack of rats. I learned to ease up and let that Mini Cooper rat pass me. Rabbits aren't fond of rats.

"Memorize the track!" "Go slow to go fast." The first impression I got from my second instructor was that in real life he was a retired US Army Officer. I was thinking this isn't going work for me and while I was getting a quittin' message, he asked me if I knew how to ballroom dance.

What? He asked me again, only louder this time in the mike. "Do you know how to ballroom dance"? Ok, Hallie wake up. Time to submit, after all he was a certified instructor.

I weakly replied, "Yes".

I tuned in and obeyed.

I took Jack by the paws and let my wabbit take me for a dance around the track. I experienced my first sense of relaxation and discovery about the dynamics of pairing my car with this track. It was a wonderful waltz and I got to know that Jack could steer with his rear wheels too.



Hank Watts performs some of the ancillary duties associated with leadership positions.

Buttonwillow Raceway



Photos by Hallie Neuwirth & Doug Klein

The moment I thought I was going to quit became the turning point in what I had obsessed about for a lot of my life, and I wasn't watching TV.

Day Two: Easter Sunday Buttonwillow Raceway Park.

Counter-clockwise on the track

Breakfast at the Country Pride Restaurant at 6 AM was looking pretty good.

I now knew how to find the track.

My brother, Vaughn (veteran Shelby driver),

at my invitation had arrived to put some time on the track driving Jack. Many thanks to Hank Watts for allowing Vaughn to join the intermediate group. It was prudent to have my beneficiary in attendance.

We gathered around for the 7:45 AM drivers' meeting and Hank,



Hank Watts asks the drivers "Who here would like to drive the track clockwise again?"

and he waved me on, merging right to the first short straight and a slight left to the chicanes, a hard left sweeper appeared, an immediate tap on the brakes and I was left and sideways into a decreasing radius rise on a descending blind turn headed for magic mountain. Another



Looks like the younger drivers got a chance to take a few shots at those apexes...

standing on the picnic table asked the students, "Who here would like to drive the track clockwise again?"

Being a blond I was the only person who raised a hand. Hank said, "Hallie, lots of luck!!"

I was a lefty too.

Pulling into the pit Jack was hot from the intermediate run. I pulled up to the pit boss

Buttonwillow Raceway



Above & right: The pit area was a busy place as the drivers tweaked and cajoled their cars to peak performance.



Above & right: The track staging area fairly sizzled with excitement.



Left: Hank Watts was everywhere ensuring that the day ran smoothly and safely.

short straight wide and to the left, right turn and a deep left to the apex berm, the track widens out and enters a left arcing sweeper only to make a short hard left again and then right in time to set up for a double dipper tap tap hard rising left and turn right combinations, a shallow left, short rising straight, small sweeper left and sinking blind radius turn dipping the rear end in and slightly sideways, steering wheel right over left hand turn, rubber burning and squeaking to a short arcing straight and turn #1 (backwards today) becomes the last challenge of a right apex through to the only long straight in front of the pits past the viewing center. No one was waving, but after 20 laps and two more great instructors I was roaring for the last lap down the straight at my best top speed for me.



One of the important safety considerations is to ensure that your wheels remain with the car throughout your tenure on the track.

A million thanks to the fine folks at Coastal Driving School. You are commended for your instruction and most importantly for the safety rules that are de rigeur.

I would like to acknowledge, Liz Shaw, my buddy at the track. She put a great deal of time in as registrar for this event.

JCKWABBT, my white 993 Carrera was most forgiving, never stepped on my toes and was a stunning dance partner on a sunny Easter Sunday, 2005.



Chris Murray's CHP-imposter track car draws the attention of the real deal.

Bicycling your tie rods

Tech advice from the fertile mind of Alan Gale

What happens when you mix cycling and Porsche's? You get GREAT tools for upgrading to turbo tie rods!

As I get more bold and confident with my mechanical abilities (or IN-abilities) I'm tackling more jobs. This weekend I decided to replace my old, tired tie rods with the upgraded turbo tie rods. I gathered my tools, literature, and the "Rolling Stones" and headed out to the garage.

Replacing the tie rods is a fairly straight forward job, actually. I also discovered alternative uses for some of the old cycling tools hanging around. These tools made the job A LOT easier.

Tool #1: Bottom bracket (bearing assembly the cranks of a bicycle are attached to) lockring removal tool. I discovered it was perfect for loosening the lock ring on the standard tie rod. I was amazed. It fit perfectly, worked very well, and it was cheap (I already had one). Unfortunately, I didn't discover this until I started the second tie rod.

Tool #2: As you'll find if you take on this job, placing the spring retainers back on over the new rubber boot is the most difficult part of the job, especially the inboard side of the boot. The first one took me a half hour or so. The second one took me less than one minute. I used an old bicycle shift cable (okay, not a tool originally, but it worked very well). I slipped the cable around the circular spring (which was wound tightly around the steering rack) so that both ends met towards the outside of the car, placed the boot in the proper place on the inboard side of the steering rack, then used the cable to pull the spring in to place. I pulled, then moved the cable, then pulled, then moved until I had the entire spring in the correct spot. It was a snap!

Tool #3: The new turbo tie rod has flat surfaces near the steering rack which a 32 mm wrench COULD fit. However, I didn't have a 32 mm wrench and it would have been too fat any way. But wait!!! Another old bottom bracket tool worked. Remember the lock ring tool? Well, the other side was, you guessed it, a 32 mm wrench! As a bonus, this wrench is VERY skinny. It fit perfectly. I was able to tighten the tie rod in to the steering rack without a problem.

Tool #4: Slipping the small opening of the rubber boot over the tie rod end should have been difficult (the tie rod end is much larger); it wasn't.

❖ Bicycling your tie rods...

I used two nylon bicycle tire levers (the kind with a spoke hook at one end). I slipped the hooks in to the boot opening and was thus able to “grab” the boot without risk of tearing it. This allowed me to slip the boot in to place quite easily.

Working on Porsche’s is very fun (it beats working on a Japanese commuter car). The more I do, the more I realize how well and simply they’re put together. Sometimes one needs to use a little creativity to make things work, and with enough patience, almost any job is fun.



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The POST gets mail

Roadrunner-bound...

It was a dark and stormy night... Well, not really, but I'm at a bit of a loss on how to start this letter. As I write this, our house is in escrow and we're packing to be out of here by the end of April. We are planning to complete the purchase of an adobe house in Santa Fe, New Mexico, around the second week of May. By about the end of May, my husband and I will be on the road with all of our worldly possessions. If all goes according to plan, my baby Porsche will be safe and sound in my brother's garage in Denver. I know, Denver is not on the way to Santa Fe from Scotts Valley, but that's another story.

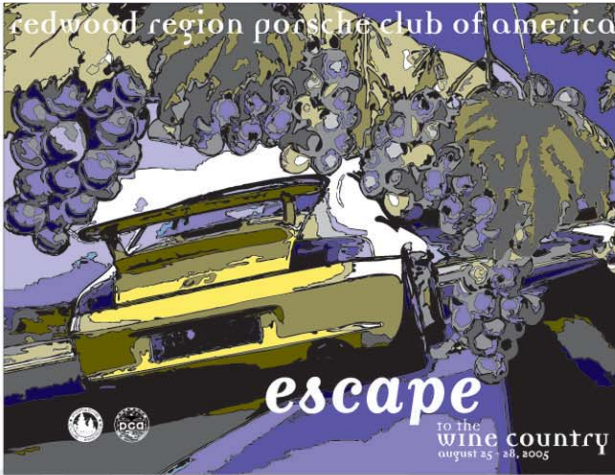
The move came about as a bit of a surprise to Sam and me, but we're happy with our decision and we look forward to the change. I've already checked out the PCA region, Roadrunner, and they're very involved in social gatherings and autocrosses – what more could I ask for? Well, some track time would be nice so that might involve a bit more traveling.

The hardest part about moving so far away is leaving all of my Porsche friends behind. Being part of LPR has been such a wonderful experience and the best way I can look at it is to take some of what I've learned and apply it to the Roadrunner Region. Owning an exquisite car like a Porsche is very rewarding and belonging to PCA just enhances those experiences.

It's great that LPR has such a great website and I'll be able to keep up with all that's going on. Keep up the good work, everyone, and hopefully I'll be able to drop in on some events now and then. And if any of you find yourself in Santa Fe or near there, let me know and I'll treat you to the best enchiladas in town.

Liz Shaw
tobias@ix.netcom.com

Editor's note: There are few members who have been more active or made more contributions to LPR than Liz over the past couple of years. She will be sorely missed. On behalf of the membership, "Thank you and good luck in your new endeavors."



What more could a Porsche lover ask for? Great roads, Porsche friends, and the beautiful scenery of Wine Country! We invite you to join us for four days of fun.

The schedule is as follows:

Thursday Evening

Welcoming Party and Registration
Sign in, pick up your goodie bag, then relax with plenty of food and wine.

Friday Tours

Redwood Region boasts that we have the best roads in PCA. We have six different tours that will allow you to find out that we're right!

Because this is "Escape to Wine Country" We've arranged for six different bus tours, so you can sample the wines without the driving risks. We're supplying PCA member/docents to help you enjoy the experience.

Saturday Car Show

We've arranged for historic cars, rare cars, and we have a place reserved for your car as well. Because this is not a concours, we hope to have everyone's car on display. Additionally, we'll have vendor displays, wine tasting, and lunch available.

Saturday Night Banquet

Because there are no competitive events, this is not an awards banquet. As a keynote speaker, we have, none other than Alois Ruf. It promises to be an evening you won't want to miss!

Sunday IRL at Infineon Raceway

We will have a special Porsche Corral at the IRL race at Infineon Raceway. This will be the first road race for IRL. Anyone else interested in whether these guys can turn right?

Registration starts at \$25!
All event fees can be added a la carte.
Registration opens April 15, 2005.
For details and registration form go to red.pca.org/escape.html

escape
to the
wine country
august 25 - 28, 2005



On March 18th 2005, Loma Prieta Region, perhaps better known as The Good Time Region, reached a milestone in its Bacchanalian history by completing 35 years of revelry, partying, camaraderie, competition, and in general its unwritten official policy of the Pursuit of Happiness with Porsches.

To celebrate this momentous occasion, an anniversary party was held on March 26th. 2005, this day being the nearest available Saturday to the actual date of our charter 35 years ago. This black-tie upscale affair was held at Maggianos Italian Restaraunt, in Santana Row, San Jose, and in addition to general membership invitation, great effort was made to locate and invite past LPR officials and members who, for many varied reasons, are no longer members.

This was by no means a simple task, and required considerable research by members of the 35th Anniversary Committee who worked tirelessly to locate these



June & Ken Iles really played up their celebrity status as the sole active founding members in attendance.

past members, as well as organize the event. Headed by the effervescent Emilie Highley, the Committee comprised Tom and Annie Holdych, Ed and Karen Tefankjian, Bob and Karen Morgan, Greg and Sue Sickal, Tom Provasi, John Reed, Kevin and Debbie Bennett, and Ken and June Iles, the latter couple being original charter members who have remained active for the entire 35 years, have every copy of "The Prieta POST" from the very first issue, and were thus able to provide considerable historic data.



Tony Vanacore feels the beat. Wife Kris feels embarrassed.

Notwithstanding conflicting competition driving events and the Easter weekend when many families have traditional family commitments, eighty-seven Good Timers had a wonderful evening reliving old times, embroidering past stories, proudly lauding their current Porsche model, claiming their intent to buy another, or trying to justify their possession of some other marque. Without exception, everyone entering the ballroom had wide beaming smiles on recognition of someone they hadn't seen for years.

Warm embraces were legion, but that's the norm with any LPR get-together anyway.

A refreshing change from the usual laid-back Californian dress code of sartorial indifference, everyone wore their best for the special occasion.



Mike Hudick and Muriel Rose

The men looked debonair and handsome in their tuxedos and dinner jackets, while the ladies in their ball gowns and high heels simply radiated come-hither sexuality. (Memo to self: We must definitely have more of these 35ths!)

The evenings program included an introduction by Bob Morgan of a slide show

THE GANG WAS REALLY ROCKIN'



Left: Nancy & Paul Gianinni give it a shake.

Right: Greg Sickal provided the beat.



Debbie Bennett almost never left the dance floor. Here, she even dances with her hubby, Kevin.

And of course, Maximum Ken maximizes the experience with Angie Sharp.



❖ LPR Cuts a Rug...

presentation on a huge screen showing photos from past “Prieta POSTs”. This was accompanied by a narration by John Reed, whose well known wit, questionable as ever, was highly amusing. This slide show was available to all to keep, courtesy of Tom Holdych, as a DVD copy was given to everyone on arrival. Also handed out on arrival was a special commemorative edition of LPRs history and past photos compiled by Kevin Bennett, and generously printed produced and donated by charter member Dave Parker, our first Vice President.. Bob Morgan also paid a brief tribute of respect to name over a dozen now deceased members, but who were nevertheless instrumental in the successful building of our region.



Paul Seidel has attended a tremendous number of GTGs and has developed a real “feel” for having fun.

PCA National V.I.Ps present included Larry Sharp (Zone 7 Rep.), Tom Provasi (Safety Guidelines,) and Mike Lommatsch (Parade Competition



Ken Iles never misses an opportunity to cop a feel either. I'm sure the tape will show that he thanked Cheryl and Joe Pruss for the opportunity.

Rules). Various speakers manned the microphone, including Ed Tefankjian, and the ever hilarious tall- story teller Tony Vanacore, who can ad-lib his way out of jail; and has! Larry Sharp offered his congratulations to LPR, and Ken Iles also expressed thanks to LPR for 35 years of fun.

The no-host bar was kept busy of course, and an excellent dinner was served at which the wine and other gifts were appreciated as contributions by “POST” advertisers, and also through the generosity of members such as Bob and Karen Morgan, Ken and June Iles, Kevin and Debbie Bennett, Ed and Karen Tefankjian,

Tom and Annie Holdych, and John Reed and Angie Sharp.

After dinner, the band struck up for dancing. “Nichole Cheri and The Groundbreakers” provided the music, their drummer being none other than our own Greg Sickal, LPR’s Web-Master, whose spirited assault on the drums threatens to split the heads on every gig. Damn, he’s good! Nichole herself can really belt out songs, and the fact that she has only just turned fourteen is hard to believe as she is so mature and professional. That young lady is going places! Of course, LPR’s signature tune “The Chicken Polka” was on the repertoire, it’s mandatory any time this wild group gets together with music and dancing.



Apparently Debbie Bennett and Sue Sickal figured out a way to play Tic-Tac-Toe on the dance floor.

For those of you unable to attend, the special commemorative edition called

“A Drive Down Memory Lane” may be seen on the web :

<http://lpr.pca.org/post/35thAnnivIssue.pdf>

Photos of the event may also be seen on the web:

<http://lpr.org/events/2005/20050326%2035th%20Anniv/photos.htm>

Several people opted to stay at The Valencia Hotel right opposite Maggianos, rather than risk DUIs following the revelry. And after the last dance, along with reluctant farewells, it was heard more than once that “we gotta do this again, at the 40th!”



Event Chair Emilie Highley organized and cajoled to pull off one hell of a party!

Hey, were ready to start planning now.

THE PARTY WAS REALLY ROLLIN'



*Clockwise from top:
Lisa Laforge & Dave Darling;
Ed Tefankjian & Sue Sickal;
Karen Burke & Annie Holdych;
Ed Tefankjian, Larry Smith &
Paul Seidel;*

*Pam & Don Wise:
Karen & Bob Morgan.*





Left: Angie Sharp seems to have gotten her hair tangled in John Reed's armpit during the last dance. Mike & Marcia Lommatzsch pretend not to notice.



Right: Nanci Bishop assures Angie that she could get her hair stuck in much worse places. Angie copes by having another drink...



Bob Morgan shmoozes with founding member Dave Parker & wife Susan.



Above: Although Matt Lord seems a little reserved on the subject, Kathy Lord thinks the party is a winner!



Left: Maximum Ken happily comes between Terry & Paul Gregory.

MORE 35TH HJINX



Above: The ever competitive Tom Provasi manages to stand tall among two pillars in the annals of LPR; Paul Gianinni and John Reed. Left: Kevin Bennett seems happy to sit back, take a break and let Debbie keep the dance floor warm.



Right: Vince Vincent, Kay Gilles and her friend Heather.



Above: Iris Pruitt and Emilie Highley. Right: Ed & Rosemary Tavares.



Yummy, Yummy and other horse stuff

by John "Horsebiscuit" Reed



		YUMMY YUMMY			
BAY MEADOWS, CA	3/12/2005	6 FURLONGS 1:09.94	PURSE \$30,000	JERRY JAMGOTCHIAN.....	OWNER
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NEW ROSE.....	THIRD	HAPPY BIRTHDAY JOHN ROBERTS		RUSSELL BAZE.....	UP
COPYRIGHT VASSAR PHOTOGRAPHY 2005				ART CALVA.....	ASST TR



This is your raving, or is that roving, reporter reporting after the fact from Bay Meadows Race Track in San Mateo. This was a first for LPR, so stamp your memory banks as "A Day at the Races" unfolded on Saturday, March 12th.

Organizer Greg Sickal, who said he saw Trigger stuffed in Omaha, asked if LPR had ever "gone racing" in its 35 year history. The answer was yeah, we horsed around some, Ken Iles once roped and rode a llama. but never have we, as a club, placed a bet and cheered onto victory (or not) the ponies at the track. This was not a bad deal for the bucks: Free parking pass, reserved tables in the



Ralph Maines does a pretty good impression of a race track tout!

Turf Club, buffett lunch and ten races to watch and wager. Then toss in the race day t-shirt as an extra bonus.

We gathered around noon. all 24 of us, exchanged hugs, kisses and the secret LPR manly handshake, admired our club decoder rings then set about getting serious as, the first race of the day was soon to begin. But first, being novices, well most were, we asked those around us how to place a bet



Jim & Jen Bryant, Ed & Karen Tefankjian and Sue Sickal. Notice that Ed is helping Karen with her camera allergy... it's working Karen!

without sounding like the village idiots, although I, for one, am proud of the title, others were not. A quick run-down of the horse racing lingo was in order: Win...of course! Why we were there. Place... as in “your place or mine?” Show... a movie about Seabiscuit. Daily Double... two of a kind. Daily Triple... three of a kind. Exacta... having the right change. Quinella... a delicacy at the buffet. Trifecta... we were willing to try anything once. Pick Six... something to do with beer. Horse Apples on the half shell... another buffet treat. Armed with a cornacopia of information we were now “off and running!”



Ken Iles discovered long ago that wearing a tie helps to keep him from being thrown out.

Race # 1: Karen Tefankjian was the big winner with Jen Bryant a close second. Karen’s horse, “Large in the Loins” won by a whisker while Jen’s pick “Jockey’s Hernia” did himself proud. Ralph Maines pointed towards his cap and said, “bet on this!”

Race #2. Joe and Cheryl Pruss were getting the hang of it as their pick “Don’t Call Me Shirley” ran away from the pack. With a name like that he’d better be good. Bob

❖ Yummy, Yummy and other horse stuff...

Morgan was seen ripping up his bet in disgust. He was advised on not betting too much on “Slippery When Wet” but obviously didn’t heed the steed.

Race # 3. Ken Iles knew that he had a winner with “Sheep in the Meadow.” This cutie reminded him of several fond memories as a lad, so off he went to bet, assured of the outcome. “Sheep” came in last and Ken was stunned, muttering, “You can’t trust a sheep in the stretch.” But, not all was lost, Annie Holdych’s nag, “Big Tom” cruised to victory, once again reminding one and all, what’s in a name?



The Winner's Circle Lovelies; Cheryl Pruss, Karen Tefankjian, June Iles, Annie Holdych and Debbie Bennett... oh yeah, and Joe Pruss.

Race #4. “Shoulder to cry On” was Kevin Bennett’s choice here. Ailing from recent hip surgery, Kevin sent Debbie off to bet the bank. Thank goodness that Deb bet only a small wager, “Shoulder” got stuck in traffic and the rest is history. Ahh, but luck was with Yolanda Gale and her friend Maryanne. Their last minute bet on “Call Me Stud” (brother to “Shirley) payed off big. Nice to see big smiles as well.



Bob Morgan asks wife Karen to hold his other glass for the photo... he doesn't want to give folks the wrong impression.

Race # 5. Greg and Sue Sickal were pumped up about a Philly named “Cheese Steak.” G & S knew this lady was a top dog. After the race and the posted results “a dog” was more like it. Angie Sharp was indeed sharp

when her pick, “Run, Johnny Boy, Run” streaked (ho,ho) across the finish line in winning fashion.

❖ Yummy, Yummy and other horse stuff...

Race # 6. Karen Morgan and Ralph Maines decided that “Hold Your Water”, a 50-1 long shot, was the way to go. They should have held onto their money instead, “Water” couldn’t and was left in the dust. And this race was on the grass. Kudos to Rick Jiloty and Mary Wolloston for selecting “A Flash in the Pants” as their ride. “Flash” did just that and R & M walked away from the betting booth very happy.

Race # 7. The Race of the Day! This was LPR’s moment to shine. As announced in the race-day program and the trackside marquee race number seven was named for “Loma Prieta - Porsche Club of America.” We cheered. We bet. We giggled like British school girls. But first, before the race began, several of the LPR ladies (plus one) were summoned trackside for a “Day at the Races” photo op. June, Karen T., Annie, Debbie and Cheryl smiled as lovely as ever for the track official cameraman.



Mary Wolloston, Rick Jiloty and Angie Sharp compare notes on “A Flash in the Pants.”

Remember the plus one? That was Joe Pruss . Joe tagged along to make sure that no jockey was mangled by the LPR, starry-eyed ladies. Again, we cheered. We bet some more. We giggled. We used the restrooms (didn’t



The Winner's Circle Lovelies cheer Yummy, Yummy on to victory... oh, yeah, and Joe Pruss cheered a little, too.

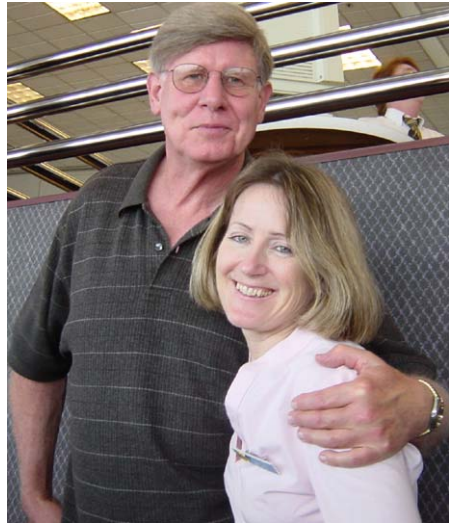
think this race was ever going to begin). After their return upstairs to the Turf Club the ladies were all atwitter at meeting a real live jockey, a 5’4” Spaniard named Eddie The Giant Escobar. When Eddie introduced his horse “Radish” the ladies almost swooned. Joe said he’d prefer a horse apple instead.

Meanwhile, back on the track, “Lettuce” was ahead, “Bannana” was slipping along the far post while “Trigger” still looked stuffed from the

❖ Yummy, Yummy and other horse stuff...

buffet. I had to take a break here to ingest my daily meds, the track was fading and I was seeing fruit and vegetables and old four-legged movie stars.

Race # 8. As the bugle called the horses to the post time, Jim Bryant, smiling like the cat who ate the canary, was sure that he picked a sure winner. Although recovering from a recent operation, “Harold The Gelding” gave it his all. His all came up short, figures. Jim’s moola came up short as well. All was not lost as Mary Jane Hollis, heeding advice from hubby Kirby, bet big on “Too Close For Comfort” who, as a ten year old bay, was running his (or is that her) last race. “Too Close” won by a gelding and Mary Jane walked away a happy better, or happy for betting.



Jennifer Bryant found a horse of a different color... John Reed!

Race # 9. Haven’t mentioned Ed Tefankjian much, that’s because race after race he was seen tearing up betting slips and feeling glum. But, at last, lady luck was on the horizon, or so he thought. When Ed spotted “Mr. Ed Speaks” , a 200-1 real long shot, appear on the ticket he felt like the race gawds had sent him an omen. It was time to bet the house. We



Angie Sharp and Ken Iles display their table's reservation signs. June was concerned about Ken's tie and made him use theirs as a bib.

held our Porsche breaths as “Mr. Ed” roared around the far post, blasted to the front and was leading by seven lengths when, as unbelievable as it seems, it happened...”Mr. Ed” stopped short of the finish wire, sauntered over just outside of the winners circle, grabbed the track mike in his good hoof and true to his name spoke! “I want to thank my mother, father, sister and gelding brother for all of my success, as well as the surgeon, whose hack job, has

❖ Yummy, Yummy and other horse stuff...

allowed me to speak.” This was a Bay Meadows first and we were part of racing history. Of course the speaking “Mr. Ed” was immediately disqualified (don’t know why) and our Ed the T. had to be restrained from rushing his name sake with thoughts of mayhem racing through his befuddled mind. Rick Jolity, Debbie Bennett, Bob Morgan and Yolanda Gale were seen heading up to cash in their bets and wondering out loud, “What dummy would bet on a horse called “Mr. Ed Speaks?!”

Race # 10. Last chance to strike it rich! As I strolled towards the betting booth I heard someone calling my name. I glanced over my shoulder and saw, what



Annie Holdych fills in for her AWOL husband and holds a quick meeting to talk about upcoming events.

I thought, was a wise racetrack sage motioning me his way. As I approached this wise man of horsedom, he placed his hand to the side of his craggy mouth and said, “Psst, buddy, I’ve got a horse right here, his name is Paul Revere...” How could I resist. This was like stock insider trading, keys to Fort Knox and better than my choice, “ T.P. On The Shoe-Soul” My horse



The Winner’s Circle Lovelies make time with Yummy’s jockey... oh, yeah, Joe Pruss, too.

when playing the ponies. Too late, the last race had drifted off behind the setting sun and “Glue Factory” was on his way to, well, you-know-where.

After almost six hours of LPR Day at the Races and discovering the true meaning of “horsepower” we headed out, wallets slightly lighter but happy

racing mentor was gone in a flash leaving me wondering where “Paul Revere” was on the tenth ticket. Still standing and pondering, Ken Iles happened by and snickered, “What a dope”, which I took as another sure winner so I bet a bunch on a hunch named, “Glue Factory.” After my horse finished behind the track ambulance and horsey poopier scooper I realized the folly in listening to others

❖ Yummy, Yummy and other horse stuff...

nonetheless. The exception being Cheryl Pruss who came away bucks ahead. If I ever see a horse named "Bucks Ahead" listed in the racing form I will rush the betting window with gay abandon and bet across the board wearing blinkers while breezing to a claiming race while driving a colt with no name!

Thank you to Greg Sickal for getting us all out to Bay Meadows for a wonderful time together. Who knows, this may become an LPR annual event. Can we bet on it?

Editor's Note: No horses were harmed during the filming of this report. Please refer any libel issues to the POST Pest who was directly responsible for procuring the author.

Photos by Kevin Bennett, Rick Jiloty and Greg Sickal



Sacramento Valley Region Presents
Spring Flowers 2005
Saturday, May 14, 2005



Black Oak Restaurant, Vacaville*

Schedule:

Registration opens at 8:30 A.M. • Free rally school begins at 9:30 A.M.

Rally starts at 11:00 A.M. and finishes at 1:30 P.M.

Trophies, review, and recap at 1:45 P.M. and head for home at 2:15

Separate rally for First-timers, Beginners and Novices

Each checkpoint will have an advice desk to discuss things, if so desired.

Classes include:

First Time Ever, Beginner, Novice, Experts, Computer

This is an open event; bring any car except a Goggomobile

Equipment needed:

Clipboard, paper and pencil bring a cheapie calculator if so inclined.

For information, contact:

Phillip Marks at (925) 935-6077, e-mail goosemarks@astound.net

Rik Larson at (916) 481-6084, e-mail sysnake@comcast.net

*The restaurant is located on the south side of I-80, where it meets I-505 and is adjacent to an ARCO service station. (It is more or less on the opposite side of the street from the now-closed Coffee Tree Restaurant)



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LOMA PRIETA REGION HOME PAGE <http://LPR.PCA.ORG>

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Sequoia Region and the 20th Annual
Greater Valley Concours d'Elegance present



Concours d'Elegance #1
Sunday May 15, 2005
California State University, Fresno

Car Placement: 7:00 to 9:00 A.M.

Judging: 10:00 A.M. to 1:00 P.M.

Class Award Presentations: 2:00 P.M.

Entry Fee for Zone 7 Competition: \$10.00

Entry Fee for Concours Judging (1985 and earlier): \$25.00

Entry Deadline: April 10th, 2005.

Applications available on line at: www.concoursdelegance.org

Corral participants will be asked for a \$10.00 donation at the gate which admits everyone in the car to the event. (New change for 2005). Beverages and lunch will be available. RSVP prior to event at (559) 222-9285.

Entrants in the Greater Valley Concours d'Elegance, exhibitors and guests are invited to a Garden Gala Party on an historical estate in the Old Fig Garden area of Fresno. This is a premier event well worth your entry fee!

For Greater Valley Concours d'Elegance details, call (559) 438-6367.
For Sequoia Region/Zone 7 information call: Event Chair, Rocky Taylor at (559) 706-1324 or (559) 674-8847

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May 22 Marina Airfield



Registration: 7:30-8:30 AM.

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Drivers must work for sessions run. Snell 1990
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Take Highway 1 south toward Monterey and Laguna Seca Raceway. Take the Reservation Road exit south toward Marina. After one short block, turn right in order to stay on Reservation Road. Follow the road through Marina approximately two miles south of town. Turn left at (Imjin Road) signal into Marina Airfield. Turn right after the first large building on the right and follow the cones to the autocross site.

PORSCHE CLUB OF AMERICA
50th ANNIVERSARY PARADE
Hershey, PA

Friday, June 24 – Friday, July 1, 2005

With Parade completely sold out, we are receiving many questions about visiting Parade that first weekend for the National Literature and Parts Swap Meet and the Concours d'Elegance and Car Show.

Can I go to the Swap Meet on June 25th? PCAers from around the country are invited to visit our Swap Meet on June 25th just like they do in April of every year at Hershey. And just like at Hershey in April, you'll have to pay a nominal fee for parking and entrance into the swap meet. Vendors do NOT have to be Parade registrants, either, but do have to register through Steve Baun, our Chair, just as they do at Hershey every year. If you have registered or will register for swap meet spaces for the April 23d Central Penn Swap Meet, Steve will send you applications for the Parade meet, as well. The Parade Swap Meet will take place about a half mile up the road (Hersheypark Drive/Route 39) from the April meet at Lot M.

Can I see the Concours and Car Show on June 26th? PCAers are also invited to spectate at our Concours d'Elegance and Parking Corral and Car Show on June 26th. For those who want to participate in the car show/parking corral and are not Parade Registrants, we encourage you to sign up and park/show your Porsche on our field of dreams- the first time in the history of Parades that this will happen. Car Show registration will open on April 23d and will last only for as long as parking spaces are available. Parade sold out in one day. We expect car show registration to do the same. Details for car registration will be announced soon on our website and in our upcoming article in April's Panorama.

Where do I park? Please remember that if you want to see the Parade Concours and Car Show, there is NO parking at the Hotel Hershey. There is also NO parking along the access roads and residential areas down the hill from the Hotel Hershey. If you do not register for the car show, principal parking will be found at the airfield along Hersheypark Drive across the street from the Amusement Park. The airfield is a ten minute walk from the Concours site. Shuttle bus services will run continuously from the Lodge and airfield on Concours Day. All PCA members who are NOT Parade registrants and/or not guests of the

Lodge will be directed to park at the Airfield or overflow lots currently being arranged. Follow the signs. Do NOT attempt to park at the Lodge and Convention Center.

What else can I do at parade if I'm not registered?"

For those who are not registered for Parade, you can still participate to a certain degree. As we mentioned, you are invited to come and spectate at the concours and car show as well as the swap meet. The autocross is also free to watch. If you purchase tickets to a banquet from someone who is registered for Parade, you are welcome to attend the banquet. Entry into Parade Hospitality, PCA Academy Day and the Parade Goodie Store is open only to Parade Registrants. Why? Good question. It becomes an issue of space or rather the lack of it. The indoor facilities, while large, will still be taxed with roughly 1500 people in attendance. It wouldn't be fair to those who are paid registrants to have to compete for seating or viewing with non-registrants in Hospitality or in PCA Academy Day.

Can I at least go to the Parade Goodie Store?

We will have a modest-sized Goodie Store on hand at the Concours. You can purchase items at this Store if you have either your PCA membership card or are wearing a 2005 Parade name badge. Why? We are a non-profit club and we are very limited by how much non-member income we are allowed to receive. At the Goodie Store in the Lodge and Convention Center, only Parade Registrants are allowed entry. Why? Once again, space is limited as well as the stock inventory of all the items.

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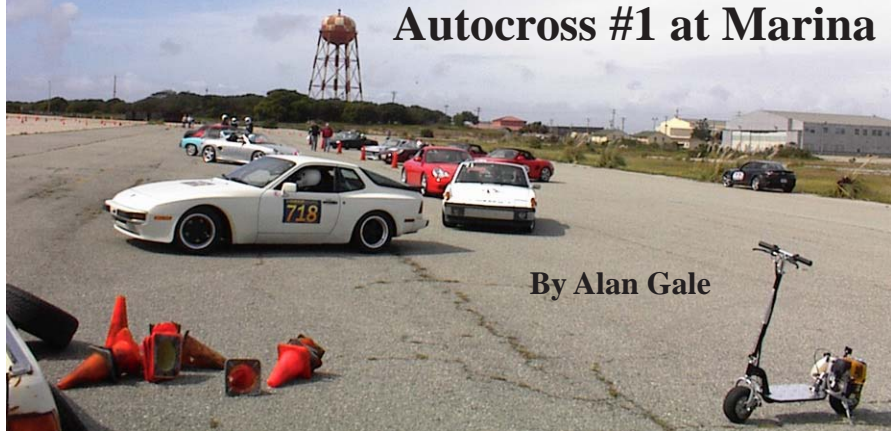
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A conversation with 911

Autocross #1 at Marina



By Alan Gale

March 20th at Marina Airport.

What does my '86 911 think of when I'm driving it? If it were alive, spiritually it is, what would it be thinking as I'm navigating the AX course? I wondered about this as I was making the early morning drive to Marina. Here's how it may have gone...

During the drive to Marina:

911: It's nice to be driven again. It's been FAR too long (a week). I like this cooler weather, however the roads could be drier. Hey!! Since you haven't opened me up in over a week, let's push the needle to triple digits!



Me: You look so sweet!!! The Guards Red shines. It has been too long. By the way, do you know how much a speeding ticket costs these days? Not exactly the place to "open you up." Let's just wait until we hit the AX course. I'll show you who's faster.

911: Bring it on partner.

1st lap on the AX course:

911: WRONG WAY YOU IDIOT!!! I can see the optimal line RIGHT

❖ A conversation with 911...

THERE and you're not even close.

Me: Okay, okay. I messed that up. But at least I didn't knock over any cones. I'm still learning the course. Just relax.

911: You try relaxing with 200+ horses attached to your back side.

2nd lap:

911: Better, but you still suck. Did you learn anything?

Me: My fault. Too wild and sideways.

911: No kidding. Why don't YOU relax?

The middle laps were about the same, each a little faster and a little better. Overall, I was improving. The 911 was flawless in the way it helped me learn, was patient, and communicated every good, bad, and ugly control input.

5th lap, second session:



911: Okay, smooth like Senna. Brake hard, early on the gas. Got it?

Me: Yes (gulp).

911 (after the lap): Not bad. Better. You're still losing a lot of time in turns 5 and 6, and on the back decreasing radius turn.

Me: Okay. I'll do better next time.

6th lap:

911 (1/2 way through): SLOW DOWN! SLOW DOWN! SLOW DOWN! This isn't a dirt circle track. WAIT!!! NOOOOOOOOOOOO!!! Doing 180s half way through a lap IS NOT the fast way. Are you auditioning for a remake of the "Dukes of Hazard."

Me: Okay. I've got it. I was just "pushing the envelope."



911: Well, that's fine, just make sure not to tear open the envelope at every opportunity.

Laps 7 through 10 were all much better. Seven was the best so far, and each lap after that was better and better. My last lap was my best time of the day.

Me: Not bad, eh?

911: Not bad, AND you have a lot to learn. There's so much more you don't know. So much more I can do. Overall, it was very fun, and you made some good progress today.

Me: You are amazing!!! So communicative. You're a little harsh sometimes, yet VERY rewarding once I learn to work the controls correctly. I imagine there's so much more to learn. Everything YOU do is exactly perfect.

911: There is much more to learn, and each lesson is fun.



On the drive home:

911: So, how about those triple digits?

Me: You ready for more?

911: I can handle way more than what you can dish out.

Me: I know. However, let's be responsible on the street, okay?

911: Yeah, you're right. So, when are we doing a DE?

Sunday evening, in front of the computer, looking at Quicken (our money).

Me: Okay, "R" compound tires cost... a role cage costs...

Wife (looking over my shoulder without my knowledge): Yeah right!!! (she made me jump!!!)

I've been bitten and I'm sliding down the slippery slope...



LPR hits Marina



Photos by John Reed, Hank Brown & Cathy Carlson



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Registration - 8:00 A.M. • Judging starts at 10:00 A.M.

Concours fee:\$20.00 per entry

Display Only is encouraged and welcome, and it is free!

Barbecue fee: \$6.00 per person (\$3.00 for kids under 10)

Bring the kids! Davis Park has shade, picnic tables, restrooms, grass and a playground to keep the young ones occupied prior to the lunchtime barbecue.

To preregister for the concours and the barbecue, send your check, made payable to "PCA-YOS," to Norm Swanberg, 15721 N. Free Road, Lodi, CA 95242. The barbecue menu includes hamburgers, hot dogs, chips, and soda. Be sure to indicate the number of barbecue lunches.

Directions: exit Highway 99 at Beckwith/Standiford Avenue. Proceed east to Tully Road, turn right on Tully, turn left on Rumble, turn right on College Ave., and turn right at the first entrance to the park. The concours site is the horseshoe turnaround directly ahead. For information, contact Norm at (209) 368-3596, e-mail swan@inreach.com



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Minutes of the April 2005 Board Meeting

The March Board Meeting was held on April 7, 2005 at Mountain Mike's Pizza in Los Gatos. Board members in attendance were: Tom Holdych, Emilie Highley, Kevin Bennett, Bob and Karen Morgan, Sue Sickal, Ed Tefankjian, and Harlan Pester. Other members present were: Bill Highley, Vince Vincent, Ralph Maines, Jim Bryant, Ken & June Iles, Liz Shaw and Cathy Carlson. The meeting was called to order at 7:06 p.m.

Approval of Minutes

March meeting minutes were approved via e-mail.

Directors' Reports

President: Tom Holdych

Tom had nothing new to report.

Vice-President: Emilie Highley

Emilie reviewed the upcoming April events:

- 4/9 – Concours Judges School
- 4/16 – GTG at the Vanacores
- 4/23 – Jim & Jen's Scavenger Hunt
- 4/24 – 2nd autocross of the season at Marina

The 35th Anniversary netted the club \$415.33 and a good time was had by all.

Secretary: Karen Morgan

Karen had nothing new to report.

Treasurer: Sue Sickal

Sue presented the March Treasurer's Report. Income for the month was \$7,949 and expenses were \$2,606.22. She also reported that advertisers have yet to be invoiced for their ads in the POST.

Activities: Harlan Pester

- Insurance Waivers and Observer's Reports - Harlan has the certificate of insurance for the Concours School on 4/9 and the

❖ Minutes...

autocross on 4/24. Bob provided the observer's report for the Blackhawk tour.

- Jim Bryant asked for insurance coverage for the 4/23 Scavenger Hunt.

Membership: Ed Tefankjian

- No new members have joined this month. Henry Brown of Monterey, Gordon Buhle of Boulder Creek, and Gary Lieber of San Jose have transferred in.
- Alexander Fucile of Santa Clara, Mike Larkins of Germany, and Walter Spector of Saratoga have not renewed. There are 402 on the mailing list (includes advertisers).
- Ed reported on the San Jose Grand Prix Car Club proposal. Larry Sharp has been advised that it should be a zone event as LPR can't generate enough support to get 100 tickets. We talked about the ticket options and recommended that people order their own tickets.
- The Pacific Coast Dream Machine event is coming up on 4/24 in Half Moon Bay. This is not a club event, but people can get together to caravan over. It's always a good event. There is an SCCA Concours d'Elegance in Alameda on 8/5-7.

Member At Large: Bob Morgan

Bob presented a budget for the Concours Judges' School at Stevens Creek Porsche on April 9th. Bob requested approval to spend \$200 on the expenses for the school. Sue moved to approve the request, Harlan seconded, and the motion was passed.

Bob handed out the By-Laws and Policies & Procedures, and proposed that we modify the By-Laws to make the Editor an appointed rather than a board position. Sue moved and Emilie seconded the motion. The board approved the motion. Members will need to approve the change, so Bob will bring all changes to the board next month, so we can establish a ballot for the membership.

Editor: Kevin Bennett

Kevin talked about the POST mailing and said he was willing to continue handling the mailing for the time being. Ralph Maines offered to help. Tom thanked Kevin for his efforts and expressed a wish to support him. Kevin wanted to know what to do with the extra "Drive down Memory Lane" Anniversary editions.

Committee Reports

Autocross: Cathy Carlson

Cathy presented an autocross budget. Cathy is thinking of attending the Marina City Council meetings so LPR has a presence. Tom suggested Cathy write down some advice about autocross. Randall Barrick will do a safety briefing after the driver's meeting at the April 24 autocross.

Tech: Jim Bryant

The tech session at Jeda on 3/19 went well, Jim is working with Bob Grigsby to do a tech session on 5/14 (tentative). Jim asked for volunteers for the Swap Meet on 6/5.

Goodie Store: Joe and Cheryl Pruss

- Sales were \$341.
- One check for \$202.00 was submitted.
- They will have a booth at the swap meet sponsored by Racesetter design like last year.

Charity: Bill Highley

Bill wants to get an event organized with the Campbell Rotary Club, but nothing is set up yet. It was suggested that we do a Pasta Feed. Various ideas were discussed.

Public Relations: Ken Iles

Ken has submitted 4 articles to *Panorama*, but nothing has made it to print as yet. Apparently there is a 300 word limit.

Drivers Education: Pete Seimens

Pete was not present at this meeting. Liz presented the CDS budget showing that the Buttonwillow event netted a loss of \$1,000. It was noted that the 35th and Easter were both competing events. Fernley is the next event. Tom asked the board to respond to the proposed agreement from CDS.

New Business

There was a brief discussion about allocating money to the CD's. We will revisit the issue at the July board meeting.

Adjournment The meeting adjourned at 8:45 p.m.

Unclassified Ads

FOR SALE: BBS RE 18" wheels sizes 18x8.5 and 18x10 with mounted Michelin Pilot Sport Cup tires (225/40, 285/30). The wheels and tires were purchased and used for 2 track events and one autocross last year. The wheels are forged, lightweight (20.2 lbs front, 22.0 lbs rear), and in excellent condition. The left rear tire suffered a nail puncture which was plugged/patched at Sullivan's Tire before my first track day. I'll sell the whole lot for \$2,000. Eric 831-443-6183 or earlyapex@mac.com.

FOR SALE: Four Yokohama A-008R street legal but real groovy, sticky autocross tires. (2)205/50-15. (2) 225/50-15. \$30.00 each OR \$100.00 for the set. Don't be left in the dust this autocross season! Call today. Operator(s) standing by. John Reed (408) 371-1965. (5)

FOR SALE: 1984 CARRERA; Slate blue/navy blue. 75,000 miles on rebuild, 275K total miles. 2 owner California car. Original paint, no accidents, no rust. Used as daily driver. Asking \$12,000. Call (209) 531-1942 or e-mail p.czopek@worldnet.att.net. (3)

FOR SALE: 1989 911 convertible. Leather interior, pw, remote locking, B&B twin tip exhaust, front & rear spoilers, 17" cup style wheels with Bridgestone SO3's. Blue ext & Burgundy int set up for the enthusiast driver. 25,000 miles on top end rebuild, maintained by Tim Benson of Fast Lane Porsche in Santa Cruz. 138,000 miles. \$19,700.00. James 831-465-8024 (day) (3)

FOR SALE: Parting out 1986 911 Cabriolet. Engine with 7k miles, can be test driven; tranny can be test driven, Porsche sports seats, leather, Full leather interior, Front fenders, need very minor straightening, Hood (straight, just nicks in the paint), Engine cover, Convertible top and front window frame top for converting your 911 to a convertible, Set of 15" 7s and 8s, Set of 16" 6s and 7s, Rear Carrera flares, Carrera brakes, Front and rear bumpers, L & R doors, Euro brainbox for 3.2 engine, Catalytic converter bypass (for offroad use only, of course), Original tool set, Air pump, Anything else you know is on the car, Email hank@CAMDesigns.com or call 408-245-4040. (3)

FOR SALE: 1985 944 - Gold, light tan leather, sunroof, all power, 4 cyl. automatic, driven on weekend day trips around the area, low miles (90k), Mech. perfect, with great body and paint. \$4,200/bo. Clair 408-275-6842, or e-mail, cjdietz@peoplepc.com. (2)

FOR SALE: 1983 Porsche 928S. 5sp, 76.7K miles, blk ext, blk int, pw, ps, pl, climate a/c, alarm, radar, MP3, Power moonroof. All maint records. \$10K Mike @ 408-249-1017 or mike@detailingdynamics.com, picture (2)

FOR SALE: SSI Heat Exchangers for 3.0 U.S., thick flange, O2 bung. They are brand new and beautiful to behold. Gaskets included. I paid \$1,000.00 with tax and shipping. Possible delivery in SF Bay Area for a nominal fee. \$875.00 or trade for 911 SC sport seats. Rich 831/338-9196 or RDeralik@aol.com (2)

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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