



Volume XXXV No. 9 **September 2005**

# PRIETA POST

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



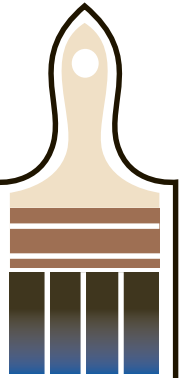
**This Month: AX #7 • Buy/Sell Porsche Tech •  
Santa Cruz Wine Tour • Newcomer's Social**

**Reporting: Family Picnic • "R" Tire Tech •  
March to the Tree Tour • Autocross #5**

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

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# What's Happening

## September

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

Friday the **16th**  
Newcomer's Social at Mountain Mike's in Los Gatos. Watch for the ad on page 30.

Saturday the **17th** - Wine Tour in Santa Cruz County. See the fetching ad on page 15.

Sunday the **25th** - LPR Autocross #7 at Marina. See the ad on page 34.



## October

Thursday the **6th** - Board Meeting at Mountain Mike's in Los Gatos.

Friday the **9th** - Blood Drive Help out the Red Cross and those who need blood. See the ad on page 7

Saturday the **8th-9th**  
Mendocino Tour.  
**THIS EVENT IS SOLD OUT.**

Saturday the **22th** - Canepa Design Droolfest. See the ad on page 32

Saturday the **29th** - Bob & Karen Morgan host their 3rd Annual LPR Halloween Party with a theme of Peace, Love & Porsches. See the ad in next month's POST.

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## POST Staff

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**Editor: Kevin Bennett**

badass@ix.netcom.com

TEL: 408-926-1788

**Mailing:**

Open

**Post Pest: Debbie Bennett**

lajeanbenet@yahoo.com

TEL: 408-926-1788

## Board of Directors

---

See back cover

## Committees

---

**Autocross Chair: Cathy Carlson**

3caces@redshift.com

TEL: 831-728-3190

**Public Relations: Ken Iles**

keniles@comcast.net

TEL: 650-941-9038

**Tech Chairman: Jim Bryant**

jjbryants@hotmail.com

TEL: 408-937-5469

**Safety: John Reed**

jpreed911@aol.com

TEL: 408-371-1965

**Zone 7 Rep: Larry Sharp**

larrysharp@comcast.net

TEL: 925-371-2258

**Charity: Bill Highley**

bbillhighley@hotmail.com

TEL: 408-267-6877

<http://lpr.pca.org>

**Webmaster: Greg Sical**

webmaster@lpr.pca.org

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Photo by John Reed

**Cover Photo:**  
The gang poses  
with the world's  
largest living  
thing on the  
March to the  
Tree Tour.

## Commercial Advertising Rates

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Half Page—\$370 Annually

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# Geschwätz in der Überholspur

*Tom Holdych, President*



I just got back from my first “tour” put on by a local BMW motorcycle shop, and I just had to compare it to the similar events that LPR runs. To be specific, it was not labeled as a “Tour”, but as a fun ride where the group leader specified “I’ll be riding at a safe pace, and stopping occasionally to let the group collect up. I will have a map for everyone, but you cannot get very lost on this ride even if you try.” There was also some discussion on the web site about safe and legal passing, safe speeds, and what the faster riders should do if they find themselves behind slower ones, etc. It seemed like it would be pretty well organized and was only a one-day event up into Marin county, so it became my first organized motorcycle ride.

After the pre-ride meeting things started out pretty well on the surface streets heading over to NB 280. The leader even stopped to allow riders to catch up prior to getting on the freeway. I was pretty surprised at the pace set by the leader (fast) on the freeway, but the group pretty much stayed together to the first official stop at the scenic overlook just north of the Golden Gate Bridge. But after this stop things began to degrade pretty quickly. We rested up for a bit, and then took off. Immediately the leader and lead group began to distance itself from the rest of the riders. I found myself in the #1 lane on the freeway just trying to get up towards the front as I was not familiar with the route, and wanted to play “follow the leader”. Well, when I ultimately spotted the back of the lead group, they were exiting the freeway! I was able to get over in time to take the same exit, but just barely. As I am then waiting for a traffic light, craning my neck to spot the group’s next turn, the rider of the sweeper bike comes up alongside me and tells me “It looks like we lost about a dozen riders who missed the offramp from the freeway.” Really kind of an “Oh well” attitude about the whole thing.

I rode ahead of the sweeper for about the next 45 minutes before we came upon the lead group once again. By this time, we had caught up to only 2 other slower riders who were also caught in the no-man’s land between the leaders and the sweeper, but at least it was still a “small group ride”. Of course, by the time we reached the lead group they had already been waiting for a few minutes, so when we pull up they say “Let’s go, time to get some lunch”, and off we went.

This time I took off with the lead group figuring that I could better keep my eyes on them and not risk missing any more turns on unfamiliar roads. This is when I found all of that talk about “safe riding pace” and “safe and legal passing” was just that: Talk. These guys were flying, and passing wherever they wanted to get around a few RV’s which were ahead of us (like over double yellow lines, around blind curves or blind rises in the road, etc.) While this might have been more the norm for a group of sport bike riders, I had not planned for this with a group of BMW riders. I knew I was out of

my league with some of the faster guys, so I backed off. Then came the straw that broke the camel's back, at least for me. We were traveling at a pretty good speed around a corner with a little decreasing radius. I was on the far right of the lane, which was the appropriate space to be (staggered from the rider in front of me, who was about 1 second ahead of me, on the left side of the lane). As I am going through this curve, I started to move a little towards the center of the lane as the radius decreased, when I see another rider right next to me! He was in the midst of an "illegal" pass (at least per the posted "rules"), and he ended up with no option but to cross over the double yellow on a curve. He seemed to gladly do this as he passed me, the rider in front of me, and the RV in front of us all in one maneuver. Within a mile or so we arrived at the lunch spot, so there was really no need for that other rider to have put the safety of others in jeopardy. But he was attempting to stay up with the lead group anyway he could, and the group leader, in my opinion, was very irresponsible in the way he managed the ride.

I stopped at the lunch stop, and drank a bottle of water I was carrying on the bike. The rest of the group went in for their lunch, and I got on my bike and rode home. That whole "tour" was an unorganized accident waiting to happen, and I was not going to be around when it did. This was really unfortunate as it was my first "organized" ride, and I am not currently looking forward to my second, at least not with that group.

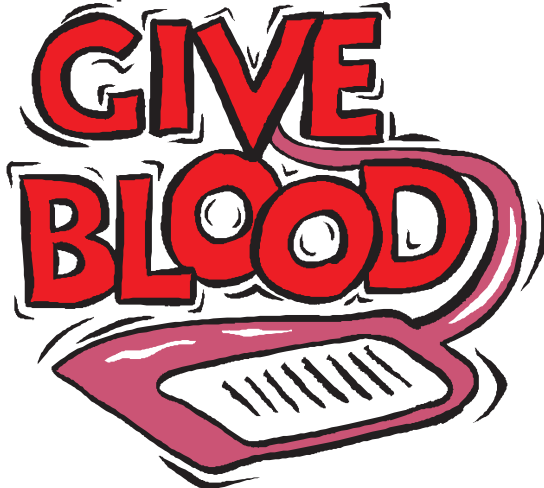
I am telling this story to contrast my experiences with the LPR tours which I have attended. I have never been frustrated on an LPR event to the point which I was on the recent motorcycle ride, and I have never seen such a blatant disregard of traffic laws with LPR. I have always found that the LPR tour leaders have set an appropriate pace: Spirited enough to be fun, but at the same time accommodating enough to allow for the differences in cars and drivers. The LPR tour leaders seem much more willing to pull off to re-group when the tour has become splintered by a set of traffic signals or intervening vehicles. With LPR it seems that "group" has much more of a meaning than it did to the bikers. A tour is something we enjoy doing together, and the tour leaders do a great job in accomplishing this.

If you have never taken a tour with LPR, I can only encourage you to do so. I know that I was hesitant before my first LPR tour, just like I was before my first organized motorcycle tour. Would I be able to keep up with the pace of the group? Would my riding/driving skills be such that I would be embarrassed in front of the group? Would I get lost, again leading to embarrassment (especially appropriate if you are a male, as we all know that males will never ask for directions)? Would it be safe and controlled, or would I be out there with a bunch of speeding nuts, risking damage to my car, my health or my driving record?

I can definitively say that LPR tours are safe, well organized, well run, and tons of fun. If you have any reservations, I can only recommend that you participate in an LPR tour – You won't be disappointed.

Now I only have to find a motorcycle group with a similar level of respect for the safety, fun and general well-being of its members, but for now I guess that I will have to be content riding in a group of 1.

The Board of Directors of Loma Prieta Region, in conjunction with the Campbell/San Jose West Rotary Club, is encouraging our members to participate in a blood drive.



Friday, September 9th

from 11:00am to 5:00pm at  
EMQ Children & Family Service,  
251 Llewellyn Ave, Campbell, CA 95008.

The schedule runs every 15 minutes  
from 11:00am to 4:45pm.

To schedule an appointment to give blood, call Sue or Maggie at 408-257-2222.

In order to give blood one must be 17 years or older, weigh no less than 110 lbs., and enjoy general good health. Giving blood takes approximately one hour.

Our blood supply is in constant need of replenishment, so if you haven't given recently, please make an effort to come out and make a contribution to this worthy cause.



# Goodie Store

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# POST POSITIONS

Kevin Bennett, Editor



## There are too many “I”s in decision

Most people are aware that San Francisco is one of California’s premier tourist destinations. Tourism dollars are almost certainly the largest contributor to the city’s tax base. One would think that those elected to represent the interests of San Francisco’s residents would fall all over themselves trying to enlarge the tourism market, thereby bolstering the revenue of their constituents as well augmenting the city coffers. That is why it was surprising to hear that the San Francisco County supervisors voted 8-3 to oppose a move by veterans and history buffs to establish a new Bay Area attraction centered on the WWII-vintage battleship USS Iowa in San Francisco.

The USS Pompanito, a WWII submarine, is already on display at Fisherman’s Wharf and there is a San Francisco Maritime National Historical Park associated with it. What with San Francisco’s long maritime tradition, it would seem logical that the Iowa, one of only four ships built that represent the absolute acme of U.S battleship construction, would be a welcome and natural addition to the tourist drawing power of the City by the Bay.

In talking about his vote, San Francisco County Supervisor Bevan Dufty said, “It’s difficult to honor a military icon realizing that neither I nor anyone else who’s openly gay can serve in the military.” Supervisor Ross Mirikarimi stated that he “didn’t want to sink money into a war museum while we’re stuck in a war I don’t support.”

Notice how prominently the word “I” figures in both of these statements. These two, at least, clearly made their decisions based on their personal agendas. The basis for each of their decisions is transitory, as is the occupation of their office, yet their egocentric decision is going to irreversibly deny San Francisco’s tourism industry a major attraction; after all, it’s not as if you can change your mind and run out and get another Iowa class battleship.

I should find it shocking that people can so cavalierly perform their duties based on personal bias with so little thought about the effect on their constituency, but it appears that such actions are not that uncommon. Loma Prieta Region recently fell prey to similarly flawed decision making associated with this year’s National Newsletter Contest.

Last month I received the judges scoring sheets for the November and December issues (2004) of the Prieta POST, which were submitted by me for consideration by the judges. Each of two judges chose to award the POST a total of only two points, out of a possible twenty, for the category of *Editorial Commentary*. One of these judges commented, “Editorial should elicit member participation in region events not your personal sounding board,” while the other had the audacity to write “OH, PLEASE!”

Printed on the back of each of the judge's sheets, judging criteria is delineated under the heading of *SCORING CATEGORIES – or What goes Where?* Under *Editorial* the form reads, "Commentary from the editorial staff; is it positive, optimistic and eliciting participation or action? Social and/or political commentary. General overview of spelling, grammar and style falls here."

I recognize that a few people feel that a car club newsletter should only be about members and cars. I have considered that position and rejected it. I have been advised by numerous members that they look forward to every issue of the POST to see what I am going to write about next. I hope that the mild controversy associated with my column has caused members to give the POST a closer look, as that is exactly what was intended.

The *Editorial* category description clearly allows for varied subject matter and also includes grading for a substantial amount of other content. I have sufficient confidence in my writing and editing to know that the POST was undeserving of the total of four points awarded by the two judges and I have decided that these low scores were the result of personal bias. The other three judges awarded a total of 45 points, an average of 15 points each, for the same category.

The editorial in the November issue was about the war in Iraq. After careful consideration, I have concluded that the position expressed in that column was a hot button issue for the two judges in question, that they reacted negatively to the position stated and that they either awarded the low score in a fit of pique without thought to the consequences, or, they decided to purposely torpedo the POST in the competition. Either reaction is unacceptable from someone who has been honored with the right to sit in judgment, under any circumstances.

I recognize that this contest is manned by volunteers and is held only once a year, making it difficult to train the judges on the need for thoroughness and impartiality in the execution of their duties. I can only suppose that the event organizers have no way to force the judges to be fair, but the actions of these two are just too egregious to ignore. Something needs to be done.

The Prieta POST has a storied history in the national newsletter competition with two Heinmiller Awards and literally dozens of First-in-Class, including one under my editorship. However, because I am not willing to allow a couple of narrow-minded, nameless and faceless judges to extort me into writing to their sensibilities; because it costs the region nearly \$100 a year to print the 60 issues I hold for possible submission for judging; and because I think the odds of bringing any meaningful laurels into LPR-land through my continued participation are artificially slim, I have decided that, while under my stewardship, the Prieta POST will no longer participate in the National Newsletter Contest.

Unlike the decision made in San Francisco regarding the Iowa, my position is only temporary and may be reversed by some future editor. Additionally, I recognize that my decision is not in the best interests of Loma Prieta Region. Therefore, I have advised the Board of Directors and am hereby advising the membership, that I am quite amenable to stepping down from the editorship of the POST to allow someone else the opportunity to continue LPR's grand tradition in the newsletter competition. If there is someone out there willing to undertake such a challenge, the clarion call is sounding. Come forward and I will do my best to show you the ropes.

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# **Don's AutoWerks**

**PRESENTS**

**Don  
Wise**

**IN**



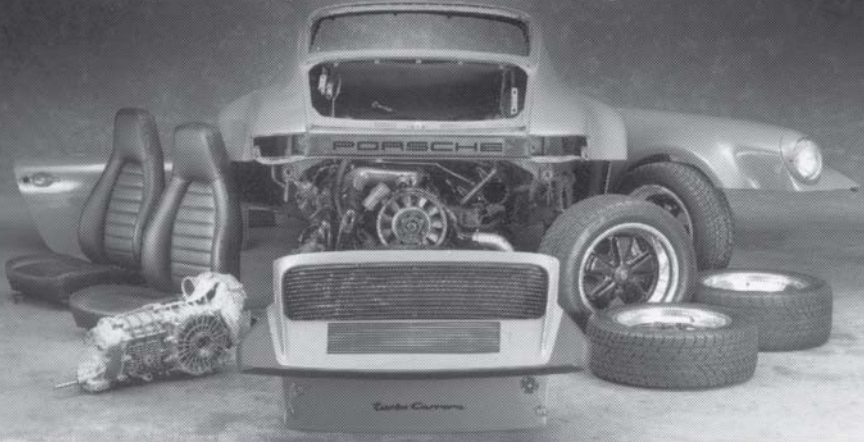
## **How to Buy and Sell a Used Porsche.**

This production will take place on  
Saturday, September 24 at 9 A.M. at

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# MEMBER NOTES

*Ed Tefankjian,  
Membership Director*



Hope all of you have been out enjoying our hot summer weather. The Bennett's tour, "March to the Tree," was great. Karen and I are both from the Fresno area so it was special for us going through the small towns on the back-roads where we grew up; we still have relatives there. It was warm as expected and the freshly charged air conditioner in the 911 was marginal at best.

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

**New member** (from Tim at Fastlane)

- Lisa Scheufler, Soquel, 1989 911 Cab

**New members from PCA**

- Vaughn Andrako, Soquel, 1958 356A
- Arthur Casey, So. San Francisco, 1984
- Troy Jones, San Jose, 2004 911
- Keith Shukait, Los Gatos, 1968 912

**Transfers in**

- Albert & Lana Correia, San Jose, 1974 914 from GGR
- George & Virginia Jansen, Los Gatos, 2003 Twin Turbo from GGR

**Note:**

The 987S (BoxsterS) Karen and I ordered in April arrived while we were on our way to Fresno ("March to the Tree" tour)! All the way back from Fresno we were thinking about our new 987S and it's very cold air conditioner. We picked it up first thing Monday and have been enjoying the new "ride". I plan to autocross it in September, AX #7 at Marina (you may also see Karen out there too). It handles a lot differently than the 911 Targa.

**Ed's tips for July:**

- Check the Post Calendar for the exciting upcoming LPR activities. LPR has something for everyone.....that's why you joined this region, get out and participate! See you at the next event.
- **New members**....we have a "Newcomer's Social" planned for Friday September 16<sup>th</sup> from 7:00 PM to 8:30 PM at Mountain Mike's Pizza in Los Gatos (430 N. Santa Cruz Ave.). Free pizza and beer plus a chance to meet LPR Board members and other new members. Come out and get involved, we have a lot more exciting activities planned for the rest of the year.
- When you change your e-mail please send me ([edjt@earthlink.net](mailto:edjt@earthlink.net)) your new address so I can update your file.

Bye for now, Ed

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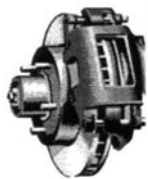
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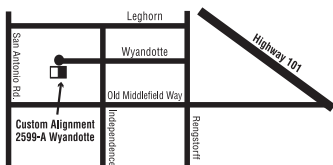
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# **Santa Cruz Mountain Wine Tour**

**September 17  
10 A.M.**

Larry & Linda Smith, Paul & Terry Gregory and Debbie Bennett have cooked up a terrific tour recipe. We will meet at the Summit on Highway 17 at the Deer Creek Restaurant. Driver's meeting scheduled for 10:30. We will visit a wine stop then a lunch stop at the Heavenly Cafe (menu below). Following lunch we will tour the Santa Cruz Mountains, ending up with another fabulous winery visit.

**The cost for this event will be  
\$20 per person.**

**Please RSVP to Linda or Larry at  
831-475-6494 or  
vlrsmith@sbcglobal.net.  
by September 13  
to participate.**

The lunch choices (included in tour fee) are:  
Hamburger • Bacon, lettuce and tomato on whole wheat toast •  
Ceasar salad with chicken or shrimp • Albacore tuna on wheat  
Please be prepared with your selection when you RSVP.

# Competition in the Sun: Balloons, Bean Bags and Burgers.



*Dana Ambrisko has just gotten the "handoff" in the relay race and, with no cones to negotiate, she is putting her waddle into high gear.*



*Above from left: Debbie Bennett, Karen Morgan, Emilie Highley, Karen Tefankjian and June Iles enjoy the competition from the sidelines. Left: John Reed dredges up the old baseball form as he hurls the bean bags at the target.*



*Right: Cheryl Pruss looks as if she is losing the battle with her lunch. Behind her, husband Joe is clearly mesmerized by something and is undoubtedly watching Bill Highley's dramatic encounter with his fragile sandwich.*



Photos by John Reed



# PICNIC FUN



*by Kevin Bennett*

The Family Picnic this year was held at the Montego Hills Rec Center, right across the street from Harlan Pester's house. Harlan, of course, was instrumental in arranging this location and it made it exceptionally convenient for addressing things like ice cream storage (in Harlan's freezer) and dire emergencies (no one brought a corkscrew?). The star attraction of the day, however, was the pool. Plenty of kids were on hand for this event and kids and pools go together like Bob Morgan and broken cars. The day was a bit of a scorcher and while most of the adults spent their day staking out a piece of shade, the young ones didn't even want to come out of the water to eat.

Not very many of the adults partook of the aquatic diversion, and those that did tended to linger only briefly among the waves kicked up by the youngsters. I don't swim often due to a history of melanoma in my family.

Whether the others chose not to swim out of concern for the sun's rays or the kid's waves, I don't know. Personally, I think it was because of food induced lethargy precipitated by the decadent spread of munchies laid out to occupy the minds and mouths of the LPR Faithful. Emile Highley even had Harlan and I cook up a batch of sausages to occupy the crowd before we started in on the serious food... burgers and dogs.



*Harlan Pester and Kevin Bennett did the cooking. Doug Ambrisko goes for a dog as June Iles and Angie Sharp opt for some cheese to go on their burgers.*

❖ Picnic fun...

I really have to give kudos to Bill Highley. He is wonderfully supportive of his wife, Emilie, and at this event he went to great pains to help make the picnic a memorable event for all who attended. When he came through the line at the barbecue, he asked for two hamburger patties on his bun. Next, Bill loaded both his plate with side dishes as well as the burger with condiments. He then sat down at one of the tables and began to partake of his sandwich. Within just a couple of bites, tragedy struck! That's right... Bill had a bun failure. As he continued to ingest the food, what once was an icon of American cuisine took on the appearance of a huge, unrecognizable glob of dripping garbage in Bill's hand. People made comments. Pictures were taken. Someone suggested we call the news media. Bill casually continued eating as though nothing unusual was happening,



*Bill Highley is in the early going of his confrontation with that sandwich... and folks already are aware that they may be witnessing something special...*

saying, "Hey, my bun let me down." To the wonderment of all, Bill finished it down to the last bite and, as he sat, satiated and smiling, using napkin after napkin on his greasy fingers, I realized that what we had just witnessed was a powerful demonstration of man's ability to overcome adversity by maintaining focus.



*Kevin Bennett performs a safety check on Julie Lieber's "equipment" for the relay race while her husband, Gary, seems awestruck by his.*

Emilie had a couple of competitive events on the docket. She recruited two teams to run a balloon relay race that is best seen rather than described, so check the pictures. The other was a bean bag throwing contest. The kid's had their own division and I must say that my favorite was Harlan's granddaughter, Kristen, who looked to be about three. She clearly didn't understand what she was doing, but when she saw the crowd's reaction to her first throw, she played the audience like a vaudevillian.

In the adult division, Harlan's son, Lance tied with Big John Reed, so a bag off was held. John, who was a pitcher in a younger incarnation, managed to eke out the victory. Ed Tefankjian finally strolled over to try his hand after ignoring our earlier entreaties to join in the competition. He then proceeded to give an exhibition of bean bag prowess

❖ Picnic fun...

unrivaled in LPR history. Right handed, left handed, over the shoulder, backwards between the legs, you name it and Ed was up to the task with deadly accuracy.

Just for the fun of it, I brought a trivia test, downloaded from the Internet, on the subject of James Bond. As is typical with groups, a few folks really jumped on it: Gary Lieber so much so that he prodded me to give him the answers, ‘mano a mano’, lest he forget and leave without them. An hour or so later, I held an answer session and once again, the stars favored Lance Pester, who seemed to be the most knowledgeable on the subject of Her Majesty’s Secret Service.

There’s nothing like ice cream on a hot July afternoon and Emilie didn’t miss a trick as the cooling confection was brought forth and eagerly consumed along with several other desserts provided to please the most discerning of sweet teeth.



*Gary Lieber demonstrates that old LPR enthusiasm for ridiculous competition as John Reed captures the moment from behind Kevin Bennett’s bean bag target.*



*Karen Morgan and Jennifer Bryant beat the heat.*

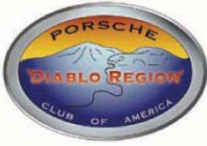
Many thanks to Emilie Highley, whose ebullience and drive brought off another wonderful event. Thanks also to Harlan Pester and Debbie Bennett for their contributions to the occasion. Finally, thank you to Bill Highley for that wonderful exhibition of focus and control in the face of adversity... you are an inspiration to us all!

As the afternoon grew later, the picnickers, like a bunch of vampires seeking to avoid the sun’s rays, found themselves huddled in the shade of a trellised area on the west side of the pool area. As the sun continued in its arc and the rays invaded this last bastion of relief, the revelers took it as a sign and began to bid their adieus to their LPR brethren.

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*Emilie Highley never misses a trick. As hostess, she thought to provide some inflatable toys for the pool, but the big hit for the kids was this turtle, provided by another host, Harlan Pester.*



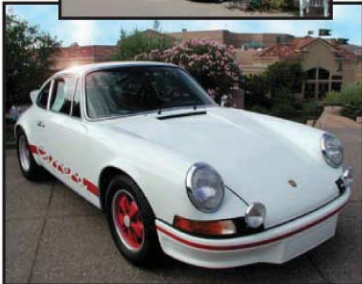


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Saturday and Sunday

September 10th and 11th, 2005

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Stockton, CA



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Late registration and tech from 11:30 A.M. to 12:30 P.M.

First car out at 9:00 A.M. • No open exhaust

Fee: \$35 per driver per day

*Register online at <http://svr-autocross.deter.com/>  
Preregistration by September 7th is recommended*

Questions? Contact Matt Deter at [porsche@deter.com](mailto:porsche@deter.com) or (916) 630-8924.

Directions: From I-5 or Hwy. 99: Take Highway 4 (Crosstown Freeway) toward Downtown Stockton. Take the Wilson Way exit and turn South onto Wilson Way. Turn left at Charter Way and then right through the gate into the fairgrounds. Follow the access road, bear left at the Y-intersection, continue straight, and turn right to enter the parking lot.

There will be an informal get-together at 6:00 P.M. in the *Marina Center Straw Hat Pizza*, 3201 Benjamin Holt Drive.

Directions: Take Charter Way west to I-5 and take I-5 North. Take the Benjamin Holt exit, turn left, and pass under the freeway. Turn right after the *Lyon's* and proceed straight and turn left into the parking lot. The *Straw Hat* is at the rear of the building on your right.



# March to the Tree Tour

by Linda Smith

Photos by John Reed,  
Larry Smith,  
Vince Vincent,  
Michael Vincent

This may be the best LPR tour of the year! If you missed the 'March to the Trees', you missed out on some interesting wine tasting, a lot of great 'Porsche Road' driving, and a garden wedding that I'm sure was scheduled just for our arrival at the Lamplighter Inn. And that's not even counting the wonderful eats and great camaraderie of the folks that went on this fabulous weekend tour.

Saturday started with a quick breakfast at Denny's. Most everyone was already there when Larry and I arrived, but we enjoyed a quick breakfast anyway. Self-proclaimed 'Tour Nazi' Kevin Bennett kicked off the drivers meeting right on time, with all the standard fare. Ed and Karen Tefankjian, Ken and June Iles, Big John Reed and Angie Sharp, Emilie and Bill Highley, Rudy and Joanna Herz, Ed and Rosemary Tavares, the Vincent clan: Vincent, Beverly, and Christina, along with son Michael and his lovely girlfriend, Monica. Tony and Joanne Antonowicz, Jim and Jennifer Bryant, Pam and Don Wise, Tony and Kris Vanacore, and of course our hosts: Kevin and Debbie Bennett made it 29 enthusiastic Porsche fans in a beautiful caravan of 14 Porsches.



*Ken Iles and Joanna Herz have finally figured out a way to hear each other when using these hand held radios...*

In keeping with tradition, we were each given a challenging quiz to complete during our drive. I must say that Larry and I have not been privileged to join too many of the weekend tours, but it seems there is somewhat a contest going with 'quiz difficulty'. This one was 40 questions, all pertaining to the history of the automobile. As we drove along the flatlands towards Fresno, I'm confident that navigators throughout the caravan were amazing themselves by how much (or little!) they knew about early twentieth century automotive trivia. More about that later.

Our first stop was at the Valley Pistachio. Just before we hit Hwy 99, the signs were flashing something about an accident closing Hwy 99. Since Hwy 152 turns into Hwy 99

❖ March to the Tree Tour...

without a lot of options, our hosts had no choice but to proceed forward, ignoring the warning of impending doom. Luck was with us though, and we continued unobstructed to our first destination, Valley Pistachio. With only one (1) 'pit stop room', there was an initial rush to get in line – after all, we had just driven about 90 miles after breakfast! I noticed there was some 'dancing' around the massive selection of Pistachios, candies, and other regional delicacies – must have been the better answer to standing in line!

After collecting munchies for the road (and the pool party that was coming later), we were off for the 'underground house' as advertised in the tour flyer. I've heard of some strange architecture in California, but I couldn't imagine an underground house and gardens in the middle of the desert!



*Oops! It looks like Pam Wise got caught playing underground house with Tony Vanacore and Bill Highley.*

Forestiere Gardens is a pretty rustic, very unusual, house that was carved out of land that was purchased for farming. Turns out that the land is full of rocks – not at all appropriate for growing crops. And, if you haven't been to Fresno lately, its HOT – not very conducive to a comfortable living environment without the advent of air conditioning! Branded 'The Human Mole' by his neighbors, and considered crazy by most of the inhabitants of Fresno, Baldasare Forestiere found a way to make his land habitable. He

carved out a network of underground rooms, patios, and passageways – almost 100 of them. He planted fruit trees that grew up through 'skylights' and appeared as simple bushes from above, while creating beautiful shaded gardens below. After his death, his family became dedicated to restoring this unusual retreat and establishing it as an attraction for many to enjoy. With the temperature reaching the 90's outside, we enjoyed the cool, underground climate while wandering through the narrow passageways and investigating the details of this 'alternative lifestyle'. Andre and Lorraine Forestiere kept us entertained with stories of their somewhat eccentric relative, and even traded some details with our own native Fresnoian, Ed Tefankjian. Seems that Baldasare was somewhat of a key supplier to Fresno during Prohibition – guess bootlegging was a more financially sound plan than farming!



*Set 'em up, Joe! The Porsche Club is here!*

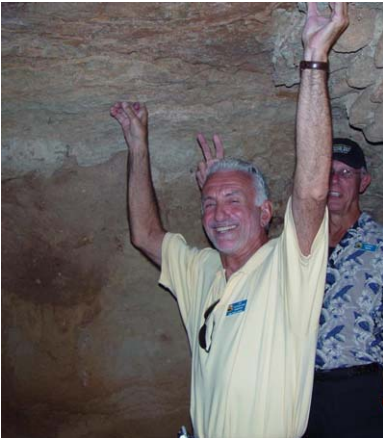
About 20 minutes down the road, in a small town called Sanger, we stopped for lunch. Pepino, owner and chef of Il Giardino Italian Restaurant, was preparing a feast of authentic

# TOURING TO THE TREE



*Below: The sample table was a popular place at Valley Pistachio. Jim Bryant seems more aggressive (hungrier?) than June Iles and Tony Antonowicz.*

*Above: Ken Iles and Dr. Don Wise hold the tonic bottle used to top off Ken's ailing cooling system.*



*Above: Ed Tefankjian has Fresno roots. Here he probes the roof of the underground house to see if he can find any.*



*Above: A view from one of the underground patios at Forrestiere Gardens.*





*Left: Likewise for Linda and Larry Smith as they also elect to go topless.*

*Right: Tony & Kris Vanacore take down the top to enjoy the California sunshine while on the road.*



*Below: "Step into my parlor, said the spider to the fly." Don Wise leads his wife Pam into the dark recesses of the underground house.*



*Above: At Sequoia View/Cedar Grove Vineyards, so many folks bellied up to the bar that one of the pourers decided to "go out and meet the people." She was very popular.*



*Left: This was a popular shot among those with cameras, with a thorough list of General Sherman stats. It is also proof positive that, at least as the Forrest Service is concerned, John Reed is not the world's largest living thing.*



Italian cuisine especially for LPR. Normally closed on Saturdays, Pepino had opened his doors just for us. We all appreciated the escape from the heat in this wonderful little café, and the lasagna, chicken, and pasta selections were each spectacular in their own right. During our visit, the restaurant seemed to be open, so a couple of locals strolled in and took a seat at one of the few tables left. Pepino was a gracious host, and accommodated them from the selections that he had prepared. They seemed amused and honored to be privileged to join 'the Good Time Group'!

Our first winery experience was at Sequoia View/Cedar Grove Vineyards just up the road from Sanger. The gravel parking lot served us well as we drove in and, one by one, backed into the appropriate space facing the wine tasting room. (One of my favorite parts of a tour is the orchestrated exit – like a large wave of Porsches – that is possible when everyone 'backs into' their parking spaces!) After trying the Voignier, the only white wine available for tasting (I can't drink red wines anymore



*After a hard day on the road, a bunch of the gang hit the pool to cool off in the 95 degree weather.*

due to allergies), and picking out a logo'd polo shirt, I retired to the outside patio to relax in the shade and take advantage of the gorgeous views of the hills and vineyards. I enjoyed chatting with the Iles and others while everyone finished their tasting and purchases, and then we were off again.

Upon arrival at the Lamplighter Inn in Visalia, we enjoyed watching a garden wedding that was taking place outside the pool area while our hosts collected keys to the rooms that had been pre-registered for us. Rooms were assigned by drawing, and Debbie and Kevin had reserved a pool-side garden suite suitable for our 'pre-dinner' gathering. Several of us chose to take a dip in the pool to cool off, while others decided to munch on the spread of snacks and hors d'oeuvres that had been assembled in the Bennett's

room. Karen Tefankjian brought a sample of Armenian cuisine – you won't want to miss the August GTG they are hosting! There were also plenty of beverages 'of choice' to enjoy, along with good conversation all 'round.



*Ken Iles had a cooling anomaly that caused a pause in the tour on Sunday morning. In response, Dr. Wise, the Don of Don's AutoWerks, mixed up LPR's first ever batch of Boxster and Tonic.*

Dinner was served in a private dining room, and was enjoyed by all. Larry and I decided to turn in early since Sunday promised to be an equally enjoyable day of driving and sightseeing in the beautiful forests of Sequoia National Park and Kings Canyon. (Plus, hurricane Dennis was scheduled to

❖ March to the Tree Tour...

hit Florida, where Larry's daughter and her family live, and we knew we would be up extra early to check on them before breakfast.)

Sunday started with an excellent breakfast at the Inn's diner, and from all the 'red eyes' we saw, we were glad that we had some sleep under our belts! (Dennis had hit Pensacola pretty much head on, but calls to the family assured us that they were all fine – the only



*Kevin Bennett listens as Tony Vanacore expresses a certain amount of jealousy at how high a tree can get.*

damage they experienced was a large oak tree in the front yard coming down, and another couple of days without power.) Kevin had warned everyone that we would be leaving at "8:00 a.m. sharp!" Just to let him know we were listening, the cars were all lined up with us waiting for him when he and Debbie came out of their room.

Just a note – it looked like Debbie was well prepared for cleaning up any mess that could have been left in the room from the gathering the night before – her car was full of cleaning supplies! Debbie, you didn't really have to use them, did you??

It's difficult to describe the wonder of the drive through 'The Trees', so I will let the pictures speak for themselves. If you haven't looked on the website at the pics, you should – there were many taken, and it was truly beautiful!

Along the way, Ken Isles' Boxster started having cooling system issues. It was a good thing that 'Doctor Don' Wise was with us on this tour, because it seems that Ken had been outsourcing to 'Gupta Car Care', and heaven knows what was going on! To solve the issue, a new magic elixir was invented: 'Boxster 'n Tonic, stirred with a dipstick!' After we got the bright yellow baby cooled off a bit, we were off to see the General Sherman Tree. After checking out Sherman, Kevin handed out little bags of homemade beef jerky along with some crackers to each of the cars on the tour. Apparently, Tour Nazis use lots of tricks to keep the troops in line.



*That's the only problem with these tours... it's just go, go, go all the time.*

Before continuing on to see the General Grant Grove, we made a stop at the Lodgepole Village for souvenirs and bathroom break. When we arrived, we were greeted by a small (not really so small to me!) bear that seemed to be waiting for us in the parking lot. My guess is that he heard about the jerky. A Ranger was eager to move the bear along, away from the nearby campgrounds and tourists, and I'm not sure

❖ March to the Tree Tour...

if anyone was able to capture him on film before his departure. For those of us who had never seen a 'real' bear outside a zoo, it was quite exciting!

Again, the expertise of 'Doctor Don' Wise was utilized by Big John and his new 911. On the way out of the park, it appeared that one of his tires was going flat. After finding a turnout large enough to hold us, Kevin lead us off the road to check it out. After intense scrutiny, it was decided that the tire was aired properly, holding pressure and that further investigation would be required during the lunch stop, but that we should continue on. Upon arrival at our lunch stop, Perko's, it was determined that the lugnuts had been loosened – perhaps in an attempted theft of the rims?? As we drove the winding roads, the wheels had worked themselves loose and the 'rattling' sound resulted. (Thank goodness for locknuts!) So, after his 'nuts got torqued', John was able to promise a safe and secure ride home for his precious navigator, Angie.



*Emilie Highley looks like she is doing her Becky Thatcher impression, looking for Injun Joe in the cave... but this is a downed, hollow Sequoia.*



*You can tell that Ken Iles was born in an island nation. He holds his wine purchases as if they were a couple of prized trout!*

Remember that quiz we got at the beginning of the tour? Well, during lunch, Kevin was busy scoring everyone. I won't say exactly how many points we got, but I can tell you that we weren't anywhere close to the winners! Tony and Joanne Antonowicz know way too much about automobile history, with Bill and Emilie Highley and the Vincents coming in tied for a close 2<sup>nd</sup> place. Jim and Jennifer Bryant may have posted last place, but should have gotten a ribbon for being the most enthusiastic of all!

After lunching at Perko's, we were off to our final destination and wine tasting. For those who have enjoyed tours, but never hosted one, it can be really difficult to write the driving directions. Leaving Perko's in the direction of Fresno outskirts, while keeping all the 'caravan' together, is a feat in itself, and with stoplights and freeway entrances, and other traffic obstacles, sometimes it doesn't work out quite as planned. (Someone said something about a missing detail in the directions, but... Larry and I were pretty close to the leader, so we didn't find the missing direction...). Anyway, it turned out that the line was broken, and we lost one of our own. Luckily, it was a native 'Fresnoians'

(Ed and Karen) who had a reasonable chance of finding us again, but we were all reminded of one of the key rules in touring: always keep the guy behind you in sight! (If everyone keeps one eye behind and one eye on the car in front, the line slows down some, and no one gets lost!)

Upon reaching the Nonini Winery on the outskirts of Fresno, the entourage was split into two groups – one for tasting and one for the tour. Upon arrival, Ed and Karen were escorted to join the ‘tasting’ group, and shared their experience of being ‘left behind’. Apologies were made, forgiveness was rendered, and wine was consumed. “All’s well that ends well.”

Nonini Wines are processed uniquely, as explained to us by owners Judy and Steve Shahbazian, and our tour guide Jim Jordan. Minimum chemicals are used in the process, resulting in minimum sulfites. For those of us with ‘red wine allergies,’ that means that we can actually drink the stuff without reacting. For red wine stock, however, it also means that the wine is meant to be consumed without ‘laying down’ for a long time first. The winery utilizes a crusher purchased in 1941 and redwood tanks (for aging) that date back to 1936. If your travels take you to the Fresno area, Nonini Winery is definitely worth a visit!

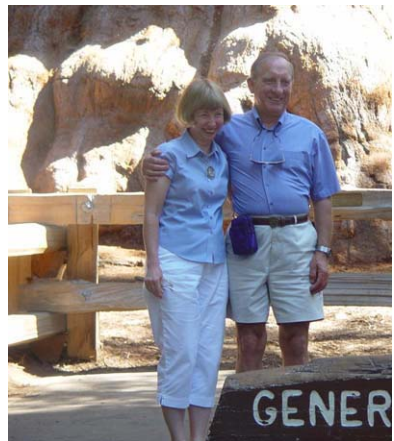


*Michael Vincent poses with his mother, Beverly, and his girlfriend, Monica, among the fruits and nuts found at Valley Pistachio.*

After saying our goodbyes, Kevin led the way back to the highway, and everyone was off for home. We enjoyed the views, the company, the roads, and of course, the wine selections that were carefully tucked into the limited storage spaces of our Porsches. Many thanks to Kevin and Debbie for all their efforts in making this tour a wonderful experience!

PS – Many in the group noticed the cool ‘928 GTS’ logo on Tony Antonowicz’s brake calipers, and requested that he provide details on how he accomplished this unique adder. Here are the details from Tony:

*I completely rebuilt my brake calipers and had them powder coated in red. I had special self-adhesive stencils made-up using the same 928 GTS script that Porsche uses to designate the car. After powder coating, I applied the stencil to four calipers and sprayed them with high-temperature white paint. This method can be used with any Porsche logo to have custom calipers, i.e. “911” etc.*



*Caliper-man Tony Antonowicz poses with his wife, Joanne, at the General Sherman Tree.*



# A Newcomer's Social? Holy Cow!

Now that you've joined Loma Prieta Region you are hereby invited to come out and meet your Board of Directors over some pizza and beer. At this extremely informal gathering you can discover exactly why we are known as "The Good Time Region." Bring your spouse or significant other and enjoy an evening with, and on, LPR as you discover the myriad of activities just begging for your participation.

Newcomer's  
Ice Breaker  
Friday, September 16,  
at 7 P.M.



For questions,  
directions or to RSVP  
contact Ed Tefankjian  
at 408-266-6262 or  
[edjt@earthlink.net](mailto:edjt@earthlink.net).

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Golden Gate Region Presents  
**Coyote Run V**  
October 1, 2005

Sponsored by Carlsen Porsche  
3636 Haven Avenue  
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Telephone (650) 701-9200



Open to all cars, not just Porsches. Cost is \$15.00 per car.  
Registration opens at 8:45 a.m. Driver/Navigator meeting at 9:30 a.m.  
First-Timer meeting at 9:45 a.m. First car out at 10:01 a.m.

**Description:** This is a Time/Speed/Distance (TSD) rally. Beginners and First-Timers will be given mileage or street names at most turning points. Rally classes include Beginner, Novice, Expert Unequipped, and Expert Equipped. The rally covers about 100 miles and will take approximately four hours to complete.

**Directions:** Registration and start are at Carlsen Porsche in Redwood City. From US 101, take the Marsh Road exit East and turn left at the signal onto Haven Avenue.



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## Canepa Design

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*"Canepa Design has become known for expertly combining classic design with advanced technology, and premium materials with superb craftsmanship, all with the goal of creating the ultimate vehicle ownership experience for Canepa clients."*

*In addition to his experience in vehicle design, Bruce Canepa has gained a worldwide reputation as a premier collector and resource for new and historically significant vehicles."*



This company probably has the largest collection of 959s in existence.  
Watch for more details in the October POST.



# If Laguna's Corkscrew gets you excited, you have to see this ...

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And it comes with something for the crew - a gorgeous, gated estate with a 4,264 sq ft, 5-bedroom main house, pool + cabana, 2-floor 1,080 sq ft guest house, gardening shed and 1,000 sq ft, 3-car garage, all on almost 2 acres !



Conveniently located near 101, this magnificent live-work-play setup is only minutes from San Jose.

For more pix & info, call Katcha @ 408.802.6222

# Loma Prieta Autocross #7

**September 25  
Marina Airfield**



Registration: 7:30-8:30 AM.

No pre-registration needed. Instruction and a limited number of loaner helmets are available

Cost: \$30 per driver.

Drivers must work for sessions run. Snell 1990 or better helmet required.

Information: Cathy Carlson  
831-728-3190 or [3caces@redshift.com](mailto:3caces@redshift.com)

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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.

# Keeping things going...

## AX #5



*Someone must have told this guy that you can go faster if your tires are round.*

*Nanci Bishop knows that that engine is in there somewhere!*



*So, what's wrong with it?*



*Beats me...*



*Left: The crew works the timing trailer. Why is it always Linda Smith with the mike? Didn't she learn to share in kindergarten?*

## Keeping things going... AX #5



*Above: "Oh, Lord, please bless this car and allow me to forsake all contact with cones and sensors. Amen!"*

*Right: Terry Gregory clearly loves to get behind the wheel. I'd say she's beaming, but that gets me in trouble. Below: Man, has Larry Smith got it made. Drives beautiful cars, has a beautiful wife and has these two lookers for grandkids... it's just not fair!*



*Right: Nanci Bishop asks Tim Benson if he can help her find her engine...*



Photos by John Reed

*Below: Cathy Carlson feels terrible... she ran over the sensor at the finish line! Right: Repairs commence... can it be saved?*



*Reinforcements arrive as the surgery continues... Where is the Safety Chairman? Why wasn't the sensor wearing a helmet?*

*There may be a flicker of life! But how can we save it? Ahh... yes! Duct tape!*



*Above: The patient is saved, but is in delicate condition. Right: Caution! Hospital Zone.*

# A Tiring Dilemma, Part 1: Real Answers For R-Compound Tire Users

by John Hajny, Central NY Region

Like a lot of track-enthused PCAers, I have begun the pursuit of higher performance, fun (hopefully), and challenge in my track driving. Anyone who reads this newsletter will likely recall my chagrin at “burning up” a set of R-compound tires in less time than I deemed reasonable. From what I have seen since, I am not alone. And from what I have subsequently learned, it is not all that surprising!

There is no doubt; the quickest way to faster cornering is to buy a set of R's, or race compound DOT (Department of Transportation) approved radial tires. They simply stick much better than regular street rubber — period! However, as with most things in life, they have their idiosyncrasies and their own set of special parameters for efficient operation. At the same time, one must be careful to apply the right ministrations to the right patient.

I have done a lot of research on this subject since then. Unfortunately, I've found that most of the information floating around out there — the word-of-mouth stuff discussed in the pits that most of us end up relying on— is incorrect, or at best, misinterpreted or misapplied.

## Tire Temperatures

This is the hot topic in racing and is filtering down to drive ed. Many people have invested in a pyrometer to take their tire temperatures. It seems that the standard goal of most people has been to try and achieve the best relative equality in temperatures across the face of the tire as a means of discerning the correct pressure to be used. This is done by measuring the outside, middle, and inside of the tread surface and noting the difference. If the differential were too great, they adjusted the pressure in hopes of equalizing it.



Unfortunately, this information — like much of it out there — was derived from bias ply tire experience and has little if any correlation to DOT radials.

Like any other, bias ply tires are designed to run with their tread flat on the road. In practice, the sidewall deflects and deforms considerably to absorb cornering loads

❖ A Tiring Delimma ...

and keep the tread surface relatively perpendicular with the wheel. Therefore, tire temperature differentials are a good measure of correct tire pressures. If you had a close temperature spread across the tread surface, it meant that you had a pressure that was conducive to the proper amount of sidewall flex, thereby keeping the tread surface more completely in contact with the road. This was achieved somewhat apart from suspension set-up.

DOT radials, however, do not rely on sidewall flex to maintain the contact patch. They are designed with a stiff sidewall and steel tread belts that flex very little. These tires are predominantly dependent on camber settings to maintain optimal surface engagement. For these reasons, pressure has virtually no effect in changing temperature differentials.

Proper radial tire set-up involves varying degrees of negative camber, and generally, the inside of the tread surface will run hotter than the rest (15-30 degrees) simply because it is in greater contact with the road when driving in a straight line. Within limits, the higher temperature is of no real concern as it is derived from simple road contact, not from potentially damaging cornering overload.

On a properly set-up car with radials, the body/suspension of the car will lean and effectively tip the wheel up into a more perpendicular attitude when cornering, thereby utilizing the entire tread surface. Tire pressure has little effect on the contact patch.

### **Put This Under Your Tongue.**

The tire thermometer, better known as a pyrometer, is becoming a common sight, even at \$100-\$300 per. However, their proper usage seems to be as big a mine field as their purpose. If you're shopping pyrometers, you'd best know what type to purchase and how to use it correctly.

The ONLY type of pyrometer to buy for testing your tire's health is the probe type! Then, only a probe length of 3/8-inch or longer will do the trick. Here's why.

The surface of the tire is not where the heat damage occurs. The danger zone where the tire will start disintegrating is under the tread at the cap ply (the layer of chord you see when you wear through the tread). Because this area is under the tread surface, you need a probe type pyrometer of sufficient length, and inserted to the hilt, to access it. Otherwise, you are not getting your measurement from the area where the damage is occurring.

Incidentally, for this very reason, the hand-held infra-red pyrometers are worthless for gauging your tire's needs. They may seem ultra-trick and real easy, but they only read the surface temp of the tire (which cools almost immediately), not under the tread where the tire will start separating. Buy the infra-red style pyrometer to check your pot roast. Buy the probe-type for tire testing.

### **Under Pressure**

We now know that radial tire surface temperature differentials are not truly indicative of the need for pressure adjustments. But they will tell if a suspension adjustment is called for.

If, for example, you measure a surface temperature drop of over 50 degrees from inside to outside, chances are you're running too much negative camber. This means that the tire never leans over — or de-cambers -enough in a turn to employ the full tread surface; it is only riding on the inside half.

This over-cambered situation will be much more easily and accurately evidenced by excessive inner tire wear, as tire surface temperatures usually drop so fast that it is virtually impossible to get measurements that you can rely on to prove the point.

Where air pressure does effect radial tires is in handling feel. Radial tires have produced incredible advances in cornering power, but are much less forgiving at the limit than bias ply tires. A properly inflated radial tire can seem “twitchy” at the limit, where a bias ply tire has a controlled and gradual breakaway. This could lead you to the conclusion that bias ply tires may be a wiser choice until you notice you are going much faster to reach the breakaway point with a radial. Everyone wants to go faster, after all. What other justification do you need?

This twitchy feeling in radials can be tweaked by raising or lowering the pressure of the tire. If the change does not exceed a reasonable margin (4-5lbs either way from the recommendation), this will not adversely effect the tire’s health.

However, keep in mind that the fastest drivers usually run at the high-end of the tire’s pressure range, as this gives maximum cornering power. They also, ironically, seem to get better tire mileage, which suggests that the tires are actually much healthier at the high-end of the pressure scale. This is probably due to the inner structure of the tire being optimized by the higher pressures and working more effectively at handling the cornering forces.

### **So?**

What all this tells us is that, given a proper inflation range, a radial R-type tire will be effected much more by suspension set-up than pressure. This is not to say that over or under-inflation is not of concern. Either of these is a no-no (particularly under-inflation), as the tire will not be operating in a mechanically efficient manner and will suffer internally, with premature wear or failure the result. It is much better to start at a higher pressure and work down, as this will not harm the tire’s inner structure.

It also tells us not to look to tire surface temperature differentials as the ultimate sign of suspension or pressure optimization for radial tire use. Because of camber settings, the inside temperature will naturally be higher. As long as this variance doesn’t become excessive, things are looking good.

The ultimate guide to assessing the efficacy of your suspension settings is good old tire wear! Again, assuming specified inflation levels, if you see excessive wear on the inside, you’ve got too much negative camber. Conversely, if you see chunking or blistering on the outside of the tread surface, you likely don’t have enough negative camber.

Having said all that, if your camber settings are close but you notice that you are not quite using the full tread surface, you can make minor last minute adjustments in pressure to compensate. A little more air to stay off that outer sidewall, a little less to roll over more. Just don’t be looking to this as a way of altering the tire’s surface temperature.

So. Run your tires at or near the factory recommendation for pressure, crank in the right amount of negative camber, and watch the wear patterns for the real signs of your success. Save that money you were going to spend on a pyrometer to buy more tires. You’ll be going so much faster, you’ll probably need them soon!





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# SVR-PCA Drivers Education

at

Thunderhill Raceway, Willows California  
September 23rd 2005 7:00 am to 5:00 pm

Registration is now open for this event at <http://www.trackmasters-racing.com/html/aboutevents.html>

This High Speed Drivers School is for Beginners and Novices and includes Open Track for Intermediate and Advanced Drivers.

This event includes classroom training, in-car instruction for beginners and is designed to have maximized track time with a limit of 65 participants.

This event will fill fast since the GGR Time Trial #5 runs that weekend. Great opportunity for you Time Trialer's to get some additional seat time before the TT event.

\$240.00 per person includes breakfast muffins, coffee, lunch and fun.

To reserve your spot and/or for more information please contact Frederick D. Rauch, SVR-PCA Director of Competition at [Competition@svr.pca.org](mailto:Competition@svr.pca.org) or (916) 989-0580. Registration is first come first served and must be completed by September 7<sup>th</sup>.

We have blocked out 27 rooms at the Best Western Golden Pheasant Inn, 22 rooms are Non-Smoking and 5 are Smoking rooms. These rooms are grouped together (112-119, 146-160 and smoking rooms 102-106) towards the front of the property at a rate of \$67.95 per room. Reservations must be made by September 14<sup>th</sup> or until supplies last. Make your motel reservations early by calling 1 (530) 934-4603 and mention SVR/TMR.

We will have early sign-in, Thursday night from 5:30 pm to 7:15 pm in room 119 at the Golden Pheasant Inn and then move to a no-host dinner at the Casa Ramos Mexican Restaurant.

Frederick D. Rauch, SVR-PCA Director of Competition  
Russ Hildebrand, SVR-PCA Chief Driving Instructor  
Mike Willis, SVR-PCA Chief Steward

Presented in conjunction with Doug Gale of TrackMasters Racing [www.trackmasters-racing.com](http://www.trackmasters-racing.com). The DE event is not intended as a timed or race event. Any timing is done for personal purposes only, and is not part of the operation of the event.

Loma Prieta Region PCA  
Minutes of the August 2005 Board Meeting



The August Board Meeting was held on August 4, 2005, at Mountain Mike's Pizza in Los Gatos, and was called to order at 7:13 p.m. Board members present included Tom Holdych, Emilie Highley, Bob & Karen Morgan, Sue Sickal, Harlan Pester, and Ed Tefankjian. Other members in attendance were: Kevin Bennett, John Reed, Angie Sharp, Karen Tefankjian, Bill Highley, Jim Bryant, Cathy Carlson, Ken & June Iles, Barry & Suzette Pangrle, and Ralph Maines.

The July minutes had been approved via e-mail.

### **Directors' Reports**

#### **President: Tom Holdych**

Tom noted that the July minutes had been approved via e-mail. He further noted that the CDS agreement, which had previously been accepted by the LPR Board, had now been fully approved by all parties, and that the \$1750 seed money had been returned by LPR to CDS. Tom will bring copies of the CDS-LPR-MBR joint venture agreement for all Board members to the next Board meeting. He also made mention of a driver's death at a PCA Driver's Ed event at Watkins Glen.

#### **Vice-President: Emilie Highley**

Emilie reviewed the upcoming schedule for August and September:

8/13-8/14 - Zone Autocross hosted by LPR on 8/13 &  
by GGR on 8/14

8/20 - Tefankjian GTG

9/1 – Board Meeting

9/10-9/11 – Zone 7 Autocross

9/16 – Newcomer's Social at Mtn. Mike's

9/17 – Wine Tour & Picnic in Santa Cruz County

9/23 – PCA Drivers' Ed At Thunderhill Raceway

9/24 – Tech Session at Bruce Canepa's

9/25 – LPR Autocross

Emilie also recapped the LPR Family Picnic, which had 35 adults & children in attendance. The Picnic came in under budget.

#### **Secretary: Karen Morgan**

Karen reported that the ballots for the proposed by-law changes were counted and the changes unanimously passed.

#### **Treasurer: Sue Sickal**

Sue reviewed the financial report for July. Income was \$1,440 and expenses were \$4,458.74. Year-to-date income is \$27,123 and year-to-date expenses are \$24,424.71. As the certificates of deposit renew in September, a motion was

made by Ed and seconded by Harlan to put \$10,000 into a certificate and the remaining money currently in the certificate (\$5,066.24) into savings. This motion passed unanimously.

**Activities: Harlan Pester**

Harlan announced that he had insurance certificates for the 8/13 autocross. Ken said that the Mendocino Tour is completely booked.

**Membership: Ed Tefankjian**

Ed presented the following new members: Lisa Scheufler of Soquel (from Fastlane), Vaughn Andrako of Soquel, Arthur Casey of South San Francisco, Troy Jones of San Jose, and Keith Shukait of Los Gatos (from PCA). Albert & Lana Correia of San Jose and George & Virginia Jansen of Los Gatos transferred in. Ed motioned to accept the new members and Sue seconded the motion. It passed unanimously.

Ed noted that PCA has 53,409 members. He reminded the club of the upcoming New Members' Social and said that he and Karen will be contacting new members to invite them to attend.

**Member-At-Large: Bob Morgan**

Bob asked to be reimbursed \$169.96 for Concours and Parts Heaven Awards. Tom so motioned and Emilie seconded. It passed unanimously.

Bob also reported on an informal nominating committee meeting which produced several names for the upcoming 2006 Board election. Bob asked for members who are interested in serving on the Board to advise him of their interest. Tom requested that all Board members update and maintain their notebooks to assure a smooth succession to the next set of club officers.

**Committee Reports**

**Editor: Kevin Bennett**

The *Prieta Post* took third place in the PCA Newsletter Competition for mid-size regions. Kevin announced that he would not participate in the competition next year because of, as Tom put it, inappropriate bias in the judging. The Board supports Kevin's position.

**Webmaster: Greg Sickal**

Greg was not present at the meeting.

**Autocross: Cathy Carlson**

Cathy motioned for an additional \$225 to purchase timing equipment (an earlier motion to allow \$1500 was previously passed). Ed seconded the motion and it unanimously passed. Cathy noted that autocross events should bring enough income to cover their expenses by year-end with a small profit.

❖ Minutes...

**Safety: John Reed**

John reported the autocross and tour in July were safe and that he would be completing Observer reports for them.

**Tech: Jim Bryant**

Jim announced the following events:

9/24 – possible Swap Meet at Don’s Autowerks where Don will also be discussing buying a used Porsche.

10/22 – Tech session at Bruce Canepa’s. Bruce federalizes 959s.

Jim also inquired if there would be any club interest in a possible Tour/Trip to Montreal in June 2006 to see the Montreal GP (F1). He estimated costs to be around \$2K per person.

**Goodie Store: Joe & Cheryl Pruss**

Joe and Cheryl were absent.

**Charity: Bill Highley**

Several possible charitable events were discussed. One is a Blood Drive (to be held jointly with the Rotary Club) on Friday, Sept. 9th. Emilie proposed and Sue seconded a motion to support this effort through advertising in the Post and participation. The motion passed.

Another possibility is participation in the Adopt-A-Family for the upcoming holiday season. Also discussed was the idea of an LPR Garage Sale, proceeds of which could benefit a YWCA program targeting teenage pregnancy prevention.

**Public Relations: Ken Iles**

Ken said that he was going to combine several LPR events and then submit them to Panorama.

**Drivers Education: Pete Siemens**

Pete was absent.

**Old Business:**

None

**New Business:**

None

The meeting adjourned at 8:26 p.m. The next meeting will be held on September 1, 2005..

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

**FOR SALE:** 1987 Carrera coupe, silver, sunroof, black interior, pwr seat/windows A/C excellent condition less than 80k, needs nothing. \$20,000 OBO (9)

**FOR SALE.** One pair of 911 piston shoes. Only piston once. Call John Reed. (408) 371-1965 (9)

**FOR SALE:** 1986 951 76000 miles, guards red, full black leather, fastidiously maintained by 20 year Porsche club member. \$12,000. Contact Steve at 925-323-2750 (7)

**FOR SALE:** 1964 356 1600 SC Coupe (Karmann) VIN # 218564 (Mid-year) Engine # 812247(616/16) Solid body, good mechanicals, needs customary pans, battery tray; nose damage below bumper. Offer/trade. (916) 691-6958 Ron or email rlfeinstein@earthlink.net (7)

**FOR SALE:** 1982 TARGA; Porsche red/black. Pristine Condition. 82,000 original miles. Original Paint, no accidents, no rust. Garaged Asking \$15,000. Call 831-465-9898 or email nathan\_cross52@hotmail.com. (7)

**FOR SALE;** 1990 Carrera 2 wheels, 4 factory stock in good condition, mounted with Bridgestone RE71 205/55ZR16 front, 225/50ZR16 rear, with about 50% tread left. \$900.00. Contact Rocky 831-684-1441 or rocarriaga@netzero.net. (6)

**FOR SALE:** Panorama Magazines 1988 to current, 95% complete. Excellence/ Porsche Magazines Issue #1 Jan '87 to current, over 90% complete. Collection of Porsche Factory Calendars. 11 Calendars from 1979 to 1999, many with rare Porsche Medallions. Best offer. Contact Stuart Cain 408 847-9770 or stuart\_cain@yahoo.com. (6)

**WANTED:** set of 17" or 18" wheels for a 1999 Boxster. Used or new. allysonpickard@hotmail.com or 408-370-3331x205. (6)

**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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VICE PRESIDENT  
**Emilie Highley**

1468 Leshar Court • San Jose, CA 95125 • (408)267-6877 • bbillhighley@hotmail.com

TREASURER  
**Sue Sickal**

1818 White Oaks Ct. • Campbell, CA 95008 • ssickal@aerogen.com

SECRETARY  
**Karen Morgan**

6068 Marla Ct. • San Jose, CA 95124 • (408)267-8224 • rjmorgan@aehr.com

ACTIVITIES

**Harlan Pester**

1470 Montego Dr. • San Jose, CA 95120 • (408)997-0871 • pester.w@worldnet.att.net

MEMBER-AT-LARGE

**Bob Morgan**

6068 Marla Ct. • San Jose, CA 95124 • (408)267-8224 • rjmorgan@aehr.com

MEMBERSHIP

**Ed Tefankjian**

2167 Glenkirk Drive • San Jose CA 95124 • (408)266-6262 • edjt@earthlink.net

EDITOR

**Kevin Bennett**

1918 Orolette Place • San Jose, CA 95131 • (408)926-1788 • badass@ix.netcom.com

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