



PRIETA POST

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

Porsche vs Ferrari on the Top O' the Morgan Tour



**This Month: Casino Royale Tour • Autocross #3 •
Brunch at the Beach • Bay Meadows Horseracing**

**Reporting: Top O' the Morgan Tour • Beach Tech •
LPR goes Bowling • "On Course" 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 **4th** - Board Meeting at Mountain Mike's in Los Gatos.

Saturday & Sunday the **6th-7th** - Casino Royale Tour. Bob & Karen Morgan lead us on a tour to indulge our vices. See the ad on page 9.

Saturday the **13th** - Greg Sickal helps us indulge even more vices with a day at the track. Check out the ad on page 23.

Saturday the **20th** - Larry & Linda Smith aid and abet LPR's invasion of Capitola for brunch & more. See the ad on page 10.

Sunday the **21st** - LPR's Autocross series continues with the third event at Marina. Terry Gregory welcomes you on page 32.

June

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

Sunday the **4th** - LPR Swapmeet and Concours at PartsHeaven in Hayward. Pretty cars and pretty parts and a pretty good way to spend a Sunday morning. See the ad on page 31.

Saturday the **17th** - Sausages and sunsets in Monterey with the Prusses. Check out the particulars for this GTG on page 20.

Sunday the **18th** - LPR Autocross #4 at Marina. Come out and beat up those cones. See the ad in next month's POST.



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See back cover

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The Top O' the
Morgan tour arrives
at Clos LaChance
Winery

Photos by Tom
Provasi

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May 2006

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Racing Boots

Bob Morgan, President



May 16th completes my 7th year as a Porsche owner. It has been quite an experience. When I bought the Silver 1979 911SC Targa in 1999 I had wanted a 911 for 30 years and thought it was about time to fulfill that desire. You wouldn't think a car could change your life, but this one did. There's something magic about a Porsche, and I think I know what it is.

When we were on the "Top O' the Morgan Hill Tour" a few of us got separated from the group at a light on Almaden Expressway (not an unusual occurrence on a tour). As it happened, there was a Ferrari Club out at the same time. Somehow we got stuck among about 20 Ferrari's taking the same route as we. I have to tell you, I've never driven those roads as slowly as we did that day.

Of course a Ferrari costs more than a Porsche (usually), and a Ferrari is not a daily driver as a Porsche can be, so I suppose they don't get as much seat time as most of us do. In any case, we were stuck in a group of fast cars driven slowly, and I'm just not used to that.

The most startling (and dangerous) move was when they all stopped to "tip-toe" their cars through a puddle on the road. I know, they didn't want to get any water on the rear fender or the undercarriage. I'm sure there are Porsche people who would do the same. But I was struck by the difference. Porsche owners own (enjoy/drive) their cars, whereas Ferrari's own their owners.

Now I understand being possessed by a possession. I am certainly "in love with my car" as Freddie Mercury sang, but I'm more in love with driving my car. I love the way it responds to direction, how it gives me clear and precise feedback on the road surface and I can tell how close I am to the tires' limit of adhesion. Much of this is experience gained in Autocross and Drivers' Education. I will NEVER forget the DE at Laguna Seca; thanks Hank.

But the best thing about the whole experience is not the car. It is the friendship with other fun and passionate people. I have never had so many genuine and loving friends. We all have a car as a common bond, but we also share certain genetic traits that have led us to our cars. Those traits are different, since we all purchased our cars for different reasons, but being able to get together with others that love life and share the passion for our cars is truly the best.

My son Carlos had a friend who died on March 21st. Nick Nilmeyer was one of those guys who seemed bigger than life. He was an aerobatic pilot who died at 23 doing what he loved most. He had that passion for life that made him so attractive to others. He truly enjoyed flying and was a remarkable pilot, one of the "stars of the future". It is sad that he's gone, but he had a huge impact on hundreds of people. I'm only telling you this because it helps explain why I am thinking about my life, my friends and my passions.

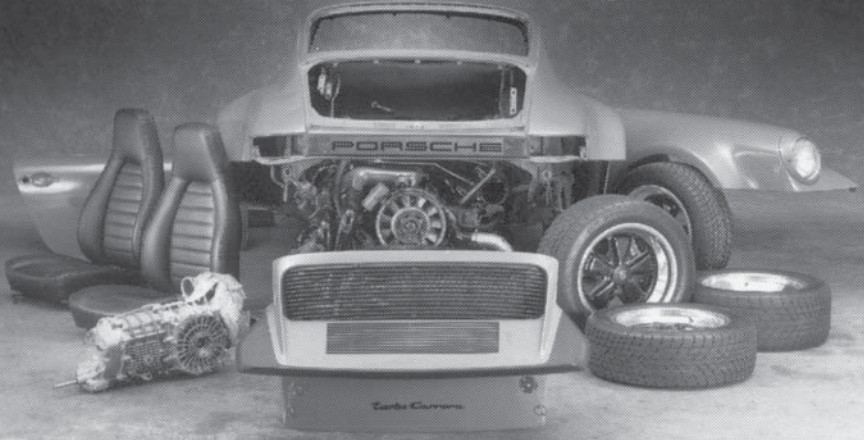
❖ Racing Boots...

I've come to know and love so many wonderful people these past seven years. Who'd have thought a car could make such a difference?

Thank you,

Bob Morgan

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POST POSITIONS

Kevin Bennett, Editor



“No man is an island, entire of itself
every man is a piece of the continent, a part of the main”

John Donne

I went to Costco the other day to buy some things for a little shindig that Debbie & I were hosting. When I came out, I wheeled the shopping cart out to my truck and, as I was loading its contents into my vehicle, a little blue pickup with a camper shell carefully maneuvered into a spot about two cars down the line. I say carefully because there were three empty carts impinging on the space that he had to avoid as he pulled in. After parking, the carts were on the driver’s side and within easy grabbing distance when he exited his vehicle. The guy ignored them, however, and I followed him back to the entrance as I wheeled my now empty cart, plus a second one that had been abandoned next to my truck, to return them to the store’s cart storage/pickup area. As I followed him, I couldn’t help wondering if he was going to need a cart before he entered the store. I had taken mine from a couple who had just finished loading their goods when I arrived, and I thought about offering mine to this fellow, but then I was pushing two and he didn’t even want the one that was right beside his truck. So, I continued to watch with interest as he came to the store entrance and then, predictably, started looking for a cart! The cart area was almost empty and the guy ended up walking a good thirty extra yards past the entrance to find one before he could come back and enter the store to begin his shopping experience.

I have to admit that I am retired and am usually under little time pressure, but I think that I have always been prone to a small amount of housekeeping when I am in public places. Debbie and I used to walk to the grocery store almost daily and many times I pushed a cart, found abandoned along the way, several blocks back to the shopping center. I am certainly not obsessive about it, and truth be told, my conscious motivation is based around the notion that wheeling in a cart or two from the parking lot is a means of supporting the store’s operation that, were it emulated by more of its patrons, just might enable the vendor to hold his expenses down a little bit and, hopefully, likewise his prices. I know that it’s a far fetched idea, but at least it is an action on my part that is based on hope and optimism; something that has been sorely lacking in my outlook of late.

I find myself pondering the motivations of these, what appear to be, self-obsessed and oblivious people around me, wondering why the fellow in the parking lot didn’t grab one of the carts by his truck. At the very least you have to assume that it was sheer laziness, but whatever the reason, he clearly had no incentive driving him other than to take the easiest possible path. Having demonstrated his proclivity in that direction, I can confidently assume that when he returned to depart in his little blue pickup truck, instead of three carts impinging on the space, there were almost certainly four.

❖ POST Positions...

I guess that the big difference between the blue-truck guy and me is that I recognize that I am living in an environment where my actions constantly interact with those of others. If I leave my trash strewn around the theater, I know that management has to pay someone to come in and pick it up; leave a cart in a parking space, someone is going to have to retrieve it. What it amounts to is having a sense of community. If you want to live in a nice place, you have to exert a little effort and, hopefully, when you leave a space, you leave it just a little nicer than when you entered it. I certainly feel that I can be as lazy as the next guy, but I find that taking these little actions does not require the expenditure of much additional effort and the mild feeling of humble satisfaction garnered thereby makes them both fulfilling and worthwhile. Try it; you might like it.

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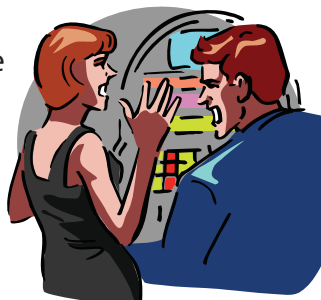
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(Formerly Carrera Tech)

Casino Royal Tour

Saturday & Sunday, May 6th-7th

Join us for the first overnight tour of the year. It's springtime and California's country roads are calling your Porsche!



This overnight Wine Country and Gaming Tour begins in Dublin, and includes optional wine tasting in Napa Valley, lunch in Glen Ellen, overnight stay in Santa Rosa, plus an excursion to dinner and gaming at the River Rock Casino.

Cost: \$194 per couple, \$152 single. This includes hotel room at the Best Western Garden Inn. Prime rib and other selections for dinner. Also included is a luxury charter bus to the casino with \$20 gaming money per person and the LPR tour fee.

Lunch in Glen Ellen is not included in the base price and varies depending on your wishes. There are several small restaurants that offer everything from sandwiches to elegant luncheons.

The Sunday itinerary will include an optional brunch and wine tasting at the new Francis Coppola Winery.

Complete details will be provided via email after RSVP is received.

RSVP deadline no later than April 10th to Bob Morgan 408-267-8224, with checks received by 4/22/06.



There will be a 25 car limit on this tour so don't miss out. RSVP today!

3rd Annual Brunch at the Beach

Saturday, May 20th

9:30 A.M.

Larry and Linda Smith have agreed to lower the drawbridge of their Capitola compound and once again allow the LPR membership to frolic unfettered throughout their home. This year the Smiths will be featuring a burrito bar plus an assortment of other hot plates, breads, fruits, assorted other goodies plus their fabulous champagne punch.

As a bonus, Capitola will be having its first incarnation of the Capitola Rod and Custom Classic Car Show on the Esplanade, which is walking distance from the Smith's home. The show begins at 10 A.M. which is why we are starting earlier this year.

The cost is a mere \$15 per person.

**Please RSVP to Larry and Linda at
831-475-6494 by Monday, May 15.**

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*



FYI you new members and those members that have been tied up with all the rain and taxes.....there have been a lot of great club activities this year and more are planned for Spring and Summer! Just look in the POST, that could be your smiling face having fun with new and old friends. Mark your calendars now so you don't miss out on all the fun.

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

New members from PCA

- Lowell Hallock, Jr. Redwood City, 1984 911
- Dominique Faury, San Jose, 1995 993

Ed's tips for May:

- Do you want something soft, absorbent and relatively inexpensive to dry or polish your Porsche or any other car? Have you tried using "baby diapers"? I get the clean used diapers from Tiny Tots Togs diaper service in Campbell for \$5.00 a pound (5 pound minimum). And you can rewash them numerous times. Karen also uses them around the house for dusting, etc.
- If you happen to change your e-mail address, etc. just send it to me (edjt@earthlink.net). Then I'll update your LPR file and then you will get the latest info!

Bye for now, Ed



*How men screw
up romance.*

LPR GOES BOWLING

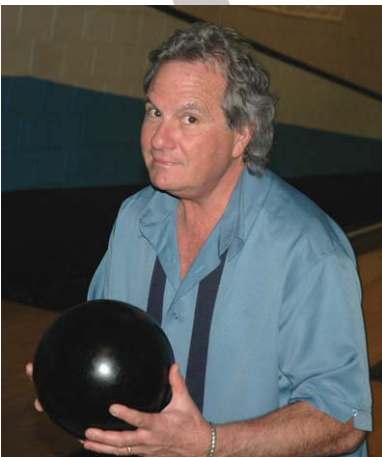


April 1, 2006
by Linda Smith

I'm no literary expert, but then you don't need to be when writing the article about such a fun filled event like this one! Ed and Karen Tefankjian really know how to get the LPR gang in the mood for having fun – Karen arranged for gutter guards on all LPR lanes (I guess she didn't trust that we could throw a



Joe & Cheryl Pruss look like a couple of hustlers to me... did anybody make any bets with them?



From the look in his eye, I'd say that Tony Vanacore takes his bowling almost as seriously as his wrestling.

straight line!ha), and the first issue of business was to sign not one, but two bowling pins to memorialize the occasion! Between the fun of bowling, and the good Mexican food (not to mention the Margaritas!), we also learned a little about the 'Armenian Algorithm', but I'll save that one for later!

We had six lanes for two hours. The scoring was automated, so once we figured out how to put the names in, there was no room for error. While JR took the official pics, the gang really got into the bowling! With only a few people at each lane, there were plenty of opportunities for strikes, spares, and just

❖ "LPR goes bowling...

plain 'pin knocking' to go around. Now, Ed and Karen picked bowling as the form of entertainment, and so it goes that they BOTH really know how to play! Cheryl Pruss



Somehow, Linda Smith got the impression that two balls are better than one.

pointed out that Ed had a ball with his name engraved on it....could it be that he REALLY hadn't bowled in over a year????

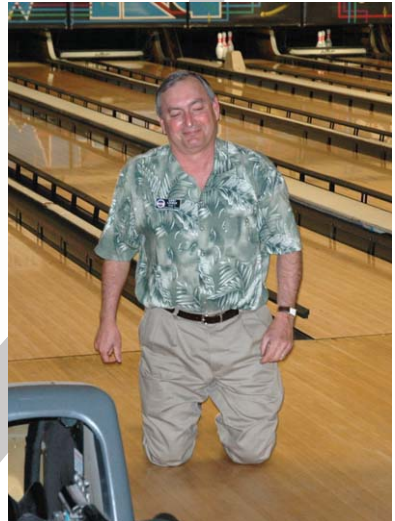
Ed established himself as the 'lane king' on lane #3 by bowling a hearty 167 in the first set, and 165 in the second set. Sandy Provasi wasn't to be outdone for long, though, and bowled a DOUBLE STRIKE in the following game. (Now if you're familiar with bowling scores, 160 something is a very high score, and bowling two strikes in a row is a pretty rare event...)

There were several 'observers' participating as well. Vince Vincent, Kevin Bennett, and Ken Iles stood watch and offered constructive advice for improving one's odds. 'Take one step to the left - you're throwing across the lane', 'Look at the arrows - not the pins when you throw', '(grimace) boy, I think you left a dent!' were some of the comments that I personally received. Emilie Highley, Debbie Bennett, and

June Isles provided us with cheerleading and general encouragement throughout the evening.

On our lane, Tom Provasi arrived a little late, after Bob Morgan had already bowled a DOUBLE STRIKE, and spent most of the time trying to catch up. An award was given for his stellar efforts, but that came later.... Bob, not ever the guy to be outdone, was the only team member to bowl a TURKEY - yep, that's right, THREE STRIKES IN A ROW! Also on our lane was Cheryl Pruss, who we dubbed 'Queen of the late falling pin' because she seemed to always have at least one lingering pin that would teeter and totter and then fall after she quit looking. Could it be that there were several small 'Loma Prieta shakers' giving her a hand??

Lane #2 should have been awarded a prize for the most zealous team, with Larry Smith AND Paul Gregory bowling DOUBLE STRIKES, and Gary Lieber doing his best to get just one...with TWO BALLS bowled at once! (No, it didn't work, but the effort was VERY entertaining!) Kris Vanacore had the best idea.. 'Bowling is like Golf - low Score wins, right?' And, with each 'almost spare', she could be heard saying.. '9 is good, yep, 9 is good'....



Gary Lieber is a dedicated practitioner of the Henri de Toulouse-Lautrec school of bowling.

❖ "LPR goes bowling..."

Oh yeah, I forgot to mention...Bob Morgan was going for Ed's record with that TURKEY, and he was getting close...But, it was the 3rd game, and I think Karen was watching.... Bob said, 'I'm not going to dinner - I'm staying here!' Shortly thereafter, the lanes went dark, and closed to any further efforts. Do you think Karen was 'standing by her man'??

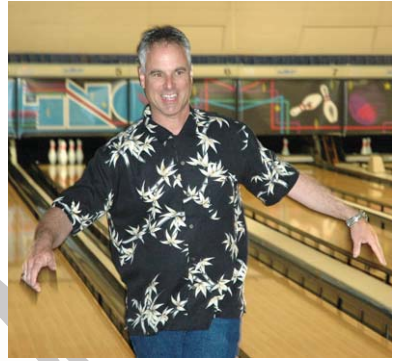
Lane #5 had the biggest team, with John Reed, Kathy Lord, Julie Lieber, Bill Highley, and Paul Siedel-Smith, who brought his friend Mark to join the festivities. Although it took them longer to complete a full set, they did have the 'Top Bowler' on the team.. according to the 'Armenian Algorithm' at least...

Dick and Mary Wallace had Lane #6 all to themselves, and seemed to be having a great time bowling twice as fast as their neighbors on Lane #5.

On to Alicia's Mexi-Café at the other end of the shopping center...

Alicia's is a small, comfortable little café that was all set up to host this energized group of bowlers. The buffet included 'menudo', which is a soup-type delicacy that I had never experienced before. I was told that it is a very good cure for the common hangover (since I was the designated driver for the 'Over the Hill' contingent, I didn't really need a 'cure' but decided to try it anyway.) The taste was pretty flavorful, but when I was told of the contents, I decided that this may very well be the ONLY time I taste it! (What are 'innards of a pig' anyway??) There were tamales, taco makings, beans, rice, and all the usual Mexi-faire, and Margaritas flowed by the pitcher full.

Now about that 'Armenian Algorithm'.... We still don't know exactly what it is, nor how it works, but Ed and Karen had provided some 'very expensive gifts' (yeah - those autographed bowling pins were among the top prizes...) and used this 'algorithm' to designate the winners:



Just about everyone was looking for excuses for the low scores. I think Tom Provasi's had something to do with earthquakes...



Bob Morgan had three strikes working when they shut down his lane. Needless to say, he did a lot of complaining about it, so of course, he got the good attitude award.

Top Bowler: Paul Siedel-Smith

Lowest Score: Tom Provasi ('how embarrassing' said Sandy - but hey - he did start late afterall!)

Highest aggregate scoring Team: Lane #3: Ed Tefankjian, Joe Pruss, Sandy Provasi (Sandy was happy now that she was on top again!)

Lowest aggregate scoring Team: Lane #2 - Kris Vanacore, Paul & Terry Gregory, Gary Lieber, and Larry Smith (Could it be that they had just started their 3rd game when the lanes closed???)



Left: Angie Sharp uses her Sharpie to autograph the trophy bowling pins that were awarded at the post-tournie banquet. Lower left: Whadaya know! Karen Tefankjian must of made a strike! Below: The ball is just for show as John Reed has an unique bowling technique... using a little natural gas to knock down the pins.



LPR GOES BOWLING



Left: Paul Seidel-Smith demonstrates his "Top Bowler" form for the camera. Above: Larry Smith was apparently jealous of all the attention that host Ed Tefankjian was receiving. Here Larry attempts to disrupt Emilie Highley as she gives Ed the coveted Ceramic Produce award.



Bob Morgan says, "Wait. Wait. I had three strikes working!" Joe & Cheryl Pruss aren't very sympathetic.



"Take that you %-#@ing pins!"



Tom Provasi took the trophy pin for lowest score, but, just like his autocross times, we know he only got lucky.



Julie Lieber appears euphoric over taking out nine pins... you'd think she was on that "Nine is Good" team.



John Reed received the "Tallest Bowler" award.



Ed & Karen heard that Linda Smith was going to write up this event, so they gave her the "Special Achievement" award figuring that it never hurts to butter up the press.

MORE BOWLING



There was a relatively large contingent of non-bowlers on hand; Debbie Bennett, Emilie Highley, June & Ken Iles and Vince Vincent.



Kevin Bennett & Kris Vanacore cheer on the "Nine is Good" Team.



"Yes, you may praise me..." Sandy Provasi gets a strike!



Julie Lieber got on such a hot streak, she was forced to cool off at the hand dryer.



Dick Wallace seems more than satisfied with his latest trip to the foul line. Of course, it hadn't yet been fouled by John Reed.

❖ "LPR goes bowling..."

Greatest Effort: Angie Sharp

Good Attitude: Bob Morgan (he's still a TURKEY above everyone else, even if they did shut down the lanes and stop his streak!!)

Team Player: John Reed (yeah – the tall guy!)

Only player to get TWO STRIKES off the BUMPER: Kathy Lord (Hey Kathy – now that's what I call technique!!)

(I hope I didn't miss noting any of the awards – if I did, please forgive me – I was under the influence of the menudo!)

It was a lot of fun, and many thanks to Ed and Karen for hosting this event. I heard a rumor that there might be a '2nd Annual Bowling event' planned for next year... without the gutter guards?? Stay tuned – if you missed this one, you won't want to miss the next one!! (Just imagine...the headline will read...: Bob Morgan knocks 'em down and beats the pros! What comes after a TURKEY anyway???)



Linda Smith gets a strike and is so excited you'd think she'd won the lottery!



Les Schreiber is more reserved in his delight over getting ten.



Kathy Lord just beams with her award. Just proves that all ya gotta do is give a girl a bit of bling and you're good for the evening.



Paul Seidel-Smith receives the "Best Bowler" award as determined by the arcane workings of the Armenian Algorithm.

Right: Ed Tefankjian is clearly preening in front of his mate... he must have done something very studly.



Left: The "Nine is Good" team celebrates with double high-fives... somebody must have gotten nine.

THE PEAK TO PEAK TOUR



**JAY & KIM
PATYK
PRESENT**

**SATURDAY,
JULY 15**

Mark your calendars to join Jay & Kim as they lead us on a one day tour to spectacular views from Jacks Peak in Monterey to even more scenic vistas from Fremont Peak near Salinas. The day will finish with a late lunch at a German restaurant in San Juan Bautista. Watch for full details in next month's issue.

Sunset by the Bay



Saturday June 17

5-9 pm

Cheryl & Joe Pruss would love to share their sunset view from their beautiful Monterey Bay location. The beach is accessible from the property – or from a short walk to steps. Be prepared to enjoy the beach too! Bring appropriate shoes for beach walk, a towel or whatever you need to enjoy the adjoining beach if you wish.

- We will serve gourmet BBQ sausages from the famous Corralitos meat market with all the trimmings.
- Call for sign up for side dishes (starters, salad, condiments, dessert).
- Bring a jar of your favorite mustard (there will prizes!)
- Beer & wine, sodas and water will be provided.
- The cost is only \$10 per person

Parking will be provided – on site or adjacent properties.

Directions – Take highway 17 to Santa Cruz, exit on Highway 1 South. Take Soquel exit. At first light make left & travel about 1/4 mi to 17th Ave. Make a right. Go straight down 17th through 3 traffic lights (about 1 mi) & cross over Portola Ave. You are now on East Cliff Drive. Follow East Cliff Drive & cross 26th Ave – 3/4 mi. Our home is at 2-2628 East Cliff Drive. The driveway is on the right, 4 driveways after the stop sign at 26th. Look for LPR sign on the street. Our home is at the end of the driveway.

Please RSVP after June 7, 2006 to Joe or Cheryl at 831-477-0740
or respond early by email to cpruss@pacbell.net.



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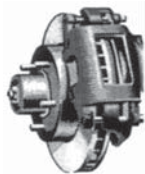
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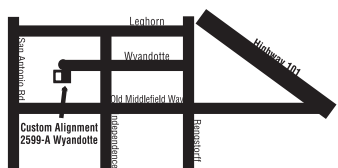
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LPR Day at the Races

Saturday May 13th, 12–5pm



Join us for the 2nd Annual Day at the Races, the Bay Meadows Races, that is. Despite what many people thought, the track will be open again this year, but not for long (the spring season opens May 10th and runs through June 18th). The city of San Mateo has decided to tear down the track and replace it with a sprawling complex including condos and shops. Shame on them. Luckily for racing fans, the track's closing has been delayed for at least a year or two.

So come join us at the track for some top quality horse racing before we lose this historic landmark that has been around since 1934. Don't miss nationally recognized jockeys like Russell Baze as they blaze around the track. Read all about the track, it's history, guides to wagering, and the buffet on the website at <http://baymeadows.com>.

Cost: \$27 per person. This includes parking, admission and reserved seating in the indoor Turf Club with excellent views of the track, an all you can eat incredibly delicious brunch buffet, and the chance for one of the races to be named for LPR. We need at least 10 people to make a group and get the group rate. Also this day Bay Meadows is having a special promotion and will be handing out free baseball caps.



RSVP no later than May 1st to Greg Sickal at 408-369-9663 or gsickal@yahoo.com so I can give the final headcount to Bay Meadows 10 days in advance. If you're sure now you want to join us, let me know as soon as possible so I can revise my count to the track and make sure they have enough room for us.



by Kevin Bennett

After a week of dreary, wet weather, Saturday, March 18th dawned cool and clear; a perfect day to open the 2006 LPR tour season with this short jaunt to Morgan Hill and its environs. Tony & Kris Vanacore put this event together on relatively short notice after the region had to cancel the scheduled go-kart event due to severe go-kart prejudice on the part of National PCA. I think that Tony & Kris were both surprised and pleased

that there were 21 cars that turned out for this weekend quickie. With the hugs and handshakes all out of the way, the waiver forms were signed and then Tour Master Tony conducted the obligatory drivers' meeting, perched precariously on a rock in the MacDonald's parking lot, while Kris passed out colorful little shopping bags containing tour instructions, peanuts, crackers, chocolate and a whole lot of Vanacore love.



So many LPR members showed up to apply for this job, when they were all turned down they felt compelled to take a drive to distract themselves from their disappointment.

The tour pulled out of the parking lot right on time and as we headed out on to Almaden Expressway, right away we ran into an interesting photographic endeavor that was taking place amidst all of the traffic. A guy in a pickup truck ahead of us was hanging out of the passenger side, often actually sitting in the window, taking photo after photo of the Porsche parade that was trooping south on its way out of town. CBs were abuzz with chatter about this risk taking shutterbug, and it was only after the fact that I considered how busy John Reed must have been while driving solo in heavy traffic, making comments about the guy on his CB, taking reciprocal photos of the photographer and all the while eating his peanuts... whew!

TOP o' the MORGAN TOUR



Tour leader Tony Vanacore organizes the tourists and is not afraid to point the finger when there is talking in the ranks.



Matt & Kathy Lord live right next door to the Vanacores and therefore had no choice about coming... looks like they had fun despite the duress.



Above: Kris Vanacore was the bag lady for this event, handing out instructions and goodies to the tourists. Below: Sam Mascia popped her top to enjoy the terrific weather on this beautiful day. Below left: Ken Iles is tickled about the tasting cups... "There's not enough there to taste!" Left: "Who put that stop sign there?"



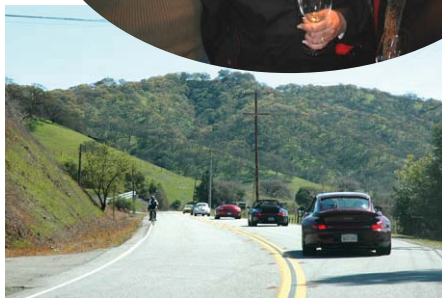
Photos by John Reed & Tom Provasi



This pickup followed the tour down Almaden Expressway, snapping photos the whole way. The shutterbug sure looks surprised at John Reed pulling up beside him, yelling "Hey!" and snapping this candid shot of him.



Above: What happened? Karen Tefankjian somehow noticed the photographer and actually posed! (The camera man says it was because he was naked!) Above right: Debbie Bennett beams for the camera as former LPR Prez Carole Goodwin peeks shyly from the background. Right: Ray Mascia, Karen Morgan and Sam Mascia enjoy the Clos LaChance ambiance. Bottom right: This bicyclist gets a Porsche thrill as the tour passes.



Top o' the morgan Tour, too



Above: Kim & Jay Patyk pose along side their absolutely pristine 914. Right: This Ferrari and its owner were not so embarrassed by their poor showing in competition with the Porsche Club that they would give up their wine tasting... Below: Peter Smith managed to find time to get out on the road to stretch his Porsche's legs, but he couldn't forgo checking up on his auctions on ebay.



Right: Tour Chairman Jay Patyk was caught taking his medicine as he sought to relieve the stress on the first tour of his administration. Bottom right: Tom Provasi hooked up with the tour at the Clos LaChance winery and here he is caught reprovisioning both his and wife Sandy's glasses. Below: A few LPR license plates that were present on this adventure.



❖ Top O' the Morgan Tour...

The Tour took the scenic drive on Uvas Road past the reservoirs on our way to the winery. Interestingly, our Porsche Club tour was temporarily polluted by what was obviously a Ferrari Club tour. The consensus was that the Ferraris slowed things down a bit so the obvious conclusion is that they either need straighter roads or better drivers. Another comment was made that the cars were all red, questioning the Italian lack of imagination, although it at least allows their drivers the pretension of claiming to drive the fastest meatball on the road.

We arrived at the Clos LaChance winery without further incident. As we drove up the circuitous approach to the main building, Sandy and Tom Provasi greeted us from the hillside as he attempted to capture what he was certain would be the cover shot for the May POST (what happened to it, Tom?). Tom & Sandy had spent the night in Capitola and elected to join the tour mid-event and we were all happy to see them.

At this point, Kris Vanacore's careful planning went astray. It had been her intent to instruct the group that the crackers were to clear palates during the wine tasting, the peanuts were to be consumed, of course, during the beer tasting and the candy after lunch. During all of their careful herding, prodding and coaxing of the forty odd people and 20+ cars, however, this message was somehow overlooked, so, not being a drinker, I found myself wandering around the tasting room, obviously munching on my bag of Planters Honey Roasted peanuts.



Bob Morgan sets his coffee on top o' the Morgan Porsche as he prepares for the Top o' the Morgan Tour.



Tony Vanacore stopped the tour to allow the tour participants held up by the Ferraris to catch up. Here he surveys that which he hath wrought.

During this stop I chatted with Julie & Gary Lieber; Julie giving positive feedback and encouragement regarding my columns (thank you very much!) and Gary talked about his duties as Zone 7 Concours chairman and his efforts to automate some of the process.

Del & Linda Sessions were on hand and Del told me he is currently restoring a speedster for a customer after which he is only going to work on his own eight, count 'em, eight project cars! If you've seen Del's work, you know that what he produces are really works of art, but the thought of just one project car seems so daunting I can't imagine the contemplation of eight. I guess that's why he's the artist and I just play poker.

Del & Linda Sessions were on hand and Del told me he is currently restoring a

Larry & Carole Goodwin, both past presidents of LPR, were on hand for this tour, driving one of Ralph Maines' 356s. Debbie and I are always pleased to see the Goodwins as Larry is a favored tease-target and Carole took Debbie and me under her wing at our



Nothing less than spectacular weather coupled with the time of year left the tour with this beautifully green approach, past a gnarled old oak tree, into the Clos Lachance winery.



Left: Kris Vanacore appears to be shocked as she is caught by the camera swilling the suds. Above, left: Kris works the street as she insures that none on the tour miss the turn into the El Toro Brewing parking lot. Above: John Reed, one of the last folks served, looks to be working just about everything as he tries to make up for lost time at the Trail Dust Restaurant.

very first GTG and went to extraordinary lengths to make us feel welcome. Larry, who is deeply involved in waterskiing, told me that he is getting somewhat of a reputation as a videographer among the ski crowd. He has some pretty high tech equipment and is getting requests from professional water skiers for his services. Pretty exciting, in a nerdy sort of way...

The call came to mount up for our transition to the next stop and that's when Debbie noticed that I was eating the peanuts! Kris, who witnessed Debbie's indignation, realized at that moment that she hadn't communicated the operating instructions for the proper usage of goody bags. Fortunately, our tour hostess offered up another bag of the snacks and I was able to address Debbie's special relationship with salted nuts, saving me what might have otherwise been a long walk to the beer tasting.



Karen Tefankjian propositions the barman: "Wanna trade cups?"

The short hop from the winery to the El Toro Brewery was uneventful. El Toro is the equivalent of a mom & pop store, or maybe a roadside business before all the slick, décor driven commercialization of roadside stops. Imagine a 5000 square foot industrial building with numerous stainless steel brewing vats with a small tasting bar by the door, combined with some rock slicing equipment and stacks of industrial junk in the middle of the floor. I imagine that when some of the guys walked in, it must have looked like heaven! The proprietor gave out samples of the various beers in little one ounce cups, and once again, while people tasted, I wandered around and chatted, this time without the nuts. Just before leaving, I noticed Bob Morgan taking measurements on one of the brewing vats, I guess to see if it would fit in his garage.

The tour packed up and headed for the final stop of this little jaunt, the Trail Dust Barbecue, where we were surprised to find Sally Biersdorff, an LPR stalwart during the 1990s and my early tenure with LPR. I had BBQed here twice before, always with a Vanacore or two, and this visit was no less fulfilling. The only glitch of the tour happened here, however, but it was beyond the control of our Tourmeisters. The food was absolutely excellent, but a small restaurant just has difficulty dealing with the sudden arrival of 40+ customers. Debbie and I were fortunate in that our orders

were taken early and we had no complaint with the service. Others, however, were still waiting for their food long after we were finished with our heaping platters of pork, ribs and tenderloin. The late diners seemed to take it in stride, however, as the wait was filled with pleasant camaraderie, albeit with growling stomachs.



L to R: Leslie Orlando, Diane Hudson, Don Orlando and Michael Hudson enjoying a taste of the grape at Clos LaChance.

Bob Morgan held an impromptu meeting promoting upcoming events and then the group broke up to wend their respective ways homeward. On behalf of all who attended, thank you to Tony & Kris for putting on this excellent little tour.

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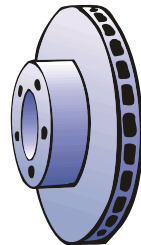
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Loma Prieta Autocross #3

May 21 Marina Airfield



Registration: 7:30-8:30 AM. No pre-registration needed.

Instruction and a limited number of
loaner helmets are available.

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

Cost: \$30 per driver.

Information: Alan Gale

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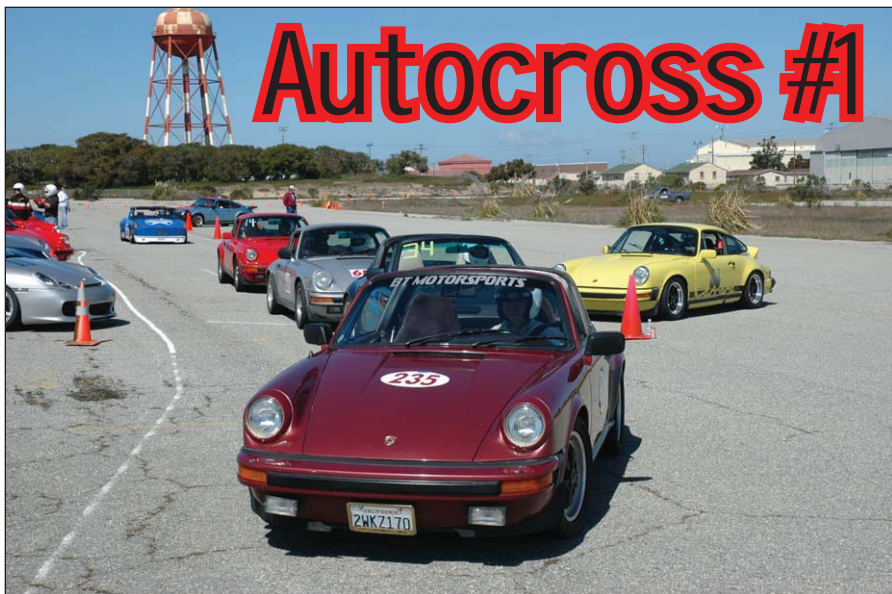
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Autocross #1



Above: Cars queue up for their shot at the cones.

Right: This was Linda Smith's reaction to being told that she has TTOD. I'm not sure that she really knows what that means...

Below right: Sam Mascia is really hopping back into the thick of LPR activities as she clearly is enjoying the autocross experience.

Below: Paul Gregory also gets into the swing of things as he expertly operates the starting flag to start Bob Morgan and the Junkyard Dog on their merry way.





Ed Tefankjian is out for a little Sunday drive in his 987S.



While this is certainly a stellar area to place your message and have it noticed, sometimes the architecture interferes with the ability to actually read the message... that's "swim" with the sharks.



Autocross Chariman Alan Gale apparently wanted to challenge this Mini to a race with his scooter.



on course





Autocross Chairman Alan Gale and TTOD Girl Linda Smith hang out in the trailer.



Barry Pangrle gets the results from his last run.



The starter has his flag in full glory... doin' what it lives for!



As Paul Gregory heads off for his next run, he humbly acknowledges the applause and adoration of his myriad fans...



Sam Mascia and Dana Ambrisko pick up their time.



When Karen Tefankjian agreed to try autocrossing, she said she wasn't going to be serious about it. Now that she's discovered that she takes good photos in a helmet, she's gotten a nice silver one to match her car and she's at every event!



Left: This guy looks like he's in a hurry. I hope he parked close to the bathroom.

on course



Being the head-honcho at an event keeps you pretty busy, but Alan Gale still managed to get in some wheel time.

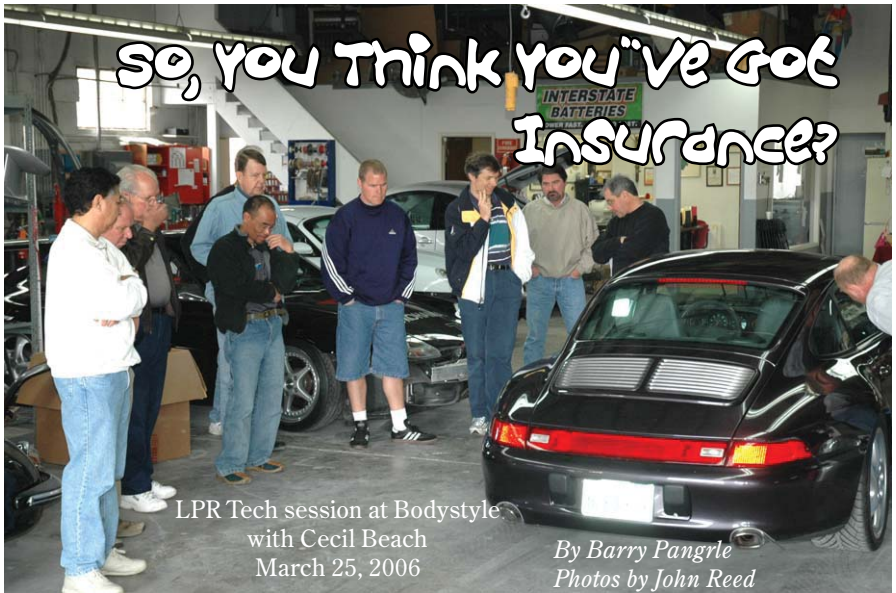


Above: After the Safety Chairman saw Ed Tefankjian having difficulty staying upright, he insisted that... Right: ... he blow into the breathalyzer.



Left: For the first autocross of the 2006 season we had a brand new Cayman that came out to play. Below, left: "YPAF," I am told, stands for "Yellow Porsches Are Fast." Below: The colorful scenic vista of the course starting gate as the cars line up to take their turns at defying the cone gods...





Cecil opened up his shop early on Saturday morning on March 25th to welcome the attendees of the LPR tech session. What he had to say was certainly an eye-opening update on the current state of the auto repair industry in the state of California and it's implications for owners of premium automobiles like Porsches. Cecil stated that in the Bay Area today we are losing, on average, 1 independent shop every 3 months and that at the current rate, the independent shops would have maybe 2 to 5 years of profitable existence left.

The driving force behind this trend is the powerful large automobile insurance companies that are using increasingly harsh tactics to drive down repair costs that in many cases leave consumers with lower quality repairs but larger profits for the insurance companies.

For certain, it is an uphill battle for the independent shops. As independents, they are not as well organized or financed and by law can not get together to agree on pricing for repairs. To do so would subject them to being in violation of price-fixing laws. The large insurance companies on the other hand, meet on a regular basis at industry meetings to discuss how to further drive down costs.



BodyStyle owner Cecil Beach gives LPR the lowdown on the myriad changes affecting the collision repair industry and how those changes reflect on product quality.

An example that Cecil discussed was the use of “blending” to make a newly painted panel appear less noticeable from the other original panels on a car. Cecil said that to do a good job and get an 80% match would require a 5 step spraying processing and take about 1.5 hours. An insurance company came in and said that they would only allow 0.5 hours and some shop accepted this limit. Once one company is successful

❖ So you think you've got insurance?...

in this approach the other insurance companies follow suit and apply pressure across the whole industry to accept the lower compensation for the job. In the end, this leads to a lower quality product and service being delivered to the consumer. The insurance companies have since moved to pushing for 0.2 hours (effectively 12 minutes) or in some instances not covering blending at all. The panel ends up painted but it doesn't match the rest of the car. Cecil also pointed out that having the color code of the paint isn't the final say in the matter. The original paint on the car can vary over time based on exposure to sun and weather and for a good paint job, the temperature and humidity on the day the car is being painted also need to be factored in.

From the insurance company's standpoint, many would like to totally eliminate any communication between the repair shop and the owners completely. The insurance companies would be in total control of the process and leave the consumer with the final product, regardless of the quality of the outcome. In fact, Progressive Insurance was behind Assembly Bill 303 introduced by Assemblyman Ron Calderon (D-Montebello) and commonly referred to as the Progressive Concierge Service Bill. The basic idea behind this bill is that the insurance company would pick up the car and take it to their shop and the customer would effectively sign a release giving the insurance company power of attorney so

that the insurance company effectively becomes the customer for repairing the car. The insurance company could then take the car to any shop they select to do the repairs and then return the car to the owner after the insurance company deemed the repair complete. The owner effectively has no say in the choice of the shop and greatly reduced if any oversight in the quality of the repairs. Cecil mentioned that in Sweden the auto repair situation became so dire that the government took it over and that the Swedish government oversees the process in a similar fashion to the concierge model described above. Customers are pretty much left with whatever is returned to them and sometimes it could be a car that's not quite the same color it was when the truck took it away.



There were plenty of opportunities for one-on-one with Cecil. Paul Seidel gets answers as Barry Pangrle takes it all in.



LPR Prez Bob Morgan is clearly a hands-on sort of guy.

shops already use non-OEM parts for other repairs and Cecil mentioned that the quality of those parts is highly variable. He said that he has seen non-OEM front quarter panels so thin that just the pressure applied by bending over them to work under the hood of a car would leave visible waves in the panel. What AB1163 would do if made

Another area where insurance companies are pushing to reduce costs is in parts. There is another piece of legislation, AB 1163 introduced by California Assemblyman Leland Yee (D-San Francisco) to allow non-OEM (Original Equipment Manufacturer) crash parts of "like kind and quality". Many

❖ So you think you've got insurance?...

into law is allow non-OEM parts for areas of the car that are more safety related. Cecil also mentioned that items like air bags at a minimum should always be tested after a car has been in an accident. Just because they didn't deploy doesn't mean that they necessarily are still in good operating condition and would deploy if needed in another accident. The insurance companies should make sure that they are allowing for adequate testing of safety equipment before a car is put back on the road. Cecil said that many insurance companies will send out damaged wheels to shops that will work on a wheel for a fixed price. Wheels that he said that are of a quality that at one point in time would've been thrown away are being "repaired" and going back on the road. He said that he saw one such wheel that subsequently failed on the road and ended up taking a rear brake rotor with it.



These tech sessions just don't work unless everyone has a cup of coffee in their hands. Harlan Pester at the pot.

Cecil took the group for a short tour to talk about specific issues with cars in his shop. He showed us a very nice VW New Beetle that had been hit in the rear while parked on the street. It was a good example for pointing out a number of issues in dealing with insurance companies. To look at the car after the accident, at first glance it would appear to have damage to only the rear bumper and not much more. The car that hit the VW actually slid underneath it and caused damage to the exhaust and underbody. The damage was so severe that it wasn't possible to remove the spare tire in its current state. The insurance company didn't want to pay for anything beyond the rear bumper repair and when Cecil called the claims person from the company to look at the damage that was now visible after the rear bumper cover was off, she said that the insurance company would allow another 2.5 hours to repair it. Cecil estimated the repair to be at \$3700. The insurance company seemed to feel that if the damage wasn't visible, it was okay to return to the owner that way. Cecil also pointed out a white Boxster that was in the shop and had run over some debris on the highway. The underside of the front bumper was damaged but again not visible (unless you crawled under the car or had it off the car as was the case here) and the stainless steel muffler had also been damaged. The insurance company didn't want to repair the bumper and wanted to replace the muffler with a less expensive non-stainless steel part. The owner was able to successfully argue that the muffler was a lifetime part and that the insurance company's part was not of "like kind and quality". He was still trying to get his front bumper covered. Cecil said that at times customers haven't been successful in getting the insurance companies to pay for repairs and have had to pay the costs themselves. In still other cases, the owners



Cecil used this Volkswagon as an example to demonstrate that not all damage to a vehicle is readily visible and without someone representing the consumer's interest, relatively severe injuries to the vehicle may be left unrepaired.

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❖ So you think you've got insurance?...

paid to have the car fixed properly and then were able to file complaints and recover some or all of the costs at a later date.

As a Porsche owner, imagine taking your car to a concours with enough damage that the spare tire can't be removed or with an aftermarket panel that doesn't fit and the paint not matching. Or how about taking your Porsche out to a DE or autocross to have a substandard wheel fail or an ill-fitting aftermarket windshield pop out? Or worse to have the car involved in another accident and some safety related item malfunction because it was damaged in a previous accident and never tested and repaired?

The law states that "fair and reasonable" charges are acceptable and that "like kind and quality" parts are to be used for repairs. California State Senator Jackie Speier (D-San Francisco) has introduced SB 1492 that would put the Bureau of Automotive Repair (BAR) in charge of conducting the prevailing rate surveys for the state. Another tactic that Cecil explained that insurance companies are using is to set prevailing rates by only polling shops they select to further skew the costs. SB 1492 would move this responsibility to the BAR and set better defined guidelines for conducting the polls. Section 1a of SB 1492 states: "It is generally accepted that a fair insurance claim settlement is one that puts a claimant back into the position that he or she was in prior to the loss."

So, before renewing your policy, Cecil said that you might want to ask your insurance company a few questions: Do they specify OEM or non-OEM parts? Used parts or new? German paints? Wheels and tires? Shops and labor rates? Ask around about insurance companies. They are not all created equal and some do provide better quality and service than others. Going with the lowest quote may not be the least expensive route in the long run and if you do run into any issues, file a



The group ponders the VW.



The group considers this Cabriolet, which had insured repairs performed at another shop, and listens to the owner's litany of complaints and dissatisfaction with the quality of the shop's work.

complaint. Check out the contents of the proposed legislation and let your local elected officials know how you feel about it.

LPR would like to thank Cecil for his continued support of the club and for taking time on a Saturday morning to give us a very interesting and informative seminar on the current state of the auto repair industry in California.

For more information check out: <http://www.leginfo.ca.gov/> and <http://www.autobodynews.com/>

The PCA Coastal Driving School

2006 Calendar



Infineon Raceway

Monday, June 5th, 2006

Reno-Fernley Raceway

Saturday & Sunday, August 19 & 20th, 2006

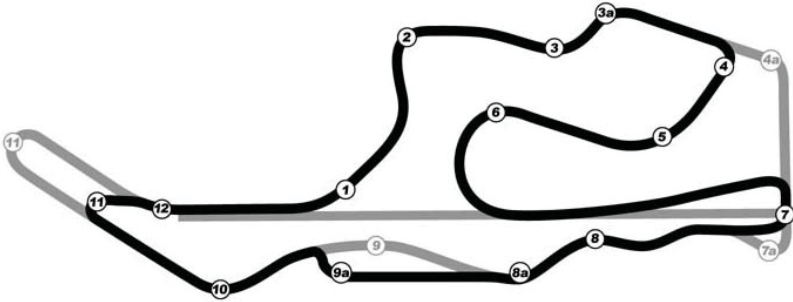
Thunderhill Park

Saturday & Sunday, October 14 & 15th, 2006

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Or contact Tom Wood, Registrar, at 408-745-7849

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The PCA Coastal Driving School presents:
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REGISTRATION \$240 by May 25th
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- * Open to any suitable car
- * Tons of **FUN!!!**

The Coastal Driving School is a joint venture between the LPR and MBR of the PCA and was created to provide you with an excellent driver's education experience. We look forward to seeing you there!

32nd Annual CARLSEN PORSCHE CONCOURS

Presented By
Golden Gate Region
Porsche Club of America

Sunday, July 16, 2006
Carlsen Porsche Dealership, 3636 Haven Avenue
Redwood City, CA

Entry Fee: \$20.00 per Car
Car placement from 7:30 A.M. to 8:30 A.M.
Food: Bavarian Buffet includes Sausage, Chips, Cold Drinks, etc.
Entire proceeds from entry fees & food donated to Child Advocates

Directions: From Highway 101, exit East onto Marsh Road and
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Adams at (650) 345-2232 or e-mail OldCarNut@aol.com



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Look for a copy of the April Board Meeting minutes in the
online version of the POST

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The advertisement features a silver Volkswagen Beetle on the left and a dark Porsche Carrera GT on the right, both parked in front of a wall of ivy. The Beetle has a license plate that reads "PICCONE" and the Carrera GT has a license plate that reads "ZIPPY".

Unclassified Ads

FOR SALE: 2001 Boxster S, 18,000 miles, 6-Speed, Porsche Chassis Tuned (M30 option), Sport Package, PSM, Heated Seats, 18" sport design wheels, Speed Yellow/Black, Zone Concours Winner, All records from new, Truly an exceptional car, \$31,995 Call Kim Nelson at (916) 933-4282 or e-mail at kim356@directcon.net

FOR RENT: Storage space for car &/or trailer in North Monterey Co.; Las Lomas is 20 min. from Seca and 15 min. from Marina Airport. Storage site secured with key-pad gate and two large dogs. Spaces available both indoors and outdoors. Call Cathy for details and prices at (831) 818-4109. (5)

FOR SALE: 2005 911 Carrera Stick Shift, Arctic Silver Metallic, Black Interior, 19" Sport Design Wheels, Bi-Xenon, Power Seat Package, Heated Seats, Navigation, CD Changer, Fabspeed Sport Exhaust, 5168 miles, \$74,990 Contact Petra McRae at petra@petramcrae.com or 408-332-2992. (5)

WANTED: Looking to buy track parts for a 1985 Carrera Coupe, fiberglass bumpers (standard body), front oil cooler, lexan windows, big swaybars, brakes, torsions, fiberglass decklids, etc. Please contact dantsuchiya@yahoo.com or (408) 483-5224. (4)

FOR SALE: 1967 Porsche window frame and glass, with original sekurit glass. Chrome & glass in excellent condition. Asking \$175. Philip, philipgrosskopf@sbcglobal.net or 925 634-0430 (4)

FOR SALE: 944 Roll Bar, Autopower, perfect for TT, DE or PCA club racing, bar has custom support for seat back brace, already padded, mounting hardware included, \$125, contact Mike Lommatzsch, mpl@ix.netcom.com or 408-369-1515. (4)

FOR SALE: 1983 Porsche 911SC, Burgundy / Beige. 128K mi. Very good condition. Sunroof, Pwr windows, new rotary a/c & R134 lines, turbo tie rods, DOT stainless brake lines, Euro side markers, SSI + Bursch, C4 headlights, Alpine, New Kumhos, 3 pc rims, fog lights. Newer upholstery & headliner. Always garaged and used only as a "sunny Sunday" car for past 10 yrs. Well maintained. \$15,500. Firm. Please call 408-937-5469 (3)

FOR SALE: A very quick 944Turbo street-legal track car. I have all records. The engine has less than 30K miles. The tires are almost new very sticky Toyo, mounted on 928 rims. Body is in perfect condition. Everything works. Coil-overs, roll bar, race seat, MAF, upgraded waste gate and adjustable controller and many more upgrades. \$8500 Don, laderahardware@hotmail.com or call me at 650-494-1175. I will email or fax a complete list of upgrades. (3)

FOR SALE: Two Bridgestone S03 Pole Position 205/50-17 tires. 10/32" tread when new and these have more than 8/32" i.e. almost new. Make offer. Ray Mascia raycm@pacbell.net or 831-689-9143 (3)

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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