



PRIETA POST

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



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**This Month: Half Moon Bay Tour • Autocross #8 •
Pirates & Wrenches Halloween Party**

**Reporting: Weight & Balance Tech •
Autocross #6 • 51st Parade**

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

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What's Happening

October

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

Saturday the **14th** - One day tour through La Honda to Half Moon Bay. See the ad on page 12.

Sunday the **22nd** - LPR has yet another autocross (this is #8) at Marina Airport. Check out the ad on page 10.

Saturday the **28th** - "Pirates and Wrenches." Another Halloween extravaganza with the Morgans. See the promo on page 9.



November

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

Saturday & Sunday the **4th -5th** - South to Solvang Tour. Iles/Reed Ltd. lead another troop movement south. **This event is sold out.**

Sunday the **12th** - LPR's planning session for the year 2007. Bring your ideas and help LPR plan another banner year of great events. Watch for the ad in the November POST.

Saturday the **18th** - Join the Highley's as they host this year's charity event. A silent auction, a giving tree plus food and friends. Don't miss this event. See the ad on page 14.

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POST Staff

Editor: Kevin Bennett
1918 Orolette Place
San Jose, CA 95131
badass@ix.netcom.com
TEL: 408-926-1788

Mailing: Sue Sickal
ssickal@mektar.com

POST Pest: Debbie Bennett
lajeanbenet@yahoo.com
TEL: 408-926-1788

Board of Directors

See back cover

Committees

Autocross Chair: Alan Gale
algs911@yahoo.com
TEL: 831-336-2966

Public Relations: Ken Iles
keniles@comcast.net
TEL: 650-941-9038

Tech Chairman: Jim Bryant
jlbryants@hotmail.com
TEL: 408-937-5469

Tour: Jay Patyk

jaypatyk@aol.com
TEL: 408-269-4836

Safety: John Reed

jpreed911@sbcglobal.net
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

Webmaster: Greg Sickal

webmaster@lpr.pca.org
http://lpr.pca.org

PRIETA POST

October 2006

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Cover Photo: ...

The Porsche pull at the Zone Challenge during Parade.

Photo by
Vince Vincent

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Racing Boots

Bob Morgan, President



The Portland Parade was LOTS of fun, even though I didn't take my Porsche up there. I'm sure you'll read all about it, but I wanted to mention a few highlights:

Tom and Sandy Provasi won their classes in Autocross and took Top Time of Day Men's & TTOD Ladies. Congratulations to Tom & Sandy!

Lisa LaForge and Barry Pangrle won their respective classes in Autocross.

Mike Lommatzsch and Dave Darling placed 2nd in their respective classes in Autocross.

Barry & Suzette Pangrle came in 2nd in their class in the Time/Speed/Distance (TSD) Rallye.

Les Schreiber won his class (Performance Touring-late 911) in the Concours d'Elegance, quite a feat for a first-timer (although he was the only entry in his class). It pays to pick the right class. Hey Ken, maybe you can give him some competition next year!

Dave Darling won his division and came in 2nd overall in the Tech Quiz (only missed it by one question). Liz Shaw (formerly LPR, now Roadrunner region) won her division. Just to put this in perspective, I came in 9th out of 17 in my division.

Zone 7 (of which LPR is a member region), won the first annual Zone challenge. This was a new competition between zones, consisting of three events: a Pit Stop, a Porsche Pull, and a Porsche Push-Autocross. It was a fun contest and there are some great photos. Zone 7 won 2 of the 3 events and therefore won the overall award.

I worked as a volunteer in the Concours (parking cars-it could be worse), and then in the TSD rallye at Checkpoint 4. Since I was working, my wife Karen consented to be navigator with Les Schreiber driving the TSD rallye AND the Gimmick Rallye all in one day. Her only comments were "beautiful scenery, but a LONG day". They left at 7am and finished at 5 pm. I think the Gimmick Rallye stop at the Fish Farm where they had to sit through a lecture and answer some questions was the final straw. I wonder if she'll become a Rallye fan?

Next year the Parade will be in San Diego, so I intend to drive a Porsche to that parade and compete in the autocross. I hope to see you there. Be sure to sign up ON the day registration opens, and do it as early as possible if they have on-line registration again. There were a total of 900 members plus affiliates and family at this year's parade. It was sold out on the first day of registration. Watch the PCA website and Panorama for more details.

❖ Racing Boots...

OK, the latest on the car saga. I put the motor back in the Junkyard Dog, hooked up all the lines, but it wouldn't start. I know it's getting gas, because I could smell it after running the starter for awhile-I guess I flooded it. So next I'll take out the plugs, check the spark, and double-check all the connections. When I went out to try it again, I noticed a big puddle of oil, so it looks like I have a few things to tighten. Hopefully its not the rear main seal. If it is, I'll have to pull the motor again...I'm starting to doubt my mechanical skills. I could always put the Silver Fox motor back in and try to get it smogged that way. Maybe I'll talk to Don Wise and get some expert advise. I can probably guess what he'll say...

Be sure to attend the Halloween Party at our house on the 28th of October. The theme, "Pirates & Wrenches" should give you creative types lots to work with. Even if you come as you are, you're welcome. Please RSVP so we know how many to expect and what you'll bring to the Pot-Luck. By the way, I expect to have an even better Haunted House than last year...

See you soon,

Bob Morgan

Sacramento Valley Region and Silver Star Recycling Present



Concours d'Elegance #9
All-Porsche Swap Meet
Sunday, October 8th, 2006



11315 Dismantle Court, Rancho Cordova, CA 95742

Concours gates open at 8:00 A.M.

Registration opens at 8:00 A.M. and closes at 9:30 A.M.

Judging starts at 10:15 A.M. • Awards ceremony at 2:00 P.M.

Concours fee: \$25.00 per car

Swap Meet setup at 6:30 A.M. • Meet runs from 7:30 A.M. to 2:00 P.M.

No fee for swap meet sellers/buyers or spectators

Food concession by Sacramento Valley Region

Directions: From eastbound Hwy 50 toward Placerville/Lake Tahoe, exit at Sunrise south and continue south; turn right on Fitzgerald, left on Recycle and right on Dismantle. From westbound Hwy 50 toward Sacramento, exit at Sunrise south and follow above directions.

Concours information.

Kent Brandon at (916) 663-1702 kent.brandon@ncbb.net

Kim Nelson at (916) 933-4282 pastpresident@svr.pca.org

Swap meet information: Ryan Jones at (916) 631-7300 ryan@silverstarrecycling.com

Event information: Dick McFarlane at (916) 715-5765 dickm@hpsionline.com

POST POSITIONS

Kevin Bennett, Editor



I was out for a walk to the market the other day when I noticed something in a fenced off construction site that I had never seen before. Next to the port-a-potty, an ubiquitous sight in construction zones, was a small pedestal about 20 inches square. I stopped and took a closer look and darned if it wasn't a little sink arrangement, complete with soap dispensers and little foot pumps to move the water. I chuckled to myself at the thought that construction workers, the general infantry of the dirty handed, need to wash their hands after doing their business. Of course, I couldn't leave this new bit of info alone and gave it a good cogitation as I continued my walk.

My first line of thought was that the port-a-sink was a result of the feminization of American business. It may be chauvinistic to say, but it just doesn't seem that clean hands have ever been a big concern to male construction workers, who for millennia have spent their entire days with dirty hands. Then it occurred to me that the wash-spot might be a new mandate by one of the OSHA bureaucracies; another over the top mandate to make the construction site a safer place for workers. Or maybe it was a union thing; something negotiated in the latest contract.

I have to admit that I am like a lot of folks, in that when I see changes brought into the workplace I am inclined to an almost immediate negative reaction. Change requires adjustment, adjustment requires effort and a lot of folks look on that effort as just another disturbance in their comfort zone. Fortunately, we naysayers, when given the chance, frequently warm up to these changes and as I gave the port-a-sink more consideration, it took on ever greater appeal.

Over the course of the last month, I have been gearing up to do a solo hike of the John Muir Trail, which runs 225 miles southward from the floor of Yosemite Valley to just below Mt. Whitney. I have spent many hours online researching recommendations for gear, dealing with wildlife, cooking and sanitation on this wilderness trek. I am starting the endeavor with a pack weighing nearly 50 pounds and when I leave my last resupply point I am expecting the weight to be nearly 60 pounds. Needless to say, I have given a great deal of consideration to the necessity of carrying all of this gear and wondered just how John Muir managed it back when he was exploring the crests of the Sierra Nevada Mountains.

My supposition is that he didn't carry all of his food while on the trail and that he managed to live off of the land; hunting, fishing, nuts & berries and the like. He surely didn't carry a camp stove and fuel, nor did he carry a bear keg to keep bears out of his food supply. He almost certainly didn't tote around a sleeping pad; probably didn't carry a tent and maybe not even a sleeping bag. Finally, he without a doubt did not carry little bottles of alcohol hand sanitizers, a micro filter to remove bacteria and parasites from mountain stream water, several containers to carry the filtered water, nor was he toting emergency tablets to sanitize water in the event of a filter failure.

John Muir died in 1914 at age 76. The average lifespan when he died was about fifty

❖ POST Positions...

years. Whether Muir reached that ripe age because he was especially hardy, especially careful or especially lucky is not the point. The point is that the average lifespan today is 77 years. One of the reasons why is surely our population's greater understanding of the link between sanitation, disease and longevity.

As the unceasing population growth continues, the ever increasing close proximity of human bodies, chaotic interaction of individuals within the populace and ease and frequency of international travel all contribute to a mechanism for disease transmission that is clearly worrisome to epidemiologists and public health agencies..and you have to give these folks a lot of credit. They seem to be working hard to get the word out that we, the common folk, need to take responsibility for our own health and use the tools that are readily available to protect ourselves and our families from the seemingly ever increasing threat of disease and a possible pandemic.

On the last cruise I took, the crew issued a strong recommendation to all the passengers emphasizing that they thoroughly wash their hands as frequently as possible. The manufacturers of household cleaners are playing up the germ fighting action of their products. Grocery stores are providing sanitizing wipes for customers to use on the handles of their shopping carts. The same sanitizing wipes are being hawked on TV along with the little pocket sized bottles of hand sanitizers. There seems to be a movement afoot to get people to clean up their acts.

As I sauntered along, I finally made the connection. This is the direction the world is going. No matter who instigated the port-a-sink on that construction site, they were dead-on correct in their motivation. So, all you construction workers out there... wash your hands after you do your business. It's officially all right with me.

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831-336-2966 algs911@yahoo.com

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.

MEMBER NOTES

*Ed Tefankjian,
Membership Director*



There is no new member report as the due date for POST submissions was earlier than usual this month and preceded my receipt of the Membership Report from PCA National. Look for October's and November's new members in the November POST. Therefore, I'll get right to Ed's tips for October:

- If you haven't already done so mark your calendar for next year's Porsche Parade. It will be in San Diego (close to home) from July 1st – July 5th 2007. If you have never gone to a Porsche Parade this will be your "close to home" chance.

The recent Porsche Parade in Oregon was a first for Karen and I. And we had a great time not only with our LPR and Zone 7 friends, but also with other PCA members from all over the USA.

The trip started out from Los Altos for ten cars, Ken Isles and John Reed lead the way up to Crescent City for an overnight stay. Then off in the morning to Portland! All of us had CB radios and as usual when you get several LPR members on the road together there is a lot "talking" back and forth. For those of you that like to tour I would recommend getting a CB radio.....you don't know what you are missing out on....then again it may be better if you didn't know, your choice.

The Portland Parade was a fun packed week for us; concours, gimmick rally, tours, etc. plus lots of dinners and most of all lots of fun with our LPR friends!

Again, if you have time to go to the 2007 Porsche Parade in San Diego mark your calendars now.

- New members, especially those that attended the Newcomer's social in September...get out and participate. There are numerous activities planned for the balance of the year. Check out the LPR on-line calendar.

- If and when you change your e-mail address, just send the new one to me (edjt@earthlink.net). I'll change your LPR file and you will be up to date with all the announcements and activities.

Bye for now, Ed

ACTION

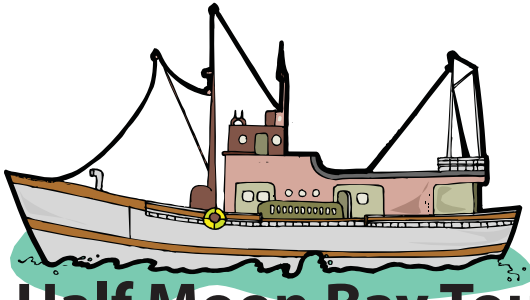
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Half Moon Bay Tour October 14

Mark your calendars for this one day tour. Harlan Pester & Harlan's fiancée, Leila Estrada, will lead the Porsche Train on a jaunt through La Honda on the way to Half Moon Bay and lunch at Barbara's Fish Trap (\$10-\$16 approx) at 11 A.M. The Fish Trap is a small, but very popular, dining spot so we need to arrive early to get some tables.

After lunch we will journey to Golden Gate Park to see the newly remodeled De Young Museum (\$7 to \$10).

The tour will end with dinner at the Cliff House (\$20+) in San Francisco.

We will assemble in the parking lot of the Los Altos Grill on 233 3rd Street (x is San Antonio Road) in Los Altos. The drivers meeting will begin at 9:12 A.M. and we will formulate a Le Mans start promptly at 9:28.

There will be a tour fee of \$5.00 per car.

Please RSVP to Harlan & Leila at (408) 997-0871 or to pester.w@worldnet.att.net



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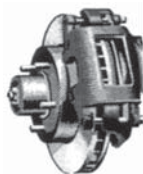
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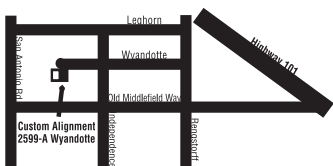
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Above: LPR members gathered for this obligatory mob shot at the Parade Victory Banquet. Right: LPR's Mike Lommatzsch and SVR's Ryan Fleming provide the impetus for this entry during the Zone Challenge Porsche Push. Below: The start of the Push... Push... Push.



Right: Virginia Jansen, Les Schreiber, Marilyn Van Huit, Sasquatch, Angie Sharp and Bob Van Huit pose among the many other classics at the Parade Concours. Bob & Marilyn are both former LPR stalwarts.



Photos by George Jansen, Vince Vincent, Christina Vincent, Karen & Bob Morgan
Captions by John Reed & Kevin Bennett



Above: The King & Queen of this year's autocross, Tom & Sandy Provasi pose with their matching "Top Time of Day" awards.

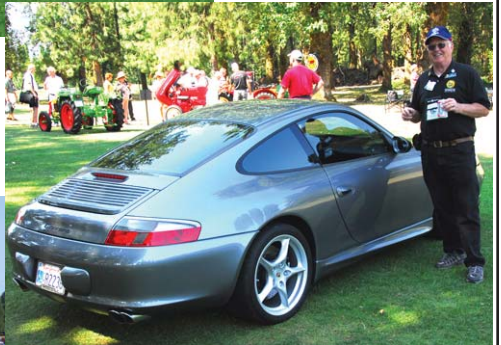


Above & below: Two great interior shots at the Concours.



Above: This Concours NUT was caught in the process of removing his tail light assemblies in order to polish the inside of his lenses... can you believe it?

Parade Concours Day



Above: Les Schreiber poses with with his Best In Class entry in the Concours.



Below: Bob Morgan and Tom Provasi do the YMCA at the Welcome Dinner.



Left: Sean Reed gets into the spirit by modeling the table center piece. Below: Angie Sharp and Sean's dad, John Reed, toast his élan.



Left: Christina and Bev Vincent pose with Sally Porsche. Left, below: Bob & Karen Morgan on the Parade Wine tour. Below: Vince Vincent is caught on camera drooling over a Carrera GT.





Above: There was a sign on this structure stipulating "No fishing for Porsches from the bridge."

Above: Despite this this sign, no one could find any wagon tracks. Right: It would appear that this was the door prize.



Above: This 906 was extremely popular among the viewers Below: Welcome to the new arrivals. Right: Multnomah Falls, seen on the gimmick rallye.



Parade

By the Bay of San Francisco,
Which is eastward of the Sea,
Was an LPR group forming
With Ken, John, and company.

And the e-mails we were getting,
In a tempting font they'd say,
Come you up to LPR land
Come you north past Monterey.

So by the near coast highway,
Car equipped with our CB,
We drove north from old San Pedro,
Just my wife, Margot, and me.

We arrived at Ken and June's home
Where that overnight we stayed,
For at dawn's 'next rise like thunder'
The tour headed to "Parade".

A long table set for breakfast
Seated all who came that day.
Brian's Restaurant served, as ordered,
Food to start us on our way.

As the clock tolled eight that morning
North on 280 we drove,
Then across the Golden Gate Bridge
Amid traffic packs we strove.

A short stopping at a winery,
Owned by Francis Ford Coppola,
Both the restrooms and the setting
Made us smile and just say "Ahhh!".

Back in the cars we listened
To short musical refrains
As John Reed, our touring leader,
Filled our CB's and our brains.

As the farther north we traveled
Traffic thinned and pace increased,
And the gorgeous country vistas
Filled our views to never cease.

On the 'Avenue of Giants'
We saw grand old Redwood trees
Amid winding asphalt paving
Made for Porsches just to please.

A needed rest stop sought by all
Was found in a small town,
Who's 'backward' name of Rio Dell
Sounded upside down.

From there, back "On the Road Again",
Until our quest we found
In Crescent City our motel,
We arrived both safe and sound.

An evening meal with Chinese food
And off to bed for all.
A good night's sleep was had by each
Ready for morning's call.

The road from Crescent City,
Up U.S. one nine nine,
As beautiful as any yet.
A tour indeed sublime.

We joined into the Interstate,
We know it as I-5,
And straight up to the Porsche site
The group all did arrive.

The tour was fun, the sites were grand,
But more important yet,
To be with friends of LPR,
IT COULDN'T BETTER GET.

Pete Novak



Virginia Jansen confers with Pete & Margot Novak in their 356, codenamed "Spunky".



Left: After searching for some local wildlife, this was spotted hiding in the bushes.



Above: Parade Headquarters at the Red Lion Inn in Portland. Left: A great tale shot at the Concours.

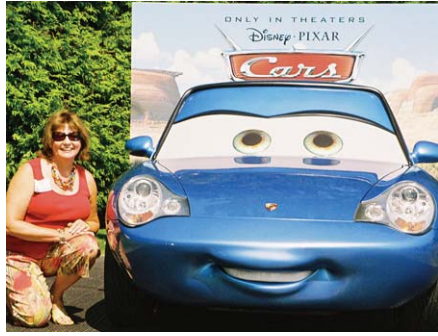
Left: Karen & Bob Morgan pose beside an actually working red Porsche. Below: A swarm of Porsches at the Concours.



A K & K Adventure at the Portland Parade

by Karen Morgan

Karen Tefankjian & I had an adventure one afternoon while at the Portland Parade. Upon returning after an ill-fated afternoon with Portland traffic, I wrote this ditty.



You see, on Friday we'd had a delightful brunch with fellow parade attendees at the restaurant owned by Sean Reed, Big John's son. After a delicious meal, Karen & I left the group to find a nail salon. After being pampered, Karen & I left the nail salon in search of an outlet mall we had been told about while we were in the salon. "It's just down the road," we heard. Ha! After about 2 hours in the car, we turned around & headed back to the hotel (yet another hour on the road) since we needed to get ready for the final night's banquet. No new clothes, but at least our nails were nicely done. Oh, and we stopped at a fruit stand just so we wouldn't come back empty-handed. Interestingly enough, as Bob & I left Portland the next day, the outlet mall was just 2 exits down the freeway from where Karen & I turned back around! Anyway, before the banquet I jotted down this song.

(sung to the tune of "Gilligan's Island")

Now sit right back and you'll hear a tale,
A tale of a fateful trip,
That started from a nail salon Aboard a yellow ship.

The skipper was a driving gal.
The mate was brave and sure.
They set out with their nails newly done for a 3 hour tour (a 3 hour tour).

The traffic started getting rough.
The tiny car was tossed.
If not for their navigational prowess,
the Lexus would be lost (the Lexus would be lost).

NO CHICO's! NO GAP! NO BANANA REPUBLIC!
No Reebok or Nikon!
Just two intrepid shoppers
Who started from a nail salon.

Now they've gotten off I 5
In search of an outlet mall.
But what do you think they came home with?
Berries from a blackberry stall (berries from a blackberry stall)!



August 19th we hopped in our Boxster and headed over to Fastlane Porsche Repair to listen to Tim Benson's tech talk on how weight and balance would affect (hopefully improve) times at autocross. Showing up a teensy bit late was probably a bad idea. As we drove up Tim motioned for us to pull up in front of the service bay. Laid out in the bay were the four scales and hi-tech readout monitor provided by LPR's Larry Smith for the tech talk. Thank you Larry Smith. Tim pulled the car onto the scales as I eyed the coffee and donuts. Hmmmm seems like the Boxster with its mid engine is a fairly balanced car with the left rear only slightly heavier. Tim continued explaining how an unbalanced car performs in cornering and autocrossing. He asked me to sit in the car. Hah-not a chance- a woman, scales, donuts- no way. Paul Gregory stepped up and sat down. Comments about taking up jogging ensued, but I'm getting off track here. Next up, other models and years were weighed and checked for balance. Interestingly enough, most of the Porsches were two to three hundred pounds shy of a 3000 pound total EXCEPT for the 914 which came in at a whopping 1800 lbs... This helps explain why they are turning such fast times at autocrosses. (I wonder why weight wasn't included in the new AX classifications.)

Above: The Gregory's showed up just in time to be the lab rats for the first experiment with Larry Smith's hi-tech weight management kit.

Balance plays a much bigger role in the performance of the almost equal weight Porsches. Adjustments are made to the suspension to balance the car because as Tim says "the more rubber on the road, the faster the corner, the better the line."

When John Reed's car was weighed he made a comment about the quarter that rolls around in the dash changing the balance. This prompted Tim to relay the story of the beer cap. Tim found it in a door panel after a customer complained about the "door rattle". The cap says hope you enjoy your Porsche signed Dr. Porsche—it is in German so don't quote me on the translation.

All in all it was a very informative tech session and I left knowing our car was set-up (balanced well) for autocross and the best way to improve my times now is with seat time. Guess I'll be seeing you at the next autocross.



Left: Larry Smith stands back and observes as the group gathers around the digital read out of the apparatus. (below)



Left: John Reed's Carrera registered the above reading showing his car to be very unbalanced... just like John, I guess.



Above & Left: Dr. FrankenSmith and his trusted henchman, Igor, adjust the scales to the dimensions of the next car.

MORE WEIGHT PLEASE



Above: Tim Benson is saying, "The PCA logo plaque on my wall is about this size..." Right: "No, wait. It's about this big." Ray Mascia is looking skeptical. Below: "Okay, maybe this big..."



Below: Ray Mascia is nervous seeing someone else drive his car...

Below: Terry Gregory holds the Dr. Porsche beer cap; evidence of the truth of the tale.



Right: Terry & Paul Gregory wave to Paul's many... well, you know.



“Weight Watchers” TECH Session

August 19, 2006

Tim Benson's Fastlane, Santa Cruz

Jim “Scoop” Bryant reporting



Folks started arriving around 8:45am – it was a cool but sunny day in Santa Cruz. Jim Bryant had started the coffee going and had opened the donuts for folks to snack on. The objective of the session was to have Porsche owners weigh their cars, to help them determine their specific car's front to rear and corner to corner balancing. Larry Smith graciously allowed us to use his super-fancy “balancing act” scales, which precisely measure the weight that each wheel is carrying. This setup allows owners to determine their car's front to rear and side to side balancing. Armed with this knowledge the owner's aim is to keep the front to rear balance and side to side balance as similar as possible while maintaining the lightest weight possible. When on the track, weight is the number one enemy. During acceleration the less weight to push forward the better. During cornering you want your car to be as light as possible because the law of inertia wants you to continue straight. And of course during braking you want the least amount of forward momentum to stop. So thus; heavy - bad, light - good! Balancing is important because it makes the car performance optimum .

About 25 folks showed up and Tim got started by giving an outline of the reasons why (in his opinion) the new AX rules are wrong. The new rules allow heavy and light cars to race in the same categories, thus giving the lighter cars the advantage. According to Tim, this is why stripped down cars win races.

The show got started with Larry Smith driving his F16 Boxter onto the scales to demonstrate to all how it's done. Larry's car is already optimized for balance (it is his set of equipment we were using, remember?) so there was little discussion regarding ways to improve his performance. In fact, now that I think of it, I don't understand why Larry hasn't opened his own balancing business. As a point of reference, Larry's car weighed in at 3186 lbs (with Larry in the driver's seat and ¼ tank of gas) 745 lbs L. Front, 690 lbs R. Front, L. Rear 910lbs and 840 lbs R. Rear. As you can see the Boxter is a wonderfully balanced car.

Next up was to be Big John's car. Larry was very concerned for the health and wellness of his scales so John's car was weighed without John on board. John has a late '87 911. His weights were as follows; 631 lbs L. Front, 530 lbs R. Front, L. Rear 816lbs and 918 lbs R. Rear. The 911's rear engine placement shows up dramatically here, not nearly as well balanced as the Boxter.

Other's cars soon (ok, slowly) followed and got weighed in. The other point of comparison was a 914. Tim commented that 914s have the advantage of initially being very light, the engine is in the middle and they get lighter with age as the body rusts away! The 914 weights were as follows; 436 lbs L. Front, 409 lbs R. Front, L. Rear 494lbs and 546 lbs R. Rear. Wow, very light and almost perfect balance. No wonder these cars are so popular with the Auto X crowd!

Jim, the Tech Chair, unfortunately didn't have his super cool 951 that day (it was at BodyStyle's emergency ward getting fixed up after it's unfortunate rear ending in June) so it couldn't get weighed.

A real big thanks goes out to Larry and Tim for sharing their equipment and knowledge with those who wish to beat them at the next event! Well done guys!

Enthusiast Man of the Year:

Ed Tefankjian:

LPR's Membership Director extraordinaire. Ed's personal efforts have increased LPR's active rolls of new members and his love of LPR is always at the forefront. He and Karen attend almost every LPR event offered. Besides being CEO of the local chapter of the Starving Armenians, Ed will be (if lucky enough to be elected) LPR's 2007 President.

Greg Sickal:

Our Webmaster guru, Greg spends countless hours upgrading our site and providing our membership with the latest PCA and LPR information. Greg also is the event chairman of the Annual LPR Day at Bay Meadows Races and has never met a Starving Armenian he didn't like!

Kevin Bennett:

As Editor of the Prieta POST Kevin spends around 20 hours each month producing one of PCA's top regional publications. His dedication to LPR goes way beyond the ordinary. He and wife Debbie also host the Annual Chili Cook off at their home. This event is one nominated for Event of the Year.

Kathy Reed Memorial Enthusiast Woman of the Year:

Kris Vanacore:

The demanding job of LPR Vice President is handled very easily by Kris. Her organizational skills and charming personality are her specialties. Overseeing all of LPR's good time gatherings and being chairperson of the Annual LPR Family Picnic are no easy task, but Kris always comes through with flying colors. She and hubby Tony were the chairs of the Top of the Morgan Tour last March, a little something in between GTGs and supporting other LPR events. Kris will continue this next year as our V.P.

Sue Sickal:

Ever wonder who mails your Prieta POST each month? It's Sue. This behind the scenes task involves around 8 hours, not to mention the delivery to the post office. Sue graciously filled in as LPR Treasurer for three months this year while Jen Bryant was out of the country, some dedication to the cause! You can find Greg and Sue at many LPR events, she's the cute one!

Angie Sharp

As LPR Activities Director Angie is responsible for requesting and receiving the PCA insurance for all of the LPR driving events. This year has been the exception. LPR has had, on an average, three of these events every month, keeping Angie very busy indeed. She is also responsible for receiving and archiving all of the release forms and observer's reports. Besides attending nearly every LPR event offered she also attended her second Porsche Parade in Portland. Angie is also co-chair of last year's Mendocino Tour and this year's Solvang Tour.

Linda Smith:

One of California's premier autocrossers, Linda also, with hubby Larry, is the hostess of the Brunch at the Beach GTG. Linda, when not campaigning the "Boxster on Steroids" at all the LPR autocrosses attends many LPR activities and brings along her bright smile and spellbinding personality. Linda is truly the definition of an LPR Goodtimer! When asked about the Starving Armenians Linda replied, "As long as they stay on their side of the hill, who cares."

Harry Reed Memorial Worker of the Year:

Alan Gale & Logan Murray:

As Co-LPR autocross chairs Alan and Logan are responsible for eight, count them, eight autocross events this year. From dawn to dusk these two are there running these very popular LPR driving events. Talk about workers! Most folks are tired after being in charge of one event during the year, imagine eight events lasting all day long? Hats off to Alan and Logan for their tireless efforts on behalf of LPR.

Jim & Jennifer Bryant:

The duo of Jim and Jennifer is a big time plus for LPR. Jim is our Tech Chairman and Jen is the current (and future) LPR Treasurer. Jim is responsible for all of the tech sessions (four this year) and is chairman of the LPR Swap Meet at Partshaven while Jen oversees all the LPR money requests and expenditures, a job involving quite a few transactions to say the least. Add to this mix the September overnight tour to Sonora for which they were chairs and you have two very busy and involved LPR members.

Jay & Kim Paytk:

Jumping in with both feet and the rest of the body, Jay volunteered to be LPR's Tour Chairman, a task he and Kim undertook as novices this year. Jay and Kim stay on top of all tour activities, report to the board and make sure all info is current and correct in the POST. Jay has also put together a tutorial of what and how to do a LPR tour for anyone interested in putting on a one or two day event. Their Peak to Peak tour this year was well attended and lots of fun as well. The report card so far: An excellent job and well done!

Joe & Cheryl Pruss:

Our Goodies Store chairman. Joe and Cheryl have updated almost monthly a variety of apparel and other goodies for LPR members to purchase. This job requires interaction with many vendors and it shows when they present the wares for sale. They do all this while personally overseeing a home they're building in Costa Rica, remarkable. Their Sausages and Sunset GTG at their home overlooking the ocean in Santa Cruz was a huge success this year. What a setting! When asked about Ed Tefankjian's run for the LPR presidency, they rolled their eyes and said, "There are no starving Armenians in Costa Rica!"

Newcomer of the Year:

Les Schreiber:

Talk about a newbie jumping in with both feet, Les has been everywhere! Les here, Les there, look, there's Les once again! Pick an event and there he is. Les even attended the Roadrunner Region's Fiesta Del Porsche in Albuquerque last May as LPR's lone entrant where he autocrossed and concurred his trusty 911 machine. Les also attended his first Porsche Parade in Portland this year where he won a first place in class in the Concours. And, with both feet blazing, Les is on the ballot as LPR's Membership Director for 2007. That's right, ladies, Les is single (please, do not send any tuna casseroles to his home, OK?).

Johnny & Kathy Musser:

What a delight and pleasure to have Johnny and Kathy as new LPR members. During their short span with LPR they have attended, along with their son at times, a variety of LPR events. Their warm personalities and friendly outlook fit right in with the LPR goodtimers philosophy of having a great time together. Thanks for making our PCA region your PCA region.



AX #6 ZONED IN ON THE COURSE



Left: Autocross Chairman Alan Gale conducts the mandatory drivers meeting. Above: The drivers...



Left: "Where'd I put those doggone keys?"

photos by John Reed



This Zone event brought out some vintage cars. One even made a respectable showing out on the course



Above: "Stop, in the name of love.."



This guy can hardly wait for the green flag to drop...



*Above: Les Schreiber. is pleased to be back in the saddle again.
Left: It looks like Patrolman Alan Gale pulled somebody over for some traffic infraction.*



Above: The Cat's Meow, owned by LPR's Bill Pickering, practices its panic stop maneuver and is about to take out that poor, quivering cone. Left: The Cat's pit crew is cleaning the tires prior to the next run. Really.



"Hey! Look at Cathy!"



Above: Cathy Carlson works it for the camera.

MORE ZONED IN



Above: This guy uses the wait time to find novel places to stash his helmet as well as to pick up girls. Right: Terry Zacone in his 1968 911, named Marcelle... the only Porsche known to have been to Mars.





Above: This Honda looks like it has adopted one of LPR's cones... or at least taken it under its wing.



PCA Membership Station in the Porscheplatz (Porsche Owners Corral) during the Monterey Sports Car Championships at Laguna Seca on October 20-21, 2006:

There will be a PCA Membership station within the Porscheplatz for the American Le Mans Series race at Laguna Seca on Friday, October 20 and Saturday, October 21. The Porscheplatz is hosted by Porsche Cars North America and Porsche Motorsport North America with the cooperation of the International Motor Sports Association (IMSA) and the American Le Mans Series. There will be scheduled appearances by Porsche race drivers for informal talks and autographs. In addition, IMSA will offer supervised Parade laps of the track with a two lap maximum open to the first 100 registered Porsches on a first come, first serve basis. Registration for the Parade Laps will be at the hospitality tent for credentialed Porscheplatz participants only. Special features for the weekend will include a "Long Distance Award," raffle drawings for an "Honorary Pit Crew Member" with a Porsche race team, and a "Hot Pit" escorted tour. For information please contact Zone 7 Rep, Larry Sharp, 925-371-2258 or larrysharp@comcast.net and also visit the IMSA website, www.imsaracing.net for the latest event schedule. Porscheplatz admission requires a Porscheplatz ticket package – for information contact Laguna Seca at 800-327-7322 or www.lagunaseca.com. Parking in the Porscheplatz will be for Porsches only. "For Sale" signs on cars will not be permitted. For drawings and awards, participants must be present to win.

Sacramento Valley Region Presents



Zone 7 Autocross #7
Sunday, October 29, 2006
San Joaquin County Fairgrounds
Stockton, CA



Morning registration and tech from 7:30 A.M. to 8:30 A.M.

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

Register online at <http://svr-autocross.deter.com/>

Preregistration by October 26 is recommended

Questions? Contact Matt Deter at 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.

Changed your email address?

Send your new address to Membership Chairman Ed Tefankjian at edjt@earthlink.net and you will be automatically updated on any changes in scheduled LPR activities.



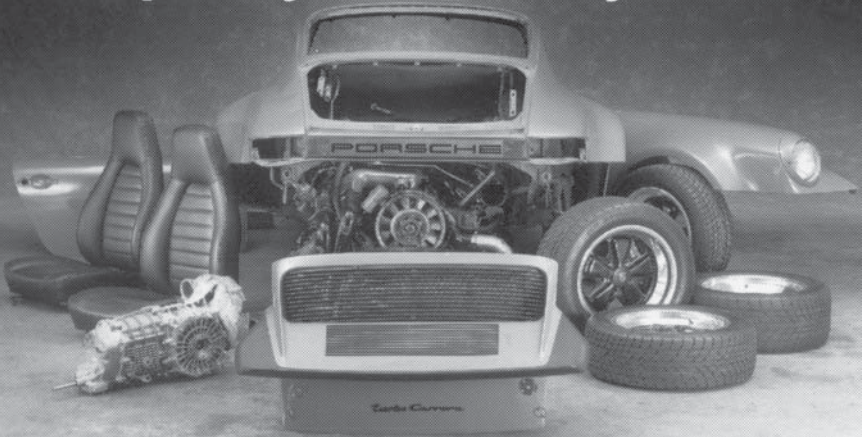
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Look for the September minutes in the November issue of the POST.



*Redwood Region Presents
The Seventh Annual
Ledson Winery
Concours d'Elegance
Sunday, October 1st, 2006*



Sponsored by Hi-Tec Automotive

If last year's event was any indication, this should be a terrific concours! The concours runs from 9:00 AM to 3:00 PM, with car placement from 8:00 to 10:30 AM. Judging begins at 11:00 AM. Pre-registration is not required. This is the penultimate event of the Zone 7 concours season.

Fee for judged Porsches is \$20.00 per entry, with the proceeds going to CASA (Court-Appointed Special Advocates of Sonoma County). Attendance is free. Food will be available for purchase. PCA members will receive a complimentary wine tasting. Class winners will receive a bottle of Ledson Wine.

Address: Ledson Winery & Vineyard, 7335 Hwy 12 Santa Rosa, CA 95452
Phone (707) 537-3816 URL: www.ledson.com

Directions: From Hwy 101 North, take the Hwy 12 exit in Santa Rosa and continue East towards Kenwood/Sonoma to the Ledson Winery (on the left).

From Hwy 80, take Hwy 12 or Hwy 37 to Napa. Proceed over the Napa River Bridge, go left on Hwy 121/12. Follow Signs to Sonoma and continue on Hwy 12 through Kenwood to Ledson Winery (on the right).

For more details, contact James Heisey at (707) 542.7722 or e-mail "jheis@sonic.net"



Golden Gate Region Presents

Coyote Run VI

October 7, 2006



Sponsored by Carlsen Porsche
3636 Haven Avenue • Redwood City, CA 94063
Telephone (650) 701-9200

Open to all cars, not just Porsches. • Cost is \$15.00 per car.
Entry fees donated to Child Advocates.
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.
The Rally is specially designed for first timers and beginners.

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. Classes will be based on experience and equipment. The most experienced occupant in the car will determine the class. 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.

For information, contact Larry or Greg Adams at
(650) 345-2232 or e-mail OldCarNut@aol.com



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WANTED: South bay shop specializing in the sales and service of exotic automobiles and racecars is seeking a highly skilled individual with extensive Porsche technical experience. Candidate should have multi year, hands on experience in both water-cooled and air-cooled Porsches. Dealer experience a major plus. Must have the ability to both diagnose and repair all aspects of the vehicles. 356, Carrera, 911 959, 993, Boxster, etc. Contact Tel: 831-430-9940 Email: debbie@canepa.com (9)

FOR SALE: 1990 944S2 Cabriolet. Rare and beautiful Baltic blue/linen. Fastidiously maintained, lots of updates and extras done to make it special. Email for info. 90K miles. \$15750. Steve steve_wendy@peoplepc.com (9)

FOR SALE: 1977 911 with a 1989 930 Turbo Widebody Steel Coupe look exterior white, interior black, clear title, and around 90000 miles. I put in over \$ 15,000.- in upgrades, transmission, tires and tones of parts, just added a brandnew momo steering wheel, got all records. Would love to see anything over 20,000.- for it. This is a tough one, call me - Evi at 408-378-1813 (9)

FOR SALE: 1989 944S2, black on black-beautiful car. 234k. Runs strong. Belts done 20k ago. Koni adjustable, 17" boxster wheels w/ new tires (old rims included). Zimmerman rotors, ferodo pads (both recently done). Needs clutch bearing (still drives fine though), and sunroof gears fixed (not needed, but is broken). Records since day one. Reasonable offers only. \$3,500/obo. Joe:(831)234-8506. (9)

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. \$14,000 OBO. Please call 408-937-5469 (7)

FOR SALE: Porsche 944T (951) This is a very quick 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. \$7500 Don, laderahardware@hotmail.com or call me at 650-494-1175. I will email or fax a complete list of upgrades. (7)

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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(408)266-6262 • edjt@earthlink.net

ACTIVITIES
Angie Sharp

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(408) 937-5469 • jenb1122@hotmail.com

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