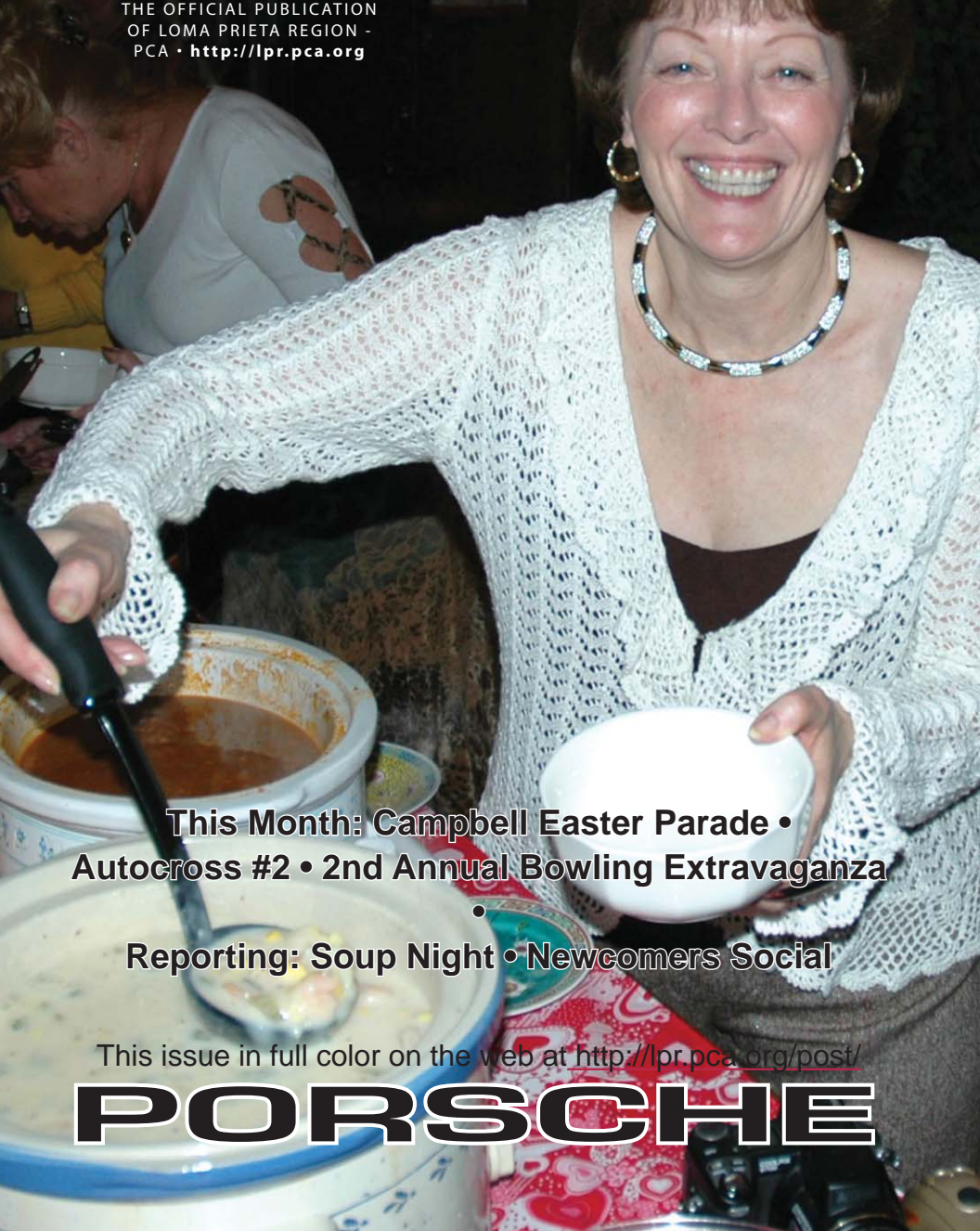


Volume XXXVII No. 4 April 2007



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

PRIETA POST



**This Month: Campbell Easter Parade •
Autocross #2 • 2nd Annual Bowling Extravaganza**

Reporting: Soup Night • Newcomers Social

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

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What's Happening

April

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

Saturday the **7th** - Campbell Easter Parade. Bunny up your Porsche and show it off at this annual event. Instructions for participating in the ad on page 16.

Sunday the **15th** - Taxes aren't due until tomorrow, so put them off for another run around the cones. Watch for the ad in the April POST.

Friday the **20th** - Crab Weekend starts today. See ad on page 15. Watch for tour info in the next issue.

Saturday the **28th** - LPR's second Annual Bowling Extravaganza. Bowling competition and a little nosh afterwards. See the excellent ad on page 9 for all the pertinent details.

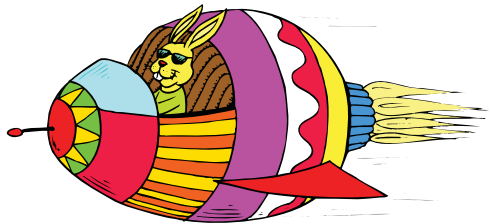
May

Thursday the **3rd** - Board Meeting at Mountain Mike's in Los Gatos.

Sat. & Sun. the **12th & 13th** - The Pinnacles to Paso Robles Tour. Another Ile/Reed/Sharp production. See the ad on page 17.

Sunday the **20th** - Autocross #3 at Marina. Another opportunity to challenge those cones. See the May issue for more details.

Saturday the **27th** - Indy 500 Good Time Gathering at Moffett field in Sunnyvale. See the details in next month's issue.



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See back cover

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PRIETA POST

April 2007

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Cover Photo:.....
Debbie Bennett
soups it up at Soup
Night at the home
of Bill & Lorraine-
Glathe.

Photo by John Reed

Hye Notes

Ed Tefankjian, President



Spring is here! Time to get the Porsche washed, waxed and decorated for the Campbell Easter Parade on April 7th. This is a great opportunity to show-off your Porsche and spend some time with your LPR friends.

April (as most months) has a lot of fun activities.....don't forget to sign up for the Second Annual LPR Bowling Extravaganza on April 28th that Karen and I are sponsoring. This is beginner bowling (with bumpers up – no gutter balls), however, there may be some “ringers” this year as the word has gotten out that the prizes may exceed last years “outrageous” awards.

The Autocross season is here and I'm ready after (too) many months of conservative driving on the streets. Also, our 987S is ready with a new set of “sticky” tires. Karen is talking about doing some more autocrossing this year; with the new tires and her lead-foot I may be buying her a lot of dinners if she beats me! For those that may be interested in autocrossing please come down and watch (when you see how much fun we have you may get hooked). Instructors are always there to give you the necessary instructions and ride with you to get you started.....plus we even have loaner helmets; all this for only \$35 an event. If you have any questions about getting started autocrossing please call or e-mail me.

Hopefully all of you that wanted to go to Parade in San Diego are signed-up. Like last year, there will be a “Tour to Parade” on June 29th with an overnight stay somewhere along the way. To the Oregon Parade last year there were ten cars lead by Ken Iles and John Reed..... everyone had a great time along the way. Note, for those of you that plan to do some of the LPR tours I recommend that you consider getting a CB Radio.... they keep you in touch with others on the tour, also there are a lot of “fun” conversations, stories, music, jokes, etc. Many times the journey is as much fun as the destination.

Hope to see you soon at some of the LPR activities.

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POST POSITIONS

Kevin Bennett, Editor



There was a folderol in the media recently over certain dishes that were being served by various restaurants around the country. The Center for Science in the Public Interest, the nation's self-appointed food police, released a list of eight nominations for their X-treme Eating category. Included in the list were 1700 calorie dishes of ice cream (Coldstone Creamery), a 1900 calorie burger (Ruby Tuesday), an almost 1400 calorie slice of chocolate cake (Cheesecake Factory), an appetizer called Pizza Skins with a weighty 2050 calories (Uno Chicago Grill) and, finally, a totally healthy sounding Chicken & Broccoli Pasta from Ruby Tuesday with 2060 calories and 128 grams of fat. Newspapers and news broadcasters alike were quick to point out that the average man requires about 2200 calories in an entire day; the intimation being that partaking of these dishes was irresponsible and tantamount to committing suicide by fork and knife. Of course, the I-know-what's-better-for-you-than-you-do folks are pushing for regulations mandating nutrition information be presented to all customers alongside the menu's mouth-watering descriptions, thus allowing the diners to make "informed decisions" on what they are ordering and, thereby, I suppose, drive these gastronomical Godzillas off of the nation's bills-of-fare.

Once again, the would-be dictators are conspiring to legislate better individual behavior by placing the burden on business, and there is no segment of commerce that is more competitive than the restaurant industry. These eateries that are being critiqued are merely trying to; A) differentiate themselves from the restaurant next door and, B) provide their patrons with the perception of some sort of value for the often outrageous prices charged by the restaurateur to facilitate his profit.

It costs these businesses pennies extra to overload a dinner plate and in almost every one of these establishments, in decreasing order, the expenses probably run labor, food, rent, utilities and then take-home boxes. I used to have lunch with my mother at a local restaurant chain and I would occasionally order a slice of cake. I knew it was ridiculously large for a single serving, I would have them bring it to me already in the take-home box and it would take me at least three days to finish it.

Everyone knows that it borders on the impossible for most people to control what they eat in a restaurant... I throw in the towel the minute I walk through the door. I have to try to stay on the reasonable side when I eat at home and it's tough enough to try to stick to it there. Anyone who tries to blame the obesity epidemic on what is served in restaurants is once again merely endorsing the notion that the individual is not responsible for his own actions.

These dietary advocates have already, properly, I might add, prompted mandates that forced prepared food manufacturers to provide nutrition information on their packaging, thus allowing the individual, while shopping, to take better control of his diet. I am borderline on the invasion of the restaurant industry by the trans-fat fryer rules that have recently come into effect in some jurisdictions... borderline because

❖ POST Positions...

it is the start of that slippery slope that is causing the food-police to think that they should now be able to regulate restaurant recipes, too.

People who order these dishes are not likely to accuse the chef of sabotaging their diet through stealth or subterfuge. Even that healthy sounding Chicken & Broccoli Pasta dish found at Ruby Tuesday is described in the menu as being in a Parmesan cheese cream sauce topped with real Wisconsin cheddar cheese. If that isn't a fair warning that the dish is a bubbling cauldron of calories and cholesterol, any sort of nutrition disclosure would be wasted, too.

Anybody out there who wants to partake of these calorie, sodium and cholesterol laden delights is welcome to partake, in my opinion, because that is part and parcel of what living in a free country is all about. With that freedom, however, comes the right to abuse it, and if someone is foolish enough to think that they can eat a steady diet of these dietary time bombs they should be allowed to do so in peace. I just hope that they have their own private health insurance so that their medical problems are not laid on the taxpayer... but then that's another issue.

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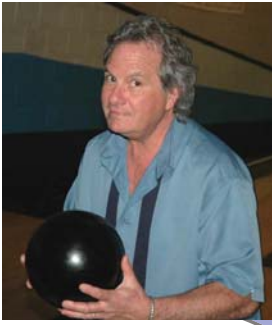
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LPR's Second Annual Bowling Extravaganza! GTG Bowling and Dinner Saturday, April 28th.



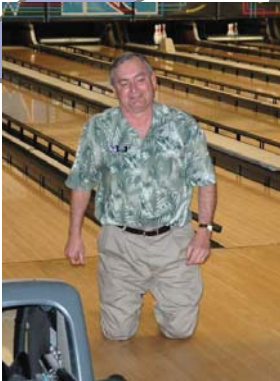
Bowling
4:00 PM til 6:00 PM

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Buffet 6:30 PM
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Please RSVP to
Karen and Ed
Tefankjian
(408-266-6262) by
Monday,
April 23rd.

Will you be joining LPR in Costa Rica?

When: January 13 to January 20, 2008

Where: Arrive in Liberia, Costa Rica travel 1.5 hours to Hacienda Pinilla, on the northwest coast of Costa Rica.

Hacienda Pinilla is a 4500 acre development where one of our members has built a vacation home. There is a great golf course on the property, tennis, horse back riding (all for extra cost). There is also surfing on the property, and there are beautiful deserted beaches to walk. The high temperature usually is in the 80's at this time of the year and it may be windy. There are 2 restaurants at Hacienda Pinilla. Nearby (20 minutes away) is a lively tourist town, with many good restaurants, souvenir shops, live music etc.

We plan on staying at Golf Suites – on the golf course (www.haciendapinilla.com) where we will enjoy –

- A private pool
- The entire facility will be ours (8 deluxe suites)
- 2 fully equipped social areas (one on each floor)
- For a list of amenities see the web site for further details

All of the details of the activities for the week are not yet planned, but we are thinking of 1 or 2 excursions to further experience Costa Rica's natural beauty. We also are thinking about a welcome cocktail party, and at least 1 group dinner.

We need a firm number of interested people to finalize details with the airlines, the lodge, and the transportation. Please respond by April 9th.

We are trying to set the per person cost at this time & need the "firm count" of who's interested to set the exact cost. Deposits will requested in the future, we will communicate more details about exact cost, deposits required etc as soon as we get a firm count of attendees. We are trying to plan an affordable trip, with nice accommodations. Our initial cost estimate is about \$3000 per couple – which includes airfare, deluxe accommodations, and land transportation via a private tourist bus. This cost will be likely to change as we learn more about the number of people attending – it could go up or down.

Contact Cheryl Pruss at cpruss@pacbell.net to get on the list or to ask any questions. Additionally, Debbie Bennett has participated in making some of these arrangements and she can be contacted at 408-926-1788 .

MEMBER NOTES

*Les Schreiber,
Membership Director*



The month of March was the big kick off for LPR, with the Newcomer's ice breaker on the 9th and I want to say a big hello and welcome to the seven (7) new members who were able to join us. They are Howard (Jay) Watkins, Shirley and Soren Hansen, Janel Garvin, Hung Le, and Tom Stelling and his fiancée Barbie. This was followed on the 10th by Pasta Night with the Bryant's and many of the LPR good timers, St Patrick's Day on the 17th, first of the year Autocross on the 18th and a Hit the Trail tour on the 24th. So check out what is planned for the rest of the year. 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 and a hardy welcome. We hope to see you at our many events throughout the year:

New member (from Tim at Fastlane)

Tim San Juan (1999 Boxster)

New members from PCA (3)

Steven Haas (1984- 911)

Christopher Kantarjiev (1973- 911)

Hung Le (1997- 993)

Transfers in from Golden Gate Region(2)

Hugh Calvin (2002 Boxster)

Steven Haas (1984 911)

LPR Membership

- Total = 545 (Primary = 302, Affiliates = 243)



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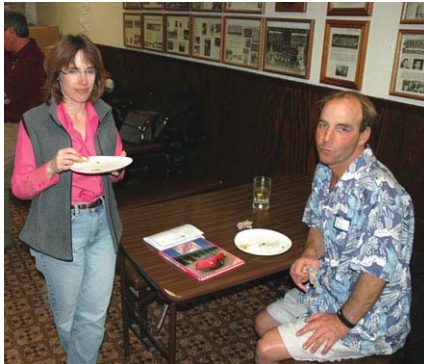


LPR says hi...

Greetings!



Shirley & Soren Hanson heard about the free pizza and beer and thought, "Why not?" Welcome to LPR!



Suzette Pangrle helped welcome Joey Watkins as he came out to discover what LPR is all about.

Howdy!

Photos by John Reed

Welcome!



Membership Guy Les Schreiber poses with another newbie to LPR, Janel Garvin.

Above: President Ed Tefankjian, ebullient Emilie Highley and new member "Smiling" Hung Le.

Right: Tech Chairman Jim Bryant and LPR Treasurer Jennifer Bryant apparently didn't have enough to do greeting the new members and had a little wrestling match. I guess Jennifer always goes for the hair which explains a lot about Jim.



Barbara Bangs and Tom Stelling took a rather circuitous route to this affair, but got there in time to almost buy out the goodie store.



"Thank you very much," says goodie store diva Cheryl Pruss, who attended not only with her wares, but with her granddaughter, Emma.

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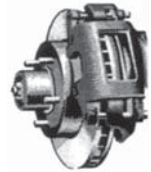
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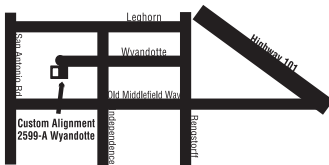
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- Registration: 7:30 - 8:30 AM - \$35 per driver
- No pre-registration
- Limited loaner helmets available
- Drivers must work for sessions run
- Snell 1990 or better helmet required

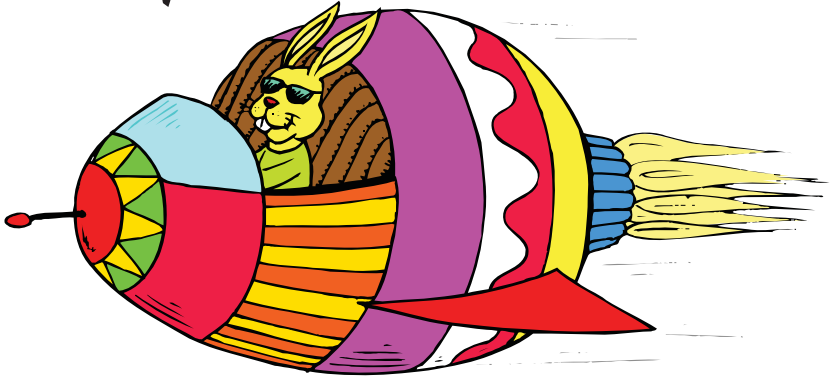
For more information contact:

Alan Gale

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.

*Buzz on down to Campbell
and join the Easter Parade.*



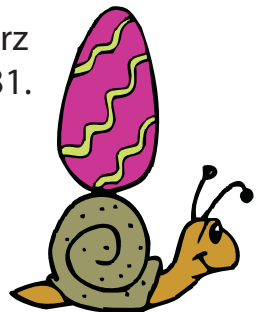
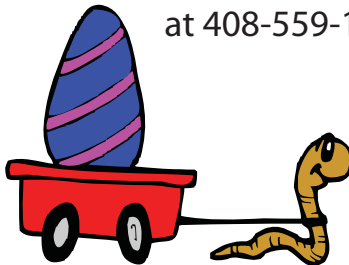
Saturday, April 7th at 11 a.m.

Let your imagination run wild!

Dust the cobwebs off that car and drive over to Campbell for this opportunity to really show off your car. We'll meet on Orchard City Drive as close to Railroad Ave. as we can get, spend an hour dressing our Porsches in their Easter finery, then join the parade through downtown Campbell at 12 o'clock.

This year, the parade participants are asked not to throw candy to the children.

RSVP to Rudi Herz
at 408-559-1731.



The tour team of Iles-Reed & Sharp invite you to join in on this fun-filled LPR weekend driving adventure to California's central coast:

THE PINNACLES TO PASO ROBLES TOUR MAY 12-13, 2006



We will drive on many scenic Porsche back roads on our way to explore and picnic lunch at the Pinnacles National Monument before heading out on even more scenic back roads to Paso Robles. Party on Saturday around the beautiful pool at the Black Oak Motor Lodge before an evening of hilarity at Big Bubba's Bad to the Bone BBQ for dinner. A spectacular drive on Sunday as we visit several "Paso" wineries before lunch at the award winning Castoro Cellars. Live blues & jazz music with lunch!

COST: \$145.00 single \$165.00 couple. This includes Saturday lodging, the lunch on Sunday and the LPR tour fee. Separate checks and order off the menu Saturday night at Big Bubba's. A special offer of \$125.00 for those unable to join us for Mother's Day Sunday but wish to Saturday tour and return early Sunday morning.

RSVP DEADLINE: Wednesday, April 25th firm! 22 CAR LIMIT. First come-First Served.

PHONE: Ken & June (650) 941-9038 now thru April 8th
John & Angie (408) 371-1965 April 9th thru April 25th

Cancellation Policy: There will be no refunds after May 6th.

So...RSVP ASAP! Operators are standing by. Did we mention many scenic Porsche roads?

An Iles/Reed/Sharp (very) Limited Production



**"HERE'S
LOOKIN'
AT YOU,
KID."**

**SOUP NIGHT
2007**

By Ken Iles

Photos by John Reed

Well here it is again, the longest running Loma Prieta Region annual event; one that is a classic in its own right with an origin so obscure that it seems lost in the mists of antiquity. Why this event has been so popular and for so long is a mystery, for we rarely see Bill and Lorraine Glathe except for when they open their home for this once a year Soup Night, a good-time-gathering which remains unquestionably sacrosanct in the annual rituals of the event planning committee. Even Pete and Margot Novak often travel all the way up from Los Angeles to attend. But why try to analyze its popularity; the Glathe's have a good thing going, they know it, we all know it, and we all follow the old adage "if it aint broke don't fix it". For the benefit of those who don't know anything about Soup Night, never been, and perhaps are interested only in LPR's competitive events, let me emphasize that this could indeed be regarded as a somewhat competitive event. Maybe not performed with our Porsches matching horsepower, torque, car set-up, lateral acceleration, stickiest tires, rallye navigational skills, times, etc., but nevertheless the competitive spirit at this event is alive and well. It is just applied to a gastronomic endeavor by we Porsche nuts. And if you are competitive by nature, you'll want to compete too. It's natural. Just ask Tom and Sandi Provasi. But unlike LPR's other epicurean competition, the Chili Cookoff, our Soup Night is more informal, with no secret numbers assigned, no panel of judges, and no prizes. Soup is just the main menu enjoyed by everyone there. Of course along with salads, bread, desserts etc. brought by people who do not bring soup.



Bill & Lorraine Glathe receive a thank you gift from President Ed Tefankjian. It looks like one of the guys is giving Lorraine another little surprise.

❖ "HERE'S LOOKIN' AT YOU, KID"

It's a hard act to follow Rosie Tavares's write up about last year's event, she did such a great job, and was going to do it again this year, but was unable to attend it at the last minute. Not surprising really; they have a long way to travel and the weather was atrocious. Several other regulars seemed unable to do so either, for the turn-out was relatively light, but quite adequate. Rain was everywhere, some roads flooded, and traffic snarled up. From about 3.30 in the afternoon the Glathe's suffered a power outage which put in serious jeopardy the ability to keep the soups hot. If the soup had been cold a solution might have been to call it Borscht Night. Porsche Borscht of course. Fortunately the power was restored about 6.00, although emergency candles were still burning when we arrived shortly after.

The Glathe's lovely home was inviting, being located right on the edge of a golf course with a beautiful view which, alas, can never be appreciated at night. First people met on entering were Big John and Angie, the first order of business being a short step to the open bar where Bill Glathe was pouring



Greg Sickal is anything if not efficient. Here he demonstrates his practiced technique for getting a second bowl of soup without the hassle of going through the line twice. He says, "The trick is eating fast."

some concoction from a tall and square bottle which had a very delicate pale blue hue. Bill said it was "Windex". But, as a G&T man myself, I know that Bombay stuff when I see it. It reminded me of a time when I first had a bottle of Bols Blue Curacao which I called "Tidy Bowl". But enough of the comedy already! Armed with a couple of glasses of Bill's universal panacea, one for June, and one for me, I proceeded to socialize, carrying my voice recorder to assist me in notes for this write-up.



Tom Micele is telling Mike McCabe, "Now when you take my wife's sausage and lentil soup, you have to add just a bit of the hot sauce... mmm, perfect!"

were finger lickin' good. Literally! You had to! They were so tenaciously sticky to the fingers they rivaled that of epoxy resin, but they were absolutely delicious.

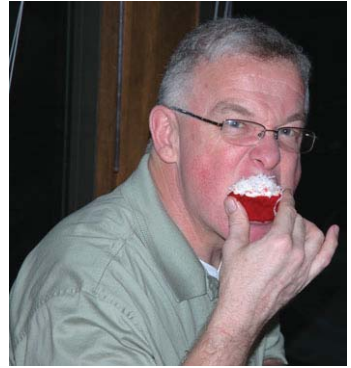
I had two.

❖ "HERE'S LOOKIN' AT YOU, KID."

My sneaky voice recorder picked up voices from Bob and Karen referring to an afternoon of some kind of bondage, or maybe I misheard, perhaps it was bonding. On questioning Bob as to which it was, he said he preferred the former to the latter. It's all on tape y'know! Karen and Bob brought a delicious Tortilla Soup with them.

Greg and Sue Sickal brought a Shrimp and Rice Chowder, and being Sue's birthday next day, Lorraine gave her a special candlelit cake to blow out. Unfortunately, Sue had a problem with her lips which were slightly swollen and smothered with a medicinal vaseline gloss which made them look devastatingly kissable. To do so would have been risky though, you could easily slide off. To blow out an open flame with such an explosive gel was also a decidedly risky business.

Karen and Ed Tefankjian came with a Lentil and Lamb Soup which was spicy and curryish, which is what one would expect from a hot spicy dish like Karen. Donna and Tom Micelle brought a very tasty Sausage and Italian Lentil Soup. Angie Sharp and John Reed came with a Chicken Vegetable Soup, while Hal and Diana Hallock made a Chilli and Wild Rice Soup. I think I have got this all right, but if not, blame it on my trusty recorder which was not so trusty, a fair amount of my notes were drowned in a terrible background noise, which on technical analysis has now been attributed to John Reed talking. Back-up information has therefore been obtained from a reliable source who wishes to remain anonymous, namely Karen Tefankjian.



Ex-prez Bob Morgan partakes of one of Carole Goodwin's red velvet cupcakes. Bob is always the epitome of social grace... just check out that pinkie; now that's class!



LPR Past President Carole Goodwin and Kevin Bennett spent a great deal of the evening regaling each other with granddaughter stories, but were unable to reach a consensus on whose granddaughter was the best granddaughter ever.

The socializing continued until Prez. Ed Tefankjian decided to quit telling lies and sheep stories to Mike and Anne McCabe who were at the same table, and call for a short general meeting. Despite the racket still coming from the kitchen area where Debbie Bennett was seated, and the occasional glass dropped on the floor by Lorraine, the meeting started.

The usual upcoming events were announced, and the customary LPR presentation made to Bill and Lorraine in appreciation for their great hospitality.

Same time next year? You bet ! But let's hope the weather is better.

"HERE'S LOOKIN' AT YOU, KID."



*Above: Hal & Diana Hallock joined the soup line this year.
Right: Carole Goodwin's presentation of the red velvet cupcakes.*



*Above: Karen Tefankjian and Mike McCabe observe a moment of silence...
What? John Reed stopped talking?*



Above: Sue Sickal, She of the Voluptuous Lips, smiles over her birthday cupcake.



Right: You can tell that Bob Morgan has had too much to drink. Angie Sharp looks on as he puts the moves on his own wife, Karen!



**MORE...
"HERE'S LOOKIN'
AT YOU, KID."**



Above: June Iles fills a bowl as the ever helpful Karen Morgan offers her the use of another ladle. Meanwhile, the guys' stomachs are rumbling... Right: Mike and Anne McCabe, soupin' it up.



Left: Larry Goodwin, Donna Micele, Bill Glathe and Ken Iles hangout in Bill's personal space... the bar. Below: Joanna Herz, Lorraine Glathe and June Iles do the salad prep thing as the soup is about to be served.

Below: Wow! Ed Tefankjian looks like he is really looking forward to this bowl of soup



2007 Zone 7 Concours School

Saturday April 14th 2007

10:00 A.M. to 4:00 P.M.

Rector Porsche

1010 Cadillac Way • Burlingame, Ca. 94010
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Registration Fee \$35.00



Learn how to become a Concours judge including the secrets of winning from the experts, at the 2007 Zone 7 Concours School to be held at Rector's Porsche's spacious and state-of-the-art service facility. Lunch will be provided.

This school is open to all PCA members, and will qualify you as a Zone 7 Concours judge. Novice and expert Concours participants will learn the finer points of preparing their Porsche for Concours competition. No prior experience is necessary to attend the school. Topics will include:

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- *Judging major classifications of vehicles, including tips from Zone 7 model experts.*
- *Hands-on judging exercises*
- *Detailing and vehicle preparation from the experts, including Parade class winners*

Spend the day with your fellow club members and some of the best Porsches anywhere. Zone and National Concours winning vehicles will be on hand for your inspection. Registration includes all course materials, lunch, certificate of completion, and official Zone 7 Concours Judges' Badge.

Be sure to register early, as seating is limited
Sponsored by the Golden Gate Region & Rector Porsche

Zone 7 Concours School Registration Form

Registration deadline is March 26, 2007

Name (as you want it printed on Judge's Badge):

Region:

Address:

Phone (inc A/C)

E-Mail:

Model & Year Porsche:

Make checks payable to "PCA Zone 7" and mail to:
Zone 7 Concours School, Att: Gary Lieber,
7024 Via Del Rio San Jose, CA 95139
GJLIEBER@SBCGLOBAL.NET

Retribution

part III *a work of fiction by Kevin Bennett*

“Breaker one-nine, this is the Road Raven looking for a Smokey report.” Jag released the mike button and waited expectantly.

“Ten-four, Road Raven, this is Soul Terrain. What’s your twenty?” came the response from the CB speaker.

“This is the Road Raven. We’re westbound about two miles past the Ogalalla turnoff on I-80, comeback.”

“Roger, Road Raven. I just rolled past a full-grown bear; looked like he was taking pictures about a mile short of the Brule turnoff. Looks like you’re headed his way so you better keep it around the double nickel. Praise Jesus!”

“Well thank you kindly, Soul Terrain. I’ll do just that and you can mark me down as another soul saved,” Jag responded, grinning at Hermano behind the steering wheel, “Road Raven is gone.”

This was Jag’s standard routine. Get the information and then sign off quickly, before the trucker learned that Road Raven wasn’t a trucker. Channel nineteen was the unofficial truckers’ channel and some of these driving professionals resented non-truckers using it, so Jag thought it was best to get off the air quickly. He knew that if he were asked the most common question among truckers, “what are you hauling,” his only legitimate answer would be that he was hauling ass.

Jag glanced over at Hermano as his young companion had another coughing spasm. He almost looked as if he was in pain. The speedometer was showing 120 and even these little fits of coughing could be a big distraction at that speed.

“I figure the bear trap must be five miles up,” Jag said, looking at the map, “You sure you’re okay?”

“Yeah, I’m good. I’ll give it three more miles, and then back it down. Now, tell me about this traffic jam at the Baja 1000.” Hermano ventured, “When was it?”

“1969,” Jag said. “It was just a local cop. I think I was the fifth one he stopped and the pile just got bigger and bigger. We were just getting into Agua Escondida, Baja California Sur. Ever hear of it?”

“As a matter of fact, I have,” Hermano said as he was blowing the doors off of a Datsun B210 in the number two lane.

“Really? It’s such a tiny little place,” Jag said, studying the driver. “That’s quite a coincidence,” he said to himself. Jag didn’t like coincidences.

“What’s the matter?” Hermano shot a quick glance at Jag and the speedometer before returning his full attention to passing the eighteen-wheeler ahead of him; with the Turbo moving at more than double the national speed limit, the slipstream of these big trucks could make for tricky handling. “I may have been born in Boise, but you can’t escape your heritage. I have family from around there. What were you driving?”

“It was a trophy truck class; a Ford Pickup chassis with an off-road suspension, two spare tires bolted into the bed and 450 horsepower. Painted black with flames coming from under the hood. A dentist up in Denver built it and wanted a pro driver to go with him ... I got the call.”

“So what did you do to get this Baja bear to let you go?” Hermano asked.

❖ Retribution...

"I dunno, it just sort of happened. The guy stopped us and had us get out. Every time he started to talk to drivers like something was going to happen, another racer showed up and he would stop them, get them out of their buggy, or whatever, and then another would roll up. After maybe twenty racers were flagged down, the road was turning into a parking lot with teams extending farther and farther back down the road. The drivers up front, including me, were getting impatient. Somebody got back in their rig and the cop came back, this time waving his gun, and told us to stay put. He went back down the road and kept stopping everybody. We kind of talked it over and decided that this cop was nuts and it was time to go. We dashed for our rigs and just blasted out of there. It was a free-for-all, everybody seemed to follow suit and I guess the bear just gave up and let everybody go."

Hermano considered this as he backed off of the accelerator and let the turbo coast down to 55 MPH. "Might as well kill the jammer," he said. "So what happened then? Forty cars, all starting at once and piling into a small town, it must have been a mess... any pile-ups?"

"That was the sad part. Yeah, there was some rubbing and bumping. A guy got forced wide and rolled his truck. The worst thing, though, is that a couple of people got killed. Spectators."

"How'd that happen?" Hermano asked.

"I guess folks in town got bored. For a half hour, no racers came through and they just started wandering out into the street. When the dam broke, it was a wave of buggies and trucks coming through and there were pedestrians on the course. It was scary."

"Did you hit anybody?" Hermano asked, glancing at the speedometer as it slowly crept up to 60 MPH.

"Why all the curiosity?" Jag answered defensively, shifting in his seat. "I don't really like talking about this."

"Well, you said that the dentist wanted to drive with a pro-racer; probably just for situations like this. So how'd it work out? Did you hit anybody?" Hermano probed.

"No, I didn't hit anybody." Jag asserted. Then, as if reconsidering, he said, "But it was just luck that I didn't. I had slight lead on an orange buggy but he had the inside track on a turn and as I came wide around the corner, there, right in the middle of the street, stood a woman holding a little girl. She lunged out of my way as I drove by her but she was hit by the buggy that had the inside line. I heard later that they both died."

"You didn't stop?" he asked, with another cough and a clear wince.

"No." Jag said. Then, as the speedometer inched above 65 MPH, he continued, "You better watch your speed,"

"What happened after that?"

"We finished the race. Came in fifth in class as I recall."

"No, I mean the woman and the girl. What happened to them?" Hermano asked as he spotted the parked Nebraska HP cruiser ahead and gave the Turbo a little more gas.

"Dammit, Hermano, there's the Smokey, you're doing 70!" Jag blustered.

Hermano, goosed the throttle again and was nearing 80 MPH as they rolled passed the NHP cruiser.

"What happened with the woman and the girl?" Hermano asked again.

❖ Retribution...

"I don't know!" Jag shot back, looking back in the mirror. "The race sponsors have insurance for stuff like that. They worked out some kind of settlement, I guess. It's not really any of my business."

Under Jag's watchful eye, the Nebraska Highway Patrol cruiser, red lights flashing, accelerated onto the interstate. "Here he comes."

"So you don't feel any responsibility for what happened to them?" Hermano asked, as the speedometer passed 90 MPH.

"Of course, I feel bad for them, but it wasn't my fault. They shouldn't have been in the street. Bad things happen in racing. You just have to accept them." Jag shifted again in his seat, looking back at the pursuing cruiser. "Are you planning to try and outrun him?"

"Let me tell you a story." Hermano said, as he watched the speedometer shoot through the century mark. "It's about an American family. The mother's parents moved to the United States from Mexico during World War II. She grew up and went to college and became a registered nurse. She fell in love and married a young man from Baja California who worked in the hospital as a janitor. They immediately had a son and eight years passed before the arrival of another son and then, a few years later, a daughter. The eldest boy, pushed hard by his mother, was a very good student with a seemingly bright future. Every few years the family would travel to the dad's home town to visit with his family and friends. One year, they came for a visit and it just so happened that the Baja 1000 was routed through the town during their stay."

"Are you trying to tell me that it was your mother?" Jag asked apprehensively.

As the black Turbo hit 110 MPH, it was requiring considerable concentration to maneuver among the slower traffic with the NHP cruiser in hot pursuit, but Hermano persevered, nodded and continued, "She wasn't..."

"She shouldn't have been in the street." Jag interrupted.

"From what my brother told me, my sister, Juana, she was four years old by the way, saw a dog across the street, shook her hand loose from her mother and ran over toward the dog. My mother ran out and grabbed her just as your truck turned the corner."

"So it was an accident," said Jag. "It was a shame, but she shouldn't have been there. I couldn't have stopped in time, anyway."

"Let me finish my story. You were right. They did work out a settlement with my father. They paid for the funeral and gave him about \$5000. My mother always handled all the money matters; my dad had no sense for it. He never got over her death and wouldn't go back to the United States. Within a year he had drunk up all of the money and was working in a scrap yard. The student with the bright future fell on hard times due to moving from classes in English to lessons taught in Spanish, as well as losing the prodding provided by his now dead mother. He dropped out of school and did odd jobs repairing cars and occasionally helping his dad in the scrap yard. Two years later, his father was dead from lung cancer, his nine year old brother was taken in by a cousin in Agua Escondida, and the boy, now seventeen, took off on his own, moving back to the United States where he got a job in a Porsche repair shop."

"And from there, you got involved with some racing teams, where you are getting great experience. You've had some bad luck, but it sounds like you are doing okay now. Any plans for the immediate future? Like what you're going to do about that Smokey on our tail?" prodded Jag.

❖ Retribution....

"I have lung cancer." Hermano paused for effect. "It seems that someone opened a canister that was the radiation source for an old x-ray machine in that scrap yard where my father worked. It turns out I inhaled enough of it that it has killed me, too. The doctors say I have a few months to live," Hermano said, with another cough.

Jag's mind was reeling. A race car driver survives through his quick reactions while dealing with the unexpected, but Jag was beginning to feel overloaded.

"That's awful," Jag said uncomfortably. He couldn't think of anything else to say.

"You don't feel any responsibility?" Hermano asked.

"I told you, it was an accident. Your mom was in the street. There was nothing I could do. I couldn't have stopped in time, and I wasn't the one who hit her," Jag said, squirming slightly in his seat.

"That's true, you probably couldn't have stopped in time, but you didn't even try, did you? If you and the buggy had hit your brakes she might have had a chance, but the race was more important." Hermano glanced at Jag, saying, "What's the matter? You look uncomfortable."

Jag sat up slightly and looked back at the pursuing highway patrol cruiser. "What are you going to do about him?" Jag asked in a vain effort to change the subject.

"Did you hear about Bud Davis?" Hermano asked.

Jag sank back further into his seat.

"You remember Bud. He was the driver of the buggy that killed my mother and sister. He died a couple of months back... had a mechanical failure in a stock car at Darlington. They had to use a can opener to get him out of the wreck. It was too bad... I was on the pit crew and it was a real nice car."

Jag was beginning to tremble now. "What do you want me to say? She shouldn't have been there... I didn't hit her... *It wasn't my fault!*"

At 110 MPH the countryside was flying by. Ahead, Hermano could see an overpass that they were rapidly approaching. He pushed the accelerator to the floor.

"Do you remember I told you about my father's cousin, the one who took in my little brother? You might be interested in knowing that he is also the cop who pulled you over along with the other forty or so racers. We had a long talk about that day. According to him, it wasn't just a sudden rush of everyone taking off. He said one truck led the way. He said it was a black Ford... one with two spare tires bolted in the bed and flames painted coming from under the hood. He said it was your truck."

The speedometer needle, indicating 135 MPH, was quivering with the vibration from the roaring engine and contact with the road. As the little Porsche tore down the interstate, the NHP cruiser was losing ground and the overpass seemed to fly up to the Turbo.

Jag screamed, "What do you want from me?"

"Retribution," said Hermano, as he gave the steering wheel a quick jerk to the left.

At 135 MPH it didn't take much to induce the oversteer condition that is one of the 911 line's greatest weaknesses. The weight and placement of the Turbo's rear engine caused the rear end to swing outside the sports car's established line of travel and the centrifugal force created a whiplash spin. Amid the screeching and the smoke of the burning tires, the 930 hit the support pillar of the overpass broadside and exploded into a ball of flame and finely engineered flying debris.

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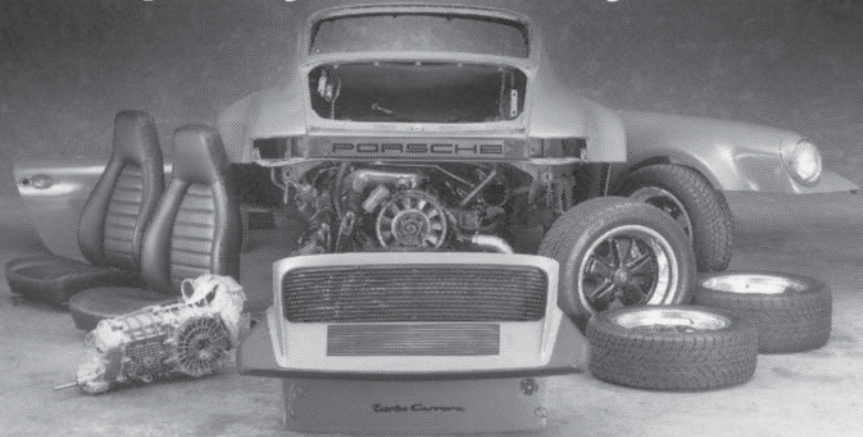
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Loma Prieta Region PCA

Minutes of the February 2007 Board Meeting

The March Board Meeting was held on March 1, 2007 at Mountain Mike's Pizza in Los Gatos, and was called to order at 7:12 pm by President Ed Tefankjian.

Board members present were: Angie Sharp, Ed Tefankjian, Kris Vanacore, Jennifer Bryant, Barry Pangrle and Les Schreiber.

Other members in attendance were: Karen Tefankjian, Tony Vanacore, Kevin Bennett, John Reed, Bill Highley, Emilie Highley, Bob Morgan, Karen Morgan, Sue Sickal, Suzette Pangrle, Jim Bryant, Pete Siemens, George Jensen and Joe Pruss.



Directors' Reports

President: Ed Tefankjian

Les moved to approve last month's minutes, Kris seconded and the motion passed.

The CDS MoU received a majority approval by e-mail. CDS has an event at Laguna Seca scheduled for Monday 12th of March. Doug Gale from Trackmaster (Chairman) and Chris Murray (Chief Driving Instructor) were both approved for these positions.

The Highley's received honorable mention in the CSDF Newsletter for having hosted the LPR charity event.

Ed reminded everyone that March 6th is the first day for Parade registration.

SVR's CRAB event sign-up is now available on-line. CRAB will be held April 20-22.

The Sierra Nevada Region won PCA's factored growth award for 2006 and the Lone Star Region won for absolute growth.

Vice-President: Kris Vanacore

Kris said that she booked a week late for the date for the picnic but was still able to reserve a spot at the same place as last year. The date is July 21st which is a Saturday and it will be held at Vasona Park. Kris was still trying to get the Pavilion and said that she will call often to check on the availability.

There was some discussion about the January awards event. Emilie suggested checking out the Hacienda Restaurant. The restaurant is under new management. The San Jose Museum of Modern Art was suggested as another possibility. Kris was also checking Testarosa Winery and Chaminade. Blackhawk was also mentioned but deemed to be too far for the Santa Cruz County members to travel. One question was whether it should be an evening or an afternoon event and it was decided to keep it in the evening.

Treasurer: Jennifer Bryant

We didn't have a lot of income in February. We sent out checks of \$500 to Marina Motorsports for an autocross deposit plus a \$3000 initial funding check for CDS.

We also received a check from Sean and Susan Reed for dual membership.

The 2006 Tax forms are both due May 15th and will be filed before then. We'll need a check of about \$20 for filing fee.

Activities: Angie Sharp

Angie has received the PCA insurance for the March autocross and for Vanacore's tour and has forwarded to Alan Gale, Tony Vanacore and Don Orlando. We received

❖ Minutes..

a “thank you” card from the Glathes for the Soup Night. The card said, “Thank you all for the lovely goodie box. We’re looking forward to seeing everyone at the other GTG events during the year.”

Angie still needs to get insurance for the Easter Parade.

Membership: Les Schreiber

New Members from PCA

- Christopher Kantarjiev (1973-911)
- Hung Le (1997-993)

New Dual Members

- Sean and Susan Reed

Transfers in

- Hugh Clavin (2002 Boxster) from GG
- Steven Haas (1984-911)

LPR Membership

- Total = 545 (Primary = 302, Affiliates = 243)

The board voted on the new members Angie moved and Jen seconded. The motion passed.

There was a discussion on a “Buddy” program for new members. There was a suggestion to possibly try to match up people with similar cars. Ed suggested choosing extroverts as “buddies”. Angie suggested maybe matching by common interests. We don’t get the interest survey from National any more when applicants submit their applications. Kris suggested having a survey at the Newcomer’s Social for new members to fill out.

Member-At-Large: Harlan Pester

Harlan was attending a granddaughter’s talent show in Grass Valley and wasn’t present at the meeting.

Committee Reports

Editor: Kevin Bennett

Kevin looked into the costs for additional color pages in the Post. Kevin found out that there would be an additional charge of \$1.25 per copy for another color 4-page insert in the Post. At least a portion of the back cover could also be used for another color ad.

Kevin said that he’s not interested in participating in the PCA Newsletter Contest.

Advertising: Bill Highley

Bill will work with Greg to send out a blast e-mail to try to generate more advertising interest. Currently we have 14 + 2 new = 16 advertisers. **Safety: John Reed**
Nothing happening yet. The first safety report will be for the tour this month.

Tours: Don Orlando

Don is in Cabo San Lucas but sent a note reminding people to sign up for the Vanacore Tour. Ken is collecting money for the Paso Robles Tour.

John needs an April 1st deposit check of \$200. Les moved, Kris seconded and the motion passed. Only 22 rooms are available and sign-ups are open now.

Tech: Jim Bryant

Jim confirmed Canepa for April 21st at 09:30. The next tech session after Canepa has not yet been confirmed but tentatively May 19th at Fremont Porsche.

❖ Minutes..

Jim asked if we want to advertise the Swap Meet in the Panorama? Ed suggested sending it to Ken Iles. John said that Jim can send it directly to Panorama. Jim clarified that he meant an ad and not just a mention in “the calendar of events”. John said that it would be pretty expensive to run an ad in Pano.

Autocross: Alan Gale

Alan was not present. Linda Smith sent an e-mail to Ed with an update. March 18th is the first AX. Logan is a mechanic on the Mazda Race Team but will do the course design before he leaves. The dates for this year’s autocross events remain: Sunday March 18, Sunday April 15, Saturday June 30, Saturday August 18 and Sunday October 7.

Goodie Store: Joe & Cheryl Pruss

Joe said that the better half of the Goodie Store wasn’t able to make it. They both got the flu on the plane ride home. The supplier was a no show before the meeting tonight so Joe wasn’t able to deliver any orders.

Cheryl is working on the Costa Rica trip with Debbie. Accommodations are available at the resort near the home. It has 8 suites and the owner lives in Colorado and has given them a deal on the suites. The Pruss’ are willing to open up their home to overflow. The suites have eastern king size beds. The Pruss’ are also thinking of organizing some tours. The resort has a beautiful golf course and tennis courts. There is a small shuttle bus that will take people around the resort. The dates are set for Jan 13th-20th. Air fare is around \$675 roundtrip, Cheryl was working with AA to get that deal.

Once they get the materials they didn’t get tonight they will be sending them out to the recipients.

The resort is the Hacienda Pinilla and the website with info on the resort is at: <http://www.haciendapinilla.com/>

Charity: Bill and Emilie Highley

Emilie needs stationary to send out letters for the September event. Emilie is putting together a list of charities. (Children’s Shelter on Union and Career Closet are two so far.) Emilie is open to other recommendations.

Drivers Education: Pete Siemens

Event on the 12th is currently full and wait-listed. On two run-groups, CDS decided to up the cost to get an extra 10 cars on the track. The price includes lunch. We have 5 people coming down from Vancouver.

Pete is working with Cherry’s Jubilee in September (Salinas Valley Memorial Foundation) to get a Driver’s Ed event. Proceeds would go to the charity and can hit up PCA plus it’s two regions. We would need to get the track from SCRAMP on Friday for the event.

Emilie asked about the PCA’s funding for last year’s event. Bob said that it was filed with Larry. Ed said that he would follow up.

Old Business:

Bob brought a lot of old scrap books to the meeting. Karen, Emilie, Bill and Sue are working on putting together a scrap book for the last year.

New Business:

None

Adjourned 8:40 PM.



Goodie Store

(Shown Here) **LPR Car Badges \$30.00 each**
PCA Car Badges \$20.00 each
LPR Shirts (XXL, XL, L, M, S) \$30.00 each
(Navy, Red, Oat, Black, Royal, White, Wine, Forest, Khaki)
Cloisonne Pins \$5.00 each



Order from Joe Pruss with checks made out to LPR PCA. The Goodie Store will be at most Good Time Gatherings with Joe and Cheryl or you may contact Joe at joepruss@hotmail.com

Visit the Goodie Store @ <http://lpr.pca.org>

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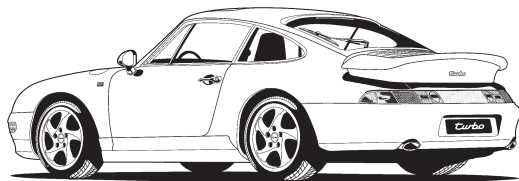
Unclassified Ads

FOR SALE: 1973 911T 1998 Twin Turbo all factory Steel Body Panels, Custom Painted Silver, 3.8L RS Tail[^]pInterior: Custom Upholstery Two Tone grey, Momo Steering wheel and Shift knob, Custom Aluminum Door handles, Aluminum gauge trim rings, Aluminum Pedal assembly, all new weather striping and Door seals, new windshield and rear glass, fully adjustable front racing seats, Grey 5-point race harnesses. Wheels: HRE 540 Custom wheels Fully Polished. Sizes 18X8.5 Front 18X12 Rears. Tires: Yokohama AVS Sport Sizes 225 40 R18 Front 295 30 R18 Rear. Suspension: Fully Adjustable coil over suspension, with Bilstein RSR Front struts, Eibach Springs, Turbo Tie Rods, Weltmeister Sway Bars both front and rear, Weltmeister Front strut brace, and Adjustable spring plates. Engine: 3.2L, Weber 46mm Carburetors, Mallory Electric Fuel Pump with Regulator, Engine plumbed with Aero quip stainless steel hoses and fittings, Mocal Oil cooler with thermostat, Electromotive crank fire ignition system, Custom Headers, Dansk Muffler. Brakes: Twin Turbo powder coated red calipers, cross drilled rotors, large 22mm master cylinder, stainless steel brake lines. Miscellaneous: Complete car plumbed with stainless steels hoses, all engine parts have been powder coated, all sway bars and front A- arms have been cadium plated, Show Car condition[^]pInvestment: over \$50,000 US Selling Price 29,500 US Contact: Robert Simonich (209) 830-8286 Hm (209) 914-6948 Cell E mail robert_simonich@unionsanitary.com

FOR SALE: 2002, 911 Carrera Cab, 19,500 miles, Interior: Black, Exterior: Carrera White. \$52K. Steven Stacy, 505-345-4144, ext. 107; 505-266-6743 (home); stevenstacy@sundancer.net. (1)

FOR SALE: 1993 968 coupe, MO30, 41K miles, black/grey, leather sport seats, new transaxle, sparkplugs, newer brakes, battery, Mobil 1, garaged, excellent condition. \$25,000 obo. Marty Frith, 7676 Newport Dr., Goleta, CA 93117. 805-968-3065 maf968@aol.com (12)

FOR SALE: 2002 / 05 RUF 3600S Incredibly rare and fun seal gray RUF boxster converted to the 3.6L X51 motor with RUF exhaust (headers, sports cat, mufflers), springs, RUF aerokit, and more RUF stuff than I have space to list. Approx 360 HP. This car is everything the boxster should be, and Porsche will never let it be. Easily outpace most 911s in this car, and enjoy the 2-seater, mid-engined RUF polished handling that goes with it. Less than 13k miles since conversion in early summer of 2005. Asking \$72,500 for what I think is the best roadster on the planet. Contact Hill Bullock at 214 418-8329 or hill_bullock@yahoo.com (12)



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