

Volume XXXVII No. 12 December 2007



PRIETA POST

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



This Month: Awards Banquet • Gift Exchange

**Reporting: Steinbeck Tour • Morgan Halloween
Honeymoon Tour • Cherry's Jubilee •
Performance Art Tech Session**

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2007 JAN FEB MAR APR MAY JUN JUL AUG SEPT OCT NOV DEC What's Happening

December

Thursday the **6th** - Board meeting at Tomato Tyme in Los Gatos. It is located at 15525-D, Los Gatos Blvd. (south of Lark) 95032, phone 408-358-3686.

Saturday the **8th** - Holiday Party & Awards Banquet. See the ad on page 10.

Sunday the **16th**
 - Gift Exchange with Ken & June Iles.
 All of the details on page 9.



Page 18



Page 38



Page 22



Page 30



Page 12

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Page 6.

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PRIETA POST

December 2007

Feature Articles

Travels with Patyk	12
Cherry's Jubilee	18
Cowboys, Cowgirls & their Mounts	22
The Science of Porsche Care	30
The Honeymoon Tour	38

Departments

Hye Notes.....	5
LPR Board of Directors	6
POST Positions	7
Member Notes	11
Minutes	46
Goodie Store	49
Unclassified Ads.....	50

Coming Attractions

Annual Gift Exchange	9
LPR Annual Awards Banquet	10

Advertising Index

Action Trailer.....	37
Pascal Anastasi.....	17
Body Style	3
Custom Alignment	6
Don's AutoWerks	11
Emilie Highley	Inside Front Cover
Fastlane Porsche Repair.....	37
Five Star Windows.....	Back Cover
High Performance House	5
PartsHeaven.....	8
Performance Art.....	29
Porsche of Fremont.....	Inside Back Cover
Premier Auto Tops and Interiors	37
RMG Enterprises.....	17
Sharkwerks	45
T.J.P. Painting.....	Inside Front Cover

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Cover Photo:.....
The highway patrol chases down some track miscreants during Cherry's Jubilee at Laguna Seca.

Photo by David Wong

Hye Notes

Ed Tefankjian, President



This year is just about over and there are still two fun activities.....the Holiday Party & Awards Banquet on December 6th and the Holiday Gift Exchange at the Iles' on December 16th. Check the POST for details..... hope to see you there.

As reported in the November POST, LPR's 2007 Charity Event hosted by Bill & Emilie Highley was very successful. The total raised at this event was over \$5,000.00 for educational programs/special needs at Rosemary Elementary School in Campbell and Bowers Elementary School in Santa Clara. I had the privilege, along with the Highleys and Bob Morgan to present both the Rosemary and Bowers Elementary School principals \$2,500.00 checks. The donation was appreciated by the teaching staff at both schools and they will be sending LPR pictures of the special education events that they were able to do for the children with these funds. A special thanks to all of you that made this possible.

This year I had the opportunity to do a lot of autocrossing with both LPR & GGR, plus a Zone 7 event at Altamont Raceway and a DE at Laguna Seca. If you have not had the opportunity to autocross come to one of the events just to watch and see how much fun everyone has with their Porsches. Also, when you are ready there are loaner helmets and instructors to help you get started. This is a great way to learn the capabilities of your Porsche and further improve your driving skills. And for those of you who are experienced autocross drivers who have not been out for some time, dust off that helmet and join us. Lots of fun and a great bunch of people with whom to spend the day.

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POST POSITIONS

Kevin Bennett, Editor



I heard another one of those legal stories recently; the kind that send me off saying, “What the hell are they thinking?” This one was about a 24 year old gal in Nebraska name of Tory Bowen, who is pursuing a criminal action, in this case sexual assault, against 34 year old Pamir Safi, a man who picked her up in a bar, took her home and had sex with her. The basis for the criminal accusation is that Bowen claims that she was too drunk to give consent. I’ll address this novel accusation later, as it is apparently becoming less than rare. The reason this particular story made the national news is that the case has resulted in two mistrials and while the DA prosecuting Safi is planning a third assault on his freedom, Bowen is passing the time by suing Jeffrey Cheuvront, the judge in the case, for infringing on her right to free speech because he barred her from using inflammatory words like “sexual assault,” “assailant,” “victim” and “rape” during testimony.

I am once again reminded of the German word, *schadenfreude*, which refers to the slight joy one experiences when hearing of the misfortune of others. In the sexual assault case, my initial sympathy went to the defendant. I could readily see the basis for the judge barring the inflammatory language in order to protect Safi from prejudicial terms being used in the giving of testimony, but I just couldn’t help that old *schadenfreude* feeling when I heard about a judge getting sued and having to deal with his own legal system from an entirely different and, hopefully, unexpected perspective.

After considering Bowen’s contention, however, I got to thinking about whether or not there was really any merit to her case. It is hard for me to give her credence, especially in a society in which drinking plays so much a part of the dating scene. One of the primary ice breakers between men and women is when one offers to buy the other drink. Another benefit of drinking in this milieu is the beverage’s ability to lower inhibitions and allow a couple to better relate to each other, which often leads to relations of an entirely different, but not unexpected, nature. I have never been big in the drinking scene, but I have been around long enough to know that when a guy is looking for action and he encounters any resistance, more booze will often help break down the barriers. Bowen should know that, too.

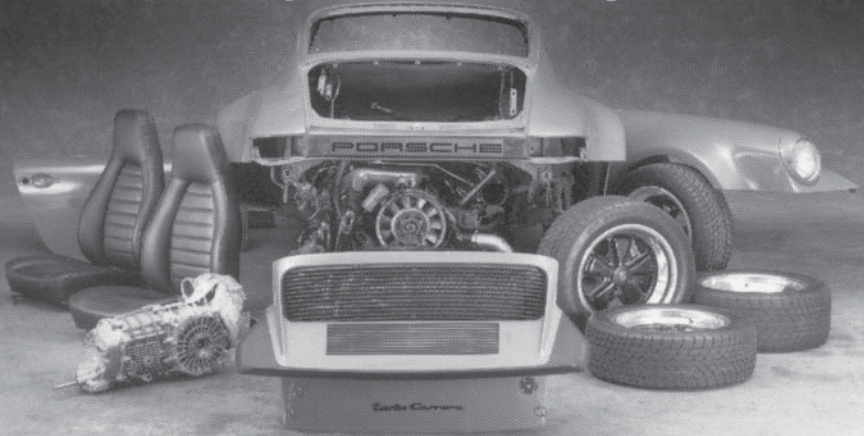
I can’t believe that a 24 year old woman is not aware of the link between excess alcohol and casual sex. But then, should a woman have to bear the entire burden and/or blame for what is essentially an unwanted liaison? Why can’t a woman go out and get drunk without fear of being bedded by a stranger just because her normal barriers and inhibitions are down? This is such a complicated topic, it is no wonder that legislatures don’t address the issue by enacting law, and that is why it is being addressed by overly ambitious, young DAs who are trying to make new law by judicial fiat.

❖ POST Positions...

I can only hope that Cheuvront can stick to his guns and make the case so difficult that it dries up and blows away.

Bowen must take responsibility for her choice. If she wanted to get so drunk that she couldn't be responsible for her actions, she should have stayed at home to drink. Sex permeates society and is a huge factor in bar and nightclub activities. Nature has provided men with the strong urge to mate; its part of what makes the nightlife scene work. It behooves a woman who wants to participate, and yet doesn't want to be satisfying the sexual urges of strangers, to take precautions to ensure that she maintains control of her senses. There are plenty of enacted laws and even more case law that give a woman the right to say no at pretty much any moment of the mating ritual. To demand the right to say no retroactively borders on the ridiculous, if not the insane. If you don't think so, ask yourself this question: How can we hold that Bowen was too drunk to consent and convict Safi of sexual assault, yet justify prosecuting a drunk driver? Bowen contends that she was too drunk to make the decision while under the influence, an act that is essentially no different than that made by any drunk driver. It would seem that if you are going to relieve one of responsibility because they are booze impaired, the logic should cut both ways.

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Gift Exchange



Sunday,
December 16,
3:30 P.M.

Ken & June Iles are once again hosting this annual event in their Los Altos home.

Each participant in the exchange should bring a wrapped gift of approximately \$15 value.

Plan on bringing an appetizer or dessert to share with your club fellows. There is no charge for this event.

Please RSVP to Ken or June at 650-941-9038 no later than Tuesday, December 11.

**The Iles estate is located at:
11670 Winding Way
Los Altos**

LOMA PRIETA REGION'S ANNUAL AWARDS BANQUET

SATURDAY, DECEMBER 8



Bella Mia Restaurant
58 S. First St.
San Jose 95113

6:30 p.m. No Host Cocktails and appetizers

7:30 p.m. Dinner

9:00 p.m. Awards, Presentation of Officers and Dancing

Dinner Entree choices:

Prime Top Sirloin Steak, with garlic mashed potatoes, broccoli, red wine sauce

Flat Iron Chicken Breast, with lobster meat risotto, mixed vegetables

Parmesan Crusted Halibut, with zucchini pomodoro, roasted potatoes, lemon butter sauce

Wine will be provided with dinner

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Cost for LPR members and guests: \$55.00 per person

Dinner choice and payment (checks made out to LPR) must be received no later than November 25

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MEMBER NOTES

*Les Schreiber,
Membership Director*



As we near the end of the year, and welcome in our new board members, I am looking forward to seeing you all at some of our end-of-the-year events, like the Christmas Awards Dinner or the Gift Exchange. So come on out and join us in these fun events and meet the rest of the group who all have that wonderful Porsche to drive. Remember, if you know of someone that is driving a Porsche, and they aren't a member of the Loma Prieta Region, ask them to join or give them my telephone number or e-mail address, so I can give them the information about our club and sign them up.

New members from PCA (2)

- Bernardus S. Ottenhof, Charters Towers, Australia (1982 911)
- Richard & Rose Pettit, San Jose 1997 911

Transfers Out (3)

- Christopher Menkin to GGR
- David Thompson and Beverly Thompson to SCV (Sacramento)

Reinstated Members (renewal > two months) (1)

- Eric Lynch

Total Renewal's this month (15)

Non-renewal (8)

- Membership Expired 10/31/07)

LPR Membership

- 11-1-07 Total =556 (Primary = 307, Affiliates = 249)

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TRAVELS WITH PATYK

The Steinbeck Tour

by Karen Morgan

photos by John Reed

"A journey is a person in itself; no two are alike...we do not take a trip; a trip takes us"-
John Steinbeck

The tour directions prepared by Kim & Jay Patyk announced "It's Still Steinbeck Country" along with a color picture portraying the verdant fields of the Salinas Valley. They are right. And it is also the country of fabulous Porsche roads!

Saturday, October 13th, dawned bright and, thankfully, sunny. A smiling Kim and Jay greeted twelve tour enthusiasts (who included Betty & Dave Pollack, Kris & Tony Vanacore, Joanne & Tony Antonowicz, Mary & Blair Hankins, Lauren & Don Orlando, Jackie & Steve Mitchell, Angie & John Reed, Virginia & George Jansen, and Ross Martindale) at a strip mall parking lot just a couple blocks from my home. So, naturally, I was the last to arrive!



Mary Hankins, Betty Pollack, Kim & Jay Patyk. Jay takes his tour leadership role seriously, striking heroic poses to inspire his followers.



Kris Vanacore & Ross Martindale.

The participants enjoyed doughnuts provided by the Patyks as fuel for the early hour. Tour bags with directions and excellent Steinbeck references for each part of the tour (thanks, Kim!) along with waters, cereal bars, and chocolate were distributed. After a brief drivers' meeting, the group promptly left for a quick trip up Hicks Road driving through the foothills of Almaden Valley and touring through the old mining town of New Almaden.

Bob unfortunately had to work so I convinced a teacher friend of mine, Barbara Appleby, to

❖ Travels with Patyk...

be the navigator while I drove the yellow Lexus. As we began the climb up the foothills on Hicks Road, she commented that this was a side of me she had never seen. You see, it became apparent to me early on that I would have a tough time keeping up with the Porsches. So I dug into my memories of autocrossing and decided to (safely) treat the roads as a giant autocross experience. What a rush! I will never drive Hecker Pass again without remembering the feeling of being “one with the car” (even if the car was not a Porsche!)

We continued to drive through Aromas, San Juan Bautista, and up through the clouds to Fremont Peak in the Gabilan foothills. This peak is where John Steinbeck last looked upon the Salinas Valley and the view defies description! This was our first rest stop and after some congenial conversation and use of the rustic facilities, we were on our way back down the mountain on the San Juan Grade Road as we headed for Salinas, the birthplace of Steinbeck and home of the Steinbeck Museum.

CB chatter ensued between the three cars so equipped. (Reminder: if you are a tour regular, it is helpful to have one if you want to enjoy some of the off-the-wall comments or not be talked about!) Apparently Virginia Jansen and Don Orlando are on opposite ends of the political spectrum and much good-natured debate occurred while John Reed added his usual colorful commentary. I think I heard about a comparison made between our current president and the rear end of some horses we passed. John recalled shouting out a warning to Don that the road was going to the left and he'd better watch out for the cactus plants. Then there was the warning to Virginia to remind George to be sure and turn right to avoid the bushes. (Although I thought the right is where the Bushes reside.) At some point, Don remarked that he needed three hands; one to shift, one to steer, and one to talk on the CB. Toss in another hand to drink coffee and he'll become the only 4-handed driver in PCA!



The tour rolls through prime Steinbeck country. Cannery Row. Say... didn't he use that in a book?



The tour poses at the crest of Fremont Peak. Notice the absence of Jay Patyk; he was off striking a heroic pose somewhere.

TRAVELS

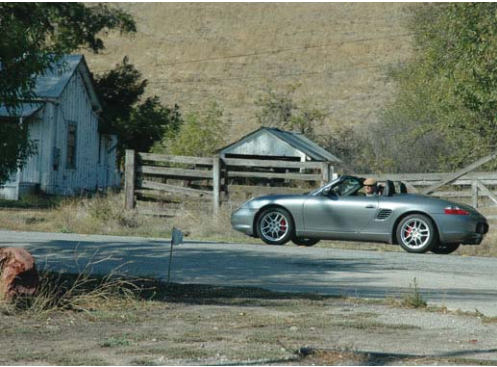
*Below: John and Angie
Reed.*



WITH



*Above: Blair & Mary Hankins.
Left: The Vanacore Boxster rolls
by an old farm house in the
Salinas Valley.*



PATYK



Jackie & Steve Mitchell.

❖ Travels with Patyk...

A 2½-hour stop at the museum gave us all the chance to peruse the museum (and gift shop), explore the farmer's market nearby, and eat lunch at one of the many fine eating establishments. The Patyks had even kindly added a colored map detailing the restaurants.

The last leg of the tour took us to, where else, but Cannery Row. I liked the comment from the Steinbeck references: "And though the place has changed quite a bit from Steinbeck's days, you can still sense the hustle and bustle and the frenetic energy that existed here many years ago. But instead of fishing for (and canning) sardines, the area is now fishing for tourists' dollars!"

After the short drive through Cannery Row, we ended along Oceanview Boulevard in Pacific Grove. There, with the sights, sounds, and smells of the ocean, Kim and Jay passed out a bottle of wine to each car and special prizes as well. I will always treasure the memory of the LPR plate!

Many thanks to Kim and Jay for presenting such a meticulously planned tour that had something for everyone! Roads, scenery, education, shopping, prizes, and a fun time with new LPR members. This tour even inspired me to seek out the library on Sunday... I think I have some reading of John Steinbeck novels to catch up on.

"Many a trip continues long after movement in time and space have ceased" - *John Steinbeck*.



Don Orlando & his daughter Lauren.



Dave & Betty Pollack proudly display their prize in the drawing at tour's end.



And Kris Vanacore won some wine...

Virginia, take a look at this. I think this is the best doughnut that I have ever eaten.



Karen Morgan and Virginia Jansen.



MORE

TRAVELS



From mountain top to sea level, the group poses for another mob shot on the shores of Monterey Bay.



Mary Hankins and Tony Antonowicz miss seeing Jay Patyk strike another heroic pose, leaving them seemingly uninspired.

**WITH
PATYK**



Tour Chairman Don Orlando is clearly happy with the Patyk's execution of this tour. Angie Reed is just plain happy.



Lauren Orlando, Poppa Don Orlando and George Jansen atop Fremont Peak.



She's so bundled up, you might not think that Betty Pollack was even on the same tour.

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CHERRY'S JUBILEE - LAGUNA SECA



by Pete Siemens

photos by David Wong, Matt Philips, & Eric Siemens

Visualize a “Hot August Nights” style four day event— In September—without the heat. With nearly a thousand hot-rods, custom cars, motorcycles, and trucks all on display in the paddock at Laguna Seca, on Monterey streets or on Cannery Row during Cherry's Jubilee. Visualize also an empty race-track—a crime for those drivers who lust after the highly desirable (but with limited availability) twists and turns of the world famous Laguna Seca.

Cherry's Jubilee is a major charitable community event which, for the last 15 years, has benefited the Salinas Valley Memorial Hospital Foundation (SVMHF) raising the much needed funds to support the services provided to children and families of Monterey County. Cherry's Jubilee features 50s and 60s music, cars of many decades on display for judging, socializing, a poker-run tour, cruising near the wharf, dining and dancing on Cannery Row, and on the weekend “Hot Laps” (demonstration rides at speed on Laguna Seca by experienced track drivers—three laps for \$30). For the past ten years or so, the Hot-Laps drivers have been volunteer PCA Zone 7 Time Trial and Driver's Education instructors who have generously donated their time, talent and considerable investment into their race prepared cars for the benefit of SVMHF. While this event is not a PCA sponsored event, it is another example of the giving spirit of Porsche people reaching out to support their community. Of course these drivers do get the opportunity to log three to four hundred track miles over the weekend, albeit with a passenger but that's a small price for free track time.

For the last couple years, a group of instructors, inspired by Steve Taty, President of Monterey Bay Region, looked at the empty track on Friday while they were setting up for the weekend and wondered about a possible track event for charity. Steve Taty and Pete Siemens put together a proposal for the Cherry's committee that called for the Coastal Driving School (CDS), a joint venture of Monterey Bay and Loma Prieta PCA Regions, to run a Driver Education event with the proceeds after expenses going to SVMHF. The Cherry's committee was already considering ideas to expand their event and was excited about the idea of increasing its exposure by including sports cars and also having the participation of driving enthusiasts. Representatives from MBR, LPR

❖ Cherry's Jubilee...

and SVMHF worked with the Monterey County Parks Commission and the Sports Car Racing Association of Monterey Peninsula (SCRAMP) to work out the details for the Friday event.

Coastal Driving School set about inviting the local Porsche drivers and all other marques that met our safety rules. Within two weeks of posting the notice on the CDS and Region websites, the event was sold out with a waiting list 35 deep. The majority of the participants were driving Porsches, including a long-distance driver from Seattle sporting a GT3, along with a nice mix of other marques. As usual, before the event, the CDS steering committee met to finalize the event. Steve and



Matt Phillips gives his front end a little attention.

Madeleine Taty handled registration, Chris Murray was the event chairman, Evan Williams served as chief driving instructor, Pete Siemens and Dan Nitake took charge of tech inspections and John Cole, local Brit and advice guru, worked on the many details to accommodate drivers of varying skill levels. Last minute registration changes (which are inevitable with this type of event) were handled with aplomb by Steve and Evan. On the morning of the event, several other folks were pressed into service as volunteers helping with setup, at track registration, tech and breakfast.

Friday started early with gates opening at 6:30 am and a rush to get setup in the usual coastal morning fog which cleared by track time. 7am registration was followed by tech inspection, which was streamlined by some well thought out changes to the tech



The cars and drivers prepare to take their laps.

form and excellent implementation by the tech inspectors. Instructors helped by checking the final items and collecting the forms. This left time for all to enjoy a continental breakfast and some social time before the mandatory 8am drivers meeting prior to taking to the track at 9am. Drivers were organized into four run groups based on experience with the novices and some Intermediates being assigned instructors. The more experienced groups lined up on grid, while the novices were treated to an hour of "ground school" to further acquaint them with specific rules of the track and the subtleties of braking, cornering and throttle use. They were then turned over to their instructors to "learn by doing". Run sessions were kept to 25 minutes. Long enough to get comfortable with the car but not be too tiring. Time between run sessions allowed for instructor/student debriefing, socializing (otherwise known as exaggerating to other drivers about your driving skills), and fixing car problems.



Above: Chris Murray (chairman) leading the driver's meeting... a clearly rapt audience.



CHERRY'S JUBILEE



Left: Bob Williams is working to unload this car under the supervision of Cat Siemens... even in racing it takes a woman to get things right.

Many participants were first timers to a road-course and several were time trial/autocross drivers who had never driven "Seca" before (how many of us would like to say our first time was at Laguna Seca). Laguna Seca provides a technically challenging track layout and rewards drivers who learn quickly and drive within their limits. Assuring that drivers recognized and obeyed their skill limits was top priority

for our instructors. As usual, our cadre of excellent instructors was at its best and was aided by two "imported" instructors from Las Vegas and Potomac regions respectively. The event went well with minimal down time due to dust-ups (thanks to deeper gravel traps designed to make the track safer for the Moto GP riders) or mechanicals. When needed, the experienced towing crew quickly helped get cars running on the track, as did all drivers who heeded the cautionary "drive it



That pesky highway patrol car chases the drivers through the corkscrew turn just one more time!

like you own it" advice at the drivers meeting. A lot of interest in the cars was evident from the Cherry's hot-rod folks, particularly in the unique aerodynamics of the new GT4 car of Evan Williams (making its track debut).

Several of us went on the track during lunch to practice 'two abreast through the corkscrew'. Unfortunately we were caught by the regional constable (see photos) who apparently took umbrage and made us retrace our route. How many can say they've been through the corkscrew backwards—on purpose?! We did make it back from the photo shoot in time for the yummy catered lunch.

The day ended with many tired but smiling faces. Refreshments and door prizes were shared by the drivers as they rehashed the day's experiences (in other words embellished their previous fibs about their driving skills). Instructors stayed for



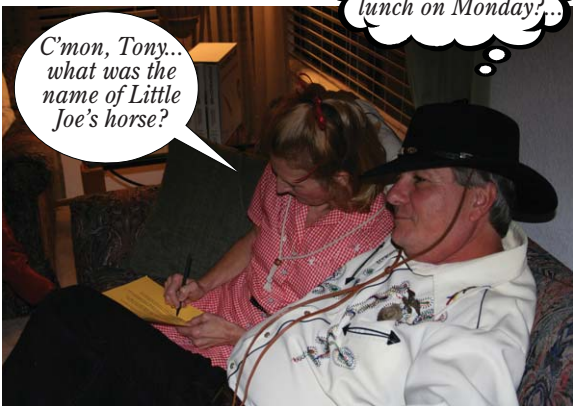
There's always room for tweaking your car when putting it on the track. Here Steve Kuhn makes mystery adjustments to #70, presumably to enhance his driving experience.

a barbeque and evaluation of the day. Door prizes were donated by CDS, Parts Heaven (Hayward), Don's AutoWerks (Campbell) and Strasse (Atascadero). A final tally yielded a donation of \$11,464 to the Salinas Valley Memorial Hospital Foundation. Currently, plans for next year will bring a repeat of this track day and hopefully include a variety of participants from other PCA regions.

Look for upcoming events on COASTALDRIVING.Org. Hope to see you at a track event soon.



Julie Lieber.



Kris and Tony Vanacore work on the cowboy trivia test.



Bill Highley.



*Les Schreiber & Gayle Gustafson.
The two have never looked better!*



Jeff Tucker.



Ken & June Iles.

Cowboys, Cowgirls and their Mounts

An LPR Halloween Production

Premiered: Saturday, October 27, 2007

Produced and Directed by: Bob and Karen Morgan

Synopsis by: Beverly Vincent

Photos by: Vince Vincent+

ACT I, Somewhere in California Territory

Scene I, The Porscherosa; Morgan Ranch House, 6:30 PM

Beverly Vincent, U.S. Marshall from Tombstone, Arizona, was asked to meet and greet the guests. She was accompanied by the tall, dark and handsome bounty hunter, Vince Vincent, from Arizona Territory. They escorted the elegantly attired, Christina “Miss Kitty” Vincent. They rode up to the ranch house and after lookin’ around for a hitchin’ post, decided to turn off the engine and apply the hand brake.

They walked up the path with spurs a jinglin’! They approached the front door, it was unlocked. No one was in sight. After calling out to Karen and Bob, they entered. The house was beautifully decorated and soon Bob, the ranch hand (and

our host), entered through the back door. He was lighting candles outside and soon began the daunting task of finding and lighting the hundreds placed throughout the house. Karen, the ranch owner and hostess, aka Alma Garrett, originally from Deadwood, South Dakota, was soon on the scene. After greeting the Vincents, she proceeded to light the remaining candles Bob had failed to locate.



Christina “Miss Kitty” Vincent, bounty hunter Vince Vincent and U.S. Marshall Beverly Vincent.



Ranchers Bob & Karen Morgan.

Scene II, Arrival of the Guests

Remaining Cast, In order of appearance:

Kevin Bennett, a cattle ranch hand; Debbie “Dale Evans” Bennett (lovely costume, no red shirt here); June Iles, an adorable buckaroo; Ken Iles, a cattle ropin’ dude (What’s with that limp rope, Ken?); Harlan “Sancho Panza” Pester; Leila Pester, a cowgirl; Emilie and Bill Highley,

❖ Cowboys & Cowgirls...

Rhinestone Cowgirl and Cowboy (nice sparkle); Hal Hallock, Arizona Ranger and his deputy, Diana Hallock (with the best antique arsenal); Gale Gustafson, a cowgirl; Les Schreiber, deputy sheriff (and self purported “dirty old man”); Gary Leiber, Porsche specialist cowboy, and “his ride”, Julie Leiber; Tony Vanacore, Dodge City, Marshall; Kris Vanacore, an adorable country girl; John “Buttermilk” Haselden; Joe “Trigger” Shackelford; Rosemary and Ed Tavares, Rowdy cowgirl and cowboy (knocking over glasses in the kitchen); Tony and Joanne Antonowicz, The Gamblers: Doc Holliday (aka Porsche Marshall) and girlfriend Kate; Steve “Butch Cassidy” Crane and Jeff “Sundance Kid” Tucker; Juanita “Annie Oakley” Brisson (miniature guns and cufflinks don’t work well out West); Larry Brisson, Chief Brothel Inspector (stay away from Miss Kitty); Greg “Bill Doolan” Sickal, dangerous outlaw; “Argentine Sue” Sickal; Suzette “Sheila” Pangrle, Aussie cowgirl and her boyfriend Barry “Crocodile Dundee” Pangrle; and to round out the cast Joe and Cheryl Pruss, cowboy and cowgirl.



Rangers Diana & Hal Hallock.

Shortly, guests and “grub” started to arrive. Bob was now posted at the front door, “takin’ the vittles” and sending everyone through the Haunted House. It was located to the left of the house and looped to the right ending in the backyard. Bob has perfected the art of building the Haunted House. Everyone appreciates his energy, dedication, and hard work.

ACT II, In the Kitchen of the Porscherosa



Cowhand Kevin Bennett emerges from the haunted house.

Scene I, Wanted Dead or Alive

The bounty hunter, Vince, hung the Wanted Posters on the wall for all to see. Sam “Ed Trefankjian” Bass was wanted dead or alive by the Texas Rangers with a reward of \$10,000 in gold coin. He failed to appear and is still on the lam. Next, was a \$5,000 reward for Bill “Greg Sickal” Doolan, the notorious robber of trains and banks. Someone spotted him and then he rode into the night. The last poster was of the James gang. They were identified as John Reed, Rudi and Joanna Herz, Sue Sickal, and Tony Antonowicz. These “wascally wabbits” are armed and extremely dangerous. There were several other outlaws reported to be headed our way; Butch Cassidy and the Sundance Kid; Doc Holliday and his girlfriend Kate. Our marshalls, sheriffs, rangers, and deputies kept a sharp eye on everyone and “kept the peace” at the annual Halloween gathering. There was a report of

Cowboys, Cowgirls and their Mounts



Joe Pruss.



Vince Vincent.



*Tony Vanacore, Vince Vincent & Hal Hallock
engage in a little gun play in the back forty.*



Joanne Antonowicz.



Juanita & Larry Brisson.



*Left: Bob & Karen
Morgan receive a thank
you gift.*

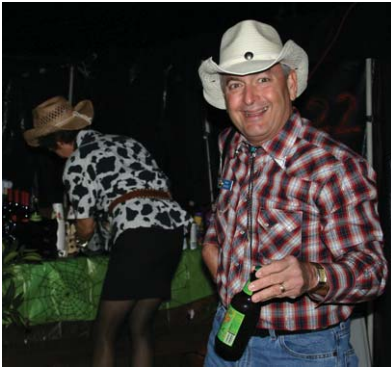




Jeff Fuller and Steve Crane graciously accept their first place finish in the trivia contest.



Bob Morgan's holsters were more closely associated with six packs than with six-guns.



Cowboy Gary Lieber arrived herding a genuine Holstein.



Cheryl Pruss.

Cowboys & Cowgirls



Marshall Bev checks the wanted posters against the faces seen this night.



Porsche sheriffs Joanne & Tony Antonowicz.

horse thieves in the area and considering the numbers of “horsepower hitched up” throughout the neighborhood, the “law” was particularly vigilant.

Scene II, The Chuck Wagon, Open for Business

Scrumptious appetizers, chili, salads and exquisite desserts. The grub was contributed by everyone in attendance and as always was terrific. The line formed quickly to sample Karen’s delicious mild and spicy chilis. The desserts were amazing and better than ever. (As luck would have it I couldn’t have a single bite. I enjoyed the visual feast anyway.) Miss Kitty stayed away as well; she didn’t want to lose her girlish figure. Everyone enjoyed the chuck wagon fare.

ACT III, Family Room

Scene I, The Quiz

The hit of the evening was the Cowboy Pop Culture Quiz. Everyone had a grand time trying to remember old westerns from their childhood. We all seemed to know a good deal about the notorious villains, gamblers, and “the law” of the Old West. The section that was most difficult was the country music. (If asked about Mozart or Beethoven, I would probably have an answer. I couldn’t even begin to guess on this section.)

Karen was born to correct papers. She was amazing to watch. Everyone anxiously awaited the outcome. Karen went over the questions and our “cast of characters” answered aloud. It sharpened our memories and made us feel like we all watched the same shows. It was nostalgic to hear Ponderosa, Adam, Hoss, Little Joe, and of course, Ben Cartwright. Every once in a while someone would exclaim about the answer they missed. The winners, in order: Greg and Sue, Jeff and Steve, Joe and Cheryl, Hal and Diana, Tony and Kris, Kevin and Debbie, and Gary and Julie.



Marshall Bev Vincent maintains a firm grip on law and order as she documents the rowdy behavior of Barry & Suzette Pangrle with the assistance of her daughter, Miss Kitty.

ACT III, Outside the Porscherosa

Scene I, The Party’s End

All too soon, it was time to hit the trail. Everyone went out to the hitchin’ posts and untied the horses. The wonderful sound of Porsche horses could be heard as they rode off into the night. (I know, I know, it should be: “they rode off into the sunset.”)

Happy trails to you until we meet again.



Rangers Diane & Hal Hallock, this time armed with wine glasses.



Emilie Highley makes her entrance.



Greg Sickal.



More
Cowboys
&
Cowgirls



The evening must have been going well for hostess Karen Morgan.



Ed & Rosemary Tavares.



Cowboy Tony Vanacore plays with the trivia prizes...

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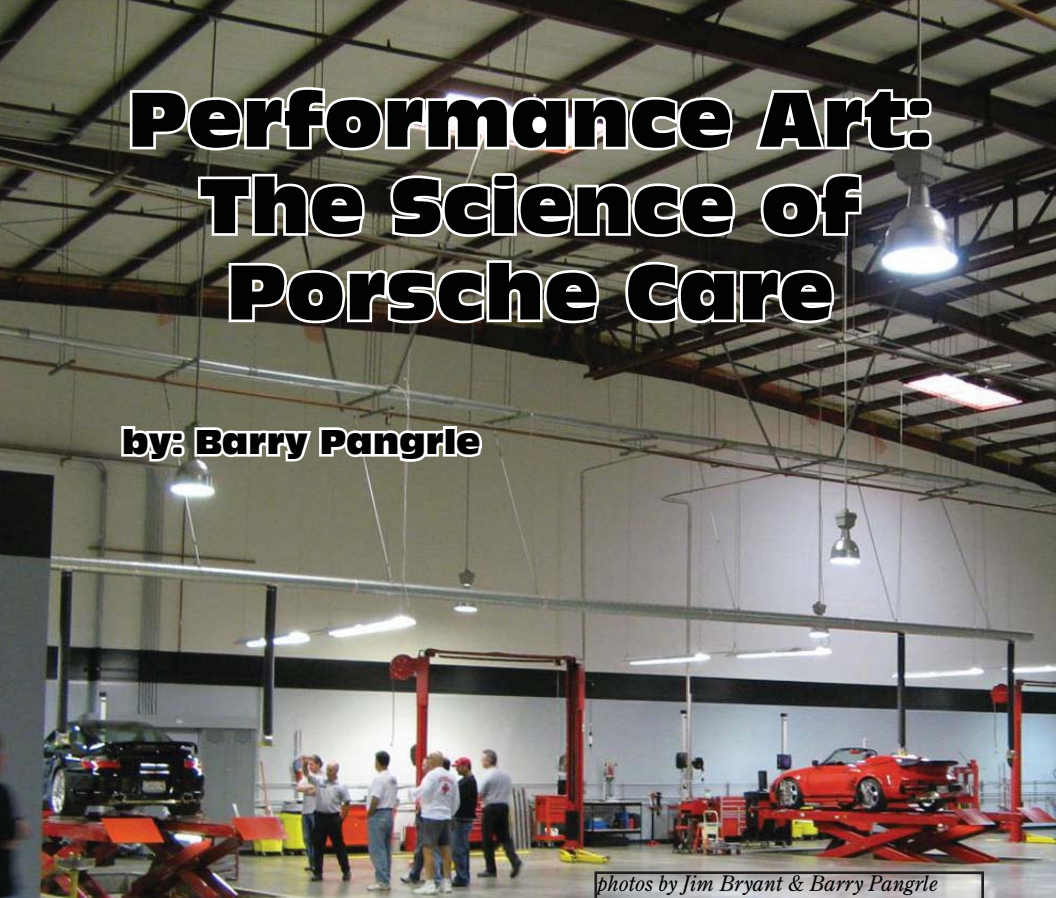
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Performance Art: The Science of Porsche Care

by: **Barry Pangrle**



photos by Jim Bryant & Barry Pangrle

Performance Art in Gilroy was our host for the October 20th LPR Tech Session. Over a dozen club members showed up early on a bright sunny morning to get the “low down” on suspension tuning and the latest in state of the art equipment. We were greeted by Kevin Patten who has been involved with the company since April.

Kevin introduced us to the company CEO Jon Lazares and fellow mechanic and suspension wizard Dave Graff. While Performance Art in Gilroy is relatively new, Kevin and Dave are both veterans in the industry. Kevin has been in the business since 1973 and worked for Custom Alignment for over 10 years. Kevin has also taught courses on auto suspension at DeAnza College. Dave has 35 years of experience and also previously worked at Custom Alignment where he earned a fine reputation for suspension tuning of 911s.

The new facility took one year to build and Performance Art has 25,000 sq. ft. of floor space with an additional 25,000 available if needed for future expansion. The front showroom is laid out with room to display a car and custom wheels, suspension, body kits, brakes and other upgrade parts for customers to choose from. There is also a convenient coffee bar and wireless network access for customers to use while shopping or having their car serviced.

Kevin said that Performance Art plans to have a 10% discount program on labor for car clubs. They also don't have any issue with customers purchasing parts and are a Tire Rack “recommended installer” and will accept Tire Rack drop shipments.

Kevin then led the group back into the cavernous shop behind the lobby. The space is

❖ Performance Art....

immaculate and there was a 996 twin turbo and a red slant nose up on racks and ready for display. We went over to look at the black 2001 996 Twin Turbo first.

Performance Art offers detailing from basic cleaning all the way to concourse level preparation. The black turbo has a 355 mm brake kit with 20" wheels. It has also been fitted with Europipe (Quiet) exhaust, diverter valves, Giac flashed ECU, Bilstein (PSS9) coil-over kit, H&R rear sway bars, Tech-Art rear lower body accents, factory GT-2 front bumper and Clear Bra treatment on the entire front end.

The first item for any car brought into the shop is to perform an inspection. The



The Showroom.

Performance Art crew has equipment for testing the boiling point of the brake fluid and measuring moisture content. They also carry upgrade brake fluid and recommend Castrol LMA (Low Moisture Activity). The bushings, sway bar brackets and rear spring plate bushings are inspected. Dave likes to put harder material bushings on the outside with a softer material bushing on the inside. If the bushings are too stiff it can actually cause cracking in the frame. Performance Art creates a cross-hatch pattern on the inside of the bushings they install to help maintain

better lubrication. Dave said that the suspension should have a free float and that sometimes people over tighten the components to the point where the suspension sticks when the shocks are compressed.

Dave and Kevin talked about corner weighting. Performance Art has a set of Long Acre scales that are sync'ed together and allow for a number of comparison calculations of side, front / rear, and cross weight percentages of the vehicle. The purpose of these measurements is to guide the adjustment of the suspension to provide better balance and directional stability. For Porsche Carreras, the two front corners should be within 40 lbs of each other. Too much spread in weight can cause the car to pull (typically to the right for Porsches).



Dave demonstrating alignment diagnostics

On the street or for road racing, equal cornering to the left and right is preferred. Often the loss in cornering in one direction is greater than the improvement in the other if the suspension is purposely biased. Nonetheless, for certain race applications such as oval tracks, biasing the suspension for preferentially turning in one direction can lead to better lap times.

Achieving the proper balance on the scales can involve a number of suspension adjustments and will vary from car to car. It is important to take into account the weight of the driver and the fuel level. If the car is being set up for autocrossing and is typically driven with about

❖ Performance Art....

¼ tank of gas then it is best to corner weight the car with a ¼ tank of gas on board.

Kevin stressed that a key aspect of the service that Performance Art provides to its customers is solving their problems. The Performance Art philosophy is that if a number of changes are made to the car but the problem isn't solved that no real value has been derived by the customer. For any issue, Performance Art will listen to the customer then road test and verify those and possibly other issues found during the road test. These issues are then diagnosed in-house using their state of the art equipment while bringing to bear their years of experience and expertise to solve any problems.



Dave showing a bushing in front of the black 996TT on resting scales.

Finding out how the customer intends to drive the car is an important step in the process. Daily driving on Highway 9 or Bear Creek Road is much different than planning to drive up and down Highway 101. If the car is primarily going to be used for track events then a whole different set of priorities come into play in terms of tuning the suspension for the intended application. There are tradeoffs to be made in terms of comfort and performance. Kevin said that in his younger days he was into stiff suspensions and was figuratively ready to go and weld up the suspension and “go go-karting”. He said that now he still likes performance handling but doesn't have any particular desire to feel every dime sized defect in the pavement and by the way also enjoys using his air conditioning. The point being is that it's important to find out the customers intended use of the car and then create a solution that's tailored to the customer, car and application.

Dave talked about ride-heights. This is an interesting topic since some customers have the impression that a car can never be too low. Dave said that even the eurospec ride heights are not always the best. It's important that the proper geometry of the suspension be maintained. The control arms should be level in order for the suspension to perform best. If the car is too low the control arm angle can cause the car to “push” in a corner. Here there may be a tradeoff between performance and a certain “look” that a customer is trying to achieve with the car.



Dave demonstrating alignment diagnostics.

Another place where looks vs. performance comes into play is with tires. Many customers like the look of having big fat tires on the rear of their car. If the car already has a tendency to understeer then making the rear tires wider only exacerbates that problem. On the other hand, if the car is going to be used for drag racing and only needs to go fast in a straight-line, then you could go with a fuel rail dragster set up with big fat slicks in the back and something that looks like bicycle tires in the front, but that's probably not an optimal set up for a well handling Porsche.

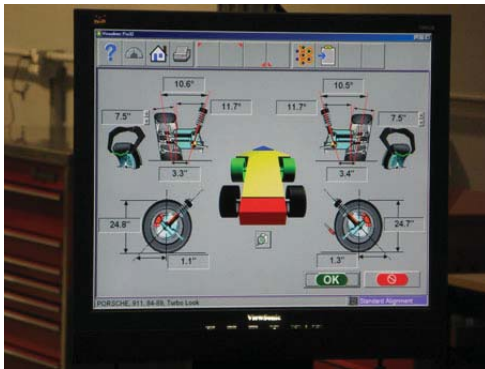
❖ Performance Art...

We next took a walk over to the rack with the red slant nose sitting on top of it. It was setup to demonstrate Performance Art's state of the art alignment machine. Mounted on each wheel was a board with 33 reflective dots (shown in picture). Lights and sensors mounted on vertical brushed aluminum supports send and receive beams to and from the reflective circles and then send the information to a computer that analyzes and displays the information on a monitor. Dave explained that when the circles are viewed at an angle that they appear oval (or elliptical). This change in shape is used to calculate the relative angles of the wheels on the car and determine its alignment. The machine is self-calibrating. The rack is perfectly level but the machine is sophisticated enough to be able to make adjustments for the measurements even if the car is not sitting on a level surface. Dave participated in the beta test program of this equipment and helped give feedback on the user interface in terms of what worked well and other areas that needed improvement. He is very knowledgeable about its workings and demonstrated a number of advanced features found in this machine.



Dave demonstrates "touchless" tire removal.

As was previously mentioned, customers often want their cars lower than is optimal for their suspension and another area where customers tend to go overboard is in negative camber. The customer's reasoning goes that if some negative camber is a good thing then a lot must great... to a point anyway. The goal is to maximize the contact patch of the tire with the pavement and especially when it needs it most like in a hard corner. At some point, more negative camber actually causes the outside edge of the tire to lift and reduces the contact patch. All the extra money spent on the wider tire is now going to waste as it isn't being used to help turn the car. Another negative aspect is that the inside edge of



Display showing more diagnostic capability of the equipment.

of the tire is now going to wear out much sooner than the outer edge so not only do you end up paying more for a tire that you're not making full use of but you're going to be buying tires more often too. The important takeaway here is that negative camber is useful for improving handling but there is a limit and once you've gone beyond that limit more camber will decrease the performance of your car.

Dave said that one of the best upgrades for a 911 that is pushing is to go to a stiffer rear sway bar. Often customers will stiffen the front sway bars and that will actually cause the understeer condition to get worse. Dave doesn't recommend using the springs for a PASM (Porsche Active Suspension Management) equipped car on a non-PASM equipped car. The PASM springs will cause a loss of suspension travel in a non-PASM car and could cause "bottoming-out" of the suspension.

The discussion then turned to tires. In terms of handling and braking, your tires are the most important component of the system. If you doubt this, try taking your car out on glare ice some time and see how well all of those other expensive components perform in terms of turning and stopping your car. As Kevin says, "It's like snail snot on Teflon. You'll just slide right by."

In spite of the importance of tires in the overall handling and braking, tires are often neglected by their owners and one of the most common forms of neglect is under-inflation, a condition where the tire pressure is lower than recommended. Dave rolled out a tire that from just a casual glance appeared to be fine. The tread depth was good and there were no other immediate indications of wear. Dave turned the tire and showed us the interior. Under the bead it was quite apparent where the inside of the tire had started to pull away from the belt construction and the cord was quite visible. Many of these tires

when under-inflated will appear okay from the exterior but the excess heat that builds up from the increased internal friction due to improper inflation will cause the tire to start deteriorating from the inside out. This is a very dangerous condition and Dave said that in his 35 years in the business that he has yet to see a tire fail from being over inflated but has seen at least a thousand that have failed from under-inflation.



Alignment tool with 33 circles mounted on the right front wheel.

wide that the low pressure causes the center of the tire to contact the pavement and wear faster. Someone using old-school principles could be driving on under-inflated tires and think that they're over-inflated from the wear pattern. The best way to know for sure is to put a gauge on the tire.

With lower profile tires the pressures should be ~4-10 psi higher from the door jamb sticker. Running a 30 series tire with low pressure greatly increases the risk that the wheel will be damaged from hitting a pothole or other pavement irregularity. Preferably, the tire should also be filled with nitrogen. Nitrogen is more stable than air, changes less with temperature, and also typically holds pressure longer. Performance Art has their own nitrogen machine and fills all tires serviced there with nitrogen.



The red slant nose; on the rack and ready for alignment.

Kevin also cautioned about running a narrow tire on a wide rim. He said that this seems to be in vogue right now with certain car clubs. Running on a too wide rim takes away some of the support of the sidewalls and causes the dreaded “wave of doom” wear pattern across the tread. With low tire pressures, heat also builds up in the casings and causes the tire to wear and/or fail prematurely.

Dave said that 80% of the time that a low profile tire goes flat the tire is bad and shouldn't be repaired. Manufacturers' recommendations on tire repairs and speed ratings vary. Some say that a properly repaired tire, for example from a puncture, will retain its speed rating. Others don't recommend fixing any damaged tire. For a DOT approved repair the damage must be $\frac{1}{4}$ " or less in diameter and contained within the 80% inside portion of the tread of the tire. The repair should completely fill the damaged area and go through the tire. The use of only a patch on the interior of the tire is not recommended since contamination can still enter the tire through the damaged area, even with the patch in place.



“Cockpit” for the tire mounting/dismounting machine.

The issues with under-inflated tires are serious enough that U.S. law has now mandated that all new cars produced after September 1, 2007 must be equipped with Tire Pressure Monitoring Systems (TPMS). TPMS was first used in 1986 on the Porsche 959 and now after 20 years is becoming part of mainstream auto production. TPMS adds additional complexities to the installation of tires and wheels. Kevin doesn't recommend the use of run-flat in tires unless it's an emergency. TPMS units can run in the range of \$150-\$175



Dave demonstrates tire balancing and road force measurements.

per unit. There are special precautions that are needed when changing tires with TPMS in order to protect the units from damage during the process. There is even a special valve core torque wrench that Dave showed us that looks somewhat like a screwdriver to insure that the core is at the proper torque during installation.

Performance Art has state of the art equipment for mounting, balancing and repairing tires. Kevin and Dave showed us their new machine that can install and remove a tire from a wheel with out ever physically touching the surface of the wheel. Dave gave a demonstration

of the machine by first removing a tire from a wheel and then remounting the tire onto the wheel. At no time during this process was it necessary to touch the surface of the wheel. Dave controlled the whole procedure in a matter of minutes by using a series of joysticks mounted on a control panel of the machine.

Performance Art has a separate machine that is used for balancing and measuring road force. It has a roller that comes into contact with the surface of the tire and simulates the tire



LPR's techies...

traveling at approximately 70-80mph. The machine puts 750 lbs of load force on the tire while it is spinning and measures any variation in the assembly. The objective is to get a true round-while-rolling assembly that is also in balance. The machine analyzes the tire and wheel assembly and provides information back to the operator on the best location for mounting the tire to the wheel by indicating a point on the wheel and a point on the tire that should be lined up during mounting. It will also then indicate where additional weighting should be added to the

assembly to provide proper balance. Kevin mentioned that another change that is going into law is the elimination of lead as a balancing mass. Due to environmental reasons, it has been legislated out of use and steel weights will be used instead. Kevin handed out a strip of the new steel weights for everyone to observe. One down side is that more material will now need to be added to balance wheel tire assemblies since the steel isn't as dense as the lead. Performance Art typically looks to place the balancing weights on the backsides of the wheel spokes so that the finished surface remains untouched. Their Hunter balancing machine will also take into account the number of spokes on the wheel and indicate places to adhere the weights in order to balance the wheel and tire assembly. Kevin said that DOT places a standard of a maximum of 5.5 oz of material that can be added to any assembly but Performance Art likes to maintain a stricter standard of adding less material and their equipment helps them to maintain that better standard.



Mr. Tech Session, Jim Bryant, picks up \$100 certificate for winning the raffle.

It is also possible to use weight patches inside of the tire to balance the assembly and this also keeps the surface of the wheel untouched for best appearances.

In all, the time really flew by and after we had been out in the shop for a little over two hours we headed back into the showroom with Jon, Kevin and Dave. Once in the showroom, Kevin selected a raffle winner to receive a \$100 gift certificate for services at Performance Art. Our winner was none other than our own Tech Session Chair Jim Bryant. Kevin jokingly looked into the raffle container and asked, "Why do all of the paper slips say Jim Bryant on them?" Everyone had a good laugh and perhaps Jim will use part of that certificate for getting a set of tires mounted and balanced.

The Loma Prieta Region would like to once again thank Jon, Kevin and Dave for taking time on a beautiful Saturday morning to show us around their wonderful new facility and sharing part of their vast wealth of experience with us.

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Day one

by Russ and Doris Britschgi

Our vintage 911 was prepped and packed, the weather promising a warm fall day, and we were off on our honeymoon trip. Well, it was actually John and Angie Reed's honeymoon, but we were part of a group of 18 on LPR's Honeymoon Tour heading to the Sonoma/Napa area. We were looking forward to the first of three days full of gourmet food, beautiful scenery, winding Porsche roads, and time with a bunch of congenial people.



The tour is briefed on the variety of wine grapes as well as the fact that there are 1000 olive trees on the Viansa property.

Our arrival at the Milpitas Flames Restaurant found tour hosts Debbie and Kevin Bennett, newlyweds John and Angie (celebrating their third day of marriage (and they said it wouldn't last!)), seasoned tourers Rudi and Joanna Herz, and newcomers Don and Jan Schmidek all finishing breakfast. We were soon joined in the parking lot by Joe and Cheryl Pruss, Dick and Mary Wallace, Pete and Diane Siemens, and James and Elizabeth Quinn. The lovely line of nine Porsches was soon purring down the road, with occupants in five of the cars chattering back and forth on CB radios; still the best way to communicate with multiple people in spite of this group's occasional squelch issues.

The morning drive up 680, across the Benicia Bridge, west toward Infineon Raceway (which we still call Sears Point), and north on Highway 21 was uneventful. In the beautiful Carneros Region of Sonoma Valley, we made our first planned stop at Viansa Winery.

This lovely Tuscan setting grows many different types of grapes (Did I hear over 40?), has 1000 olive trees, and focuses on doing everything with an Italian flair. There was time to browse and graze through the shop on the hilltop offering samples of olive oils, antipasto sauces, mustards, and chocolate sauces on crackers or bread bits before making purchases of those we liked. Wine tasting just for our group was held in a covered outdoor setting with a spectacular overlook of vineyards and olive trees. John

“Everyone enjoyed the tour and every detail was very well planned...
The back roads to and from attractions in the area were mostly Porsche narrow and snake-like enjoyable routes.”

James & Elizabeth Quinn

appreciated hearing that excess wine could be tossed on the rocks and plants edging the area, and Russ quickly moved off the large rock he had been occupying.

After the tasting, we enjoyed a huge, delicious, prepackaged lunch under the same trellis where we learned how to appreciate Viansa's wines. More than one couple was back in the shop after lunch to purchase some of the wines or other goodies before hitting the road again.

In less than an hour, we arrived at Benziger Winery. After parking the Porsches, we joined others on an open tram pulled by a classy tractor (though it wasn't a Porsche), for a ride through the vineyards. We were interested to learn that Benziger is an organic, biodynamic farm where no chemicals are used. Beautiful gardens planted to attract

beneficial insects that eat destructive pests are strategically located around the property. Weeds are burned away. The farm makes its own compost to feed the vines, and Mother Nature does the rest. This informative tour included a look at some of the winemaking machinery and a 27,000 square foot, six-year-old cave where we learned about barrel making. Did you know that barrels can be toasted light, medium or dark? Sounds like breakfast! The last stop at the winery was the tasting room where many of our group gathered at the bar to use their growing expertise in critiquing wines.



Rudi Herz and Pete Siemens check it out...“Look! Olives!”

Jack London Lodge in the little community of Glen Ellen, our home for both nights of the tour, was just five minutes away from the Benziger Family Farms. In no time at all, our mellowed group gathered on the grass by the pool for champagne and hors d'oeuvres provided by the Bennetts. It was time to toast the newlyweds! As is usually the case in the Good Time Region, there was plenty of chatter and frivolity. In fact, we had so much fun, we dubbed ourselves the R & R group of LPR (Restless and Retired) deciding that we retirees should do more mid-week adventures.



Don & Jan Schmidek share lunch with James & Elizabeth Quinn on the wine train.



Doris Britschgi.



Jan Schmidek, Don Schmidek, Debbie Bennett, Elizabeth & James Quinn on the stairs to the good stuff at Viansa



What's this? Kevin Bennett actually tastes the wine at Viansa Winery.

The  onemoon
 our



The bright California sun interferes with Russ Britschgi as he tries to check out the olive situation at the Viansa Winery.

The first day ended with a delicious three-course gourmet dinner at Wolf House Restaurant right next door. We had pre-selected pork, steak, or game hen entrees which were all beautifully presented as were the soups, salads, and desserts.

Kudos are deserved on several fronts. Special thanks go to Debbie Bennett for making excellent destination decisions, all arrangements, and several trips (with Kevin) to the selected area in spite of major health issues. Kevin Bennett and John Reed deserve thanks for their time spent finding some great Porsche roads and putting together outstanding route instructions with only one glitch John will officially acknowledge. Thanks to a delightful group of people who enjoyed each other's company, to Mother Nature for providing perfect weather and fall colors in the vineyards, plus a special thank you to John and Angie for letting us share their honeymoon. And this was only the first day!



Jan Schmidek, Rudi & Joanna Herz, Debbie & Kevin Bennett, Doris Britschgi and the two newlyweds, John & Angie Reed, pose in front of the Jack London House.

Day two +

by Mary Wallace

Let the good times roll...and the LPR Good Timers did just that rolling out of the motel parking lot and on the road to Napa at 9 AM Wed. morning. Bennetts took us on a PPR (Perfect Porsche Road) over the Oakdale Grade into Napa. The route was awesome and in spite of hilarious CB banter we all made it to Napa on time. John and Angie Reed were the "Tail End Charlie". They could not hear all the comments from the Bennetts leading the group so Doris and Russ Britchigi relayed the remarks back to Reeds. The Napa Wine Train Station provided for all of our needs - restrooms, shops, and



Looking uncannily like tourists, the tour waits on the tram for the tour of the Benziger Vinyard.

wine tasting. Ask Joanna Herz and Debbie Bennett about their matching psychiatric (group therapy) tee shirts. Is it really true that Cheryl Pruss paid money for a paper hat?

We boarded the train and were ushered into our elegant dining car. This was PLUSH! - white table cloths and silverware. The menu was excellent and the wine list extensive. We sat at tables of four; so we had two hours plus of conversation

with our table mates and some good "bonding". After the meal we were ushered into another car for coffee and dessert - quite lovely. In this refined atmosphere Angie

❖ The Honeymoon Tour...

Reed and Rudi Herz made an arch with their legs in the air and Kevin Bennett crept under. Very refined indeed.

When we returned to Napa everyone headed for the restrooms. Guys and gals were on the same hall. Naturally there was a line for the ladies and the men just filed by. Big John was carrying his camera. Angie who was standing in line said "Do you want me to hold it?" John replied, "Pardon me, but I can handle it myself thank you." Everyone broke up in laughter. After the train Pete and Diane Siemens and Dick and Mary Wallace checked out the Copia center. Jim and Elizabeth Quinn went back to the motel. Jane and Don Schmidek led Bennetts, Britchigis, Herzs, and Reeds to the Jack London house. Joe and Cheryl Pruss headed for the outlets. When everyone was back, we gathered around the pool again at cocktail hour and shared goodies. Dinner was on your own and although there are lots of restaurants in Glen Ellen, no one wanted much after our big lunch. Many of us just hit the deli at the grocery store and dined on their back patio. A quiet end to a great day.



Dick & Mary Wallace held the king of clubs to take down the first prize in the the three day hand of hold'em.

Thursday October 25: A new "Tail End Charlie"

Pete and Diane Siemens. We decided to call ourselves the Reckless, Restless, and Retired as we had graduated from the original grade school 3 R's to a more advanced group of 3 R's. Another Perfect Porsche Road took us to the Culinary Institute at the old Christian Brothers Winery. They have certainly done wonders with that old building. Men dominated the CB banter this morning, a lot of it centering on struts and other car parts. Make what you want of that.

Kevin treated us to a 3 day delayed game of Texas Hold'em. Tuesday at lunch Kevin gave each of us our two "secret" cards and later revealed 3 more cards we could all use. These included the ace and queen of clubs as well as a little club. Then at the Culinary Institute Thursday noon Kevin brought out 2 more cards which included another club, making flushes likely. Whoever could make the best hand with their 2

secret cards won. Dick and I won as we had the king of clubs. We were gifted with a lovely wine opening kit. Siemens took second place with a highish club. They received a cheese board replete with cheese knives. The lunch, the service, and the fellowship was again great. We all headed home after the lunch. Thanks Debbie and Kevin for the great food, fun, roads, gifts, and fellowship. Congratulations and best wishes to John and Angie Reed. Lets do it again!



Elizabeth & James Quinn riding the Napa Valley Train.



The Three Little Pigs. Kevin Bennett goofs around with Joe Pruss and the Viansa brass boar.



And here he goofs around with Rudi Herz in the phone booth at the Benziger Winery.

More honeymoon



John & Angie Reed toast with their custom painted wine glasses... something they had laying around leftover from some recent ceremony.



Angie Reed & Rudi Herz get chummy while checking out the view from the back of the train.



All the romance in the air got Rudi Herz feeling a little frisky, causing him to assault Joanne.



Pete & Diane Siemens with Mary Wallace on the Wine Train.

Even More

Honeymoon

our



*Above: Don Schmidek thinks he sees some olives on the Jack London ruin.
Left: Debbie Bennett gets coquettish with hubby Kevin.*



Below: Another one of those great mysteries in life; why did all of the waiters want to have their picture taken with Kevin Bennett?



Above: Benziger Winery is an eco-friendly operation using mulch for fertilizer and this non-grape planted area, called their "insectory," which is planted to attract and provide a home for beneficial insects which then spread throughout the vineyard to control other insects which are harmful to the vines.



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Loma Prieta Region PCA

Minutes of the November 2007 Board Meeting



The board meeting was held on November 1, 2007 at Mountain Mike's Pizza in Los Gatos, and was called to order at 7:08 pm by President Ed Tefankjian.

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

Other members in attendance were Emilie Highley, Don Orlando, Kevin Bennett, John Reed, Jim Bryant, June Iles, Ken Iles, George Jantzen, Karen Tefankjian, Bill Highley, Karen Morgan, Cheryl Pruss, Joe Pruss, Pete Siemens, Bob Morgan, Leila Pester, Suzette Pangrle and Paul Seidel-Smith

Directors' Reports

President: Ed Tefankjian

Harlan moved that last month's board meeting minutes be approved, Les seconded and the motion carried.

Harlan reported that the new 2008 board members have been voted in.

President: Ed Tefankjian

Vice President: Barry Pangrle

Secretary: Bob Morgan

Treasurer: George Jantzen

Membership: Les Schreiber

Activities: John Reed

Member at Large: Karen Morgan

The 2008 planning session is scheduled for 4:30 pm on the 11th at Mountain Mike's.

The Zone 7 president meeting is on November 10th and Ed will be representing LPR.

Vice-President: Kris Vanacore

December 8th is the annual awards dinner. John Reed will contact 5 Star Windows and Don's Autowerks for door prizes. Bill Highley is to contact Fremont Porsche.

There is no GTG scheduled in Nov. The Iles gift exchange on the 16th and the awards dinner on the 8th are the two events planned for December.

Joe and Cheryl have contacted Racesetters about having goodies available at the awards dinner. Kris reminded everyone that the cost for the awards dinner is \$55 per person and there's a great menu and a DJ for the event.

Treasurer: Jennifer Bryant

Jennifer handed out the October report. Jennifer paid Marina Motorsports for the season. It appears that AX ran at a deficit this year.

Jennifer also said that she sent out \$700 in reimbursements for Bass Lake Tour. The expenses are still to come in for Honeymoon Tour and she just received a \$45 check for the Steinbeck Tour.

Jim and Jennifer will be out of town and won't be here for planning meeting.

Jennifer has also sent out letters to our POST advertisers.

❖ Minutes..

Activities: Angie Reed

Angie said that she just received the releases for the last autocross and sent insurance to Paul and Nanci for the tour. No calendar changes.

Membership: Les Schreiber

New members from PCA (2)

- Bernardus S. Ottenhof, Charters Towers, Australia (1982 911)
- Richard & Rose Pettit, San Jose 1997 911

Transfers Out (3)

- Christopher Menkin to GGR
- Beverly Thompson to SCV (Sacramento)
- David Thompson to SCV

Reinstated Members (renewal > two months) (1)

- Eric Lynch

LPR Membership

- 11-1-07 Total =556 (Primary = 307, Affiliates = 249)

Angie moved to approve all of the new and reinstated members, Harlan 2nd and the motion passed.

Member-At-Large: Harlan Pester

Harlan said that the final policies and procedures are now final for this review period and he will send the newest version to Greg to put on the web.

Award winners will be announced at the awards dinner.

Committee Reports

Editor: Kevin Bennett

Kevin received a note from our membership chair. Members that are not in good standing will not be getting a POST. Tony, Bill and John are updating boards. It looks like we need about 12 POSTs for boards. New members each month varies.

Vince wanted to know why Goodie Store chairs weren't on the committee chair page in the POST. The reply was that they're listed in the Goodie Store ad on the same page.

Advertising: Bill Highley

Bill is trying to follow up on the two leads that were mentioned last month, Ian's Eurosport and M&M Autohouse.

Safety: John Reed

John sent in the observer's reports for Steinbeck and Honeymoon tours. Tour chairs will receive copies from national. John has one more for Paul and Nancy's tour on Saturday.

Tours: Don Orlando

Thanked Jen for getting Bass Lake tour reimbursement checks out. This Saturday will be Paul and Nanci's Tour.

Paul said that right now 14 cars are confirmed with 18 for dinner and Bocce. The tour will probably run about an \$80 profit.

People who have tours in mind should try to show up for the planning meeting on the 11th. People not able to attend in person can contact Don and he'll try to mention any suggestions.

❖ Minutes..

Tech: Jim Bryant

Jim said that the Tech Session went well at Performance Art and was one of our better tech sessions.

Autocross: Linda Smith

Not present.

Last autocross went well. Ed has been trying to get in touch with John Moulton and would like to get access to possible dates. He's waiting for dates from the airport. Allison Pickard will be the new AX chair.

Goodie Store: Joe & Cheryl Pruss

They are waiting for 2 special order items for current deliveries.

They sold \$82 of LPR stuff this month. (Nothing to deposit, as the items have not yet been delivered.)

They have 1 invoice to be paid #1172. It is for \$86.35 to Racesetter Designs.

Joe and Cheryl will not be able to attend the holiday party. They could set someone up with some items to sell there, if they can pick them up before November 7. Is anyone interested?

Calendar update: Kevin and John have selected the pictures and the last news heard was the proof was on its way for approval. The price is \$13 each. They have requested 30 for \$390 plus maybe a little bit more for shipping. The supplier says it will not be a problem to get the calendars delivered by the end of November.

Harlan motion to give calendars to board and chairs and sell remaining. Les seconded. The motion carried.

Costa Rica update: The spa day is filling up and it's possible to get another day if there are more people interested.

Charity: Emilie Highley

We have over \$1300 left for seed money for next year's event.

\$2500 checks were delivered to the schools. President Jerry Cummings (Campbell Rotary) was in attendance. They took a lot of pictures at Bowers and they were generous with allowing pictures. Rosemary had a number of restrictions on pictures so we don't have as much for Rosemary.

Emilie will compile the information to send to PCA national. Ed said that we've requested that pictures be taken at the events where they use the money to complement the entry to National.

Public Relations: Ken Iles

Ken had no comment.

Drivers Education: Pete Siemens

Pete handed out a quick recap of the Cherry's Jubilee event. The furthest participant was from Seattle plus one instructor from Virginia and another from Las Vegas. The gross was about \$26K and expenses were about \$14K. The costs also included expenses for tow truck, turn workers, ambulance and catering.

The net will be about \$11,400 and that was about the amount that went to Salinas Valley Memorial half of which is attributable to LPR.

Old Business:

Ed received a call from Jim Johnson from Mountain Mikes. He said that we had the

❖ Minutes..

room reserved for the 10th and he wanted to check that we still wanted it for the 1st. In the future when we have two events in the same month, like planning or newcomer socials, we need to make sure that Mountain Mikes knows that we need two dates for that month.

New Business:

Les went to Alpine to check on name badges. He said their prices are pretty comparable so we will go with Alpine.

Meeting Adjourned at 8:12 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)
- Cloisnone 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>

Unclassified Ads

FOR SALE: 1976 Porsche 911S, , 2.7 Eng. 73E Cams, 40MM Webers, New Clutch, \$10,500.00, Rodley Moser (775)741-1199, E-mail Darn2tin@aol.com. (12)



FOR SALE: 2000 996 Carrera 4. Excellent condition, with 47k problem-free miles. Arctic Silver/Gray. Full leather, Bi-Xenon, Premium sound, Alcantara headliner. SF Bay Area car always serviced at the same dealer. Original everything. Full records. Asking \$40k. A, Dias - 408-857-7191, dias@yahoo.com. (11)

FOR SALE 1997 BOXSTER. Local and 2007 Parade concours winner. Five speed, glacier white with black interior, 6 cd player. 50,035 miles. Needs nothing, truly excellent in everyway. Third owner, have all know records. Asking \$19,300.00. Phone Paul Czopek at (209) 531-1942 or email p.czopek@clearwire.net (9)

*See the
Performance Art
Tech Session on
page 30.*



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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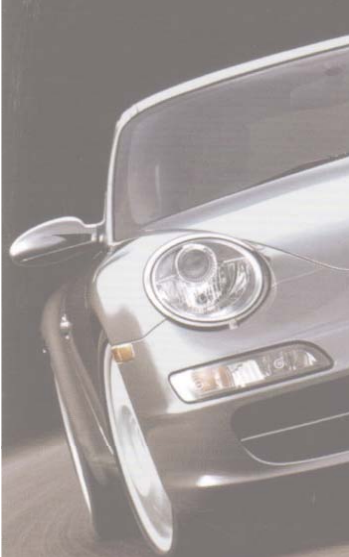
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