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OF LOMA PRIETA REGION -  
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# PRIETA POST

**This Month: 2009 Event Planning Session**

**Reporting: Bass Lake Tour • Porsche Escape •  
Dell Autobody Tech Session • Oktoberfest**

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

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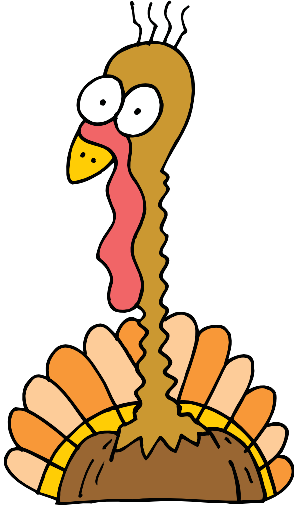
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## November

Thursday the **6th** - **Board meeting**  
at the Round Table Pizza at Camden &  
Union in San Jose.

Sunday the **9th** - **Calendar Planning Meeting** at the Round Table Pizza on Camden & Union. Think board meeting and you'll know the place. Come out and help plan the mayhem for 2009. See the promo on page 10.



## December

Thursday the **4th** - **Board meeting**  
at the Round Table Pizza at Camden &  
Union in San Jose.

Saturday the **6th** - **LPR's Annual Holiday Awards Party & Banquet.** The second to the last event for 2008. Your chance to dress up and and make a run at a sophisticated evening of schmoozing with your LPR best buddies. See the ad on page 21.

Saturday the **13th** - **Gift Exchange.** What better way to end the year than to fight with your friends over Christmas presents in the fabled party home of Bill and Lorraine Glathe. Watch for full details in the December POST.



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**Cover Photo:.....**  
The Bass Lake Tour pauses at a stop sign as it heads out of the Livermore Valley.



Photo by John Reed

# Hye Notes

*Ed Tefankjian, President*



Hopefully you voted and got your 2008 LPR ballot in on time. The 2009 LPR Board of Directors will be formally introduced and the LPR award winners will be announced at the Annual Holiday Party, Saturday December 6th at The Picchetti Winery in Cupertino. See the POST ad for details.

Don't forget the 2009 Calendar Planning Meeting... it's on November 6th at the Round Table Pizza Restaurant (at Camden and Union). All of the fun filled activities we had this year were planned last November... it took a lot of work, schedule juggling and flexibility but the advanced planning paid off. So with your help and inputs we can have another great year... if you would like to host an event or if you have some suggestions for new events please contact John Reed or come to the Planning Meeting.

This year (as most) has gone by very fast and as we all know, life is what happens to you when you are making plans... there were lots of excellent LPR activities this year (hopefully you were able to participate in most) and the 2009 calendar will bring new adventures, new friends and new memories into your life... so when you get your 2009 calendar, highlight the activities you would like to attend.

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# POST POSITIONS

Kevin Bennett, Editor



*The following is a reprint of a column I wrote for the April, 2004 edition of the Prieta POST. In light of Proposition 8 in the current election it seems appropriate. Vote no on Prop. 8.*

There has been a substantial evolution; some might even call it an upheaval, during my lifetime that has altered the status and role of many segments of our society, not the least of which is the gay population. California has for years carried the sobriquet “The Land of Fruits and Nuts”, and not just because of our agricultural heritage. Our state has long been quick to embrace both revolutionary and radical changes and has exhibited an almost schizophrenic nature by electing a conservative governor like Pete Wilson while sending Democrats Diane Feinstein and Barbara Boxer to Washington. I am confident that the rest of the country is saying, “They’re at it again,” thanks to San Francisco Mayor Gavin Newsom’s decision to begin conducting gay marriage ceremonies at city hall. Newsom has begun a frenzy of controversy with multiple jurisdictions around the country embracing his rejection of heterosexual bias regarding marriage.

Predictably, the religious right is up in arms over their perceived desecration of the hallowed institution of marriage. Pope John Paul II himself has weighed in on the issue by saying that gay marriages “degrade” the true sense of marriage between a man and a woman. The most entertaining reaction, however, comes from the left. The liberal politicians are tap-dancing around this issue with complete abandon. Even Boxer, that guiding light of liberalism has refused to jump on the gay marriage bandwagon, fleeing instead to the lifeboat of “civil unions but not gay marriages” that has been floated by her peers.

It seems clear to me that the problem here is that the institution of marriage is so closely associated with religion. I cannot for the life of me understand how the ACLU and its ilk allowed an often religious ceremony to become so ingrained in the relationship between the government and its citizens. Marriage is a major factor in estate planning, health care, tax law, credit and insurance rates; not to mention government benefits. There have long been civil marriages performed in wedding chapels, city halls, courtrooms and aboard ships. I think that it could be successfully argued that marriage is no longer just a province of religion. It is, in fact, certainly more important to our society as a secular institution than as a religious rite. Because the legal ramifications of marriage are so ingrained into our culture, it begs the question that if two people, no matter their gender, wish to make the commitment embodied in marriage, why should they be deprived by their government of that right and its benefits?

One of the other social upheavals that has occurred is the precipitous decline in the number/ length of marriages and the demise of the nuclear family. While the ‘no fault’ divorce has certainly contributed to the dissolution of marriages, I think that we as a society have been actually encouraging the casual attitude among the young regarding getting married.

Most people are aware of the tax penalty built into the income tax code for marriage; two people reporting separately fall into lower brackets than one couple reporting

❖ **POST POSITIONS**

combined income. This downside used to be compensated for by upsides encountered in the workplace. But in our efforts to level the playing field and end discrimination, and this is in large part for the benefit of the gay community, we have seen the creation of “domestic partner benefits.” Now those upsides, like healthcare and family leave benefits, have disappeared as reason for marriage; ergo, fewer marriages.

When two people partner for life, it creates strength; a safety net for that couple which is both beneficial and irreplaceable in our society. It should be the mission of government to encourage these lifetime bonds, no matter what the gender. I am happy to see the marriages now taking place in San Francisco. I hope they continue and become the norm throughout the country. I am truly confident that many, many people agree with this view; I mean think about it, not only is the gay community joyous... divorce lawyers must be ecstatic.

Finally, I would like to see the marriage penalty eliminated and all of the domestic partner laws rescinded. Then all of those involved in casual relationships can be told that if they want to participate in benefits offered to married folks... commit.

---

## IN MEMORIAM

Sad news of Don and Judy Stubbs.

It is with great sorrow that I pass on the news of the death of early LPR members Don and Judy Stubbs who were killed recently in a one-car accident. They were great personal friends.

The vast majority of our members may not know of them since they moved away many years ago to the East Coast, but they were nevertheless highly instrumental in the initial formation of LPR.

Those of us who knew them will remember them fondly as extremely outgoing folks who were well liked, party animals, and always enthusiastically at the forefront of all of our activities, particularly in the autocross scene. They were members from 1970 - 1981.

Don was a PanAm pilot, and flew Boeing 707's and the first Boeing 747's. He was promoted to first chair pilot and transferred to fly out of Logan Airport in Boston. We had a very boisterous LPR going-away party for them, with many in attendance.

While with LPR one of the most unusual activities he organized was a tour to the PanAm facilities at SFO Airport. Here we were treated to behind-the-scenes activities of the maintenance of 747's and training of personnel. We saw how stewardesses launched emergency slides and life rafts, how they made in-flight cocktails, and we engaged in tech sessions involving changing 747 brake pads, and some of us even got to try our hand at the 747 flight simulator, TTOD being somewhere around 700 m.p.h.

The ever popular Judy led the LPR ladies in group sessions to make their uniform dresses and hot-pants outfits as hostesses in LPR's 1972 WestCoast Weekend, - a multi-region mini-parade put on by LPR alone in those grandiose days. The quality of photos in the Prieta POST archives preclude any inclusion here, but one of the most memorable shows Don shaking hands with none other than Dr. Ferry Porsche himself.

Loma Prieta Region, PCA offers our deepest sympathy to their family at this tragic time. But the memory of Don and Judy's considerable contribution to the growth of our region will always be fondly remembered.

Ken Iles

---





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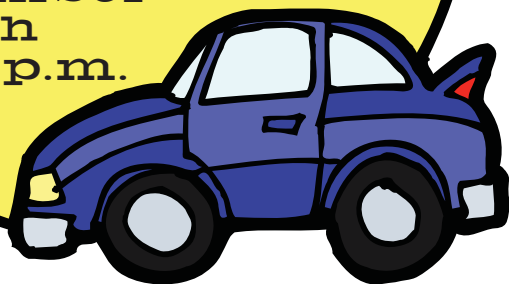


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# 2009 Calendar Planning Meeting

Sunday,  
November  
9th  
4:30 p.m.



Here's your chance to have a say in what events LPR will offer its membership next year. Come be one of the participants and help with the planning of the 2009 Calendar of Events.

What's your pleasure?

Good Time Gathering? Tour? Autocross? Tech Session? Rallye? Speciality Events? Something really unusual? Something really goofy?

Use your imagination! We will hash out the plans over pizza, brew and sodas at the Round Table Pizza Parlor on the corner of Camden & Union Ave. in San Jose; think LPR board meeting location and you're there!

Please bring your ideas, suggestions and '09 calendar and remember... LPR's myriad activities don't just happen – come out and make them happen!

Contact LPR Activities Director, John Reed, if you have any questions, pre-meeting suggestions or if you're lonely and need a friend.

(408) 371-1965  
jpreed911@comcast.net

See you...and you...and you on November 9th!

# MEMBER NOTES

*Les Schreiber,  
Membership Director*



The latest report from PCA shows that we did not recruit any new members this month. We did get three transfers from Golden Gate Region, but this is the first month since I became Membership Director that we have not recruited any new members. Look around at all the Porsche's you see around your neighborhood and see if they belong to a club or not. If not, ask them to join LPR; tell them about all the good times you have had participating in the clubs activities. Remember, we are known as the "Good Time Region" for a reason.

If you haven't joined us for an activity, come on out and see what a good time we really have. Meet the great people who belong to LPR.

I would like to welcome the new members that joined LPR this past month, and I hope they will come out to many of our events this coming year.

New members from PCA (0)

Transfers in (3)

- Kurt Delimon from GGR
- Laurie Delimon from GGR
- Jonathan Schneiderman & Jacinda Kee from GGR

Transfers out (0)

New Duel Membership (0)

Duel Membership Awaiting Renewal (0)

Membership that Expired Last Month (9/30/08)

- Nine (9)

Reinstated Members (renewal > two months) (1)

- Jonathan Schneiderman & Jacinda Kee

Total Renewal's this month (14)

Cancelled Membership

- None

LPR Membership

- 10-2-08 Total = 576 (Primary =315,Affilates =261)

# THE BASS LAKE TOUR



by Bob Morgan

Photos by John Reed and Greg Sickal

The morning of September 13th was a bit overcast. We met at The Flames Coffee Shop on Calaveras Ave. in Milpitas for our drivers' meeting. Don and Leslie Orlando had organized the tour and Don led the driver's meeting, reviewing the first leg of the route. Our packets were complete with point to point directions and many of us had CB Radios with which to keep in touch with the others on the tour. Don wanted to recognize the first timers, who were Robert and Catherine Smith (longtime members, and finally tourists), and Ted and Nancy Fisher. We jumped in our cars and started out of the parking lot, when we realized Don was not at the front and was in fact on a restroom run. As we waited for Don to come out and take the lead, I asked John Reed if he thought this was a case of premature evacuation. We all applauded as Don finally emerged, got behind the wheel and took his rightful place as leader of the pack.



*Don & Leslie Orlando assert their control of the group at the drivers meeting.*

As we wound our way through Livermore on Highway 132, we took note of the golden, oak-studded foothills. It seems that the Livermore landscape has evolved into 3 main categories: houses, vineyards, and pastures. We couldn't recall seeing so many calves in the herds. Must be that they're out and about in the fall. We also saw lots of horses and goats. We didn't see many sheep, though. I wonder if Ken was disappointed. Patterson Pass Road had some lively turns and some nice whoop-de-doo's, reminding some in our group of a roller coaster. Unfortunately, Angie Reed doesn't really like roller-coasters.

We made our first stop at Orchard City, where we all loaded up on healthy snacks. Well most of us did anyway. Greg Sickal got lots of attention when he tried on a coonskin cap. Kris Vanacore and I began to sing the theme to the 50's TV show "Davy Crockett".

We didn't get much past the first couple of bars (no comment). We also had a chance to catch up with Rudi and Joanna Herz, who had been doing their best to keep up with us in a van, as Joanna is recovering from knee surgery and needs the type of legroom no Porsche 911 can provide. Soon we were on the road again and I began noticing a funny vibration. Rough road I thought, but when we got on the freeway and it proceeded to worsen, I thought I might have a flat tire. I pulled over and notified the others via CB that I may have a flat. Greg Sickal and George Jansen stopped to wait for me. When I exited the car to check the tires, they looked fine, but I smelled the brakes. Sure enough I had left Orchard City with my handbrake on and hadn't noticed. When we caught back up with the group (they had pulled over to wait at the next direction change), they were most amused that it was the handbrake. Ken was relieved because he had been living with the shame of driving with the handbrake on, and was happy that I had taken that mantle from him. As we drove we caught a glimpse of a hot-air balloon slowly descending to settle on the valley floor.



*Bob Morgan and Greg Sickal. Nothing like a good nipple twist to say hello!*

Our lunch stop was in Coulterville at the Hotel Jeffrey. This is a real old-time hotel, with rooms above the saloon/dining area. There were dollar bills and other interesting items stuck to the ceiling. I was in a hurry to use the facilities and made another classic mistake-I misread the universal symbol for women's bathroom and jumped right in. As there were a group of guys right behind, I didn't worry about locking the door. Well, when Nancy Fisher walked in on me she was surprised to say the least. I hurried out and committed the cardinal sin, not only had I used the women's restroom but I left the toilet seat up! Nancy was eager to point that out. This was going to be a rough tour for me...

While we waited for our lunches some interesting women in "old West" garb caught our attention. Not far behind were a couple of cowboys with pistols strapped to their hips. As the women "worked the room" the men began arguing loudly. A few moments' later gunshots rang out and the sheriff came running in. A full shootout ensued as the saloon filled with the acrid smell of burned gunpowder. Once everyone was on the floor and motionless we all began to cheer at the surprise of it all. The players arose from the dead and resumed drinking at the bar. Maybe a half-hour later another fight erupted and poured out into the street with our own John Reed right in the midst taking photographs. He was fearless! All in all it was a very entertaining lunch, and the food was good too. I recommend the double-cheeseburger (a whole pound of ground round) and fries. Arrive hungry. The proprietor stopped over and mentioned that a U.S. president had stayed there (I didn't hear which one-I think it might have been TR), and that some of the rooms were haunted. One of the maids had reported a cowboy walking through the wall into the room she was cleaning. Another apparition was that of a little girl bouncing a ball in the hallway. Sounds like an overnight stay might be very entertaining.

We left Coulterville in a hurry! So fast that a group of us were still getting in our cars as the first ones headed up the road. Oh well, we have CBs and directions...well we didn't catch up with the first group, so we drove on along beautiful Porsche roads; tight curves, no guardrails, and big drop-offs if you miss. Very exciting for the driver and somewhat terrifying for the passenger who can see over the edge. We got to Mariposa

# THE BASS LAKE TOUR



*Johnny and Kathy Musser.*



*Numerous pauses in the tour allowed the group to reform for the trek across the Golden State.*



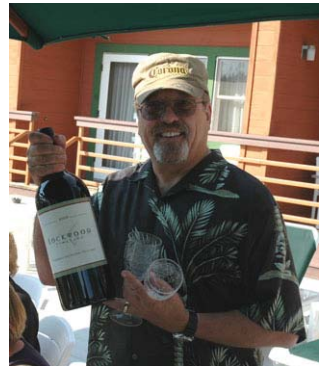
*A couple of the locals at the Hotel Jeffery.*



*Cap'n Tony Vanacore and one of his saltiest swabbies, Ken Iles.*



*One of the less obvious utilitarian advantages of Porsche ownership.*



*Ted Fisher doesn't mess around when it comes to the need for wine.*

and took a wrong turn or two. We should have shirts made that say “I lost my way in Mariposa”.

Eventually we got on the right track and reunited with the main group just before the final leg of the trip. As we drove into our hotel parking lot, Ducey’s by the Lake, we were greeted with a roped-off section reserved just for us plus a huge Porsche crest flag hanging above the entryway. What a great welcome! The rooms there were very nice. Karen and I were fortunate enough to have a lakeview suite, complete with a spa tub. When we arrived there was a gift from Don & Leslie, a card and very tasteful LPR t-shirts, which many people donned for dinner. We had about



*Lunch was at the Hotel Jeffery, another one of those hill country bars with eclectic, gold rush decor.*

90 minutes before we were due on the boat ramp so we gathered on the patio and shared snacks and wine and stories galore. Ted Fisher brought out a magnum of red that he shared generously. We still had some left when we boarded the pontoon boats. We were so many that we had to split into two groups. One boat had Captain Tony Vanacore, replete with pirate hat, and little hats for his crew. Captain Don Orlando warned our group that we couldn’t spill red wine on the carpet or we’d lose our \$600 deposit. Sure enough, Hal Hallock was unlucky enough to be drinking red wine and he spilled some. As Hal soaked up the wine that had spilled on the carpet, my wife noticed that some had spilled on his shorts and was dripping down the white seats. She shouted “Hal, between your legs, between your legs”. I must admit it took me a moment to understand to what she was referring.

Cap’n. Tony and his crew of pirates conducted an attack on our peaceful vessel, tossing ice cubes like cannonballs. To add insult to injury, they were faster than us on the acceleration. I think Captain Don was concerned about the fuel consumption and didn’t have his heart in the race. Kevin Bennett and I concocted an appropriately juvenile plan to insult our opponents. Although the execution of said plan left a little to be desired, I think we made our point.

We had to circle awhile to turn in the boats, so we got a chance to taunt one another. Eventually we docked and went back to our rooms to party until dinner. Karen and I caught up on the USC vs Ohio State football game, on which she had bets riding (wine vs candy-a typical girlie bet), and we were pleased with the status at the end of the first half. We could go to dinner with no reservations (ha ha). We met up with George & Virginia Jansen, Greg & Sue Sickal, and Kevin & Debbie Bennett for dinner. Don had arranged a slide show of LPR events past which was quite entertaining. We do earn our moniker as “the good time region”. We had a raffle of some wonderful door prizes that Don & Leslie had collected from our advertisers.

We ended the evening and some made plans to meet up for the drive back down the hill on Sunday. We said good-bye to Bass Lake, and “thanks” to Don & Leslie for hosting a fun and relaxing tour.

# THE BASS LAKE TOUR



*Greg "Davey" Sickal.*



*Don Orlando prepares to move 'em out.*



*Swabbies Joe & Cheryl Pruss on the pirate ship.  
Cheryl's pouring out a little grog...*



*Ted & Nancy Fisher pose with  
Ken Iles.*



*Gunplay in Coulterville.*



*Sylvie & Steve Graham with Karen Morgan on the  
more sedate vessel piloted by Capt. Orlando.*



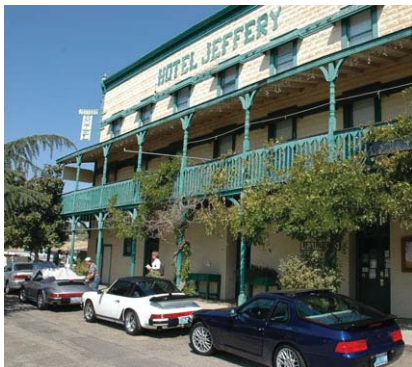


*Clockwise from top: The shoot out was loud and pungent. Kevin Bennett and Rudi Herz. Victims of the second gunfight. Leslie Orlando was on the pirate ship but maintained contact with her husband piloting other vessel. Cap'n Tony and First Mate Kris terrorize Bass Lake for the second time in a year...*

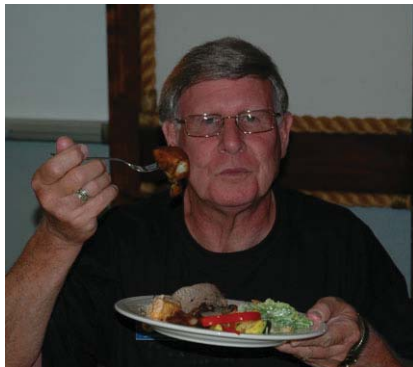


*Right: And what are these people so happy about? Why they all just got to use the restroom!*





*Lunch stop at the Hotel Jeffery.*



*Dinner with John Reed.*

## THE BASS LAKE TOUR



*Don Orlando with his favorite thing.*



*Debbie Bennett with Nancy & Ted Fisher.*



*Above: Kevin Bennett with his umbrella door prize.*

*Left: Karen Morgan with Gary & Kathy Goelkel.*

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*The event will be catered by Savory and Sweet and there will be a DJ providing tunes for our dancing pleasure.*

*Cost for LPR members and guests: \$60.00 per person  
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no later than Friday, November 21st*

*RSVP to: Barry Pangrle  
at 408 446-4624  
Mail to:  
21849 Lindy Lane,  
Cupertino, CA 95014  
email:  
bpangrle@comcast.net*



*LPR has arranged with the Cypress Hotel to make rooms available at the rate of \$99 a night for any who wish to stay over for breakfast. Reservations should be made prior to November 22 at 866 408-0704.*



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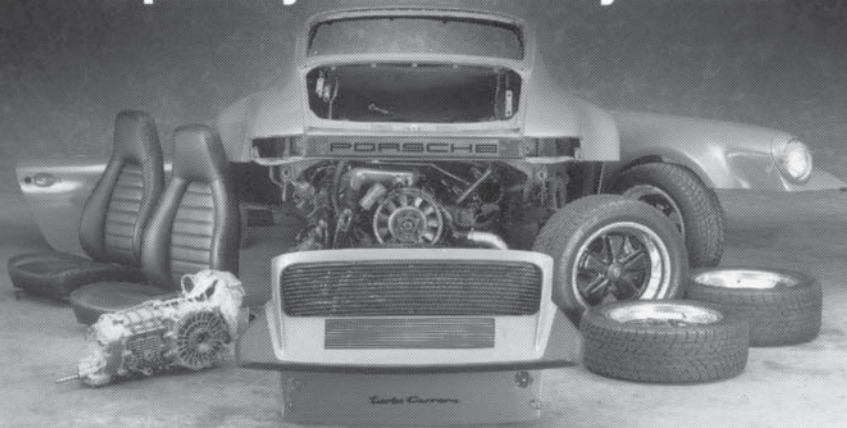
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*by Barry Pangrle*

*photos by John Reed & Barry Pangrle*

The “Good Timers” from LPR turned out in force this Saturday morning to attend the Dell Auto Body and Dings and Dents Tech Session at Dell Auto Body and Refinishing in Campbell. There was a new Bentley sitting out in front of the shop and a couple of bright red Ferraris inside when we arrived. Carlos Costa of Dell Auto Body was there to greet us and Jim Bryant had the coffee and doughnuts set up and was making sure that everyone was signing the standard release form. Joe Currin of Dings and Dents was already busy working on a silver Boxster for everyone to see.

Once everyone had arrived, Jim introduced Carlos who welcomed everyone to the shop. Carlos is a 1983 graduate from a vocational program where he received his initial formal training in the business. Carlos has been in business at Dell’s for 18 years and specializes in the repair and restoration of upscale automobiles. Carlos talked about the repair process and the typical steps to getting a car repaired and back on the road.



*The Ferraris didn’t look like works in progress.*

Before Dell’s works on a car, they do a damage report for a minimal charge. This charge is credited back if the repair work is performed by Dell. The reason for doing the upfront inspection is to eliminate, as much as possible, any surprises that could increase the



costs once repair work has started. Dell works with all insurance companies. There were many questions from the crowd about recommendations for insurance companies. Carlos said that most of the larger companies were pretty good and that you should ask your insurance agent about the parts they approve for repairs. If the company doesn't use OEM parts and only approves lower cost substitutes, you'll probably want to do some more shopping around for your insurance.

Carlos said that there is often some negotiating between the shop and insurance companies. Since the shop is considered a "premium" repair shop, Carlos said that the number of hours to do the work is not negotiable but the hourly rate is sometimes discounted. Sometimes owners will also pick up the difference to have their car fixed to the standards that they insist upon. There was a white Bentley in the shop that cost \$40K to fix the front end.



*Carlos Costa (in black) hosted the event and briefed the group on his business as well as relations with insurance companies and their handling of claims.*

Dell's has a spray booth for painting and baking that is located across the street from the main office. There was also a discussion about a change in the law; starting next year shops will have to use waterborne paint technology. This technology is considered to be greener and friendlier to the environment. Carlos said that Dell's uses Glasurit paints and that Aston Martin has been using waterborne paints for a number of years. He said that there will be a learning curve for most shops and that the price for materials will initially go up about 10%. The final urethane clear coats will still be chemical-based products for the time being though.

Carlos took us for a tour around his shop and showed us his 1979 Lamborghini Countach. The car has been under restoration for the last 6 years. It started as a simple repaint but



*The Lamborghini, however, looked like it still needed a little work.*

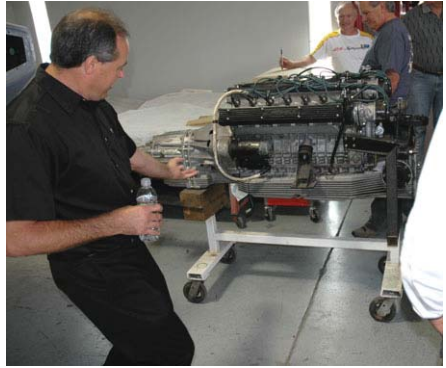
like many projects grew in scope. Carlos talked about the V12 4.0 liter engine and how its design was in part inspired by Ferruccio Lamborghini who started as a tractor manufacturer. The story goes that Sig. Lamborghini bought a Ferrari and felt that there were some improvements that could make the car better. His suggestions fell on deaf ears at Ferrari and the rest is history. Carlos hopes to have the car all sorted and back on the street in time for next year's Concorso Italiano in Monterey.

For cars that have major damage, Dell's has a Celette bench and it is also a requirement to be a Bentley certified repair shop. There are jigs to fit different makes and models of

# Dell Auto Body Tech Session



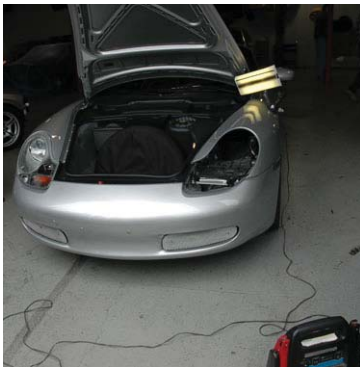
*Joe was offered a lot of input from the audience as they surveyed the vehicle for additional defects requiring his attention.*



*The Lamborghini's twelve cylinder engine.*



*Joe removed the headlight from this Boxster to provide access for one of the many tools used to ease out the little dents that are his bread and butter.*



❖ Dell Auto Body Tech Session...

cars and these can be rented. The cost of the rental is typically picked up by the insurance company. Carlos said that they have tools and computers for straightening cars but that a good technician can square a car up with a tape measure.

Carlos also pointed out the spot welder that can draw between 75-100 Amps and required the shop to upgrade its electrical service to handle the extra current. The shop uses several different types of welds in order to match the construction techniques used by the auto manufacturer in order to create a final, imperceptible repair.

Some manufacturers, like Bentley, require for certification that their automobiles are transported under cover to any repair shop. Carlos also has a business called Exotic Autoworks that provides covered transport and is available for transport services in the state of California.



*There were some interesting parts hanging on the wall...*

The second half of the tech session focused on the wizardry of Joe Currin. Joe has the uncanny ability to make dings and dents disappear without the use of any paint. Joe was a “body man” for 19 years before moving to paint-less dent removal. He then spent 7 years with DentPro before spending a couple of years as a journeyman tech traveling between California and Florida to learn more from some of the best technicians in the business. Joe strives to continually learn the newest and best techniques for dent removal.



*Joe Currin offered insights into the art of paintless dent repair.*

Joe now has his own Dents and Dings business and will be moving to a new location on El Camino in Santa Clara in about a month.

After taking care of a Boxster's blemishes earlier in the morning, Joe turned to a blue 911 for demonstration purposes. Besides the work Joe performs at his shop, he also travels to do on site repairs and works with a number of shops like Dell's. Joe brought an assortment of his tools with him this morning to the shop.

Joe uses a portable fluorescent light that he can position on the car to give him the best view of the ding or dent that he is removing. Based on the size and shape of the damaged area as well as its location Joe chooses the appropriate tool to perform the repair. The tools are of different lengths and shapes to allow pressure to be applied from the back side of the panel. Joe also chooses the appropriate size and shape of the tip to work the metal. For older cars that have a lot of undercoating, it is sometimes necessary to first remove it in order to be able to apply pressure to the appropriate location. The blue 911

had some undercoating but not so much as to make it unworkable. Joe was able to select tools that had narrower tips that worked well.

Sometimes it is also necessary to apply pressure to the surface to lower a raised area in the metal. Joe has an assortment of fine hammers and punches for this type of job. The tips of some of his tools are made of Delrin. Delrin is a material with properties that are somewhere in between metals and plastics and have enough hardness to transmit the necessary force but are soft enough not to mar the surface.



*Joe Currin... "Dent Whisperer."*

Insurance companies are becoming more receptive to this type of repair work because of the expenses tied to repainting any part of a car. For high-end collectibles,

it is often very desirable to keep the original paint. Some insurance companies have offered their customers a rebate on their deductible for having a paint-less repair performed over a traditional repair and paint.

Joe also talked about the glue-based methods for pulling dents out of a panel. He said that it's important to get the right type of glue and that the real secret was in getting the glue off of the surface. True to Joe's continuous learning approach to his work, he said that it can be a good solution in certain situations and that cars that have been repainted aren't always good candidates for a glue-based dent pull.

Over this past summer, Joe said that he had worked on 7 cars that had been damaged by hail. This surprised most of us because we're not used to seeing much in the way of hail storms in the Bay Area. As it turns out, most of the cars were damaged in storms while traveling through the Midwest over the summer. One car Joe estimated had about 400 dents from the hail and it took him and an associate a full 8 hour day to remove all of them.

For anyone interested in Joe's services, Joe will typically try to fix a problem before saying that he can't fix it. He'll spend maybe 20 minutes and if he can't repair it, there is no charge. It's a nice low risk way to see if you can get that repair performed before shelling out the money to have a panel painted. Joe will also give you an estimate by e-mail if you send him a digital picture of the spot that needs repair. Any one interested can e-mail Joe at [joe@dingsandents.com](mailto:joe@dingsandents.com).



*Sometimes getting the dent out looks like your putting one back in...*

LPR would like to thank Carlos and Joe for a great tech session and to Jim for making the arrangements. It was a great way to spend a Saturday morning with fellow enthusiasts!

# Dell Auto Body Tech Session



*Joe Currin's set up to really see those dents before he makes them go pop.*



*Carlos Costa and the two key components of his long time exotic restoration.*



*Currin carries a lot of tools in his mobile dent removal trade.*



*Above: Carlos Costa and Jim Bryant.  
Right: Not every car that gets the Dell's treatment is an exotic.*



# Porsche Escape 2008

Albuquerque, New Mexico September 18-21 2008

*by Bob Frosthalm*

*photos by Steve Mitchell & Bob Frosthalm*

After learning about the Porsche Escape from Ed, Les and Big John several months ago, my wife, Deb, and I decide this would be a fun way to celebrate our 27th anniversary (Sept 19) and enjoy our new (1yr old) Cayman S. Our original plan was to depart the Bay Area on Friday the 12th and take a leisurely trip through Yosemite Park, then down through the Death Valley and on to Sedona for a few days, planning to arrive in Albuquerque some time Thursday AM the 18th , do the Escape and then a leisurely return home via Bryce, Zion and other National Parks.

But as always in our life, plans change. Our middle son graduated from UCSD in June and had been accepted into the Peace Corps. He was scheduled to depart for interim orientation in Philadelphia on the Sept 16th before deployment to the tiny West Africa nation of Togo (And, no, that's not where our sandwiches come from ). That not only delayed our departure, but reduced the duration of our journey, significantly changing our plans.

September 16; Day 1: After a tearful goodbye at SFO, we headed home, packed the Cayman S and were on the road by 2:15 PM.... First stop was now Bakersfield. But ten minutes into the journey, a beautiful 2008 Ruby Red Cayman pulled up next to us, gave a quick wave and darted off to hwy 17 toward Los Gatos. (Emails via the CaymanClub.net website 2 days later would reveal this was one of our new members, "Marie 2008" who had just purchased her Cayman from Carlson and was wishing us a fun trip.

The journey to Bakersfield was uneventful. A stop at Harris' in Coalinga for an early dinner proved to be a big disappointment. Major change to the menu... gone is their famous tri-tip sandwich, along with many other favorites... too bad, as there is little else available in the area other than fast food grease burgers.

Day 2: We left Bakersfield by 9:30AM on Wednesday morning and headed East across to Barstow and then to the Mohave Desert. We made a quick stop in Kramer Junction for gas... never worthy of a black dot on the map...when this Black Cayman pulls in behind us... not the location one would expect to see one, let alone TWO Caymans simultaneously. A quick intro and it turns out to be MarkC from Bishop, a fellow Cayman Clubber, on his way home from LA with some nice new wheels on his ride.

❖ Porsche Escape 2008...

Mark had organized a tour of Mammoth Lakes in August for the Zone 7&8 Cayman Club groups (Unfortunately, I was unable to attend and had never met him before.)

Full tank, pleasantries exchanged, and we're off to Flagstaff, our next rest spot. Late in the day, about 50 miles outside of flagstaff, I find my self gaining on a piece of beautiful red artwork...I know from a quarter mile away what it was...German for sure.. and as I get closer I confirm it's a MB300SL convertible. I pass, waive, get waived at in return and proceed onto our hotel. Ten minutes after my arrival, the car and its owner, Bill Martin, from Ontario Canada pulls in. No way to avoid a conversation...not with a half a million dollar car staring straight at you. We chat for half an hour...turns out, he drove out to Sonoma for a Gull Wing Group event, then to LA for some work on the car, and was now heading home, somewhat frustrated as his speedometer cable broke about 200 miles back.

Day 3: We leave Flagstaff and head for Albuquerque. Wonderful roads in Arizona and New Mexico.... Most are 75 mph....but this day we had more than a dozen interruptions for road construction....often slowing us to 35 mph for several miles at a time. We made a brief stop in Gallup NM for lunch at the famous Earl's Restaurant where the locals come to eat en route to and from trading in Gallup. The place fills up with a variety of clientele, from college students to Navajo grandmothers... it's the best place in town. We arrived in Albuquerque Thursday afternoon, in time to register, collect our goodie bag and instructions for the first tour, Friday AM. We had not signed up for the "Concours d'Elegance" that evening as we were not confident of our arrival time. Having lived in Albuquerque in 1972, I remembered a great Mexican restaurant called El Pinto, on North 4th Street. Deb and I popped over for the world's best tamales and an adult beverage (or two). Still as good (or better) than it was 36 years ago!

Day 4: Friday AM... The Tour.

The first 40 miles or so was more like a traverse... just to get us to an interesting starting point off of HWY 25, just South of Santa Fe. A quick stop to regroup... and go potty...

Then the fun began! If you think that New Mexico is all straight boring roads, dust, and trading posts, this tour left us gasping for breath and begging for more. OK,

so the beginning is flat and straight... We use the time to save up our strength and catch our breath. We were going to need it when we turn up the hill from the Pojoaque and San Ildefonso Indian reservations toward White Rock and New Mexico Route 4, some of the "twistiest, turniest", alpine driving West of the Rio Grande.

Oh, one important comment... NO TRAFFIC ! How perfect.

Driving up the east side of the ancient Jemez Caldera (a simmering super-volcano), we found ourselves winding through the pumice and lava canyons of ancient lava flows as we gained altitude and started getting into Aspen and Ponderosa Pine Country. This is ancient country where Anasazi sculpted their homes into the soft pumice 1000 years



*The 4 hour tour of the Jemez Mountains begins with a drivers meeting across the street from the hotel. That's Bob Frostholm's Meteor Gray 2007 Cayman S in the foreground.*



*The tour pauses on their tour of Jemez Valley.*

ago and where Fermi and Oppenheimer gave birth to the Atomic Age (Los Alamos Labs).

We learned a little about the geography, flora and fauna of the locale and then headed back down the other side of Mother Nature's own rollercoaster into the Jemez Valley... but not before a group photo:

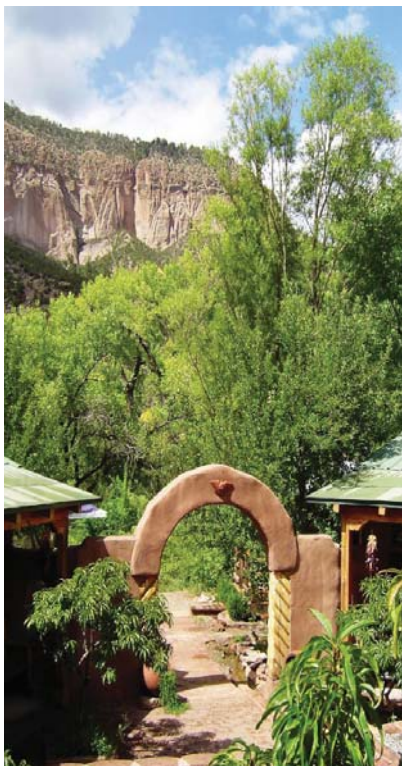
Then more beautiful winding roads until we reached our lunch

destination, Canon del Rio Riverside Inn.

There, in the quaint but startlingly beautiful village of Jemez Springs, we enjoyed a meal of New Mexican cuisine in the environs of one of the most beautiful canyon settings in the world, the crimson cliffs tastefully garlanded by the golden cottonwoods and trimmed with such colors as guards red, speed yellow, arctic silver and a host of other Zuffenhausen-inspired shades.

This is a drive made for Porsches and Porsche drivers. After a delightful lunch and some more picture taking, we cruised down the valley through the Walatowa, Zia, and Santa Ana Indian Reservations on our way back to Albuquerque for a well deserved rest...before heading over to the gala dinner provided by the Roadrunner Region at the Anderson-Abruzzo Balloon Museum. Whew!

Why a Balloon Museum in Albuquerque? I'm not sure. It all began when I lived there in 1972 with 13 balloons launching from a (JC Penny's) shopping mall parking lot. I watched as they carried themselves high into the thin air. Since then the Balloon Fiesta has grown to multiple events launching year-round at the custom-designed, 365-acre Balloon Fiesta Park. For nine days in October, the New Mexico skies are brightly painted as hundreds of balloons lift off from Albuquerque's Balloon Fiesta Park. For ballooning fans worldwide, the Albuquerque International Balloon Fiesta is a pilgrimage. There's something for everyone to enjoy . . . whimsical special shapes filled with equal parts of hot air and wonder, and Balloon Glows that create a magical night landscape





❖ Porsche Escape 2008...

for spectators to wander.

The Albuquerque Balloon Festival is an annual event of huge proportions. This year it ran from Oct 3 to the 12th, just a few days after our Porsche Escape Event. What a contrast to our Escape ! Gentle, quiet, slowly drifting with the air currents vs., well, you get the idea.

Our host and Escape organizers, The Roadrunner Region, offered a marvelous dinner at the museum, where Steve and Jackie Mitchell and my wife, Deb, and I got a chance to meet Vic Elford.

No need to recite Vic's credentials as a première driver, but as we would learn Saturday evening at the closing banquet, he is also a wonderful story teller and had us in stitches most of the evening.

Day 5: Saturday morning we rose early for the "Santa Fe via the High Road" tour.

After a quick bite and coffee we were ready to explore the beauty of HWY 14 which took us East of Albuquerque than up the back side of the Sandia Mountains, across some wonderful countryside and of course the famous, near traffic free, winding, twisty roads. This is 62 miles of National Scenic Highway that has been dubbed the Turquoise Trail. When I heard that,

I knew I was in for trouble and tried to sneak the Visa card out of Deb's purse... but she always has been quicker than me....

No journey along this route is complete with a slight detour to zoom up to the crest of the mountain to gaze down from 10,687 feet to the valley floor more than 1 mile below (Albuquerque's elevation is 5,314 feet...yes, higher than Denver, which is exactly 1 mile high at 5, 260 feet).

After leaving the crest, we backtracked down the perfect Porsche path (narrow, twisty, and fast) to HWY 14 and proceeded across some of the prettiest back roads I've ever seen. The first township encountered was Golden. Unfortunately, I blinked and missed it, but we were told that near this site (Dolores, actually) was the first gold rush, in 1825. Wow. Here I thought all this time it was 24 years later in California. Maybe New Mexico will get a pro football team and call them the "Twenty-Fivers."



*L to R: Jackie Mitchell, Steve Mitchell, Bob Frostholm, Deb Frostholm prepare for an ascent.*

About midway to our Santa Fe destination we stopped at the town of Madrid (pronounced Mad-rid) for some shopping at the thirty or so small artist galleries that line the road. This town was originally famous for its coal mines and it is one of only three locations in the world where both hard and soft coal were mined from shafts that went 2,500 feet deep into the earth!

Many of you may remember the Disney movie; "Wild Hogs"...well much of it was filmed in Madrid <http://wildhogsnm.com/intheroad.htm> Remember the bar seen with all the motorcycles?

The next community along our way was Cerrillos. Turquoise from Cerrillos can be

❖ Porsche Escape 2008...

found in the crown jewels of Spain as it was a major mining operation for the Spanish, producing, in addition to turquoise, large amounts of gold, silver, zinc and lead. The mines were eventually closed in the late 1880's.

Our touring ended at the Blue Corn Café and Brew Pub in Santa Fe. Although we didn't meet him, Brad Krause, Head Brewer, deserves four stars for a very tasty Roadrunner IPA... and the blue corn tacos... to die for. It was a killer combination.

After lunch, Deb and I had enough time to see if we could warm up the old credit card before heading back to the Marriott for our closing banquet. Santa Fe is a shopper's heaven. Literally hundreds of boutique shops, with high quality Native American arts, crafts and silver jewelry adorn the city. People there are very friendly giving an atmosphere of comfort and contentment to visitors...makes the credit card slide out of the wallet



*The Acoma Pueblo... the chief drives a 3-series!*

easier as well. We'd learn more over the next few days as we would return to Santa Fe on Day 6 for some serious R&R before heading home.

The Escape closing banquet was held in the Marriott Hotel on Louisiana Ave. The requisite speeches and thank yous were made while many of us socialized and enjoyed an above average meal (hey, we'd been spoiled by the wonderful food in the area.). The highlight of the evening was a talk by Vic Elford, well, perhaps better described as a cacophony of short stories strung together by the tread of his personal racing history and how he came to race Porsches. As I said earlier, he's a great story teller and his anecdotes were quite amusing.

Finally, a big hats off, standing ovation to the Roadrunner Region for an excellent event. Former LPR member and current Roadrunner President, Liz Shaw, and Escape 2008

## More Porsche Escape 2008:

### Journey to the Land of Enchantment

*By Steve Mitchell*

PCA Escape is designed as a non-competitive alternative event (no white-gloved concourse judges, no intense autocross inspections, no relationship wrecking rally arguments) to the PCA Parade that allows folks who don't want to make the trip to the "other coast" each year an opportunity to escape from all the day-to-day hassles



*The Anderson-Abruzzo Balloon Museum.*

❖ More Porsche Escape 2008...

and go somewhere fun to share their love of Porsche with great likeminded people. This year Escape 2008 was hosted by the Roadrunner Region in Albuquerque, New Mexico the Land of Enchantment.

Jackie and I decided that this would be the national Porsche event we would try this year. We decided to make a vacation out of the trip and planned a stay in Sedona, AZ for a few nights. The two-day travel to Sedona was punctuated with a night in Needles, CA about 500 miles from home. There was not much in Needles except gas, food, and lodging. Sedona on the other hand was spectacular with its red rock and mesas.

We spent three days sightseeing and took a side trip to the Grand Canyon, a place neither of us had seen in person previously. After three nights in Sedona we were off to Albuquerque taking our time along Interstate 40 to see Walnut Canyon, just outside of Flagstaff, the Petrified Forrest and the Painted Desert all on the way to Albuquerque. It seems that it was planned that the Interstate would go past all the attractions. We skipped the crater at the recommendation of the park ranger at Walnut Canyon because of the \$15 per person entry fee and his recommendation that: "you should really see the Petrified Forrest." The Petrified Forrest is not really a forest but broken rocks looking like the trees they once were in a desert.



*How could you possibly bypass a stop at the PIE-O-NEER Cafe when in Pie Town, N.M.*

We arrived in Albuquerque a day before Escape started to unwind after a long drive and to spend some time in Old Town shopping. We had high hopes that first night to see Barack Obama who was also a guest at our host hotel, the Albuquerque Marriott, arriving as we were told between 10 and 11 pm that night. He arrived, but rather than through the front door as all of us in the bar had expected, with the motorcade going straight to the garage and he up to his room without a sighting. We were all well protected that night with Secret Service on every floor and snipers on the roof.



*A visit to New Mexico wouldn't be complete without a stop to listen for signs of extra-terrestrial intelligence at the large array.*

During Thursday afternoon registration we connected with our Loma Prieta cohorts Bob and Deb Frosthalm. We made plans for the evening activities having signed up for different tours during the days.

The opening Thursday night show-and-shine car show was on the grass at the Tanoan Country Club commencing at 4 pm. The driving range of the course was closed for our group to display the 100+ cars. Surprisingly we had expected that only the folks wanting to participate in the concourse that spent the afternoon washing and detailing

❖ More Porsche Escape 2008...

would be displaying cars; rather everyone attending was meant to display their car. I was very embarrassed having to display my filthy, bug crusted machine because instead of detailing we had spent the afternoon in town shopping and eating. Anyway, cars were judged by the participants in the loose categories ranging from “La Bomba, best car from the 50’s”, to “car I’d most like to have in my garage”. Needless to say there was no category for neglect or most bugs displayed. Later Santa Fe musician Matthew Andre presented the entertainment and Tanoan serving great brats and burgers.



*The more adventurous (and healthy) folks on the tour skipped the bus and took the native route to descend the mesa.*

On the driving side tours were arranged through the Jemez Mountains, Acoma Sky County, to the Very Large Array (radio telescopes featured in Jody Foster’s movie “Contact”), Pie Town, up the east side of the Sandias to Santa Fe, Taos, and to Chimayo on the Turquoise Trail. Special tours were also offered, one for 968’s and the other off-road for the 4-wheel drive Cayenne crowd.

Our first day tour on Friday, “The Grand Escape to Taos” took us through the village/area of Nambe through the quaint village of Cundiyo and up the hill to Truchas, NM, the town where “The Milagro Beanfield War” was filmed by Robert Redford some years ago. We proceeded through the small village of Ojo Sarco to the village of Las Trampas where we made a short stop at the Mission Church of San Jose de Gracia in Las Trampas, which is one fo the Southwest’s most beautiful historic Hispanic Catholic churches. Recently restored by villagers a letter from our



*Bob Frosthalm, Vic Elford and Steve Mitchell.  
Autograph anyone?*

current President Bush is on display in the nave. The tour continued through the little town of Penasco to the farming and ranching valley of Placita into the Carson National Forest. The aspens were in full color. On to the rio Grande Gorge Bridge for a view of New Mexico’s little “Grand Canyon” and then on to lunch at the beautiful eco-resort “El Monte Sagrado Resort and Spa in Taos. We were seated for lunch in the stunning grand dining room of the resort which features an “Adobe-Asian” theme. Friday night was a fantastic dinner event at



*The spaces were “wide open” but the Porsche was not...*

❖ More Porsche Escape 2008...

the Anderson-Abruzzo Balloon Museum with a cultural exhibition from Zia Pow-wow drum and dance group Southern Slam.

Saturday's "Acoma Sky City Tour" started with a trip to Southwest Motor Sports Park for several laps at controlled speed, no-passing. The track is 14 turns and 1.5 miles incorporating a road course and two ovals....pretty cool. After ripping around the track and enjoying donuts and coffee we were off through the Rio Grande Valley for western landscape and the open road on the original route 66. We arrived at the Acoma Pueblo where we visited the oldest continuously inhabited city in the United States. With lunch in the visitor center, a pre-tour movie, the tour by bus to the top of the mesa was followed by a walking tour of the village. Leaving Acoma we crossed the scenic valley of Laguna with interesting sights of older homes made of stone—many with a horno (baking oven) or two in the yard and vestiges of travel on old Route 66.



*The tour stops to check out the views at the Rio Grande Gorge Bridge.*

Saturday the evening closed with a farewell gala at the Marriott with Grand Marshall for the weekend Vic Elford. Porsche race-driver extraordinaire, Vic is renowned for his victories in Porsches at the Monte Carlo Rally, the Targa Florio, the Nurburgring, Dayton and just about everywhere else. Vic is a legendary figure in the world of auto racing.



*The Rio Grande Gorge.*

Sunday was an unofficial day when we could go back and visit our favorite places or take one of the tours we missed. Since the VLA and Pie Town were on the way back we decided to follow the path of that tour. The drive took us on roads that our new friends in the Roadrunner Region mentioned were occasionally explored by the GT2 and Carrera GT folks to explore the potential of their cars. It was rather amazing to us to see highways through the high desert that were dead straight and smooth all the way to the horizon.

After the visit to the VLA for a short film on radio astronomy and exploration of the gift shop we were off to Pie Town for lunch and what else but....pie! The Pie-O-Neer Café had on display

a photo of 20+ Porsches and told us, this was taken yesterday when the Porsche club visited. Obviously an impression was made.

The trip back took us through the Salt Canyon on to Mesa Arizona and Laughlin, NV. The great fun and camaraderie we experienced at Escape had us making plans to attend our first PCA Parade in Colorado.

# Octoberfest



*Karen Tefankjian checks out Ken Iles' buttons.*

*Above: Is this a perfect shot for a beer ad or what! Tony Vanacore, of course. Right: Tom Legan emotes for the camera as wife Mary Ann tries to get out of the shot. Below right: Julie Lieber looks like the cat that ate the canary... with Karen Tefankjian. Below: The girls get their boogie on... from left; Jackie Mitchell, Allyson Pickard and Sandy Provasi.*





*Above: Mike Lommatzsch and Kevin Bennett knock pretzels. Right: Ken Iles specializes in grabbing the girls.*



*Tom Provasi seemed to be the only beer drinker on hand who thought to use a beer stein... practice makes perfect!*



*Mike Zampiceni was on hand with his trusted companion, Dino Baffetti, to serenade the party with his renowned repertoire of drinking itunes. Left: Angie Reed practices her Italian with Kris Vanacore.*



*photos by John Reed*



*Above left: Sandy and Tom Provasi hold the club's thank you gift. Above: Ken Mason and company. Left: Mike Z. plays to the crowd. Below: Sandy Provasi sits at a convenient spot to shmooze with all the guests as they pass down the chow line, loading up on all sorts of Germanic gastronomic goodies.*



*Below: Nanci Bishop and Sue Sickal pose with their fruity flavored beer. Mmmm.*

*Below right: Ashley Ambrisko shows mom (Dana) the latest shot on her camera.*







# Octoberfest



*Sue Sickal is just SO excited about her upcoming charity event... Steve Mitchell listens patiently.*



*Tom Provasi does the host thing with the hot soft pretzels.*



*Above: This flock of birds was spotted during the party; Angie Reed, Kris Vanacore, Emilie Highley, Debbie Bennett, Karen Tefankjian and Allyson Pickard.  
Left: Kevin Bennett and Julie Lieber talked a little politics... that Palin thing.  
Below: Debbie Bennett yaks it up with Jennifer Bryant and Suzette Pangrle. Debbie's not holding any wine but Jen still looks a little trepidatious.*





*The Provasi's patio was turned into a fine beer hall...*



*The beer hall was filled with revelry...*

  
**Octoberfest**



*... and song!  
"O...klahoma..."*

## Loma Prieta Region PCA

### Minutes of the October Board Meeting

The board meeting was held on October 2, 2008 at The Round Table Pizza on Camden Ave, San Jose and was called to order at 7:01 pm by President Ed Tefankjian. Board members and Chairpersons present at the meeting were: Ed Tefankjian, Barry Pangrle, Bob Morgan, George Jansen, Allyson Pickard, Kevin Bennett, Sue Sickal, & Don Orlando. Other members in attendance were Jennifer Bryant, Steve & Jackie Mitchell, Steve Smith.



Les Schreiber moved to approve the September meeting minutes and John seconded the motion. The September minutes were approved.

#### **Directors' Reports**

##### **President: Ed Tefankjian**

We need to get the invoices out to our advertisers. George says we can do it early November. As can Les with the dual membership bills.

##### **Vice-President: Barry Pangrle**

GTG cancelled for 11/8. Upcoming events are the , The Harvest Tour, and the Bocce tour, (Coyote Run rallye is the same day). Charity GTG is also upcoming.

##### **Secretary: Bob Morgan**

Bob has received 14 ballots to date. The Nominating committee will meet before the November 6 Board meeting to count the ballots.

##### **Treasurer: George Jansen**

September balance was \$6510.89, YTD balance is \$6,298.20. George noted that we will have to pay Don Orlando about \$7k for the Bass Lake Tour. George said the price of quickbooks is about \$450.T

##### **Activities: John Reed**

All PCA insurance requests for the October events have been received and forwarded to the event chairs. There are no November events that will require insurance.

Observer's reports have been sent to PCA National. The Bass Lake Tour was very safe.

##### **Membership: Les Schreiber**

LPR Membership Report 9/4/08

New members from PCA (0)

Transfers in (3)

- Laurie Delimon
- Kurt Delimon from GGR
- Jonathan Schneiderman & Jacinda Kee from GGR

Transfers out (0)

New Dual Membership (0)

Dual Membership Awaiting Renewal (0)

Membership that Expired Last Month (9/30/08)

- Nine (9)

Reinstated Members (renewal > two months) (1)

- Jonathan Schneiderman & Jacinda Kee

❖ Minutes..

Total Renewal's this month (14)

Cancelled Membership

- None

LPR Membership

- 10-2-08 Total = 576 (Primary =315,Affiliates =261)

Respectfully Submitted Les Schreiber, Membership Director

George moved and Karen seconded the motion to accept the transfers.

There was a good turnout at the Newcomers Social. The next Newcomers Social will be in November.

**Member-At-Large: Karen Morgan**

All those who have perpetual trophies need to bring them to the November Meeting.

**Committee Reports:**

**Editor: Kevin Bennett**

Why not maintain all the past Posts on line? Unless there is some space constraint, it would be fine. Ed & Kevin will ask Greg if there is a space limitation that would limit the Posts available on line.

**Advertising: Bill Highley**

Bill wasn't at the meeting. Our advertisers will be willing to contribute gifts.

**Safety: John Reed**

All recent LPR driving events have been safe.

**Tours: Don Orlando**

The Bass Lake Tour went smoothly. October tours will close out the tours of the year. Bocce & Harvest Tours are upcoming.

Anyone interested in hosting a tour in '09 should attend the Planning meeting on 11/9 and/or submit their request/info to Tour Chair prior to the meeting.

**Tech: Jim Bryant**

Dell Auto Body had a good turnout.

Jim announced the final Tech Sessions:

October 11: Performance Arts in Gilroy.

**Goodie Store: Joe & Cheryl Pruss**

Joe & Cheryl mentioned that we are half-way through the pins since we use them on name tags. Joe noted that the year-end banquet is upcoming and we should think about what we will do. Les suggested we defer the calendar for this next year. If people want a calendar they need to let us know.

**Autocross:**

Allyson reported the next AX is upcoming.

**Charity: Sue Sickal**

Sue reminded us that time is getting short till the Charity Event, and that we have support from our sponsors. Sue will have lots of help from the committee.

**Public Relations: Ken Iles**

Ken was not at the meeting, but Ed noted that we hadn't had our articles published in Pano lately. Ken is still trying to get articles published.

**Drivers Education: Pete Siemens**

Pete was not present at the meeting. Ed will follow up with Pete to get status.

❖ Minutes..

### Old Business:

Karen noted that the charity question from last month may be due to two parts of the Policies & Procedures that may be at cross-purposes. She will submit a modification to resolve this issue.

### New Business:

Ed will speak with Bill Highley to get advertising to underwrite a Membership Directory. Les moved that we create an appreciation plaque for the Round Table Pizza. Barry 2nd'd the motion. It was approved.

The next meeting will be on November 6, and the meeting was adjourned at 7:35pm.



# 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](mailto:joepruss@hotmail.com)  
Visit the Goodie Store @ <http://lpr.pca.org>

# Unclassified Ads

**FOR SALE:** OUT OF THE VAULT Just in time to celebrate Porsche's 60th Anniversary and for Holiday gifts. The rare & impressive 100th Anniversary stamp commemorating Dr. Porsche's birth. This collector's souvenir item was issued by the Republic of Paraguay (Emission No. 16, DEC. 28252/72) in a numbered edition of only 5,000. The 3 1/2"x3 3/4" full color sheet features images of: Dr. Porsche (legal postage stamp), 6-Kreuzer Austrian stamp of 1875, prototype 356, 1975 Turbo 911, 1900 Lohner Porsche. Of extra interest & value is that all carry a typographical error. The death date should be 1951. Not '61. Only a dozen left of 45 in my cache from 1976. \$100 each. One autographed by Peter Porsche @ Aspen Parade '77, \$200. Member Loma Prieta region. 40 years PCA. Santa Cruz. Darnell (Skip) Walton: 831-425-1510 or skipdmw@earthlink.net.

**FOR SALE** Boxster Roof Transport System: PN 986.801.202.00; never used, requires assembly; retails new for \$645.00; asking \$400.00. Contact Bud Behrens at (209) 477-6496 or e-mail <budmaryann@cs.com> (10)

**FOR SALE** 2004 Boxster, 36,600 miles, Basalt Black metallic paint, Black interior, Tiptronic, parking sensors, heated seats, multi-disc, loaded, always garaged, \$28,500. Soren Hansen, cllhansen@yahoo.com, (408) 806-1825 (10)

**FOR SALE** 1993 Porsche 928 GTS, White with Blue leather, 74k miles on odometer, 3k miles on new engine, rebuilt automatic transaxle and torque tube, Massive head work opening intake and exhaust, Vortech T-Trim supercharger running at 5.5 psi, Air-to-water intercooler, Devek aluminum radiator, custom fans, Devek level 3 headers running through single stock cat and Borla muffler, Externally adjustable Koni's and Devek springs, Kinesis K57 wheels, 17x8.5 front - 285/40 Pilot Sports, 17x10 rear - 315/35 PS, Fresh cross-drilled rotors with Mintex pads, Super Blue fluid, calipers painted red, H4 headlights STONGARD covered, MoMo Jet 350mm steering wheel, Transaxle WOT bypass switch for sport mode shifting, Custom gauges: boost, lean/rich, water temp, engine oil temp, transmission oil temp, air temp before and after intercooler, Pioneer Supertuner, 4 channel amp, Infinity Cappa speakers, 5-point Simpson belts for driver, 4-point passenger, Fully sorted, \$35500., Joe Dyer 510-933-4800 (10)

**FOR SALE** Black Bra and Mirror covers for a 911 (1974 - 1989) or a 930 (1984- 1990). New, never used, still in the original box.....\$60.00. Please call Ed at 408-221-3189. (9)

**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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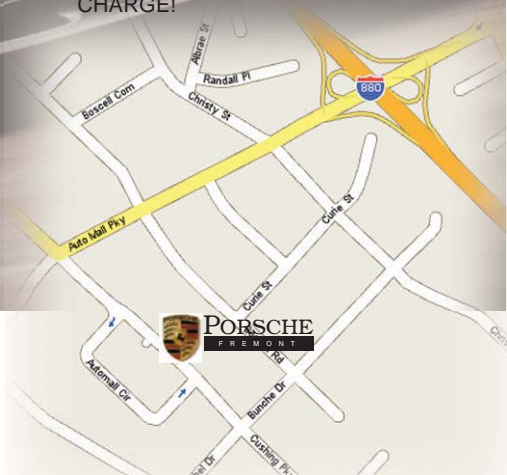
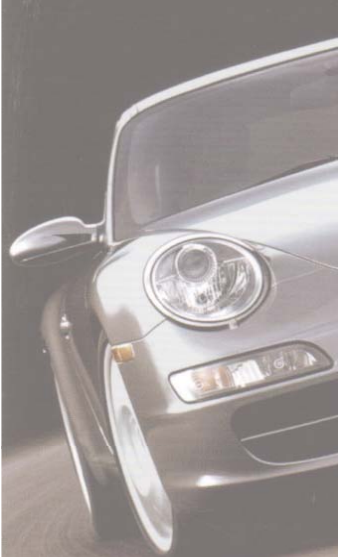
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