

Volume XXXIX No. 4 April 2009



PRIETA POST

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

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**Bascom Tech Session
Soup Night
Driven: Cayman v 2.0
Greatest Car in History**

Coming:

**One Day Vacation
Easter Parade & Tour
Fastlane Tech Session
Autocross
Bowling Extravaganza
Mother's Day Tour**

Porsche Club of America

This issue in full color on the web at: lpr.pca.org/post/post200904.pdf

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What's Ahead

April

Thursday the **2nd** - **Board Meeting** at the Round Table Pizza at Camden & Union in San Jose. 7:00 pm.

Saturday the **4th** - **One Day Vacation GTG at the Hallocks**. For more details, see page 15

Saturday the **11th** - **Easter Parade and Tour**. For more details, see page 23.

Saturday the **18th** - **Tech Session at Fastlane Porsche Repair**. For more details, see page 40.

Sunday the **19th** - **Autocross #2** at Marina. For more details, see page 41

Saturday the **25th-26th** - **Clear Lake Tour** hosted by the Reeds.

May

Thursday the **7th** - **Board Meeting** at the Round Table Pizza at Camden & Union in San Jose. 7:00 pm.

Saturday the **9th** - **Fourth Annual Bowling Extravaganza**. For more details, see page 47

Sunday the **10th** - **Mother's Day Brunch**. For more details, see page 49.

Saturday the **30th** - **Filoli Estate Tour**. Join us for a drive through the Santa Cruz Mountains, a bit of wine-tasting and a tour of the famous Filoli Estate. After the estate tour, we'll enjoy a late lunch. Look for full details in the May issue.

Sunday the **31st** - **Autocross #3** at Marina.

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Newsletter of the Loma Prieta Region of the Porsche Club of America April 2 0 0 9

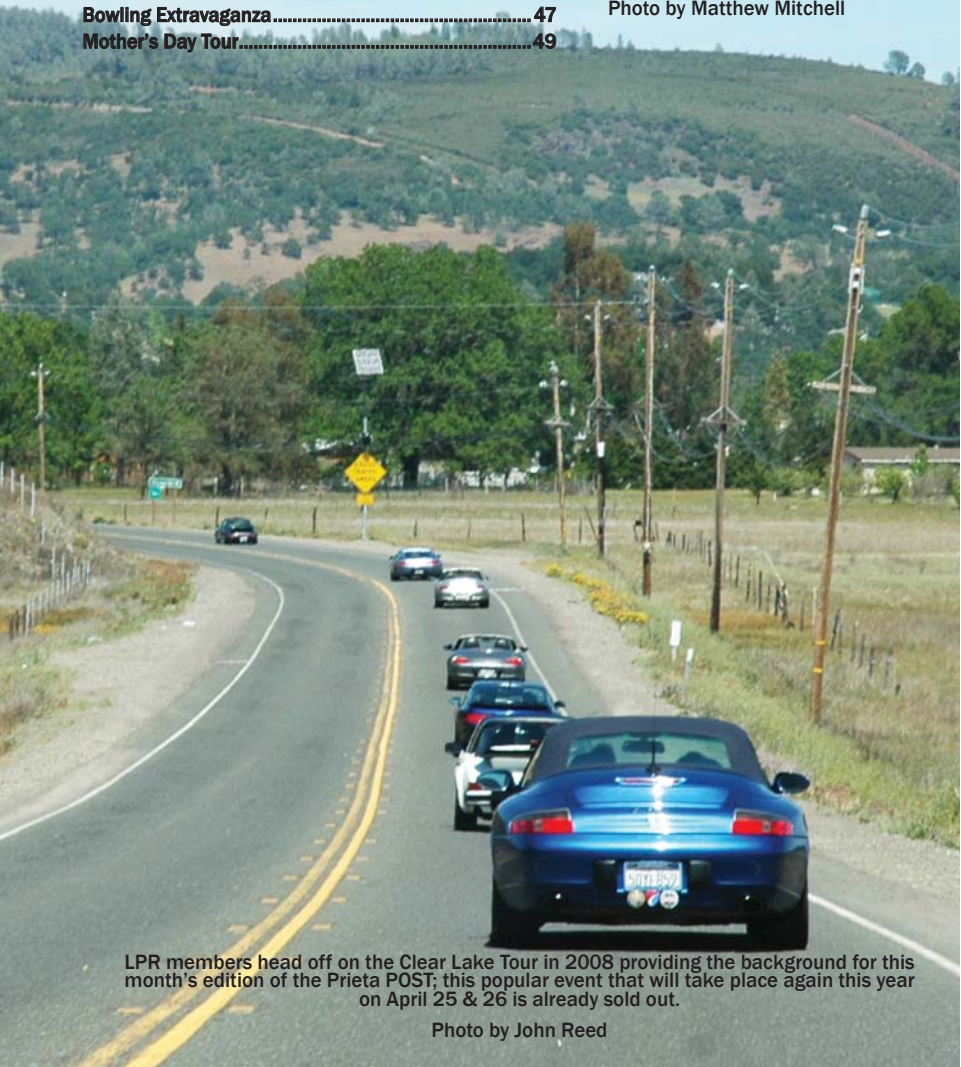
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Cover Photo:.....

A member's '87 911 M491 Turbo-look coupe outside Bascom Trim & Upholstery during the LPR tech session.
Story and photos on page 24.

Photo by Matthew Mitchell



LPR members head off on the Clear Lake Tour in 2008 providing the background for this month's edition of the Prieta POST; this popular event that will take place again this year on April 25 & 26 is already sold out.

Photo by John Reed



Porsche Club of America

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notes from the President



First of all, I want to thank Sharon Neidel, our Zone 7 Representative for attending our March Board Meeting. Sharon added some additional information from what she has learned from the zone which was really appreciated by me. Thank you Sharon and remember, you are always welcome to any of our board meetings, as well as any of our events.

February has continued to be a busy month for LPR with our second tech session one weekend followed by a Good Time Gathering (GTG) event the following weekend. Let's start with a look back on the great tech session which was held at Bascom Trim and Upholstery on Saturday, February 21st. Our host was the general manager, John Wardell, who explained the work his shop performs. The staff showed us how to replace a seat switch on Don Orlando's 911 in addition to showing us some of the products they use to detail your car. Some of the other services the shop offers include: upgrading your sound system, glass replacement, dye work to match up the color of the repairs done to your upholstery, detailing of your car, etc. Look for Don Orlando's report later in this issue.

The next Saturday, February 28th we had another Good Time Gathering (GTG) with our infamous Soup Night at the Glathe's. There was a great turnout and it goes without saying a GREAT evening with the wonderful LPR members and naturally our wonderful hosts Lorraine & Bill Glathe. LPR member's look forward to this event every year and to what concoctions the chefs whip up to share as their special soup. Thanks to all of you that took the time to share your special soup with the group, they were all outstanding. Another thank you needs to go out to those of you that made the desserts, snacks, etc. to accompany the wonderful soup; no one ever goes away hungry, thirsty or bored when attending a GTG. After all, we are known as the "Good Time Region". Thanks again Lorraine and Bill for hosting this great event.

By now, everyone who is planning to attend the Porsche Parade in Keystone, Colorado should have registered. For those of you that are registered I've received the following information from the Parade sponsors in regards to how to prepare for the altitude change.

For those of you who are concerned with the high altitude and how to adjust, here are some great tips on how to prepare yourself for the change and reduce

your risk for altitude sickness:

1. Drink plenty of **WATER** two weeks prior to coming to the state.
2. When you arrive, be sure to drink more and more water. Hydration is key!
3. While we have beautiful trails for which you should explore - please refrain from doing this for a few days until your body has acclimated.
4. We bolded and capitalized the word **WATER** for a reason. You need to drink **WATER**. Not soda pop, not tea, not coffee, not alcohol. While you can drink all of these things, they are not the same as **WATER** – these drinks will dehydrate, not hydrate your body and your blood. Water hydrates your body.
5. Be aware that if you do drink alcohol, that the effects of this are not the same as they would be at sea level. Trust me when I tell you – it goes to your brain a lot faster! A LOT. Think of this as a way to save money!
6. Did I mention that you need to drink **WATER**?

So for those going, heed the warning, but plan on having a great time. We are still working on our driving plan and maybe by next month we will have a pretty good idea on the route we will take, where we will be staying, and how long it will take us to get there. After all, it is a very scenic area to drive thru, and we do want to enjoy it, especially if we spend one night in Las Vegas. Like the saying goes, “what happens in Vegas stays in Vegas” and with LPR’s Good Timers spending the night there that’s probably a good thing.

By the time you read this, we will have completed a couple of great events. The first being the great St. Patrick’s Day gala hosted by the Morgan’s on March 14th, followed up by the Newcomer’s Social on March 20th. In addition to these great events, the Vanacore’s will lead the first tour of the year which is being called the “Hit the Trail Tour” on March 28th. So many things to do and I really hope that you will be able to attend some, most, or all of these great events. Our members work hard to provide a variety of events throughout the year so that there is something for everyone.

Coming up next month there will be a variety of events for the LPR members to enjoy. On April 4th, we have a GTG at the Hallock’s at Boulder Creek Golf & Country Club which last year provided a chance for golfers of all skill levels to play this wonderful game, golf. Do I remember someone getting a score of 176? Do you really have to count every time you hit at the ball? Maybe they thought getting the high score was good, like in bowling. Anyway, I’m sure everyone had a wonderful time no matter what the scorecard showed.

Then for those of you who find golf is not really your cup of tea, you can join the Boxster group from the Golden Gate Region for brunch at Alice’s Restaurant

in Woodside on April 4th. A few of us have enjoyed breakfast at Alice's with this wonderful group of people from the GGR Boxster group and don't worry you don't have to own a Boxster to partake in this good time.

For those of you that like to dress things up you can decorate your Porsche for the Easter Parade in Campbell on April 11th. Sorry to say, the city of Campbell does not allow us to throw candy out to the little ones as they are afraid that they might run out in the street to pick it up and risk the chance of being hit. This will be followed up with a mystery tour.

On April 18th a tech session will be held, please look further in the POST to find out more details for this session. April 19th is the autocross to be held at the Marina Airport to be followed the following weekend by the much anticipated Clear Lake Tour led by Angie & John Reed on April 25th & 26th. They have promised this will be a great tour.

For those that cannot attend, there is the Pacific Coast Dream Machine Show, Sunday April 26th at Half Moon Bay. Exotic cars will be on display at this remarkable showcase of mechanical ingenuity, power and style from the past 100+ years.

Automobile enthusiasts will get a rare up-close look at antique horseless carriages and Ford Model T's, fanciful touring and luxury cars, powerful sports cars, custom cars and street rods, muscle cars, vintage and modern era high-performance race cars, quirky art and pedal cars, modified street machines with cutting edge styles, exotic high-performance cars, stylish European cars, ultra cool low-riders, sporty compacts, modified imports with flashy graphics, fashionable hip-hop urban show cars, homebuilt kit cars, super-charged turbo cars and trucks, "green" technology/alternative fuel vehicles, streamliners, dragsters, funny cars, gassers, and jet cars.

All years, makes and models are welcome to be shown. To show a car, the registration fee is \$30 (\$35 for entries postmarked after April 15) which includes a dash plaque and admission for two people. Spectator admission is \$20 (adults), \$10 (age 11-17 and 65+), and free (age 10 and under). Half Moon Bay Airport is located on Highway 1, 20 miles south of San Francisco and 5 miles north of Highway 92.

For information and registration forms, call 650-726-2328 and you'll be sent as many registration forms as you request or you can download the entry form at <http://www.miramarevents.com/dreammachines/entryform.pdf>.

Remember, if you belong to the "Good Time Region", LPR, come out and join us for some of the great events scheduled throughout the year. If you are a new member, come out and get acquainted, as we really are a very friendly group of people and enjoy each others company. **-Les Schreiber**

letter from the Editor

There has been a great deal of excitement among some of our members over the past few weeks regarding Porsche Parade. If you have read Les's Ramblings I'm sure you know and I am sure that Les is already hydrating up for the high altitude. Frankly I don't know what the difference is; I can only drink until I pee. As a veteran of many high altitude adventures I was asked by our Activities Chairman, Mr. Reed, after he learned that I wanted to attend Parade, that I should put together a tour to lead the LPR team on the high altitude expedition. With that I poured over the maps and sought the advice of other LPR members regarding the best route to the Keystone summit. Interstate 80 was immediately dismissed as it didn't provide the type of experience LRP members require and it was frankly longer than the southern route.



I also considered all secondary roads through the Sierra Nevada Mountains and Zion National Park. I was reminded by your Vice President and my travel companion that although carving the turns is what our cars are meant to do, it is not a pleasant experience for the passenger who might just want to read a book. In that regard, the trip I have planned will provide not only the experience you deserve but will also provide a gradual altitude acclimation: We leave on Friday, June 26 for Camp 1: Las Vegas, NV -- elevation 2028 ft; June 27 head to Camp 2: Grand Junction, CO – elevation 4597 ft, on day three we make the bid for the summit, Keystone CO -- elevation 9280 ft.

I have done a little AAA research (that's the auto club not to be confused with AA where Mr. Reed confirms we might end up if we don't exercise restraint at Parade) and found a couple of hotel deals so ***please make your own reservations:***

Camp 1 – Las Vegas	Camp 2 – Grand Junction
Check in: 6/26/2008	Check in: 6/27/2008
Las Vegas Hilton	Best Western Sandman Motel
3000 Paradise Road	708 Horizon Drive
Las Vegas, NV	Grand Junction, CO
702-732-5111	970-243-4150
AAA rates starting at \$55.00	AAA rate \$109 otherwise \$119
Shuttle to the Strip	Extended continental breakfast included

I did not make any pre-arrangements at the Hilton, I figure that since they have 3000 rooms they can accommodate a few of us and some of you might have points to use. I did speak with Candy at the Best Western in Grand Junction and she has set aside 10 rooms for the LPR Porsche Club, so be sure and let her know if you confirm there.

Look for a flyer in the next POST. ***-Steve Mitchell***

50th Anniversary



The Yosemite Region is celebrating its 50th anniversary at Ironstone Vineyards in Murphys Ca. on October 17, 2009. We have arranged for a tour of the winery, a wine tasting session complete with canapes and lunch buffet. We will be displaying our cars around the amphitheater behind the winery. We hope to have at least fifty cars on display.

The show starts at 11 a. m. so we need everyone to be there and have their cars parked by 10:45 a. m. The cost for all of this is only \$20.00 per person! We must have your reservation and check by October 1st so we can give the winery the final head count.

Please make your check payable to PCA/YOS and mail it to:
Paul Czopek, 904 Changason Way, Modesto, Ca. 95351.
For more information, contact Paul at 209-531-1942 or
p.czopek@clearwire.net



YOSEMITE REGION PRESENTS

CONCOURS ON CAMPUS

THE FIRST ZONE 7 CONCOURS FOR 2009

SUNDAY, MAY 17

SAN JOAQUIN DELTA COLLEGE, STOCKTON



Registration opens at 7:30 A.M. and closes at 9:00 A.M. • we will attempt to start the judging by 9:30 A.M.

Entry fee is \$25.00 • No fee for display only cars, although charity donations will be accepted.

All proceeds will go to charity.

Lunch is available at \$7.00 per person and includes hamburgers or hot dogs, potato salad, chips and drinks.

Directions: San Joaquin Delta College is located at 5151 Pacific Avenue. From Interstate 5, take the March Lane exit and proceed east to Pacific Avenue. Turn left onto Pacific and proceed to Yokuts Avenue (approximately ¼ mile). Turn left onto the campus and follow the signs. To get to Interstate 5 from Highway 99, use Eight Mile Road West or Highway 4 West (also known as the Crosstown Freeway) to Interstate 5.

Make your check payable to "PCA-Yosemite" and send it and the following By May 10th to:

Paul Czopek, 904 Changason Way, Modesto, CA 95351 • 209-531-1942, e-mail: p.czopek@clearwire.net

Name _____ Model/Year _____

Concours Class _____ I want lunch: yes no

letters to the Editor

Steve,

Would you put this in the next POST as a tech note. I feel that people always ask this question, today anyway, so we might as well put something out to give the correct information.

Les

TRG has not responded to my request to reprint the copyrighted article, consequently I will provide members with the link to the article on the TRG web site:

<http://theracersgroup.com/news/show.php?id=373>

By the way, I have been told by your predecessor that I'm breathing 80% nitrogen.-Steve

Hello Steve,

Here are a few pictures of Ralph Maines if you have any use for them. Ralph didn't make the Soup Supper but Reg and I and Pete and Margot Novak chatted with him in the afternoon, and he said he was sure there would be great food and to say hello to everyone. The food was great, and this is a Hello. Maybe you will find a place for a picture of him and his recognizable hat in the POST. He looked good and sounded good.

Many thanks,

Jean Ricket

Thank you Jean.

-Steve



Ralph Maines

❖ Letters.

Hi Steve,

I found a couple of comments I forgot to add to the [Soup Night] writeup. One was that Les gave everyone bead necklaces from New Orleans he got at the Mardi Gras. Another comment was provided by the old editor that said the new editor should learn how to spell Boxster with an "s". Finally, we should incorporate the following quote which I forgot to write in, "LPR, the region that knows how to eat".

I guess that should do it.

Regards,

Herb Radding

Tell the old Editor, good catch, three people missed that one, but, of the three people, none of them own one.-Steve

Changed your email address?

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Berry Pangrle at bpangrle@comcast.net and you will be
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MEMBER NOTES

-Barry Pangrle

report of the Membership Director

This month we have five new primary members joining LPR (although Lisa has been with us before). P. Francois De Villiers has joined LPR and lives in Capitola. Scott Kalkin is a new dual member from Half Moon Bay with primary membership in GGR. Lisa Radding and Scott Harris have also rejoined LPR. Stacey Sutton brings another 912 to the club and Jeff Yang has transferred in from the Hawaii Region and brings Woody Williams as an affiliate member. Welcome everyone to the Good Times Region.



Apparently, April is a light month for Anniversaries but we have one important 20 year anniversary to celebrate this month with Ken and Irene Mort.

New Members

P Francois De Villiers	Capitola	2001 Boxster
Scott Kalkin	Half Moon Bay	
Lisa Radding & Scott Harris	Saratoga	1972 911T
Stacey Sutton	Castro Valley	1967 912
Jeff Yang	Santa Clara	1972 911

Anniversaries

20th:

Ken & Irene Mort	Morgan Hill	1969 912
------------------	-------------	----------

New Members from PCA: 2

Transfers In: 2

New Dual Member: 1

Memberships that expired last month (2/28/09): 8

Total renewal's last month (February 2009): 12

LPR Membership: 2-28-09 Total = 557 (Primary = 307, Affiliates = 250)

Hal & Diana Hallock present

A One Day Vacation in Boulder Creek Saturday. April 4th



Grab your golf clubs, your tennis racket, your walking shoes, your tasting glass, your swimsuit, your hiking boots, or a great book. Saturday April 4th has something for everyone!

The day begins with a golf tournament through the redwoods at the Boulder Creek Golf & Country Club, weekend home of Hal and Diana Hallock. Golfers will meet at the Hallock's at 9:30 am sharp for coffee and a breakfast snack before a day on the course.

Not a golfer? There are lots of options while your sweetie is on the course...

- Explore the tiny funky town of Boulder Creek (3 miles)
- Take a hike through the redwoods in Big Basin Park (3 miles)
- Play tennis on one of six tournament courts
- Swim in the pool or explore the rocky creek
- Visit a local winery; David Bruce, Byington and Ahlgren(10 miles)
- Doze by the creek and enjoy a good book
- Play croquet by the pool

Golfers check-in at Hallock's 9:30 a.m.

The party begins 2:30 p.m.

RSVP 1. Golfers send \$60 check to Lowell Hallock by March 28th (18 holes w/ cart) Make check to BCGCC(Boulder Creek Golf & Country Club)

2. Just coming for the fun and BBQ? Plan on bringing a salad, dessert, or appetizer to share and call or email Hal by April 1st

\$10/person donation to club. Make check to LPR/PCA

Hal and Diana Hallock 650-365-4098

lhallock@libertybk.com

letter from the Rallye Chairman



Welcome once again to Checkpoint. This is the fourth in our new series of articles discussing the sport of car rallying. By now you've had an opportunity to try two table top rallyes in the February and March issues. This month I'll give you a break (and save Steve M. the task of converting my maps to a useable format for publication...sorry about that Steve) and in this issue we'll focus on definitions. But before we get to that, just another reminder...we have 3 rallye events scheduled for 2009. Time permitting we will endeavor to add more.

*Saturday, June 6th A Navigational/ Gimmick style rallye
Rallyemaster: Bob Frostholm*

*Saturday, August 22nd A Navigational/ Gimmick style rallye
Rallyemasters: John Reed & Paul Smith*

Saturday, October 24th Style TBD: Rallyemaster: Bob Frostholm

Okay, let's discuss definitions. In the General Instructions (GI) provided with the Navigational Gimmick style rallyes, there is always a list of definitions. Usually these are loaded with gimmicks (traps) where we try to trick you. Read them very carefully...in fact, in a real rallye event either the driver or navigator should read all the instructions out loud prior to leaving the start location. This is where you will catch things that just don't sound right or things that can have a double or triple meaning...which we love to use to trick you. You can ask questions at the start to clarify those items. Don't be shy about asking questions. It's your first and last chance before you begin your adventure.

Let's examine a few definitions here

R - turn right

L - turn left

These seem innocent enough... L & R... but in your route instructions we may slip in the Words Right or Left... which are not defined here... so "Right at Smith" would be considered an invalid instruction... this could be reversed.... Maybe the GI instructions define "Right" and "Left" and in an instruction we may slip in "R at Stop"... What does "R" mean? Another invalid instruction... So, what do you do when you have an invalid instruction? Most of the time gimmicks

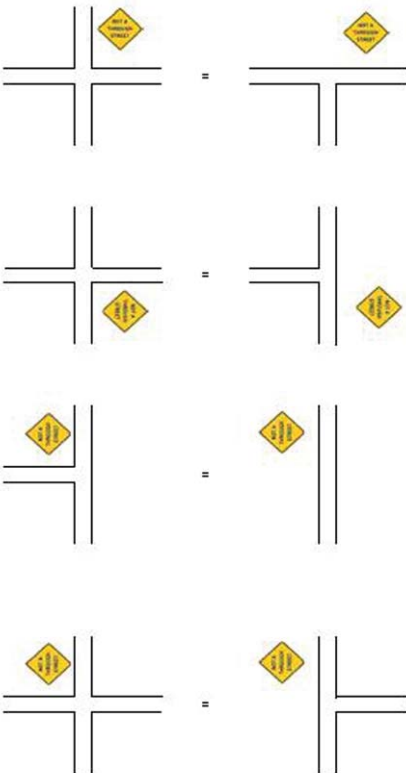
❖ Checkpoint.

surrounding invalid instructions are on the RI page. This way it is easy for us to redirect you with an instruction of higher precedence...like a Note or Bonus clue, or something buried in the General Instructions.

Sometimes the definitions might say “Right - turn to the right approximately 90 degrees” ...and along the route, we might say “Right 3rd chance”... but the first or second road to the right will clearly not be approximately 90 degrees... it may be a hard right, like 135 degrees, or a bear right, more like 45 degrees, and therefore would not count as a chance to turn right... be careful how you count chances.

T – an intersection that is shaped like the capital letter T when approached up the stem. Turn right at all otherwise uninstructed T intersections.

Here’s a favorite... the T intersection...



T intersections may be deceiving. Consider the case of “NOT A THROUGH STREET” signs as forming a T intersection.

Most rallies will state in the GI that roads marked “NOT A THROUGH STREET” do not exist.... The reasoning is more for courtesy than anything else... nothing pisses off the local residents of a quiet cul-de sac more than having 50 Porsches driving to the end and making a U-turn over the span of a couple of hours.... So we all try to avoid that situation.

But, it creates an interesting opportunity to create a T intersection that may not really look like a T.

Now a definition... **T** – an intersection that is shaped like the capital letter T when approached up the stem. Pay close attention to the language. As written the top two and bottom intersection are considered T. Why? They look like the capital letter T when approached up the stem. What about this definition? **T** – an intersection that

❖ Checkpoint.

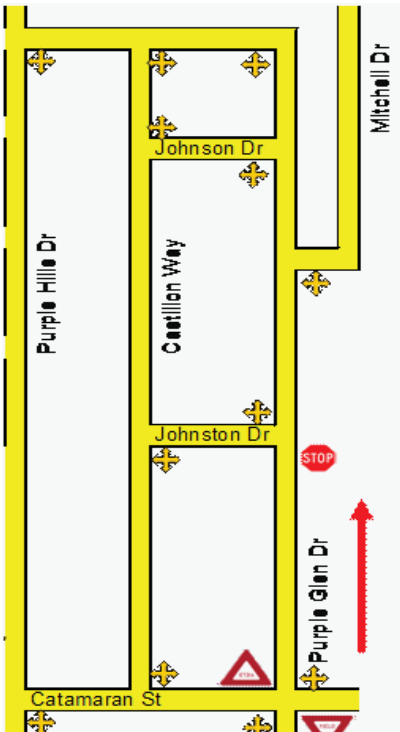
is shaped like the capital letter T when you approach it up the stem... only the top one qualifies as a T (assuming you are driving from the bottom of this page toward the top of the page.)

At – as close to as possible. All words, numbers or letters following at must appear on the sign. Execute the instruction at the physical location of the sign.

At is always lots of fun... again pay close attention as to how the definition is stated. Consider the example above. If the Route Instruction says “L at Hydrangae” and the street sign says “Hydrangea”, what do you do? ...well in this case, all the letters after the word “at” appear on the sign.... Just not in the same order... it’s a valid instruction. You may have thought we were trying to catch you with a spelling gimmick, but not the case here. If the RI said “R at Hidrangea”, bogus...you can not execute it... either look for a sign with “Hidranga” spelled this way or look for an opportunity to execute another instruction, like a Note.

What if we had said:

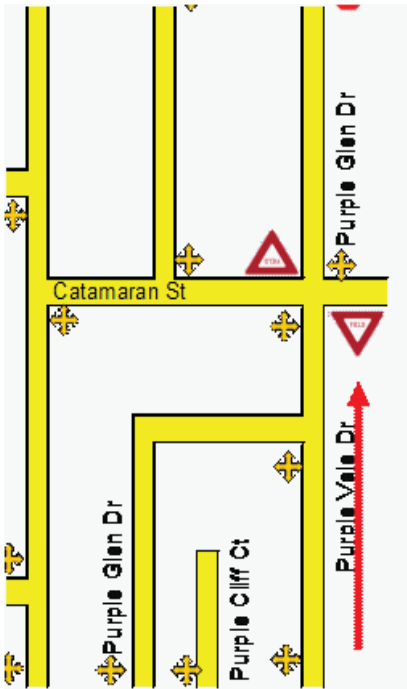
At – as close to as possible, but not before the sign. All words, numbers or letters following at must appear on the sign. Execute the instruction at their physical location.



And now you get an RI saying L at Stop. This is valid to turn left on “Johnston” because the road is after the sign. But if we said L at “Johnston”, the closest possible opportunity to turn left after the street sign is “Johnson”. We love this one because rallye people love to look for signs on the right side of the road...natural tendency since the navigator is in the right seat. Intersections frequently have two signs on opposite corners.

❖ = Street Sign

❖ Checkpoint.



Often GIs will exclude certain situations from having to be on the sign... like 1st or 2nd when used with instruction like R at 2nd Yield”

Sign – a generally flat surface with letters and or numbers on it, used to guide you along the route. Do not look behind you to see signs, but you may have to look sideways (90 degrees) from your direction of travel.

We don't want you to have an accident. Although the job of the navigator is the primary sign spotter, most rallyes will never ask you to consider anything where you need to turn your head more than 90 degrees... Now, having said that, consider this...



The road is a generally flat surface.... Looks like a sign by this definition... So an instruction like “L at 2nd Stop” could be done here.

Onto – puts you onto a road by name.

Here is the classic ‘road changes name’ gimmick.... You may have noticed that roads often change their names...especially when crossing a city border... One of my favorites is N Sunnyvale Rd... when heading south from Sunnyvale it becomes S Sunnyvale Rd, then Sunnyvale Saratoga Rd, then N. De Anza Blvd., then S. De Anza Blvd., then Saratoga Sunnyvale Rd. then Saratoga Los Gatos Rd. then Los Gatos Saratoga Rd., WOW.... Rallyemasters like to see if you are paying attention to what road you are on, so they use the word “ONTO”. Remember, all rallyes are different, but generally ONTO means you must stay on that road named in the instruction until you can execute another instruction. If the road changes names first, well, you need to make a U-turn. Often we will make the next instruction immediately after the road changes names, hoping you’ll be so excited about seeing the next instruction that you’ll miss the fact that you went off course for a block or so. Sometimes the definitions will say you need to remain “onto” a road until you can execute an instruction containing a named road. So something like “L 3rd Chance” could not be done... you’d need an instruction like “R at El Camino” that names a road.

Notes – these are instructions that appear on the route instruction page. They come into effect when the route instruction immediately preceding them has been completed. They remain in effect until cancelled or until completed. You may execute route instructions while looking for notes and visa versa.

This is a pretty common definition of Notes...but always read it carefully. Why do we have notes?... usually to get us (the rallyemaster) out of a bind. Often when writing a rallye, we get stuck and need another option to get you where we want you to go. Notes are our scapegoat...and another source for trickery. Imagine a list of RI...maybe 45 instructions... and after RI 3, you get “Note A: L at Mitchell”... and 2 hours later, when you are about to complete RI 37, lo and behold, you pass Mitchell Rd. By now you probably forgot that that note was still in effect...your mind has been looking for traps all afternoon...well, it’s all about paying attention...

Consider the definition above. Another gimmick is have a note follow a RI that never gets completed...for some reason it gets deleted instead or it’s an invalid RI...so the note never comes into effect...executing it will take you off course again...

Hints buried in the General Instructions... These tend to be vaguer and usually require some creative interpretation. Because General Instructions have a higher order of precedence, (again, check your list... sometimes they aren’t) you should always execute these over a note or RI if more than one can be done at the same time.

❖ Checkpoint.

They could be as vague as a sentence in the GI saying: “Please watch out for children. More than anything, we want this to be a safe event, so heed the warning from Daniel, and stay away from alcohol.” ...Innocent enough...until you’re driving...looking for R 4th chance somewhere... and the name of your third chance is Vesper Dr.. Did you make the connection? Daniel Craig played James Bond in Casino Royal... from which the cocktail, the Vesper Martini originated. Vesper therefore cannot be a chance to turn, you go to the 5th right, not the 4th...

BONUS - Many rallyes have a bonus or two buried in them. They are also vague clues like the one mentioned above or they may be more direct...like:

Bonus: How many street signs did you see (recall the careful definition of signs) that were the name of a tree? Answer _____.

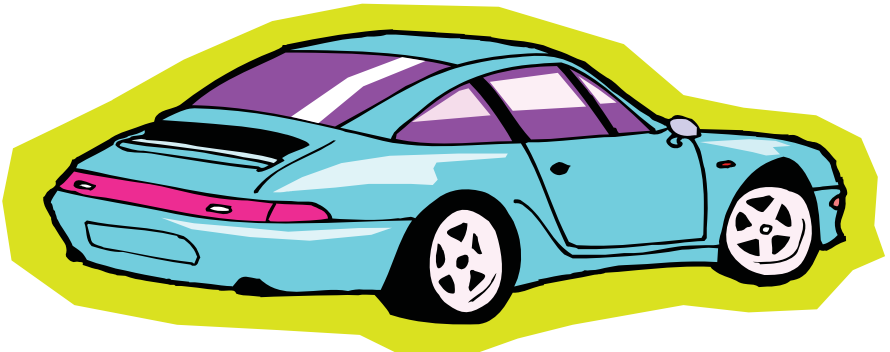
Or

Bonus: Today’s bonus will make you want to ‘hold her hand’ so she can tell you how much ‘she loves you, yeah, yeah, yeah’. ...So as you’re driving along and you come upon Liverpool Ln., do ya think you should turn there???

Okay, enough for now. We’ll probably do another Tabletop rallye next month (May) to get you ready for the real thing in June 6th, “Cruzin’ For Cash”.... Oh, yes, 1st place prize in each class is Cash.

Cheers, Bob

- *Robert Frostholm*





A NAVIGATIONAL / GIMMICK STYLE RALLYE FOR THE WHOLE FAMILY

Come join us
Saturday, June 6th

...for a fun day as we kick off our 2009 Rallye season with a sure to please navigational gimmick style event. The fun begins with a

quick traverse to Gilroy, then a self paced tour over Hecker Pass to Watsonville where the actual rallye route starts.

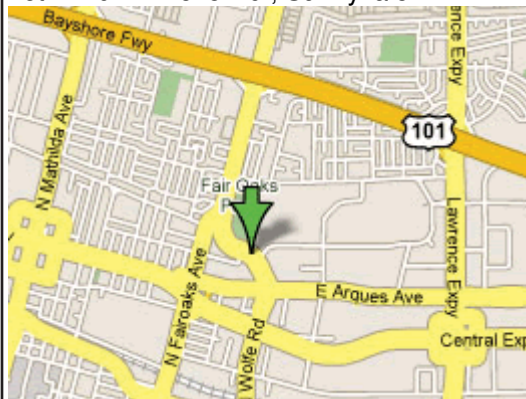
This A/B style event will take you through Watsonville, Rio Del Mar, Soquel, Capitola and finally into Santa Cruz where we will finish at the Seabright Brewery @ 519 Seabright Ave.



Awards in 4 Classes:

Beginner: Never rallyed before...**Novice:** Only rallyed once or twice before...**Junior:** More than twice but fewer than ten rallyes...**Senior:** Been there, done that, got the shirt.

START LOCATION: Plug-and-Play Tech Center - West Parking Lot: 440 N. Wolfe Rd., Sunnyvale

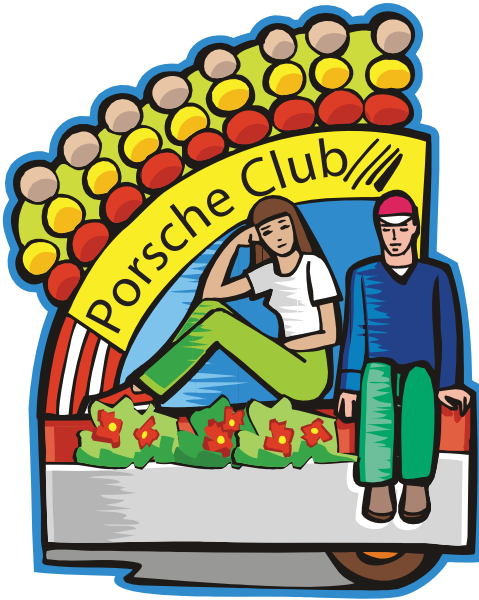


What you need to bring:
Sharp mind, good sense of humor, pen or pencil, familiarity with US Currency, (hint, hint)

Fee: \$10 per car.
Registration 10:00AM to 11:00AM

First cars will be released at 10:30AM

RSVP to Bob Frostholtm by Wednesday, June 3rd 650-903-0303 or bobfrostholtm@gmail.com



A Porsche-colored
Campbell
Easter
Parade
and supper
in Sunol
Saturday,
April 11

Put on your Easter bonnet, wash your car, decorate it and drive it in the infamous Campbell Easter parade.

After the parade we'll take a wild flowers tour to Sunol for supper and the opportunity to observe Bosco, the Mayor, serve beer as only he can.

To participate, Call Rudi Herz at (408) 559-1731 before April 9th.

We will meet and decorate our cars on Orchard City Drive near Railroad Ave. at 11:00 A.M. The parade starts at 12:00 noon.

First and second place prizes will be awarded for best Porsches showing in the parade during our supper in Sunol.

The Cost is \$5.00 per car and \$16.00 per adult (\$10.00 for children 12 or under) for supper which will include soup or salad, coffee or tea, plus your choice of a crab sandwich, French dip or ravioli. Please advise Rudi of your meal selections as you RSVP.

There will be a tour following the Parade to Boscos in Sunol with nearby wineries and antique shops plus the scenic Nile Canyon drive that may answer your need for further diversion.

All of Campbell is awaiting the opportunity to once again ogle our beautiful Porsches. Don't miss this opportunity to delight the parade goers as well as visit with your LPR friends.





National PCA Tech Committee Chairman and LPR member Pete Smith discusses the finer points of Porsche repair with Don Orlando, LPR Tour Chairman in Bascom's well organized shop before the start of the LPR Tech Session.

Bascom Trim & Upholstery Tech Session

Story by Don Orlando, photos by John Reed



Bascom Trim & Upholstery Tech Session:

In the midst of a wet February, the tech session held on Saturday, February 21st was nice and dry. We had a good turn-out for an informative session detailing the removal and repair of an inoperable power seat. The session also included some handy detailing tips and reviewed the wide assortment of services and products Bascom Trim & Upholstery provides to their customers, but more on that later.

Our tech chair, Jim Bryant, was out-of-town having some fun. So, as a long-term, satisfied customer of Bascom (not to mention it was my seat they were repairing), I had the opportunity to welcome the group then introduce them to John Wardell, General Manager of Bascom. After John introduced the group to his team, we got down to business working on my '97 Carrera (993).

The Problem

- The driver's seat would not respond to either of the two switches responsible for lifting/lowering the front and back of the seat. (Note: My car is equipped with the factory sport seats, the fore/aft and the reclining features are not powered.)
- When I first explained the problem to Bascom, I had not checked the fuse because the passenger's seat worked fine (bad assumption). Bascom checked the fuse box and sure enough, a blown fuse – driver's seat.

Tip! First, check the fuse; the seats (at least on a 993) are on separate fuses!

- Bascom installed a fresh fuse and the seat operated fine. N/C and I'm on my way. A few days later, I checked the seat, but got no response. Damn - electrical gremlins.

Seat Removal

- Removal of the seat is fairly straight-forward. Slide the seat fore and aft to gain access to the bolts securing



Leslie Orlando confirms that the power seat is inoperable even for svelte occupants.

the seat rails to the floor pan. No special tools are required.

- Once the seat is free, tilt the entire seat forward to gain access to the electrical connections.

Tip! Reclining the seat back may allow greater access to the electrical connections.

- Unplug the connections and remove the seat for inspection and repair.

The Solution

- A visual inspection determined a screw was jabbing the wiring harness. Unfortunately, my big butt pressing down in the seat was causing the screw to short-out the harness. Eventually, it cooked the switch's contacts.
- With a new switch (#928.613.181.00) in hand, Bascom removed the existing switch.



Evidence that Porsche overlooked American demographics with cars designed only for slender Germans.

Tip! There are two small tabs on the bottom of the switch, push them up with a small screwdriver

Switch Removal

- Bascom inserted the new switch then rerouted the wiring harness to avoid any protruding screws.

Tip! Now is a good time to lube the rails and clean out any undesirable paraphernalia.

- Bascom reconnected the electrical connections and tested the seat. Everything worked fine so they bolted-in the seat completing the repair.

While some of the basic tasks were being done on the seat repair, John gave us a tour of their facility which includes a complete fabrication shop. Whether it's replacing a stock convertible top for your Carrera (they did mine and a few other members too) or fabricating a custom interior for your resto-mod '69 Z28 (in process), clearly, Bascom can handle the task.

In fact, John showed us an older Ferrari they were presently restoring with a new interior.

Bascom Trim & Upholstery also provides full audio, glass and detailing



services. John touched on their ability to update cars with complete, state-of-the-art audio systems (iPod interfaces, Bluetooth, etc.) then demonstrated the sound possibilities in his own '83 Cabriolet. If you're willing to move away from the factory equipment, you can get some pretty impressive sound.

Cooked switch, now landfill, victim of corpulence.

In the second part of our tech session we were shown how to

use a variety of cleaning and car-care products used in detailing. Note: Unfamiliar to many, the clay bar process will remove overspray and other minor imperfections from the surface of your car, leaving it as smooth as ice. Too much to detail here, but I think many of us walked away with a better understanding of proper and convenient car-care.

John summarized our tech session then extended to all LPR club members special pricing on his high-quality, Malco car-care products. Specifically, Bascom will provide us with the same pricing he gives his large car wash and detail shop customers. Additionally, identify yourself as a member of LPR and Bascom will provide a discount on other services as well.

Sincere thanks to John and his entire team for an informative tech session (not to mention a fully functional seat). Also, thanks to all the members -- with a special shout-out to Peter Smith, the new National Tech Chair for PCA and a recent addition to LPR (transfer from GGR) -- that dropped by for the tech session.

Drop by or give them a call, ask for John Wardell, 852 Aldo Avenue, Santa Clara, CA 95054, phone: 408.727.2292, fax: 408.727.0521

www.bascomtrim.com e-mail: john.wardell@bascomtrim.com



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Bascom Trim & Upholstery Tech Session







*Story by Herb Radding
Photos by John Reed*

Bonnie and I arrived early at the home so we could be ready to record the events of the evening. I had no idea that the sun drenched sky would give me a view I had not seen any time before at their home. I had always arrived later for other parties and it was already dark. The view of the golf course out the windows was spectacular and being able to walk outside was quite pleasant. The house was decorated for the party in a March St. Patties Day motif and people were already beginning to arrive.

Sorry if I leave anyone out whom may have brought appetizers but the list only had two names, the Mitchell's and Tavares and I was not



Soup Night at the Glathe's

Left: Julie Lieber says, "It's so good I'll use a ladle," Below: Tom Micele says, "It's so thick I think it's really a stew."



able to follow the flow as quickly as it was arriving and disappearing. Looking around I found plenty of appetizers with cream cheese roll ups, veggie platters, and cheeses. More dips, fruit and sushi was to come. As usual the table in the kitchen was laden with various dishes, then the



salads arrived. I noted that Jean Rickett provided both a soup and a salad. Other salads were provided by the Novak's, Antonowicz's, Goodwin's, Pollich's and maybe the Smith's. As you can see, the list is quite extensive, almost as long as the list of food. Never let it be said we were short any gustable starters for the party.



When all the soups were set up on the serving table we had quite a collection. Bonnie and I brought a tortellini and sausage family recipe, Doug & Dana Ambrisko—a Navy Bean soup, John and Angie Reed—a Clam Chowder rendering, Kevin & Debbie Bennett—Chicken

Senegalese Soup, Gary & Julie Lieber—Tail of the Ox soup, Ed & Karen Tefankjian—Tanabour Armenian Yogurt soup, Reg & Jean Rickett—Vegetable and Lentil soup, Hal & Diana Hallock—a French Cabbage soup. In addition to nice bowls for the soup, Debbie Bennett had the forethought to bring small sampling cups so that you could taste the variety before getting a bowl of soup. Great idea!!

What food party would be complete without a substantial helping of great desserts? Our party satisfied this criteria quite well with offerings from the Pangrle's, Schreiber, Provasi's, Lornmatzoch's and Jennifer Bryant. I think Jennifer did triple duty in supplying not only a cherry and strawberry

crisp, but white chocolate apricot biscotti's and if I am not mistaken a white chocolate mousse cup.

To complete the comestibles, bread was supplied by Steve Crane and the Micele's. Drinks were in abundance so no one had to worry they would not get a drink.

It goes without saying but I'll say it anyway and we all got plenty to eat and we must have enjoyed it because there were a lot of empty plates. I didn't hear anyone reveal something we didn't already know but there were some of the usual comments pertaining to Politics and few paid any attention. That was probably a good thing as Martha Stewart would say. Everyone was well behaved so no one was seen doing something stupid or at least I didn't see it. If I had I most likely would not have said anything anyway.

The Hosts received gifts from Jackie and Les. Lorraine received a Silver soup Ladle, perfect for the evening and in addition they received a gift certificate for the Cheesecake Factory.



*Lorraine & Bill Glathe receive the hosts gift from President
Les Schreiber*



Above: Ed Tefankjian dishes it out.

Right: Gary Lieber entertains the kitchen crowd, Donna Micele, Karen Tefankjian and Steve Crane



Left: Suzette Pangrle with Ashley Ambriesko

Below: Barry Pangrle dishing out the clam chowder as Les Schreiber considers his choice





SOUP NIGHT!



Clockwise from top: Steve Crane; Bonnie Radding; Joanne Antonowicz with Betty Pollick; Ed Tefankjian with Dave and Betty Pollick; Doug Ambriesko.

SOUP NIGHT!



Above: Dave Pollick leads the group, Right: Gary Lieber samples the clam chowder.



Above: Gary Lieber posing with Karen Tefankjian and Julie Lieber, Right: GTG crowd lines up for the soup buffet.



Left: Tom Micele teaches the cat about "people food".



Above: GTG group enjoy soup and the surroundings.

Left: Debbie Bennett with her grandchildren.



Above: Sandy Provasi & Carol Goodwin. Left: Les Schreiber reading the Prieta POST to the gathering.



Right: Lowell & Diana Hallock



TIM BENSON'S *FASTLANE* PORSCHE REPAIR

TECH SESSION: Come out to Fastlane Porsche Repair on Apr 18. Starting at 10am Tim Benson will be talking about transmissions, clutches, gear ratios and all that good stuff. Want to get that last little bit of performance out of your car on the track or just wanting to get the most lifetime from your tranny come out and hear what Tim has to say!

Hope you can make it!!

**Remember:
Saturday Apr 18, 10:00 am
Tim Benson's Fastlane Porsche Repair
2831 Soquel Avenue
Santa Cruz, CA 95062
(831) 477-7510**



April 19 Marina Airport



Loma Prieta Autocross #2



Information:

- Registration: 7:30 - 8:30 am
- No pre-registration
- \$35.00 per driver
- Limited loaner helmets available
- Drivers must work for sessions run
- Snell 1990 or better helmet required
- Lunch available for \$8.00

For more information contact:

Allyson Pickard

408-370-3331/allysonpickard@hotmail.com

Take Highway 1 south toward Monterey and Laguna Seca Raceway. Take the Reservation Road exit south toward Marina. After one short block, turn right in order to stay on Reservation Road. Follow the road through Marina approximately two miles south of town. Turn left at (Imjin Road) signal into Marina Airfield. Turn right after the first large building on the right and follow the cones to the autocross site.

Sponsored by:

FASTLANE
Porsche Repair

Don's
Auto Werks

Driven: 2009 V2 Cayman S:

Contributed by Robert Frosthalm

The following is reprinted with permission from PlanetPorsche.net (formerly known as CayannClub.net). The author is Ken Smiley, Cayman Register Advocate for PCA.

The 2009 Caymans and Boxsters will be landing at dealerships near you shortly. Although I had an opportunity to privately test a DFI Cayman previously, an opportunity to test and report upon a new 2009 Cayman S with DFI presented itself this week when Tischer Porsche (a PlanetPorsche.net site sponsor) received their first shipment of new Caymans and Boxsters. It is about time I talk about the new version of the Cayman and while I was going to hold this for a joint article / radio show piece in a couple of weeks to coincide with the Cayman launch in March, it seemed only appropriate to cover the new Cayman for our members who are currently deciding whether or not to purchase the new car in light of the current economic climate. I have two words for you - DO IT! Now I don't say that lightly and I certainly wouldn't want someone to overextend themselves, but if you were thinking that the changes to the 2009 model were 'minor' or not particularly noteworthy I would say "think again!".

The new Cayman S has guts, a significant amount of additional punch over the outgoing model, particularly in terms of torque and low end grunt. I will go on record saying that the new 2009 Cayman S would easily leave a Gen 1 997 C2 S 3.8L car behind, the new Cayman simply launches and keeps clawing the pavement well into the triple digits on the speedometer. Don't take my word alone for it, I drove the car with Mike Levitas, owner of TPC Racing and professional race car driver. Mike asked me "how much more power is this car supposed to have?" to which I answer about 25 more horsepower supposedly. Mike's retort was "No way, this car is much stronger than that!" Mike concurred with me at the new Cayman is certainly faster than the first generation 997 3.8 C2S.

Acceleration is not the only improvement to the new 2009 model. The car we drove did NOT have PASM and was riding on 19" wheels and tires. In the first generation car this would have made for a ride a bit more on the rough side that I prefer. Porsche has done something to the suspension. I found the ride to be more compliant and not nearly as harsh while still providing superior grip and less dive when throwing the car into the corners. The ride on the regular suspension made me wonder just how good PASM must be on the new Cayman, but unlike the first gen Cayman I don't think anyone



is going to be disappointed with the non-PASM suspension, even on 19” tires and wheels. I know there was also some concern about handling and whether or not the Cayman’s steering ratio had been tweaked and what the result was. I am pleased to report that the steering is every bit as good as the first generation car and I found no significant difference when tossing the car this way and that. I particularly liked the new PDK sport steering wheel as it provided good grip and was attractive to look at. If there is a change in the steering, I doubt any human is going to be able to tell driving gen 1 and gen 2 back to back. A difference between individual cars is likely to be just as much of a factor as anything else.

The new interior has a number of improvements as well. The new Navigation system is hands down better than the old one, larger screen, touch capability and simply a much cleaner interface. Couple this with iPod support and Bluetooth and most if not all of the electronic complaints about the first generation car are now a thing of the past. Not only does the new system look and operate better than the prior system, but the surroundings are nicer too. I really like the black surround in the center stack much better than the prior volcano grey, classier and nicer materials. Speaking of nicer materials we noticed that some of the plastics have been changed to a softer feel plastic, particularly on the A and B pillars and into the back hatch area. I did a side by side comparison between the new Cayman and the prior model belonging to Mike Levitas and the touch differences were there. I’m not sure anyone really complained about some of the interior plastics before, but Porsche choose to do something a little different nonetheless. Our car was equipped with the full leather interior and I am so glad that

Porsche decided to stitch the two angled lines from the center air vents up to the central point on the windshield. On the gen 1 car if you didn't get leather you received two creases in the dash in this area, but full leather cars received just a flat expanse of leather. The new dash has a much classier and more expensive look with the stitching, dare I say more Aston Martin like. While the overall changes to the interior were relatively minor as the design is basically the same, the lines are a little cleaner, the materials a little better and overall the experience more inviting in the generation 2 car. Kudos to Porsche for making a good thing even better.



I've never really had a complaint about the brakes on the first generation Cayman but at one point I am pulling forward, braking, backing up, braking repeatedly to get the feel of the pedal and without a doubt the pedal has a firmer feel and I think it was due to the brake pre-setting themselves. Both Mike and I tested the brakes repeatedly during our test drives and both of us found the braking to be improved over the gen 1 car, again not that the gen 1 car was terrible, it isn't, but the gen 2 car is further improved/refined.

I know there have been some who upon seeing the first photos of the gen 2 car remarked that the tail lights looked funny or the driving lights were strange, or whatever, I simply didn't find anything "wrong" with the looks of the new car in person. In fact if you didn't know you were looking at a Gen 2 car you might think it was a Gen 1 that just drove by, the differences are subtle but I think the new tail lights and headlights look fine in person. Obviously looks are subjective and some will prefer one to the other, but I

don't think the looks are "polarizing" by any means. I particularly liked the new headlight look which I think will stand out more on lighter color cars in terms of difference from the prior generation.

Were there any downsides? Nothing that I couldn't live with. For example, in Sport Plus mode the PDK transmission makes a fair amount of noise coming from the area right behind the driver and while I found the rapid shifting to sound kind of "cool" when coming to a stop or slowing down, I could see where others might get annoyed by it after awhile. To those people I would say don't drive around in sport plus all day then. I also think that after driving the PDK in this car that many who have been negative on the PDK are going to be changing their tune. I could easily live with the PDK in the Cayman on a regular basis and that's coming from someone who enjoys rowing the gears as much as anyone. I still don't care much for the positioning of the sub woofer, but if you are like me, then don't order it. Otherwise, as I said, I really didn't find anything not to like about the new Cayman and I'm sure after a test drive at your local dealer you are going to feel the same way!

(In a side note I also had a chance to examine some more engine internals for the new DFI motor in the Cayman and I am convinced that the new motor is significantly improved over the outgoing M97 engine, not only in terms of fewer moving parts, higher rev range, but also in terms of oiling, piston and ring design and overall flexibility and performance. My this new Cayman is tempting...)



Thank you for wearing your name tag!

It makes it so much easier for getting acquainted. Let us put a name with the face we recognize. The requirement for obtaining a name tag is attendance at two LPR events.

Have you lost yours?
Or just don't have one yet?

Contact Barry Pangrle, bpangrle@comcast.net.

BMW PORSCHE JAGUAR MERCEDES

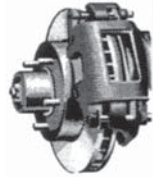
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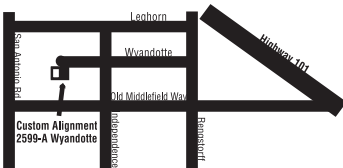
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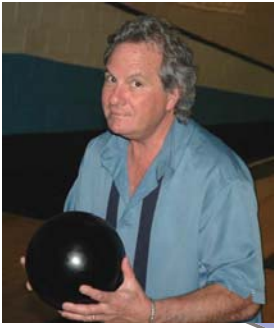
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ACURA BMW PORSCHE JAGUAR MERCEDES

LPR's Fourth Annual Bowling Extravaganza! GTG Bowling and Dinner Saturday, May 9th.



Bowling
4:00 PM til 6:00 PM

includes:

Two hours of unlimited bowling (includes shoes)

Two soda tickets or one domestic beer ticket

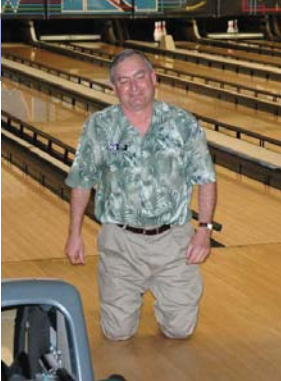
Mexican Dinner Buffet

includes soda or ice tea

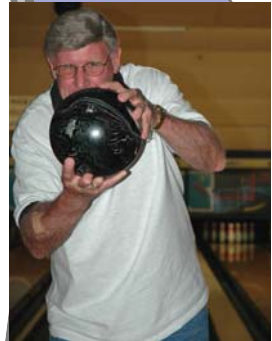
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Mother's Day Tour and Brunch at the Bargetta Winery Sunday, May 10th

Join us for a pleasant drive through spring lush South Bay back roads as we celebrate motherhood.

The cost is \$50 per person.

Meet at the Country Inn at Almaden Expressway and Camden; the tour will leave promptly at 9:30 A.M.

RSVP no later than May 3 to
Les Schreiber at
408-316-8654.



2009 Zone 7 Concours School

Carlsen Porsche

3636 Haven Avenue, Redwood City, CA 94063

Saturday, April 4th, 2009 from 9:30 A.M. to 4:00 P.M.



Registration Fee: \$0 (Given economic times and a desire to maximize participation!)

Carlsen Porsche is supplying refreshments!

Options to buy the *Zone 7 Guide to Concours d'Elegance* and Concours Judges Badges!

Learn how to become a Concours judge, including the secrets of winning from the experts, at the 2009 Zone 7 Concours School, to be held at Carlsen Porsche's spacious and state-of-the-art service facility. Lunch will be provided.

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

- *Detailed information on the revised and new Zone 7 Competition rules and classes of competition*
- *Judging major classifications of vehicles, including tips from Zone 7 model experts.*
- *Hands-on judging exercises*
- *Detailing and vehicle preparation from the experts*

Spend the day with your fellow club members and some of the best Porsches anywhere. Registration includes all course materials, lunch, and certificate of completion.

Sponsored by Carlsen Porsche

Zone 7 Concours School Registration Form

Registration deadline is March 30, 2007

Be sure to register early, as seating is limited

Name: _____ Region: _____

Address: _____ Phone (inc. A/C): _____

E-Mail: _____ Model & Year Porsche: _____

Please RSVP to:

Zone 7 Concours School, Attn: Mark Gersh,

3631 Country Club Drive

Redwood City, CA 94061

magersh@earthlink.net

408-242-0893

You're Invited

PCA Car Corral and PCA Membership Station!

May 16-17, 2009

at Mazda Raceway Laguna Seca

Join us for this exclusive PCA member opportunity! Display your Porsche in the PCA Corral, watch the Porsche racing action, and take part in the following Special Events:

- Scheduled Appearances by Porsche Race Drivers
- Supervised Parade Laps of the Track
- Grand-Am Sponsored Prize Drawings
- "Hot Pit" & "Race Control" Tour Raffle
- "Long Distance Award"



For information please contact: Sharon Neidel, Z7 Rep - sharonneidel@yahoo.com or 650-508-1308 **GRAND-AM** ROAD RACING

For the latest schedule information please visit the Grand-Am website at www.grand-am.com

Parking in the PCA Corral is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards.

PCA Car Corral is hosted by PCA and PCA volunteers with the cooperation of the Grand-Am Road Racing.



Redwood Region and Zone 7 Present
Stompin' at the Schulz V
Saturday and Sunday, May 2nd and 3rd, 2009
Event #1 and #2 in the 2009 Zone 7 Autocross Series
Charles M. Schulz Sonoma County Airport, Santa Rosa

Gates open at 8:00 A.M. • First car out at 10:00 A.M.
Fee: \$30.00 per driver • No open exhaust, 92-decibel limit strictly enforced.
Trailers and cars may be left at the autocross site overnight.

Directions: Take Shiloh exit, a few miles north of Santa Rosa on Hwy 101 and proceed west for 1.5 miles. Turn left on Windsor Road and continue for 1.2 miles to the rear gate to the airport (on your left). Please drive safely and quietly so as not to upset the local residents.

Lodging: Hilton Garden Inn Sonoma County Airport (a one-block, five-minute walk from Kal's, the Saturday night dinner location and a ten-minute drive from the autocross site) at 417 Aviation Boulevard, Santa Rosa, CA, telephone 707.545.0444. Be sure to mention "Porsche Club" to get the 10% PCA discount.

Saturday Night Dinner: Kal's at 397 Aviation Boulevard.



For info, contact David Bunch at 415.717.4117 or e-mail david.bunch@sbcglobal.net

The car described as the “Greatest Racing Car in History” celebrates its 40th birthday:

Atlanta - March 9, 2008 - Forty years ago on March 13, 1969 at the Geneva International Motor Show, today's Dr. Ing. h.c. F. Porsche unveiled a car that, even by today's standards, is underestimated when it is described as the “super sports car”: The Porsche 917. It became a legend as one of the fastest and most successful racing cars of all time.

Porsche fired the starting shot for Project 917 in June 1968, after the international motor sports authority or FIA had announced a class of “homologated sports cars” with up to five liters cubic capacity and a minimum weight of 800 kilograms. Under the supervision of Ferdinand Piëch, the stipulated 25 units of the new racing car model were completed by April 1969 so that the 917 could begin its racing career in the same year. After it initially dropped out of its first three races due to technical problems, the 917 success story began in August 1969 at a 1,000-kilometer race at the Österreichring with a victory by Jo Siffert and Kurt Ahrens.

The engine configuration of the 917 was just as unusual as its different car body versions: Behind the driver's seat extended an air-cooled, twelve-cylinder engine with horizontal cylinders, whose crankshaft designated it as a 180-degree V engine. The 520 HP engine had an initial cubic capacity of 4.5 liters. The tubular frame was made of aluminum, the car body out of glass fiber reinforced synthetics. Porsche engineers developed different car body models to best meet the different demands of different racetracks. The so-called short-tail model was designed for heavily twisting roads in which a high contact pressure was necessary for fast cornering. The long-tail model was designed for fast racetracks and a high final velocity. Then came the open 917 Spyders, which were used in the CanAm and Interseries races.

At the end of the 1970 race season, Porsche confirmed its superiority with the 917 and 908/03 models, winning the Racing Series World Championship [Markenweltmeisterschaft] in nine out of ten possible victories. This series of victories began in Daytona and continued in Brands Hatch, Monza, Spa, on the Nürburgring racetrack, at the Targa Florio, in Le Mans, Watkins Glen and the Österreichring. However, the season's high point was the long-desired overall win of the Le Mans 24-hour endurance race, a trophy that Hans Herrmann and Richard Attwood brought home to Zuffenhausen on June 14, 1970. Their 917 short-tail model painted in the Porsche Salzburg colors of red and white with the start number 23 not only successfully defied its competitors but also the heavy rainfall.

As in the previous year, the 1971 season was dominated by the 917 model so that the Racing Series World Championship [Markenweltmeisterschaft] went to Porsche again with eight out of ten race victories. And once again, a Porsche 917 was victorious at the Le Mans 24-Hour race – this time with Gijs van Lennep and Dr. Helmut Marko, who set a world record with an average speed of 222 km/h and 5,335 kilometers driven, a record that still stands today. One special feature of their 917 short-tail model, visually characterized by its “shark fin”, was the tubular frame made of magnesium. A 917 long-tail coupe model set a further record in 1971: On the Mulsanne straight stretch, which is part of the route in the Le Mans 24-Hour race, the sports car with the start number 21 recorded the highest speed of 387 kilometers per hour. Another Le Mans racecar achieved major recognition: The Porsche 917/20 was a mix between the short-tail and the long-tail models and was notable for its broad proportions. Although the pink colored racecar, nicknamed “the Pig”, dropped out halfway through the race, its unusual paint color made it one of the most famous Porsche models ever.

When the European FIA regulation for the “five-liter sports car” expired at the end of the 1971 season, Porsche decided to enter the Canadian American Challenge Cup (CanAm). In June 1972, the private Penske race team in motor sports used the turbo-charged Porsche 917/10 Spyder for the first time. With a performance of up to 1,000 HP, the Porsche Spyder dominated the race series and won for Porsche the CanAM championship with victories in Road Atlanta, Mid Ohio, Elkhart Lake, Laguna Seca and Riverside. In the following year, the 1,200 HP 917/30 Spyder had its racing premiere. The superiority of the monster car driven by Mark Donohue was so obvious that the regulations of the CanAM series had to be changed in the end in order to exclude the 917/30 from competing further in the 1974 season. Typical for Porsche: The technologies for increasing performance developed for these races were successfully transferred to the on-road sports car. That's how the 911 Turbo, with its side-exhaust turbocharger, began its career in 1974 and has been, since this time, a synonym for the performance capacity of the Porsche sports car.

To date, the reputation of the 917 is legendary. Therefore, 50 international motor sports experts from the famous British trade magazine “Motor Sport” nominated the 917 as the “greatest racing car in history”. All in all, Porsche built 65 units of the 917: 44 sports cars as short-tail and long-tail coupés, two PA Spyders as well as 19 sports cars as CanAm and Interseries Spyders with up to 1,400 HP turbo engines. Seven of the most important 917 models – among them the Le Mans victory cars from 1970 and 1971 and the 917/30 Spyder – are currently on exhibit in the new Porsche Museum in Stuttgart-Zuffenhausen.



Type 917 at Zuffenhausen (c. 1969) courtesy Porsche AG



Secretary - Bob Morgan

The March Board Meeting was held on March 5, 2009 at the Round Table Pizza on Camden Ave, San Jose and was called to order at 7:05 pm by President Les Schreiber.

Board members present were: Les Schreiber, Jackie Mitchell, George Jansen, John Reed, Barry Pangrle and Bob Morgan. Other members in attendance were Sharon Neidel (Zone 7 Rep), Steve Mitchell, Joe & Cheryl Pruss, Bill & Emilie Highley, Angie Reed, Sue Sickal, Ken & June Iles, Tony & Kris Vanacore. Barry moved and John seconded to approve the February 2009 Minutes.

Directors' Reports

President: Les Schreiber

Karen wasn't at the meeting, but Les noted that we need to amend the Policies & Procedures to add the "Hospitality Committee", and to change the dual membership charge to \$21 per year. Les attended the President's meeting in New Orleans. Sharon noted that Porsche is the featured marque this year at the Monterey Historics, and the organizers are looking for volunteers to help. We may enter the website into the National competition.

Vice-President: Jackie Mitchell

Jackie mentioned that 44 people attended Soup Nite at the Glathe's. Upcoming are the St. Patrick's Day at the Morgan's, the Newcomers Social, and the Golf Event with the Hallock's. Nicolino's closed so we need a different site for our Holiday Party. Jackie moved and George seconded the motion that we hold it at the Coyote Creek Golf Course. Meals start at under \$40, but we'd need to guarantee \$4,000. The Board approved a deposit check for \$600. The 40th Anniversary Party, 3/20/10 will be at the Hayes Mansion, and Jackie submitted the check request for the deposit.

Secretary: Bob Morgan Bob had nothing to report.

Treasurer: George Jansen

We lost \$2380 in February. Year to date is a loss of \$3638. We received \$1134 from PCA for membership. We did receive some advertising monies, but there are still seven advertisers that haven't paid. The Board directed the Editor to remove the non-paid advertisements from the POST. George recommended that we roll the CD. Taxes are complete.

Activities: John Reed

Insurance has been submitted for the AX and Tour in March. He will submit forms for April events.

Membership: Barry Pangrle

LPR Membership Report 3/5/09

New members from PCA (2)

- De Villiers, P Francois, Capitola, 2001 Boxster Lapis Blue
- Sutton, Stacey F, Castro Valley, 1967 912 Red

Transfers in (2)

- Radding, Lisa, (from GGR), 1972 911T Silver
- Yang, Jeff Y., (from: Hawaii (HI)) 1972 911

Membership that Expired Last Month (2/28/09)

- Eight (8)

Total Renewal's for February month (12)

- Twelve (12)

Cancelled Membership

- None

LPR Membership: 3-5-09 Total = 557 (Primary = 307, Affiliates = 250)

John moved and George seconded the motion to approve the new members.

Member-At-Large: Karen Morgan Karen was not at the meeting.

Committee Reports

Editor: Steve Mitchell

Steve noted that we have a nice newsletter, and maybe we'll submit for competition next year. Steve also noted that we are one of a few regions that still actually print their newsletter. We discussed options related to number of copies printed and how to reduce costs. We are transitioning to Adobe Creative Suite 4. We are hurting for advertising money, and can't cover the POST printing costs without it. Sharon noted that GGR lost some members when they stopped printing their newsletter. We would like to keep printing the POST, but it will continue to be a drain on the budget. John noted that we can apply to the post office for non-profit postage.

Advertising: Bill Highley

Bill noted that Fremont Porsche will provide \$700. This could cover the half page ad on the back of the POST, and also be used to sponsor the AX series.

Safety: Ed Tefankjian

Ed was not at the meeting but sent a report to Les. Ed will attend the AX & Tour and will submit observers' reports. He suggested we check that the fire extinguishers are charged.

Tours: Don Orlando

Don was not at the meeting. Les read Don's report that several tours are upcoming.

❖ Minutes.

Tech: Jim Bryant

Jim was not at the meeting but emailed a report reminding us that there is a tech session at Fastlane on April 18.

Autocross: Allyson Pickard

Allyson was not at the meeting but requested through Les that we authorize buying 3 stop-watches to back-up our automatic system. George moved and John seconded an approval to buy 3.

Goodie Store: Joe & Cheryl Pruss

Joe reported that they had received the \$40 outstanding, and they submitted that. We discussed ideas about the Swap Meet and the 40th anniversary gift.

Charity: Sue Sickal

Sue noted that she is going to have a meeting of the Charity Committee. Les suggested we participate in a volunteer event in addition to the normal monetary donations.

Webmaster: Steve Crane Steve was not at the meeting.

Rallye: Bob Frosthalm

First Rallye will be on June 6th. It will be open to other regions. The October Rallye will be part of the Zone 7 Championship Series. The April POST will include another paper rallye. Bob requested that we add a Rallye drop-down page to our website.

Public Relations: Ken Iles

Ken continues to submit articles to the Panorama.

Drivers Education: Pete Siemens

Pete was not at the meeting. Les got a report from CDS that they don't have any events until Cherries Jubilee in August. They will be supporting MBR on a DE during the Historics at Laguna Seca.

Old Business

If we want to apply for the Region of the Year we need a chair.

New Business

Parade Committee Rules are available on-line. Les mentioned that the Boy Scouts are hosting a breakfast. Les has a table if we're interested. Les is also a driving trainer for AARP. Sharon mentioned that there will still be a PorschePlatz at some ALMS events. We will have Corrals at the Grand-Am race in May at Laguna Seca.

Meeting Adjourned at 9:00 PM

Respectfully submitted *-Bob Morgan*



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Goodie Store

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



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

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

Unclassified Ads

FOR SALE 1980 Porsche 911 SC (Euro Model), 89,000 on engine, 8,000 on clutch, silver on black, excellent condition, new front glass, new paint, new rubber, Smart Racing sway bars, Wevo mounts, Turbo front brakes, stainless lines, Turbo tie rods, drop tie rod ends, lowered, Fuch's 7's & 8's, Bray Krouss harness bar, 5 point harnesses, licensed for street, excellent autocrosser, must see, \$15,000.00, call (831) 229-0836, just have too much stuff and need to get rid of something. (3)

FOR SALE 1988 944 TURBO-S Immaculate Condition Completely Stock 1988 944 Turbo-S Limited Edition with All Records/Services since New including \$50K Window Sticker. Rare Deep Met Red on Special Order Light Grey. ONLY 22,147 Original Miles. Yes, that is correct, 22,147 original miles. Recent Timing belt, Mobil-1, Waterpump, Brakes/Rotors, New Bridgestone's on 17" 993 wheels, \$Thousands in Receipts. \$25,750. 425-210-3247 or CraigRKoegel@Comcast.net for more info and pictures! This perfectionist maintained 951 is Located in Seattle, WA (4)

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: Steve Mitchell, email: steve.mitchell@earthlink.net



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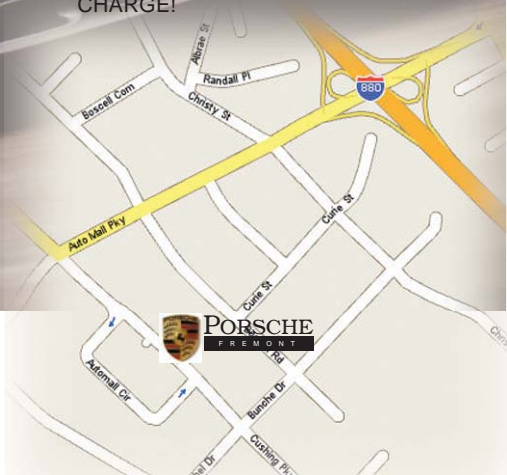
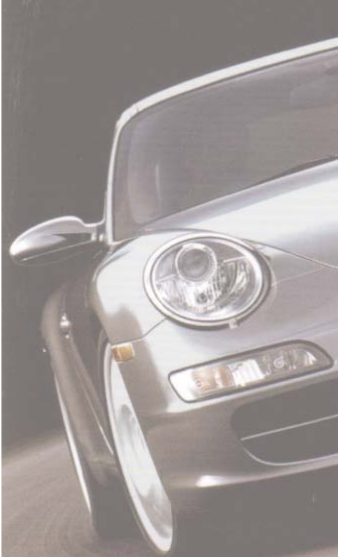
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Golden Gate Region Presents
Rolling Thunder II

Buttonwillow Raceway Park, Buttonwillow, CA May 23 and 24

Registration opens on March 23 at 10:00 P.M. EDT at <http://register.pca.org/>

Rookies take note! We regret that schedule pressures don't allow us to provide practice start and race sessions, so rookie license candidates will not be allowed to register for this event.

Practice, Qualify, and Race on both Saturday and Sunday!
Space is limited, so register soon!

All entrants must be PCA members and have a PCA Club Racing license or an approved License Application.
Go to <http://www.pca.org/clubrace/docs/forms.htm> or call 847.272.7764.

Registrar Andrew Forrest ggnacereg@gmail.com

