



PRIETA POST

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

**Inside: The Purple People Eater!
Holiday in the Vineyards
Annual Report
Award Presentations
Coming this month: Tech Session, Soup Night**



Porsche Club of America

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

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What's Ahead

February

Thursday the **5th** - **Board Meeting** at the Round Table Pizza at Camden & Union in San Jose. 7:00 pm.

Saturday the **21st** - **Tech Session** at Bascom Trim & Upholstery. See page 25.

Saturday the **28th** - **Soup Night** at the Glathe's. See page 27.



Find out why this girl is smiling and holding an LPR award, and why Emilie Highley is on her knees, see page 30.

March

Thursday the **5th** - **Board Meeting** at the Round Table Pizza at Camden & Union in San Jose. 7:00 pm.

Saturday the **14th** - **St.Patrick's Day** hosted by the Morgans.

Sunday the **15th** - **Autocross #1** at Marina.

Friday the **20th** - **Newcomer's Social** at the Round Table Pizza at Camden & Union in San Jose. See page 31.

Saturday the **28th** - **Hit the Trail Tour** hosted by the Vanacore's, See page 39.

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Newsletter of the Loma Prieta Region of the Porsche Club of America

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Cover Photo:.....

The red rock of Sedona, AZ provides the backdrop for this month's cover photo, taken on the trip to Porsche Escape 2008 held in Albuquerque, NM in September. Photo by Jackie Mitchell.



The Talon Country Club in Albuquerque was the setting for the 2008 Porsche Escape Concourse-Car Show. Photo by Steve Mitchell



Porsche Club of America

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notes from the President

One month into the New Year, and my first Board meeting over with, and my thoughts are “How did Ed do it.?” I want to thank Ed for the great job he did for the past two years, as the club's President. Great job Ed, THANKS.



What I forgot to mention in my last (and first) note, that in December we had two great events. One was our annual awards banquet and party that was arranged by our Vice President Barry Pangrle, and held at the Picchetti Winery. This was a wonderful event, great prizes, enjoyable wine and food and good company. (Thanks Barry and all your helpers). The second event was the LPR Gift Exchange, which was hosted by Lorraine & Bill Glathe at their beautiful home in San Jose, which consisted of some great finger food, beer, wine and super gifts to exchange. Thanks Lorraine and Bill for sharing your home and food etc, and we'll see you at the end of February for Soup Night.

We are now getting ready to start our activities for the year, and by the time you read this we will already have two events under our belt (Chili Night at the Iles on the 17th, and the Tech Session at Custom Alignment on the 31st) I hope you were able to attend one or both, as I am sure they were well worth the time and effort to come out and meet other members of LPR, and see why we are know as the “Good Time Region”

In the month of February are more good things to look forward to with another Tech Session on the 21st at Bascom Trim and Upholstery and Soup Night at the Glathe's on the 28th. Check the January issue of the Prieta Post for all the events of the year.

These are just a few of the events scheduled for the year, as we are just getting started, and I, for one, am looking forward to March, as that is when we start our autocross season. If you haven't been to one, or want to find out what it's all about, come out to the Marina Airport and watch people put their cars thru the paces, to see what times they can achieve, as they zip thru the cones, without hitting them.

Last year, at the final autocross, I was enjoying the great weather, a good layout of the track, and was on my fourth run; when my car decided to smoke (I thought it was too young to smoke). But to my horror, I would have to stop racing that

day, and limp back home, as my oil separator decided that it no longer wanted to perform as designed. In attendance on that day, was our club mechanic and owner of Don's AutoWerks in Campbell, Don Wise, who recommended to me, not to continue, and come see him on Monday. (Just what the doctor ordered) Anyway, I did as directed, and reported to Don on Monday, and he re-diagnosed the problem and put my car in the shop for recommended repair. I retrieved it the following Friday, repaired with a new oil separator, and new feet (tires needed replacing). While there, I had Don order tires from Tire Rack, and now I'm ready to start the new year of auto crossing, less a few dollars for the repairs.

In the January Issue of the Prieta POST is the calendar for the year, so look it over, and mark your calendar to come out and join us for an event or two. We know that everyone can't attend every event, but at least try to come to some of them, and get to know your LPR members. We do have a great group of people, and have a enjoyable time wherever we go, and whatever we do. This year we are also doing something different, or I should say, something we haven't done in years, conducting rallyes. We have a new Rallye Chairman, Bob Frostholm and he has scheduled at least three rallyes for the year, and maybe more, depending on our other activities. So, if you're not into autocrossing, or racing at the Laguna Seca, then maybe this will be something that you and your partner could do on a Saturday afternoon. I look forward to seeing you at these or other events throughout the year.

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letter from the Editor

A new hobby and being shanghaied



I was pleased to receive my January POST in the mail on the day before Christmas; it was the tangible evidence that I could put the POST together without having to give up my day job. The additional treat was that it arrived with the December Porsche Panorama lending to an ability to contrast the two. You have to know that for me my first POST was no small feat, the knowledge transfer necessary to get that edition in the mail to you required that I learn Adobe Creative Suite software, something that I had never used before, learn to layout the booklet and get it in a form that would work for our printer at JP Graphics. We did have a printing anomaly but nothing that a re-due wouldn't cure. Right about now I think my first run is on a recycling ship headed to China to be made into firecrackers or being turned into home insulation. In that regard, our printer was a good sport and gave me the new editor "Get out of jail free card".

You many have noticed the slightest of adjustments in the text, fonts and format. I just can't seem to leave some things alone, I think it's my desire to make it my own. It is really part of the satisfaction of this job, it's like a hobby creating something, it's certainly not the pay. Members have made several suggestions and have also keyed into the PCA national newsletter support. I have a new BFF Jill, that would be Jill Beck, who now knows my email address and that I am the new editor of the Prieta POST. I suggested to Jill that there are times when I am light on content for the newsletter and wondered if PCA had anything I could publish. With that my new BFF has set out to completely fill my hard disk with Porsche and PCA stuff that I now sort through daily to try to bring some interesting items into the book. The key here is that the fee for printing the POST is the same for up to 60 pages and I'm just one of those folks, notwithstanding the whole environmental bit, who feels that I need to get my money's worth. If I'm paying for 60 pages, we may as well add some articles of interest. Anyway, back to the adjustments.

You may notice on the front page that the PORSCHE is gone and replaced with Porsche Club of America. I'm sorry, along with the editor job came the password to the editor only section of the pca.org website. As an IP attorney I just couldn't do this job without reading the licensing agreement with Porsche and PCA. The deal is that we cannot use the Porsche name unless we do so in accordance with Porsche's guidelines, that means only with a white background and only with the gold marquee....yada, yada, yada. So, I'm conflicted, on one hand I have certain members at the last Board meeting who say, "...we have done it for 39 years and who gives a [you know what]"....on the other hand there is the thought that we

take the risk and if we get a cease and desist we just delete it and hire a big NYC law firm to defend us. After all I'm sure Porsche will find all sorts of damages to claim on how we impacted their goodwill by putting their very valuable marquee name on our homegrown publication. They will no-doubt make an example out of me for my cavalier disregard of the licensing agreements and the law and have me disbarred, or worse, they won't do a goodwill replacement of the motor in my 996 when it explodes. To be safe, and to make sure I get that free motor, I decided to do the right thing and adopt the contemporary thought to be squeaky clean and use: Porsche Club of America, a trademark that we have the right to use anywhere we want, even if we put a naked woman in the book.

You will also notice that I have moved things around, fussed with the fonts, and tried to develop interesting layouts. It does take a great deal of time to put the book together and for this month I did snatch some of the previous flyers for updating instead of developing new. Kevin did a great job on the flyers and I have the digital archive, so why not? Besides, I did spend a great deal of time putting the table rallye together so the maps would be legible and would fit in the book. Also, Barry has added membership details on his page and George provided the Annual Report in this issue.

Anyway, I have had folks ask me about making the book more technical, but I have to believe that the national book and other magazines cover all that sufficiently. My thought is that our book should be more regional in its nature and should cover items of local interest like new wineries or restaurants, however if someone wants to write a technical column I will welcome it. That is really the key to this book, the contributions. If you have any ideas for a column, let me know your thoughts.

Now we get to the shanghaied part; at the last Board meeting a copy of the 35th anniversary edition was laid on me along with, next March, that would be 2010, will be our 40th with a "...we're giving you plenty of time to start working on it." I'm a very contemporary thinking type of guy and I think what my fellow members want to see is a historical piece that reflects on the club's past activities. Since I don't have the history with the club that many members have I think I'm going to take Jackie, your VP's advice and form a committee to pull together articles from the archive. If there are any volunteers, just let me know.



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UNIQUE WINE DISCOVERIES

letters to the Editor

Steve,

The joint regions of Rocky Mountain and Alpine Mountain will be hosting the 54th Porsche Parade beginning June 29, 2009 at the Keystone Resort in Colorado. Colorado has played host to five past Porsche Parades, so our history is tried and true.

The 2009 Parade Committee is proud to be involved and is planning to make this a truly memorable event. One way to ensure an outstanding 2009 Parade is to invite the regions to contribute, rather than merely attend and participate. Many regions compile photos and videos of local club events that take place throughout the year. Some regions also have unique videos or maps of their local race tracks which may be of interest to your fellow Porsche enthusiasts. New for the 2009 Parade, we will have a large video screen in the Gastlichkeit Centrum (Hospitality Center) to display these pictures and videos. We believe this is an excellent opportunity to show off your region and contribute to the success of the 2009 Parade.

We have also received a number of requests to bring back the scrapbooks and historical items which have been absent from some recent Parades. This is another excellent opportunity for regions to contribute.

We invite you to submit any pictures and videos you feel may be appropriate. We would appreciate receiving them as soon as possible, but ask that we receive them no later than June 1, 2009. Please send them via CD or DVD to the address below.

You may also send your historical and scrapbook items to the same address, although if you prefer to bring these items with you to the Parade, you are welcome to do so as long as you contact us first so we have space available. Please e-mail Dave Keeley (davekeeley@msn.com) with any questions or to notify us of your participation.

We look forward to seeing you in Colorado!

Best regards,

Dave Keeley
552 St. Andrews Drive
Longmont, CO 80501

Steve,

While talking with some of our PCA members during the regional Holiday parties, it occurred to Kathleen Lennon and I that some of you really didn't have a good idea of what registering for the Porsche Parade is all about. We thought we should take a moment to explain just how the process goes. Here are some of the basics for you to think about:

When you register for Parade 2009 online, you must first have access to the PCA National website. Some of you may already have access to www.pca.org and have a password set up for its access. For those of you who do not, please contact Vu Nguyen, PCA Executive Director (at vun@pca.org); he will assist you in gaining access to the National site, where you will be registering for our 2009 Porsche Parade.

Have a copy of the 2009 Porsche Parade's full schedule of events at hand. It will help you when you are in the registration process, and you can find the full Parade schedule on www.porscheparade2009.com. It will list the four major competitive Events, Special Activities and Banquets plus all their dates and times for your convenient selection. The Parade registration process will take you approximately 30 minutes on line.

❖ Letters.

The 54th Porsche Parade registration fee is \$165.00, and covers basic admittance to the Parade for the entrant, a co-entrant, and one car. The co-entrant may be an unaffiliated PCA member, but must share the same car with an entrant. An exception applies if the registered Porsche is not legal for street use, in which case a second Porsche may be registered for use in the TSD rally only.

Beginning with the 54th Parade, we have lowered the registration fee, but will be charging entrants additional fees for the four major competitive events, if you choose to enter any or all: Concours - \$20 per car; Autocross - \$20 per driver; TSD Rally - \$10 per car; and Tech Quiz - \$10 per person.

Additional fees apply for banquet/meal tickets and for selected other activities such as the spectacular driving tours, golf tournament, 5K walk/run and some Parade kids' activities.

There are three ways to register for the Colorado Parade and all its activities:

- The fastest, easiest way to register is online at www.pca.org
- Before you can do that, you must be a registered user on the PCA website, as I have stated above. If you aren't already registered, please do that now so you are ready to go at Registration time. If you are already registered, please make sure your information is up to date.
- If you are not comfortable using the online method of registering, please go to the Colorado Parade site directly at www.porscheparade2009.com to download the registration form. Fill it in and mail it on or after March 3, 2009.
- If you do not have Internet access, call Kathleen Lennon, Parade Registrar, at 719-487-2842 or 719-330-1525 and request that a paper registration form be mailed to you. Requests for paper registration forms will be accepted beginning February 14th.
- Mailed registrations and online registrations will be treated alike. There is no advantage to registering either way, beyond your own convenience.

As in the past, there is no early registration. The online registration site will be available starting Tuesday, March 3rd. All online registrations submitted on March 3rd, 4th, or 5th will be treated equally as first day registration and paper registrations postmarked the same days. Paper entries received with an earlier postmark will be rejected. There is no rush to register on a single first day as in past Parades. You may also register later but your options may be somewhat limited.

As you can see, Parade registration has its rules, as do many regional events we all register for. If you are still confused or simply worried you won't do it right, please feel free to call Kathleen Lennon. She will hold your hand through the process prior to our actual registration dates.

Kathleen and I hope these hints and things to think about will help you with your registration for the 2009 Parade. Once you are registered, you will receive a confirmation of registration from the registrar and the Parade code to help you with your selection of Keystone Parade lodging. Whether you choose a hotel or a condominium, you will need this Parade access code to obtain the Parade rates. Check our regional Parade website for a lodging map of the Keystone area www.porscheparade2009.com

Walt and I will also be available to answer any Parade questions you may have. Our e-mail is katfricke@msn.com or call 303-499-6540.

See you at Parade Steve,

Kathy

report of the Membership Director

This month we're moving to a new format. Rather than repeating much of the information that is incorporated into the Board meeting minutes, this month's report includes a list of new members and pays tribute to PCA members in LPR that are celebrating milestone anniversaries with PCA.



The club is happy to welcome Salvador Araiza and his family who have already participated in a number of LPR events. Our president Les Schreiber has convinced his neighbor Martin Jacobs to join in the LPR good times and The Provasi's neighbors Peter and Susan Smith have transferred in (it was also a pleasure to meet them at the Awards Banquet). Martin Morris is joining us from GGR and we hope to see Martin at many LPR events (hopefully he'll bring that Cayman out to Marina for some autocrossing this season). Welcome to the Good Times Region.

New Members

Salvador Araiza	Santa Clara	1985 911
Martin Jacobs	Cupertino	2001 996
Martin Morris	Redwood City	2008 Cayman S
Peter Smith	San Jose	1999 986

Anniversaries

40th		
Esper Kershaw	San Jose	1987 924
15th		
Blair & Mary Hankins	San Jose	1987 911
Steve & Jill Harper	Aptos	2000 Boxster
David Jenks	Morgan Hill	1988 911
10th		
Ken & Debbie Rodrigues	Monte Sereno	1965 356
5th		
Eric & Colleen Fajardo	Salinas	1978 911
Walter Andrews & Leslie Jehning	Scotts Valley	2005 997S
Larry & Janet Russell	Los Gatos	1987 959
Laura Cole	Sunnyvale	1979 911
Scott Seaman	San Jose	1997 Boxster

CLEAR LAKE TOUR

coming your way

April 25 & 26

We will once again stay at the beautifully restored Tallman Hotel in Upper Lake

Your tour guides...John & Angie Reed

Signups begin next month: 17 car limit!

All the details in the March POST

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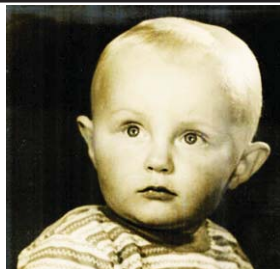
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letter from the Rallye Chairman



Welcome once again to Checkpoint. This is the second in our new series of articles discussing the sport of car rallying. During the next few months we'll expose you to some of joys of rallying and hope that you will join us on one or more of the fun events planned for 2009. Presently we have 3 rallye events scheduled. Time permitting we will endeavor to add a few more.

Saturday, June 6th: Navigational/Gimmick style.
Rallyemaster: Bob Frosthalm

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

Saturday, October 24th: Style TBD. Rallyemaster: Bob Frosthalm

Since our first two scheduled events are Navigational/Gimmick style rallyes, let's take a few moments and focus on just what that means. What is a Navigational/Gimmick Rallye? In last months issue I related rallying to a number of familiar games (jeopardy, scrabble, etc.). I should also mention that if you like Sudoku or crossword puzzles or mind teasers, you'll like gimmick rallyes. For you younger folks, we can also relate it to a computer logic game. In a computer logic game you have many different ways to leave a room (or screen) but there is only one correct way out that allows you to go to another level. In a Navigational/Gimmick Rallye you are competing on the open road. Remember, it is not a race. In many cases we give you at least two ways to leave an intersection. Just as in a computer logic game where there is only one correct way to leave a room, there is only one correct way to complete each Route Instruction in the rallye.

Are you ready to have some fun? Here's a practice rallye for you to try.

"The Purple People Eater"

General Instructions:

Welcome to the Rallye. Start at the lower right of the map and follow the route instructions below. Scoring will be determined by how well you understood and followed the instructions. Fill in the correct answers in the space below the Route instructions. Hint, it may be easier to print the page (if you're reading this online) so you can read the route instructions while looking at the map—but don't peek at the answers (provided later in this issue), you won't learn anything that way.

Perform the route instructions in numerical order at the first chance to do so and answer the questions along the way. Stay as straight as possible when you do not have a route instruction to execute. Use the definitions and rules as your guide. Assume no prior knowledge for this route. Road segments that would

take you off of the map, alleys, old and gravel roads, are nonexistent. This rallye will only travel on valid “named” roads.

To keep things simple we will not use street name suffixes like road, street, drive, avenue, boulevard, way or their abbreviations in this rallye.

Order of precedence

1. California Motor Vehicle Code. (don't break the law)
2. Instructions from Rallyemaster or Checkpoint Personnel
3. General Instructions
4. Notes
5. Route Instructions

DEFINITIONS & CONCEPTS

R - turn right

L - turn left

T – an intersection that is shaped like the capital letter T

At – as close to as possible

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.

Street naming sign – A sign that designates the name of the street with which it is parallel

Onto – puts you onto a road by name, so after you go ‘R onto Los Palmos’, the only way you can exit this road is by an instruction that names another road. You do ‘R at Sorrento’ and then you do an instruction like ‘R 1st Chance’ that does not name a road. When an instruction puts you onto a road, you can not leave that road with an instruction using a term such as such as chance, or signal or stop so, if the road ends and there is no instruction for you to complete, you must make a U turn and remain onto the road until you can execute an instruction.

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 by another note or until completed. You may execute route instructions while looking for notes and visa versa.

Chance – an opportunity to turn onto a valid road

Signal – a multicolored traffic control device

Stop – a red and white sign designed to control the flow of traffic

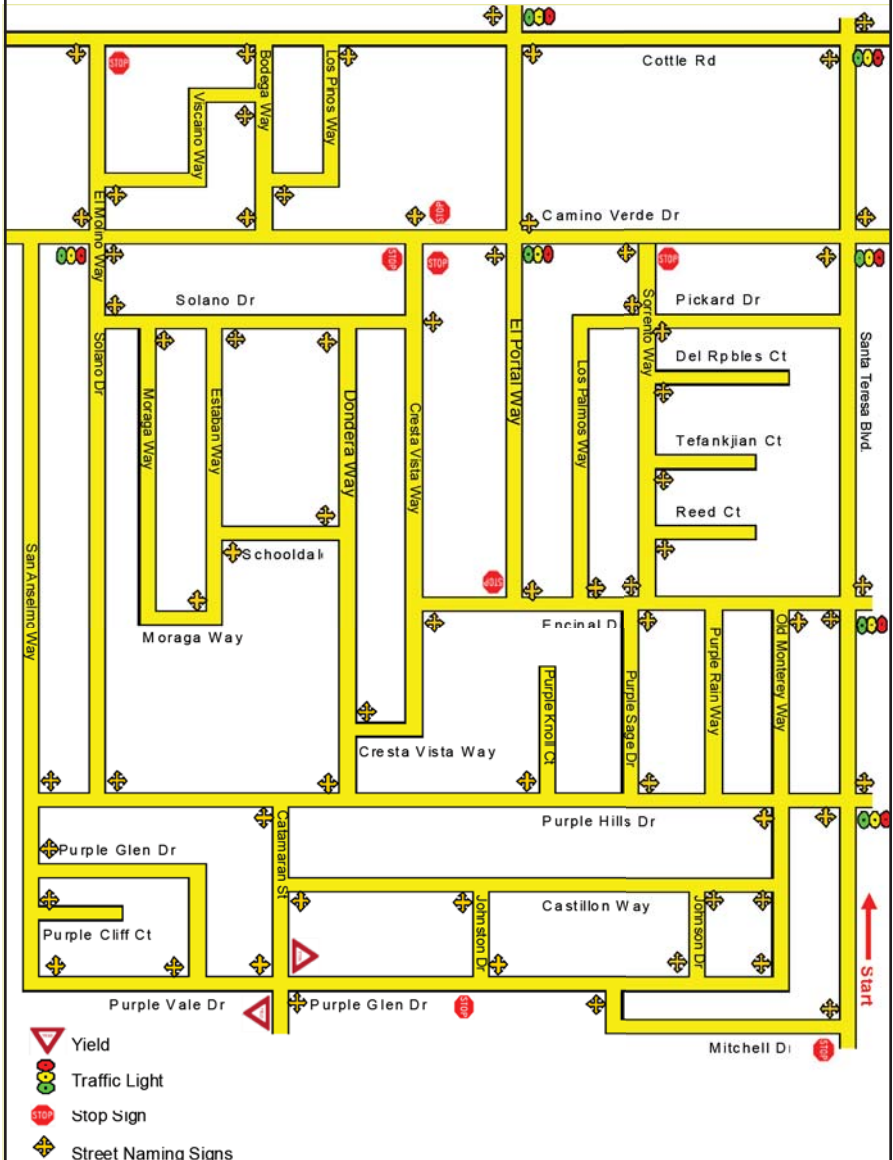
Okay, begin and have fun...

Cheers, Bob



Checkpoint Table Rally

The Purple People Eater



Route Instructions:

1. L at Signal

2. R 1st chance

3. L at Encinal

Q: Did you turn at Old Monterey? Y___N___

Q: Did you turn at Purple Rain? Y___N___

Q: Did you turn at Purple Sage? Y___N___

Q: Did you pass Tefankjian? Y___N___

Note A: R at the door, delete route instruction #4

4. R at Cresta Vista

Q: Did you pass Solano before executing RI # 5? Y___N___

5. L at Camino Verde

Note B L at San Anselmo

6. L at Purple Vale

Q: How many street signs have you seen thus far with Purple in the name? _____15

7. L at stop

Q: Did you drive on Johnston Dr? Y___N___

8. R at Castillon

9. R at Johnson, then R at T

10. R at Purple Hills

11. L at Dondera

12. L 1st chance

Q: Did you travel on Solano? Y___N___

13. L onto Estaban

14. L at Solano

Q: Did you travel on Moraga? Y___N___

15. R at T

16. R at Camino Verde

17. R at second Signal

18. R at Encinal

19. L at Cresta Vista

Q: Did you pass Los Palmos? Y___N___

20. L at T

21. L at T

Note C: L at T then L at T

22. Make a U-Turn at Santa Teresa

Q: Did you travel on Purple Knoll? Y___N___

Note D: Cancel Notes A,B and C

Note E: R at Purple Glen, then R 1st chance

23. L at Catamaran

24. R at Purple Vale

25. R at Camino Verde

Q: Did you pass Purple Cliff? Y___N___

END

Answers and a critique of this rallye can be found on page 40

Sunday, April 26 - Pacific Coast Dream Machines Show:

HALF MOON BAY, CALIFORNIA -- One of the west coast's biggest, most fascinating gatherings of the world's coolest cars -- representing every era and style -- will be featured at the 19th Annual Pacific Coast Dream Machines Show on Sunday, April 26, 2009 in Half Moon Bay, California and your club is invited to be a part of the festivities.

Half Moon Bay Airport will be packed with a mesmerizing array of 2,000 antique, vintage, classic, custom, and exotic cars 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 vehicles are welcome.

The show will be held at Half Moon Bay Airport on Sunday, April 28, 2009. Hours are 10 a.m. to 4 p.m. 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.

The show is the major annual benefit event for the Coastside Adult Day Health Center.

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

Please note: If your club or group wishes to park together at the show, please meet off-site and arrive together. We will do our best to accomodate you.

Saturday, November 14 - Gourmet Pasta Night

This GTG will be hosted by the Bennetts, look for details in the October POST.

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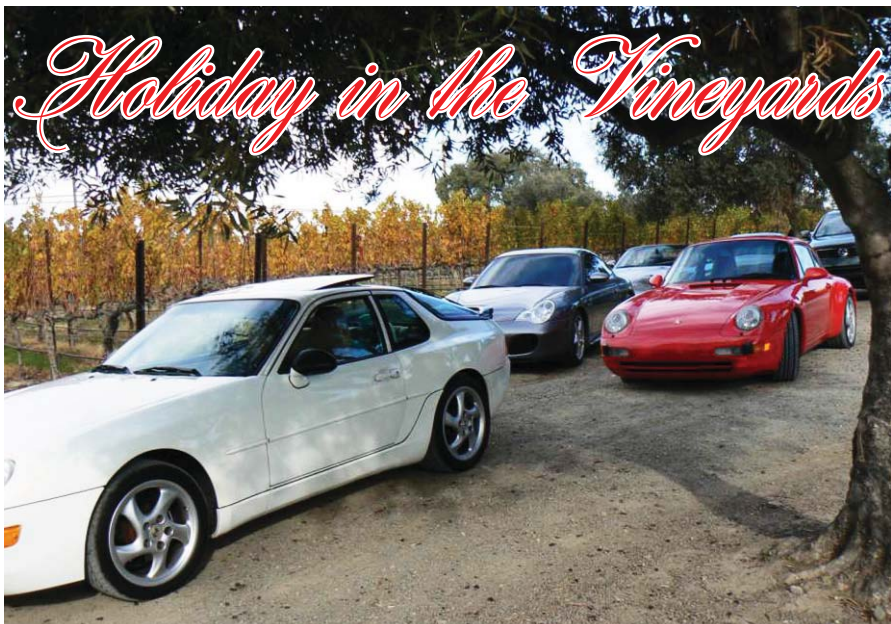
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-
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Take AutoMall Exit to Technology Drive



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Story and photos by Nanci Bishop

Life can offer many curves and sometimes following them turns out to be a lot of fun. Such was the birth of this tour. Sitting at the planning meeting Paul mentioned he and Nanci were going to enjoy Holiday in the Vineyard the day after the club Christmas party. Several members said they wanted to come along. One thing lead to another and a tour was formed. An e-mail was sent to let everyone know they were invited to join the tour.

There were ten of us with six beautiful Porsches and one red Viper. We didn't have printed directions, quiz sheets, not a timed itinerary and no one assigned to take notes, which means I need to apologize to those whos names were not included. We did have a lot of friendly people, a beautiful day, good food and a great time.

It was a crisp gorgeous morning when we met at Casa Real/Ruby Hills Winery. We parked all the cars in front of the beautiful fountain and members wondered in to check out the goodies until the group arrived. Tony brought along a little extra holiday spirit wearing his Hawaiian Christmas shirt and Santa Hat.

Just before noon we headed out to Tri Valley Wineries to sample their special raspberry sparkling wine as well as other wines. There were

❖ Holiday in the Vineyards.

many trinkets available to purchase. This location served wines from several different wineries.

From there we took a short jog over to Steven Kent. Since Paul, Nanci, Emilie and Bill are all club members we were able to enjoy a special pairing of an unfiltered Chardonnay with several cheeses, two very tempting Cabs with cheese and



LPR members enjoy a picnic of food and of course wine. Tony Vanacore shows his holiday spirit with the Santa Claus hat.

crackers and a Cab Port with chocolates. The winery gives you the feeling of being in a wine cellar and this was later voted the favorite winery of the day. With art, jewelry, and gift items there was lots to see even for the non-wine drinkers in the group.

From Steven Kent's we traveled out through the countryside and up the hill to the barn at Boaventura. A small mom and pop winery in their barn complete with dogs and chickens and a bocce ball court. They were serving cheese, grapes and homemade soup which several of us tried in addition to a fantastic array of goodies Donna, Nanci and others brought to share. We spent time picnicking on the lawn feeding the dogs the scraps and enjoying the company and the view. The next leg Nanci rode in Donna and Tom's friend Steve's Viper. It's a great car but she is not ready to trade her Porsche.

The fourth stop was a new winery Les Chenes. They imported French vines and specialize in French wines. They also had olive oil, brown sugar and ginger cookies, and cheeses to sample. With a few minutes left before dinner, the group gave in to an old favorite and headed over the back road to Tinute where I think the port with chocolates was the favorite.



LPR members with enough wine oblivious to the animal invasion.

❖ Holiday in the Vineyards.

Paul was feeling lucky when Steve let him drive the Viper. Not sure but Paul might be convinced to trade.

Kris and Tony and one other car had to leave but the rest of us headed out to Campo de Bocci for dinner. We ate in the Tuscan room and enjoyed good food and excellent service for the closing of the day.

It was great listening to several in the group say how much they loved the slow relaxing day that allowed lots of time to get to know each other better. This was the least organized tour we have ever done and yet it was one of the most enjoyable. Hope you can join us next time.



Amy & Steve Caron, Nanci Bishop, Paul Seidel-Smith, Les Schreiber and Steve the Dodge Viper Guy (LPR Groupie) friend of Tom & Donna Micele (seated).

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ACURA BMW PORSCHE JAGUAR MERCEDES

TECH SESSION



Bascom Trim and Upholstery

February's tech session will be on the 21st at Bascom Trim & Upholstery's fabulous shop. 'Bascom' can do pretty much anything car related: from installation of car alarms and headliners to custom designing seat covers to car detailing.

At this session John will be using Don Orlando's 911 to do a demo of seat repair. John is also going to show and demo some of his detailing products.

It should be another great session; you'll be sorry if you miss it!

Date : Saturday, February 21st

Time : 9:30am

Address : 852 Aldo Ave.

Santa Clara, 95054

www.bascomtrim.com



Don't brake for the Cone Zone!

Schedule for 2009

March 15

April 19

May 31

June 21

July 19

August 8-9 Zone 7 Event

September 6

October 4

Mark your calendars. All events (other than the Zone Event) at the Marina Airport. Watch for more details in the **POST.**

Soup Night!



February 28th, 6:00 pm

And yet again, Bill & Lorraine Glathe have graciously agreed to host this ever popular event for the LPR faithful. That's right! Bean soup, chicken soup, noodle soup, mushroom, beef, chili, chowder, cream of chayote... soups galore! Break out those old soup recipes and whip up a batch for your friends, OR... volunteer to bring an appetizer, salad, bread or dessert to this perennial gustatory gala.

Please RSVP by Thursday, February 26 at 408-268-7251 and tell Bill or Lorraine what dish you will be bringing.

The cost will be \$10 per person.



Directions: Take 880 or Almaden Expressway to Camden Avenue, then turn south on Oakcrest, between Meridian and Almaden. The Glathe's residence is at the end of Oakcrest at 1282 Littman Drive. San Jose, CA

Loma Prieta Region, Annual Report for 2008

Income Statement

Income from events	\$61,515.25
Expense	54,571.58
Gross Income	\$6,943.67

Balance Sheet 12/31/2008

Assets

Checking Account	\$17,193.54
Savings	7,376.17
CD	11,294.45
Petty Cash	20.00
Cash Assets	35,884.16
Value of timing trailer	8,500.00
Total Assets	\$44,384.16

Liabilities

Club Equity	\$37,440.49
Income	6,943.67
Total Liabilities	\$44,384.16

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Detailed Summary of Events

Event Type	Income	Expense	Net Income (Loss)
Autocross	\$13,560.00	\$11,632.19	\$1,927.81
Board Meetings	814.00	1,031.09	(217.09)
Tech sessions	-	68.21	(68.21)
Charity Events	3,855.00	4,814.77	(959.77)
Gatherings	5,115.00	3,063.98	2,051.02
Goodie Store	572.00	133.11	438.89
Membership Dues	340.75	276.19	64.56
National Payments	5,366.00	-	5,366.00
Post	6,067.50	8,035.15	(1,967.65)
Coastal Driving School	1,250.00	-	1,250.00
Swap Meet	2,895.00	521.22	2,373.78
Tours	17,959.00	17,254.57	704.43
Misc	1.00	362.00	(361.00)
Year end Banquet	3,720.00	6,703.62	(2,983.62)
Awards for Banquet	-	675.48	(675.48)
TOTALS	\$61,515.25	\$54,571.58	\$6,943.67



**Saturday
March 14**

St. Patrick's Day with the Morgans

Karen Hennessy Morgan will be putting her full Irish heritage on display as she cooks up a huge pot of corned beef and cabbage for you to enjoy.

Plan on bringing an appetizer, dessert or side dish for others to enjoy

**The cost will be \$10 per
person.**

The fun can be found at:
6068 Marla Court
San Jose 95124
beginning at
6 P.M.

Please RSVP to
Karen (or Bob)
by
Saturday,
March 7 at
408.267.8224

RSVP Early!
Limited to 40 max.



A suggestion:
Karen has been
known to cook up a
trivia test or two, so
study up on your Irish
culture.

Award Presentations

Photos by John Reed

Don's Auto Werks: for support of the LPR on many levels.



President Les Schreiber presents an appreciation award from LPR to Don Wise, owner of Don's Auto Werks, for his friendship and professional dealings with LPR members over the years. Pictured with Don are mechanics Chuck Williams and Worth Taylor.

Round Table Pizza: for continued support in hosting us monthly.



Maria Gomez holding an LPR Appreciation Award she receives on behalf of Round Table Pizza at Camden & Union for hosting the Board meetings is surrounded by the monthly LPR crowd. Front row: June Iles, Jackie Mitchell, Kris Vanacore and Emilie Highley. Back row: George Jansen, Ken Iles, Karen Morgan, Les Schreiber, Steve Mitchell, Tony Vanacore, Don Orlando, Angie Reed, Bob Morgan and Bill Highley.

NEWCOMER'S SOCIAL



**Friday
March 20th
7 P.M.**

**Come check out
all of LPR's great
adventures for
2009**

Okay, you've got that fabulous car... and you made another good decision by joining Loma Prieta Region of PCA. Now get started on discovering all of the fun and interesting things that you can do in the "Good Time Region" by coming to our informal, free ice-breaker featuring pizza, beer and enthusiastic Porsche owners. Come solo, bring a spouse or significant other, but come!

Get active and get in on all of the fun!

**For questions or directions contact Barry Pangrle at
408-446-4624 or bpangrle@comcast.net**

**Round Table Pizza
14940 Camden Ave, San Jose
(just off Union)**

Porsche Presents First Photos of Four-Door Panamera Gran Turismo

Stuttgart. Roughly nine months before the actual market launch, Dr. Ing. h.c. F. Porsche AG, Stuttgart, has released the first official photos of the Panamera in its final look. In its design, profile and silhouette, Porsche's unique four-seater stands out clearly as a new member of the Porsche family. Conceived and designed as a four-door grand touring sports car, the Panamera combines numerous talents in typical Porsche style: sporting driving dynamics, a generous and variable interior, and the supreme driving comfort of a Gran Turismo. Joining the 911, Boxster and Cayman sports cars as well as the sporty SUV Cayenne, the Panamera is Porsche's fourth model series.



The designers of the Panamera have succeeded in positioning this unique car as a brand-new and truly different model while nevertheless retaining the looks of a typical Porsche. Through its proportions alone, the Panamera stands out clearly in its market segment: measuring 1931 millimetres or 76.0 inches in width, the Panamera is wider, and measuring 1418 millimetres or 55.8 inches in height, lower than comparable four-door models. The unmistakable, sleek GT silhouette is created by the car's overall length of 4970 millimetres or 195.7 inches and short, sporting overhangs front and rear. In its styling and details, the Panamera follows the design philosophy refined over decades on the 911 and successfully implemented also on the Boxster, Cayman and Cayenne.

Through its design language alone, the Panamera will establish a new segment versus the competition. The symbiosis of sports car DNA derived from the looks of a coupé, the unique interpretation of the classical saloon body and the benefits of a

variable space concept give the new Porsche its truly unmistakable appearance. As an example, the Panamera comes with highly individual, strongly contoured air intakes instead of a conventional radiator grille. Striking wheel arches and the long and sleek engine compartment lid create that typical 911 “landscape” at the front end of the car the Porsche customer has appreciated for no less than 45 years, with the distinctly contoured wings as flanks bordering on the flat front lid. The V-shaped seams along the engine compartment lid and the rear window tapering out like an arrow to the rear convey the features characteristic of a sports car to the new, highly individual Panamera class. The striking, muscular shoulders over the rear wheels, the dynamic sweep of the coupé-like roofline, and the visible tailpipes again bear out all the DNA so typical of a thoroughbred Porsche.

The elegant roof arch extends stylishly over the generous interior, simply begging the beholder to get inside. Like all Porsche models, the Panamera is oriented in every respect to the needs and wishes of the driver. But now, thanks to the new concept of space and the sporting architecture of the interior, the car’s occupants are also able to experience this special “pilot feeling” on all four seats. All four occupants enjoy supreme ergonomic comfort on both the front seats and the two firmly contoured single seats at the rear. The luggage compartment easily takes up all the passengers’ luggage. The variable space concept with its folding rear seat backrests enables the driver and passengers to adjust the luggage space individually to their personal requirements. And last but not least, the coupé tailgate in the sporting rear end combines superior suitability for daily use with stylish elegance.



Porsche has developed superior and up-to-date power units for the Panamera again reflecting all the qualities typical of the brand – the V-engines within the engine compartment come with six and eight cylinders and range in power from 300 to 500 bhp. Some of the engines use turbocharger technology, Direct Fuel Injection making



them both fuel-efficient and powerful all in one. The flow of power to the wheels goes either through a manual six-speed gearbox or the new seven-speed Double-Clutch Gearbox, the so called Porsche-Doppelkupplung (PDK).

In addition to sporting rear-wheel drive, the top version of the Panamera comes with even more sophisticated all-wheel drive, which is also available for the other versions as an option. As a further highlight, Porsche is preparing a particularly fuel-efficient version of the Panamera with hybrid drive. Further details on the engines, transmissions, performance, prices and equipment will be disclosed next spring.



The Porsche Panamera will be built at Porsche's Leipzig Plant, where a production hall measuring some 22,000 square metres or almost 237,000 square feet and a logistics centre are currently under construction. While the engines featured in the Panamera are built at Porsche's Main Plant in Zuffenhausen, the painted bodyshells will be supplied by the Volkswagen Plant in Hanover. The Leipzig Plant will then assemble the Panamera for final delivery, with an annual sales target of some 20,000 units. Porsche is once again cooperating largely with German suppliers in the production of the Panamera, with some 70 per cent of the car's overall value being created domestically. Hence, the Panamera is most definitely a car "Made in Germany".

The Panamera will be making its world debut in spring 2009 and the first models will be at dealers worldwide in late summer of next year.



Porsche Achieves New Records in Profit, Turnover and Sales

Stuttgart. Despite the global economic downswing, Porsche Automobil Holding SE, Stuttgart, has set up new records in the business year 2007/08 (31 July), with profits, turnover, sales, and production reaching new all-time highs. The ongoing success of the Company served furthermore to once again create more jobs within the Porsche Group. Porsche is nevertheless not able to escape the significant slump in demand which has hit the entire automotive industry this autumn and therefore expects a decrease in sales in the current business year 2008/09.

The business year 2007/08 was the most successful year ever in Porsche's 60-year history, with Group profit before taxes increasing by 46 per cent to 8.569 billion Euro. This significant jump in profit was again due to special influences in connection with the holdings in Volkswagen AG, Wolfsburg, Germany. Porsche's operative earnings before taxes have developed most satisfactorily. Corrected for special effects from

hedging operations as well as the interest result of Porsche SE, it amounted to around one billion euros. Increased development costs incurred i.a. for the fourth Panamera series, for the hybrid drive in the Cayenne, for new, reduced consumption engines and for new vehicle models, proved a burden on the result.

This development was more than set off by positive effects from cash settled share option transactions by which Porsche participates in changes to the stock exchange price of the VW shares. By way of these transactions the further acquisition of VW ordinary shares is being hedged. The contribution to profit from these transactions amounted to 6.834 billion Euro (previous year: 3.593 billion Euro). At the end of the business year, the holding in VW amounted to 22.3 percent of all shares. The profit attributable to Porsche amounted to 1.007 billion Euro, of which 160.4 million Euro were a cash inflow in the form of a dividend.

Higher special dividend proposed. The Group annual surplus (profit after taxes) was up 51 percent to 6.392 billion Euro in the period under review. The earnings per share, corrected for splitting, were 35.94 Euro (previous year: 23.98 Euro) per ordinary share and 35.95 Euro (previous year: 23.99 Euro) per preferred share. Porsche shareholders shall benefit from this. It will be proposed to the annual shareholders' meeting to be held at Porsche Arena in Stuttgart on 30 January 2009 to pay another dividend of 0.694 Euro per ordinary share and 0.70 Euro per preferred share as well as to increase the special dividend to two Euro (previous year: 1.50 Euro) per ordinary share and per preferred share in consideration of the high one-off earnings. As a result, the total distributed would climb to around 472 (previous year: 384) million Euro, which would correspond to an increase by approx. 23 percent.

Cayenne achieves impressive success in the market. In all, the business year of Porsche Automobil Holding SE under report shows very positive results. Turnover went up by 1.3 percent to 7.466 billion Euro. Sales by the 100 percent subsidiary Dr. Ing. h.c. F. Porsche AG increased by 1.2 percent to 98,652 vehicle sales. This growth was fuelled first and foremost by the Cayenne series. Increasing by 34 percent to 45,478 units, sales of Porsche's sports utility vehicle reached a new record level. Despite the changeover to the new 911 Carrera in the second half of the business year 2007/08, sales of the 911 model series, amounting to 31,423 units, were only 16 percent below the previous year's very high figure. The Boxster series, finally, which also includes the Cayman, accounted for a total of 21,747 units sold, 16.8 percent less than in the previous business year.

Porsche Group workforce for the first time with more than 12,200 employees. Total production in the business year 2007/08 was 105,162 units, an increase by 3.3 percent. The Leipzig Plant worked to its absolute capacity limit, with 48,497 units of the Cayenne coming off the production line, more than ever before. Compared with the previous year, this represents a growth rate of 34.1 percent. Production of the 911 in Stuttgart-Zuffenhausen was 34,303 units, a decrease by twelve percent. Overall production of the Boxster series, finally, was 22,356 units (down 16.3 percent).

Reflecting this successful development, the number of Porsche Group employees was up 5.5 percent to 12,202. New opportunities have arisen mainly in research and development, in sales, in the Leipzig factory, and in the two subsidiaries Porsche

Consulting and the management and IT consultancy company Mieschke Hofmann und Partner (MHP).

Outlook: Porsche also affected by the general downward trend. Porsche Automobile Holding SE expects a significant drop in sales in the current business year 2008/09. The signs of a severe decrease in demand in the automotive industry are unmistakable the world over, and it is virtually impossible to calculate further developments particularly in the USA, Porsche's largest single market.

Porsche will hardly be able to escape this downward trend, so that currently we do not assume that we will be able to repeat the high total sales of the previous business year. This is indeed borne out by revenue and sales figures in the current business year from 1 August to mid-November 2008, which indicate that turnover in the first four months of the business year 2008/09, that is up to 30 November 2008, will be slightly above two billion Euro following 2.36 billion Euro in the same period last year. Sales show a similar development, amounting to 25,200 units after 30,700 units year-on-year. The exact figures for the first four months will be published by Porsche in the Interim Report due in mid-December 2008.

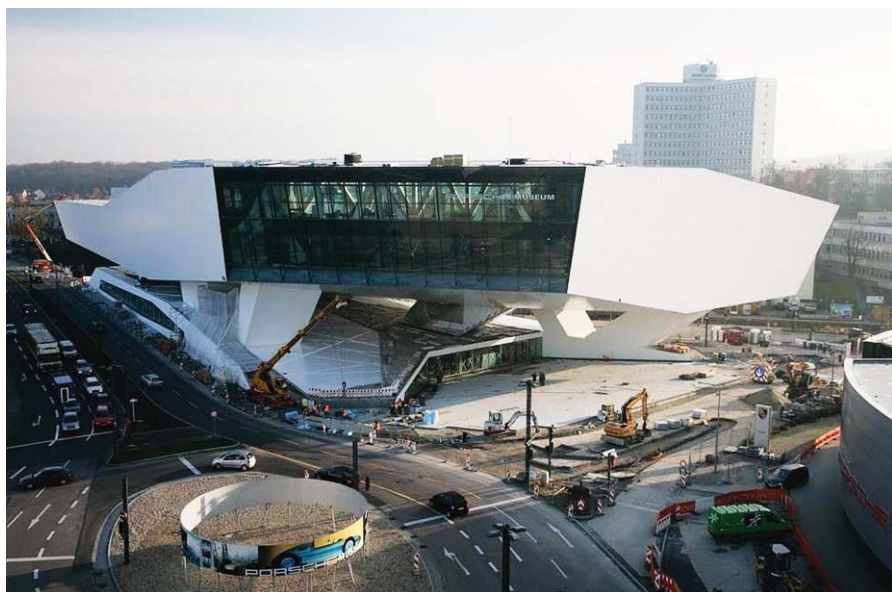
Despite the decrease in sales, Porsche upholds its policy not to grant discounts from the factory. Instead, production is being scaled down to reflect actual demand in the market. The Zuffenhausen Plant will remain closed on seven days up to the end of January 2009, after production ceased for the first time on 21 November 2008. Since the employees' working time accounts are well filled due to the high level of production capacity last year, this balance can be achieved without reducing the number of working hours. Porsche expects the next significant move ahead in the upcoming business year with the launch of the four-door, four-seater Panamera Gran Turismo.

New Porsche Museum to be opened on 31 January 2009

Stuttgart. In the new Porsche Museum the final preparations are made for the opening on Saturday 31 January 2009. At last, now that the scaffolding has been removed, it is possible to see to the full extent the bold architecture of the building at the head office premises of Dr. Ing. h.c. F. Porsche AG in Zuffenhausen: The 5,600 square metres of exhibition space are supported on just three so-called cores of reinforced concrete – hence just seeming to hover in space. Inside the building the majority of approximately 80 exhibits are already in place.

In the other areas of the new building – amongst them the museum workshops, the museum shop, the Porsche archive, an exclusive restaurant, a bistro and the capacious event areas – a team of experts are busy putting the finishing touches. Three days after the ceremonial opening, which takes place on Wednesday the 28 January 2009, the doors of the new Porsche Museum will be flung open to welcome the first visitors. On a daily basis, apart from Mondays, the exhibition can be viewed for an admission price of eight Euros (reduced price: four Euros). Children up to the age of 14 get free admission when accompanied by an adult.

The restaurant on the second floor – which has both a view through the glass facade onto the Porscheplatz as well as through the glass partition into the exhibition itself



– has its own separate entrance and is also open at hours different from those of the museum itself.

With the new museum and its range of catering facilities additional capacity for conferences, company and private events in exceptional surroundings will come into being. We have already received hosts of inquiries.

Interested parties can get more detailed information from the internet on www.porsche.com/museum.



HIT THE TRAIL TOUR



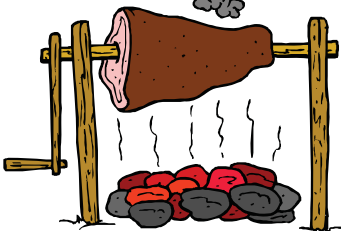
SATURDAY, MARCH 28

Come out and join Tony & Kris Vanacore as they lead LPR on another incarnation of their tour of the "deep south". The tour will wind its way southward from south San Jose to the Morgan Hill environs. We will visit the Clos la Chance Winery for a tasting before continuing on to another taste of the exquisite barbecue to be had at the Trail Dust Barbecue Restaurant in Morgan Hill.

Plan on arriving at 9 A.M. Drivers meeting will start at 9:10 and the tour will leave promptly at 9:30.

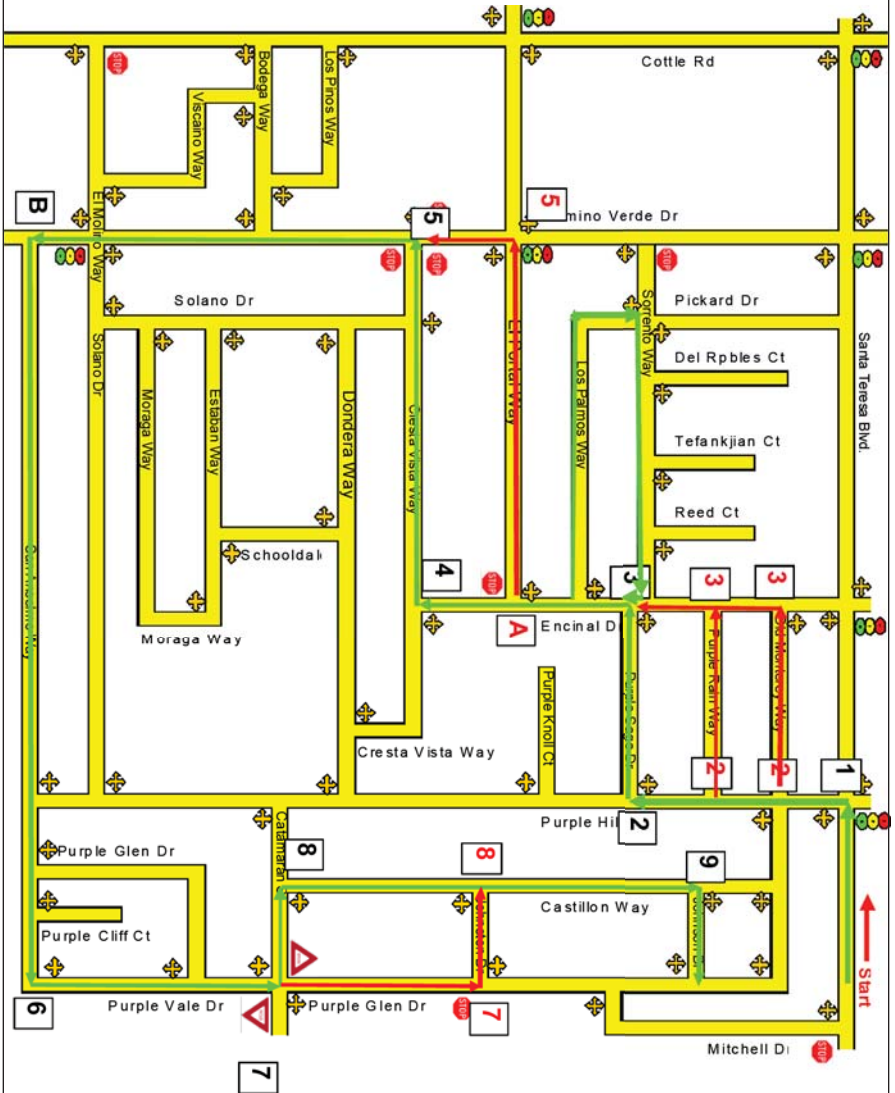
The tour will leave from the Country Inn at 6484 Camden Avenue, at Camden Avenue & Almaden. Those who wish to eat breakfast or buy gas should arrive early enough to complete those tasks before the start.

There will be a \$5 per car tour fee and a \$5 tasting fee (collected at the winery.)



RSVP to Tony or Kris by Friday, March 27, at 408-978-1101 or email tonyvan@mac.com

Rallye Answers



Changed your email address?

Send your new address to Membership Chairman
 Berry Pangre at bpangre@comcast.net and you will be
 automatically updated on any changes in scheduled LPR activities.

1. L at Signal
2. R 1st chance
3. L at Encinal

Q: Did you turn at Old Monterey? Y___N_X__ Remember, we are not using "old" roads on this rallye

Q: Did you turn at Purple Rain Y___N__X_ There are no street signs for "Purple Rain".. is missing so how do you know its name

Q: Did you turn at Purple Sage Y_X__N___

Q: Did you pass Tefankjian? Y_X_N___ Yes... did you notice in the General Instructions (which have a higher precedent than RI) we said- "Onto - puts you onto a road by name, so after you go 'R onto Los Paltos', the only way you can exit this road is by an instruction that names another road such as 'R at Sorrento' and then you could do an instruction like 'R 1st Chance' that does not name a road." If you followed these instructions you would have passed Tefankjian.

Note A: R at the door, delete route instruction #4

4. R at Cresta Vista

Q: Did you pass Solano before executing RI # 5? Y_X__N___ You cannot execute Note A...there is no sign "the door". if you thought el portal meant the door, then you were assuming prior knowledge...of Spanish.

5. L at Camino Verde

Note B: L at San Anselmo

6. L at Purple Vale

Q: How many street signs have you seen thus far with Purple in the name?
17

7. L at stop

Q: Did you drive on Johnston Dr? Y___N_X__ Your first stop is at Catamaran... read the definition .. stop is a red and white sign designed to control the flow of traffic... the sign saying yield fits that description

8. R at Castillon

9. R at Johnson then R at T



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Loma Prieta Region of the PCA

Minutes of the January 2009 Board Meeting



The January Board Meeting was held on January 8, 2009 at the Round Table Pizza on Camden Ave, San Jose and was called to order at 7:06 pm by President Les Schreiber.

Board members present were: Jackie Mitchell, John Reed, George Jansen, Barry Pangrle and Karen & Bob Morgan.

Other members in attendance were Steve Mitchell, Emilie Highley, Don Orlando, Angie Reed, Suzette Pangrle, June Iles, Ken Iles, Ed Tefankjian, Bill Highley, Bob Frosthalm, and Tony & Kris Vanacore.

Directors' Reports

President: Les Schreiber

Thanks to Ed for his service as President the past two years. All committee members are continuing. Sharon Neidel is our new zone rep. Submit proposals for national funds early. We want to add a hospitality committee (reporting to the VP), to the Policy and Procedures. John moved that we add it to the Policies & Procedures, Jackie seconded and the motion was passed. George moved and Karen seconded that we approve the existing Policies & Procedures. We will not be sending out a membership list to the members to comply with PCA directives. Les will be attending the Presidents' meeting this weekend. There are new rules for several of the zone events.

Vice-President: Jackie Mitchell

There will be a GTG at the Iles' on 1/17. Jackie is searching for a year-end banquet locale. Emilie, June, Angie & Kris (all the usual suspects) volunteered to help with the planning.

Secretary: Bob Morgan

Bob will e-mail to the zone rep and mail the region continuity report to PCA.

Treasurer: George Jansen

George handed out the budget. We netted almost \$7k for the year. The POST advertisers are modifying their advertising due to the challenging business climate. Leslie Orlando got us a good deal on Quickbooks.

Activities: John Reed

John reported the insurance for the 1/31/09 tech session has been requested.

Membership: Barry Pangrle

New members from PCA (1)

- Martin Jacobs: 2001 Silver 996

Transfers in (3)

- Salvador Araiza (was dual) from GGR: 1985 Black 911
- Martin J Morris from GGR: 2008 Midnight Blue Cayman S
- Peter J Smith from GGR: 1999 986, 1994 964

Transfers out (4)

- Kenneth Key to HI (Hawaii)
- Michael Pickles to GGR
- Lisa Radding to GGR
- Donald Sohn to POT (Potomac)

Membership that Expired Last Month (12/31/08): Six (6)

Total Renewal's this month (28)

LPR Membership: Total = 573 (Primary = 316, Affiliates = 257)

Member-At-Large: Karen Morgan: No report

Committee Reports:

Editor: Steve Mitchell

The January POST had to be reprinted because the first version was low-resolution. Steve helped educate us on the trials and tribulations of being a new editor.

Advertising: Bill Highley

Bill wants to set up an advertiser appreciation process. We had a “featured advertiser” on the website. Bill listed many advertisers that have participated. Les noted that we should get an appreciation award for our other autocross sponsors. Bob Frosthalm suggested that we give the members an “opt-out” option for the printed POST.

Safety: Ed Tefankjian - No report

Tours: Don Orlando

April will be the Clear Lake tour. Don issued a tour leaders checklist.

❖ Minutes..

Tech: Jim Bryant

Jim was not at the meeting but sent a report via e-mail. Jan 31 at 10:00 am is the Custom Alignment tech session, Feb 21 at 9:30 am is the Bascom Trim and Upholstery tech session. Jim is working on a tech session for April.

Autocross: Allyson Pickard

Allyson was not at the meeting but is going to confirm our dates with Marina Motorsports.

Goodie Store: Joe & Cheryl Pruss - No report

Charity: Sue Sickal - No report

Rallye: Bob Frosthlm: Three events on calendar for 2009

Saturday, June 6th A Navigational/Gimmick style rallye, Rallyemaster is Bob Frosthlm

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

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

Contact was made with Rick Larsen, Zone 7 Rallye Chair, regarding having our events qualify for the Zone 7 Competition Series. Rick is waiting until the AX'ers and Concours folks have identified their events because their events usually involve 'hard' dates (site availability, etc.). Then we can see if any/all of our Rallyes can be included in the Competition Series. Monthly LPR POST column "Checkpoint" inaugurated.

Public Relations: Ken Iles continues to submit articles to the Porsche Panorama.

Drivers Education: Pete Siemens - No report



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❖ Minutes..

Old Business: None

New Business:

A special plaque was proposed and approved.

Meeting Adjourned at 8:25 PM

Respectfully submitted, Bob Morgan



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Unclassified Ads

FOR SALE 1982 Porsche 911 SC Coupe. Great condition repaint-Wine Red Metallic. 2nd owner- California car. NO RUST. New Carrera oil cooler update. Pop-off valve. Carrera tensioners. Recent new C.V's and drive shafts. Momo shift knob. New Carrera front valance / spoiler w/fog light conversion. New washer pumps and tank. Recent tune-up. New brake hoses and front caliper rebuild. New motor mounts. Dr. Colorchip kit included. Female owned and well maintained. Have all receipts, documentation and history. More pictures available on request. strong running engine. \$14,500 obo. scooti@peoplepc.com(12)

FOR SALE: The 100th Anniversary stamp commemorating Dr. Porsche's birth. Issued by the Republic of Paraguay. 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. All carry a typographical error. The death date should be 1951. Not '61. \$100 each. One autographed by Peter Porsche @ Aspen Parade '77, \$200. Darnell(Skip) Walton: 831-425-1510 or skipdmw@earthlink.net. (11)

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, Devtek aluminum radiator, custom fans, Devtek level 3 headers running through single stock cat and Borla muffler, Externally adjustable Koni's and Devtek 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)

FREE for 928 all years, two new front adjustable sway bar drop links made by 928 MOTORSPORTS and two new PORSCHE made rear drop links. Tony Antonowicz 408-268-9495. (1)

FOR SALE: 1985 911 Carrera, Grey/ Burgundy. Asking \$14K. Factory Spoilers Chin/Tail, Complete Rebuilt 915 Transmission, New: Clutch, Fly Wheel, Starter, Battery. 15K maintenance: Oil Change, Valve Adjustment, replaced distributor, spark plugs and wires. All Service done by Don's AutoWerks. New Bridgestone Potenza RE960 A/S tires. Always garaged, covered, and hand detailed, no oil leaks with a very clean interior/exterior. Must see to appreciate. Contact Sean Engleson 408.829.5465 or email sengleson@dslextreme.com Pics:<http://picasaweb.google.com/kkalune/Porsche#> (2)

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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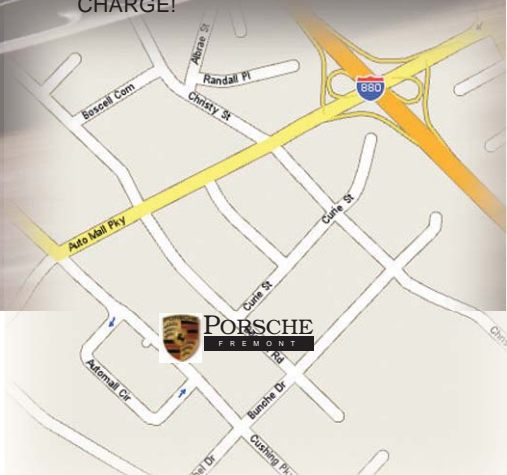
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