

June 2009

PRIETA POST

THE OFFICIAL PUBLICATION OF THE LOMA PRIETA REGION - PCA - lpr.pca.org



Porsche Club of America

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Prieta
POST
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Calendar

what's happening in the Region

June 4, Thursday - Board Meeting

Round Table Pizza at Camden & Union in San Jose. 7:00 pm.

June 6, Saturday - Navigational/Gimmick Style Rallye. "Santa Cruzin' for Cash" Page 15.

June 7, Sunday - LPR Swap meet and Zone 7 Concours. at PartsHeaven. Page 44

June 13, Saturday - Almost Summer Hat Party GTG at Steve Crane's and Jeff Tucker's. Page 13.

June 21, Sunday - Autocross #4 at Marina. Page 43.

June 26, Friday - Tour to Parade. Three day travel to Keystone, CO. For details, contact Steve Mitchell, (408) 846-5131

July 9, Thursday - Board Meeting

Round Table Pizza at Camden & Union in San Jose. 7:00 pm.

July 18, Saturday - GTG at Bob and Deb Frostholtm's. Page 45.

July 19, Sunday - Autocross #5 at Marina. Page 43.

July 25 & 26, Saturday/Sunday - Tour to Somewhere. Mark your calendar, details in the next edition of the Prieta POST.

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Newsletter of the Loma Prieta Region

Features in this issue

Easter Parade and Tour 16

LPR members met in Campbell for the Easter parade and then toured to Sunol to meet Bosco.

Tech Session 24

Tim Benson's Fastlane Porsche Repair hosts the April Tech Session.

Autocross 30

#2 or #1 but who's counting, LPR members, friends, and family take on the cones.

Clear Lake Tour 34

The Harley-Davidson guys have Sturgis, LPR has Clear Lake. CHP and local law enforcement brace for the arrival of the scofflaw Porsche crowd.

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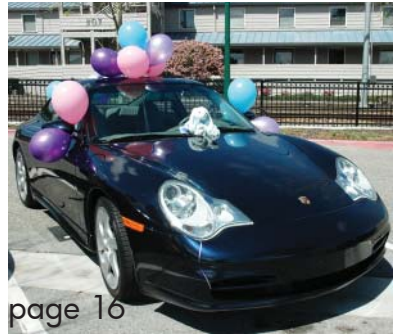
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Cover Photo:.....

Emily and Alex, the Bennett's grandchildren, with the Easter Bunny (formerly Emilie Highley) as Ken Iles looks on during car decoration for the Campbell Easter Parade. Story and photos on page 16.

Photo by John Reed



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LES'S RAMBLINGS

Les Schreiber



For the past month I have been playing father, cook, and chauffeur for my daughter in Hillsboro, Oregon, as she recovers from shoulder surgery, so I haven't been able to enjoy the events of LPR, but I have been kept up to date on the

many events. As always, they have been enjoyed by all that took advantage of participating and I understand that a few participants had an expensive learning experience, as they received a special invitation from the California Highway Patrol (CHP). For those that haven't heard, on the Clear Lake Tour a few were stopped by the CHP for not having their front license plate. I know it looks cool to just have the plugs in where the plate is supposed to be mounted, but for the state of California, we must display a front plate. (I wonder if we could just display it in our front windshield). To be on the safe side, as PCA and LPR Members, lets comply with the state law and get those license plates mounted.

There are a few events coming up this month, the first one we have is the LPR/Zone 7 Swap Meet and Concours at PartsHeaven on June 7th. This is one of our money making events, so come on out, display your car, have a hot dog and support your club. On the 21st, we have our Autocross at Marina Airport, even if you are a bit hesitant to run your car, come out and join us for an exciting day and see what makes this event a lot of fun for all that participate. You may even decide at the end of it all to give it a try yourself as the worse you can do, is hit a cone. Last but not least, for those that are heading to Colorado for the Porsche Parade, we will be heading out on the 26th for our drive over. I know I am looking forward to it and I hope that we have a safe and pleasant drive over without any un-wanted learning experiences (No tickets please). I look forward to all the great memories to be made at Porsche Parade.

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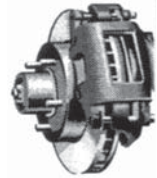
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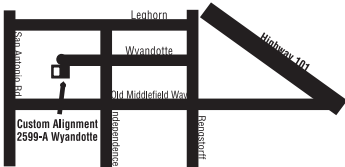


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STREET LEGAL

Steve Mitchell



Adventures of the Turtle Rock Four

Well, we had a rather Street Illegal moment during the weekend Clear Lake Tour when the “Turtle Rock Four” were captured by the California Highway Patrol on the first leg of our drive to Calistoga.

It was maximum enforcement weekend on the back road to Calistoga; the CHP had the route staked-out with a motorcycle officer and patrol car about every half mile along the route. I was told that the CHP does this on different roads each weekend bringing in officers from other regions to assist. The target of this enforcement is the routes most traveled by the car and motorcycle clubs. I think the officers who assist on these weekends get comp time for this duty and no-doubt the ego boost which was no more evident than when the officer who stopped us asked me if it was ok to have his photo taken with all the Porsches. He said that on a prior weekend he had stopped a group of guys with no M1 licenses on sport bikes, all the bikes were impounded and he told me that he had a photo op with all the bikes on the flatbed. I had asked if our photo would be submitted to the monthly CHP magazine and his reply...probably. He said it is always a good story when we stop a line of Porsches.

So, it was pretty clear that we were caught up in a high-profile enforcement activity when our officer took his time writing out our four tickets for no front license plate. After all, he had to stop someone, I'm sure it's boring just sitting along the side of the road watching traffic, and with us stopped I'm sure it was a spectacle to see as we were lined up in front of the Turtle Rock bait store. I'm sure the word got out quickly that our route was being heavily patrolled and the car and bike clubs that were out with us were all on notice. We were the poster

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updated on any changes in
scheduled LPR activities.

kids for the CHP enforcement for the day. Unnoticed by law enforcement was our conduct in waiving our second run group to continue without stopping thus avoiding any conviction of their group for similar infractions.... or worse. Anyway, if stopping us resulted in someone taking notice and driving more carefully, saving a life or preventing an accident, I'm sure I can say we all agree it was worth it.

No front license plate Vehicle Code section 5200 is not a big deal, not even a moving violation, unless you want it to be by not making the correction and just paying the \$163 fine. To get the conviction dismissed you can provide proof of correction and pay \$25. There is the option of providing a written declaration to

contest the ticket without appearing or a formal trial, what good is that for me, I would no doubt end up in the Slammer for wasting the courts time.

I have avoided conviction for almost seven years since I took delivery of my '02. When looking at my new purchase with the salesperson, I pointed to the front license plate bracket and said, "Did you have to put that thing on?" He said, "Oh yes, California requires a front license plate and we must provide you with the provision for it." It was the first thing I removed when I got home, and an order placed for bumper plugs, those little painted plugs for the bracket holes in the front bumper, only \$25 in your color. The front plate bracket stayed in a drawer in my garage until now. Now the bumper plugs are in the same drawer.

Notwithstanding my shiny (new) bracket and plate mounted and correction notice all signed-off, I am beginning to receive advice on what to do next. There is a contingent of protestors who are encouraging me to rip it off again, but the fine is high for that second conviction, why take the risk, especially when touring with this crowd. Next is the thought of going with the full PCA and LPR regalia with emblems mounted on the backing plate...all available from our Goodie Store. I could just leave it plain, as it is now with no frame, and that's kind of classy, or go for a frame. The Porsche dealer had one: "There is no substitute" but that's a little cliché now. Better is "Carrera" because it is not written on the front, I don't like license plates that spell out what is already spelled out on the car. I'm sure I'll think of something. I think you're finding that I'm concluding it's best to leave the plate on.

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An invitation from BMWCCA to LPR, mark your calendar:

Steve,

I don't know if the info Mike will provide will be in time for the June POST, but should be enough time to RSVP by July. I don't know the BMW club deadline for this tour event. Sounds like fun and no reason not to invite LPR folks to come along.

John Reed

The following is from Mike Zampiceni LPR and BMWCCA member:

In my official capacity as social events director of our local BMW club chapter, I spoke to our board last month about the idea of inviting LPR on events with us from time to time, which I hope will be at least once per year. Conversely, I'm interested if LPR is interested in reciprocating. I originally talked with Don about this at Tony's "Shoot-out at the OK Corral" event, but I'm not sure if I mentioned this to you or not. Our board viewed this favorably, and we actually tried to get this off the ground with the Mercedes club last year to no avail. (I think they're probably more interested in going in a straight line with their cars, heh, heh.) I think Porsche and BMW are more closely allied as the German enthusiast cars. Well, OK, Audi's sort of in there too. I know this is short notice, but I've put together a fun family event that I've listed in our online calendar:

<http://www.ggcbmwcca.org/?page=calendar&id=454>

I have some additional information that hasn't been included yet. We'll be leaving promptly at 10:00 from a location somewhere in northeast San Jose, and will then go over Sierra, Calaveras, and Palomares roads, ending up in Sunol about 11:30. We'll then hop on the noon train and then have lunch at the familiar Bosco's. I know Rudi has led tours out that way before to Bosco's, but I don't recollect the club having taken the historic train ride to Niles.

If I can get a quick approval, I could hopefully get some basic information to Steve for the June newsletter. Since the event is the first weekend of August, the only full month with details would be the July issue. Yes, I realize the family picnic is the day before, but looking at my personal schedule, the BMW club schedule, and the LPR schedule, it's the only day I could come up with for the next few months.

Thanks for your consideration on this,

Mike Zampiceni

Social Events Director

BMWCCA Golden Gate Chapter

Mike, as a BMWCCA member as well, I look forward to joining with Jackie, but what car do I drive? -Steve

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MEMBER NOTES



Barry Pangrle

It was good to see new members Jeff Yang and Alice Kwok, who have recently transferred in from Hawaii, at the May Board Meeting. I also had a great time autocrossing with new member Francois De Villiers at the last autocross in April. We're always looking for

new members to become more actively involved with the club and get out there and enjoy their Porsches.

This month we welcome 5 new members to PCA and LPR and also celebrate 13 anniversaries.

New Members

Becky Alexander	Aptos	2005 Carrera
Bryce Florian	Santa Cruz	2008 Cayman S
Jon H. Hafsteinsson	ICELAND	1970 911S
Kurt R. Langhoff	Capitola	2003 Boxster
Richard M. Orlando	Sunnyvale	2009 Carrera S

Anniversaries

10th

Greg Loitz and Kathryn Stowell-Loitz	La Selva Beach	2004 C4S
Larry Ludwigsen	Millbrae	1964 356
Jacqueline Smit	San Francisco	

5th

Antonio Dias	Sunnyvale	
Alan Gale	Ben Lomond	1986 911
Ray Gale	Santa Cruz	1999 Boxster
Denise Harris	Aptos	
Bradford and Aomi McClure	Campbell	1977 911S
Jim and Linda Metz	San Mateo	1976 912E
Ken Schipper	San Juan Batista	1974 914

New members from PCA: 5

Transfers out: 4, Memberships that expired last month (4/30/09): 2

Total renewal's last month (April 2009): 14

LPR Membership: 5-7-09 **Total = 567 (Primary = 313, Affiliates = 254)**

Happy Motoring Everyone!



The Almost Summer



Hat Party



**Saturday
June 13
4 to 9 PM**



Appetizers
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Sides
Desserts



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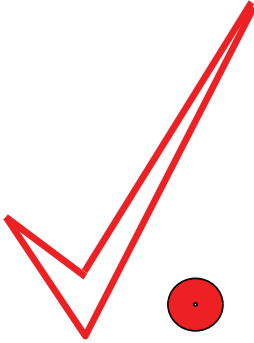
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CHECKPOINT

Robert Frosthholm



Well, it's almost here. Santa Cruzin' for Cash is just days away...Saturday June 6th. We anticipate perfect weather so don those thinking caps, review some of the basic rallye materials covered in prior issues and come out and have some fun.

For those of you who read Kin Iles' comments in the April Panorama section entitled "From the Regions", I promise this event won't be so challenging as some of the table top routes I've dragged you through. But there will be a trick or two to separate the women from the girls (Deb

has taught me to be politically correct and refrain from my usual sexist attitudes with which would have said ...to separate the men from the boys.)

On most of the tours I've been on with LPR, the boys have done most of the driving and the girls have, well, mostly provided ballast. Ouch! (She wasn't supposed to be reading over my shoulder). But when it comes to rallying, you want the brains in the right seat...so as my wife says, no need to change positions. The navigator will be constantly checking signs and reviewing instructions and telling the driver where to go...and no, Hell is not on our planned route. So if you guys find yourselves in disagreement and this instruction is communicated to the driver, please ignore it.

Here are the awards for 1st and 2nd place in each class and each car will receive a static cling participation decal (par-plaque, as we used to call them).



I hope to see all of you on the 6th of June for "Cruzin' For Cash"....

Cheers, Bob



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.

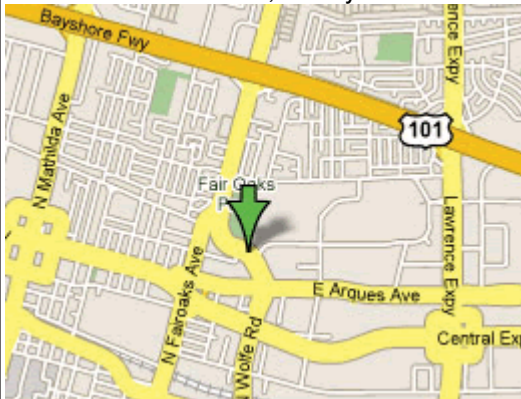
This A/B style event will take you through Watsonville, Rio Del Mar, Soquel, Capitola and finally into Santa Cruz where we will finish at the Seabright Brewery @ 519 Seabright Ave.



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



Story by Ken Iles, photos by John Reed

On Saturday April 11th, once again the City of Campbell put on their Easter Parade called "Bunnies and Bonnets", with traditional marching bands, bag pipers, twirlers, fire trucks, and all sorts of show groups to celebrate Easter



EASTER PARADE



& TOUR

and display pride in their city. Campbell residents and LPR/PCA members Rudi and Joanna Herz are not only proud of their city, but of course also proud of their Porsche Club too, and once more they led the Parade of Porsches down the main drag of Campbell.

The weather man smiled on us kindly for the parade, and although the LPR turn-out was not as large as we have had in previous years, possibly due to the downturn in our economy, the fun was just as good as ever. Better perhaps, because let's face it, the whole affair is mainly for kids, and this year it seemed there were more kids there than ever seen before. Our group in the parade consisted of eight Porsches, these being driven by Doug and Dana Ambrisko, John and Angie Reed, Bill and Emilie Highley, Janet Au Krug, June and myself, and of course Rudi and Joanna Herz who led the group. Sorry, - I have to omit the names of the remaining two drivers, because believe it or not, I don't seem to be able to get that information from anyone. Rudi's car decoration consisted mainly of a model of Campbell's famous water tower that Rudi had painstakingly constructed to sit proudly atop his car. All the other Porsches were decorated with eggs, bunnies, cottontails, and similar colorful Easter adornment.



*Rudi and Joanna Herz
911 with Campbell water
tower tribute attached.*



Emily assists Ken Iles with car decoration

After three changes in car decoration assembly points, finally we were off. June rode with Bill Highley, and Emilie in her full Easter Bunny outfit sat on the back of my open-top convertible, flanked by Debbie Bennett's grandkids, Emily and Alex. Good old German happy music was blaring from my car, - after all we were a German car contingent, and in any case I didn't have the "Easter Parade" music C.D. which might have been more appropriate. For the kids, I imagine that the Easter Bunny is the focal point or piece de resistance of the parade much as Santa Claus is at Christmas, at least judging from the whoops and hollers and shouts of joy from the kids as we passed.

Throwing candy from cars to the kids is not allowed these days, said to be because of politically correct litigation fears that kids may be injured or killed by a lethal wrapped toffee projectile, or that they may be hit by or be run over by a 2 mph parade car if they run into the street to recover candy. Adult supervision, parental control of kids, driver responsibility and just plain common sense are of course all assumed non-existent in this day and age. But I suppose



Anticipating the start of the parade, like having Umbrella Girls.....sort of.

it's better to be safe than sorry. However, it is deemed O.K. to hand out candy to kids from an intermittently stationary parade vehicle, and this was done several times en-route. I wish I had known about this, for we would have loved to have handed out candy ourselves. But it was great to see so many happy faces along the route. Not all LPR people actually drove the parade.

Doris and Russ Britschgi were spectators, Kevin and Debbie Bennett walked with the parade, along with my sister Joan who was visiting from Reno at this time, and they handed out candy to the kids too. After the parade ended, we stripped our cars of the decorations, balloons, etc., and gave much of it away to smiling faced and appreciative kids.

Rudi then led a small group of five of us on a spirited tour through the east foothills, to elevations that afforded views of the Valley rivaling those seen from aircraft. This is the best time of the year to drive that particular route which in part descends from Mt. Hamilton. We passed gorgeous green grassy slopes and spring flowers, the blue waters of Callaveras Dam, and beautiful scenery. The tour ended for lunch in Sunol at Bosco's, - a restaurant of dubious fame, not because it was named after an ex-Mayor of Sunol, but because of the method of dispensing beer at the bar by lifting the leg of "Mr. Bosco" - a statue of a large dog at the back of the bar. Naturally, I had to have a pint to relax after the drive. Prizes for the best decorated car were handed out by the Herz's, June and myself receiving 2nd place, and Doug and Dana Ambrisko with Ashley winning 1st. Emilie and Bill Highley did not go on the tour, but I am told that while driving home from the parade they had accidentally left a big cottontail decoration on the back of their Porsche, and were receiving many honks and appreciative waves from other drivers in traffic.

Thanks Rudi and Joanna for a most enjoyable time.





The Easter Bunny and stuffed animals were popular decorations with the LPR contingent.

EASTER PARADE & TOUR



Upper Left, car decoration brings out LPR member's creative talent; Above Russ & Doris Britschgi stop by to say hello; Left Rudi & Joanna Herz underway with the towering Campbell water tower tribute wondering what part of their 911SC will be damaged the most if gravity has its way.



Emilie & Bill Highley add the bunnies theme element to the top of the their Carrera, the theme of the parade: Bunnies & Bonnets.



Left, Brad Garofalo and his son Braydin get into the Easter & Parade spirit.

Right, The crowd turns out in downtown Campbell.



EASTER PARADE & TOUR



After the Campbell parade, LPR members tour the East Bay to Sunol where they enjoy the talents of Bosco the leg-lifting beer dispensing dog, a tribute to the actual Bosco the Dog Mayor of Sunol. Bosco Ramos has been dead since 1994, but Sunol, California still misses their dog mayor. Bosco was elected to that honorary title of the small, unincorporated town in 1981



Above, Ken & June Iles with Ken's sister Joan; Right, Dana & Doug Ambrisko with Ashley their daughter.





Left, Ken Iles sister Joan joined the LPR crowd wearing her Easter sun bonnet made from wallpaper.

Right, Ken & June Iles decorating their Carrera cabriolet with Alex and Emily.



Grandkids.....grandstanding???

Kevin & I had the Easter parade activity all planned out for the grandchildren, and you know what they say about the best laid plans.

Because we were no longer allowed to throw candy from the moving cars, we thought it would be great for the kids to walk along the route with the Porsche parade and actually hand the candy to the kids crowding the streets. But when we arrived during the club's car decorating stage, the grandparents got outfoxed and upstaged by the youngins!

Emily and Alex both dove right in to help Ken and June Iles adorn their car for the parade and in the process negotiated themselves a place sitting high in the car... in the parade... next to the perennial LPR Easter Bunny, Emilie Highley. That left the poor befuddled grandparents wondering how it happened that they were stuck walking alongside the parade of cars, dutifully handing out the sweet treats to the kids while they watched their own grandkids glide down the street with big grins and doing the queen's wave.

The only consolation was that the candy distribution included the company of Ken's 93 year old sister Joan, with whom it was hard to keep up. She's the one wearing the sun bonnet, which incidentally, was made out of wallpaper.

-Debbie Bennett



The LPR techie crowd arrives early at Tim Benson's to learn the inner-workings of short-shifters, transmissions, clutches and cool stuff like femtoseconds.

FASTLANE

Tech Session

Story by Jim Bryant, photos by Jim Bryant & John Reed



What a great morning it was in Santa Cruz on Saturday April 18. The sun came out even before the tech session started. When Jen and I arrived a little before 9:30 with the coffee and donuts there were already two guys there, I think they got mixed up with the start time. I chose a start time of 10am for this session because it would give everyone an extra hour to make the trip to Santa Cruz and give Santa Cruz an extra hour to warm up!

Tim Benson always gives a good session, he admittedly likes to do them and it showed. The topic was transmissions, clutches and such cool stuff and I think it's one of his favorite topics. Speaking of what Tim loves, he was so happy to tell everyone of his new Porsche purchase, a 996. He said he bought it

as a favor to a friend who had fallen on hard times and was looking to sell the car. Tim said he bought the car even though it was in pretty rough shape (that's rough shape, not RUF shape). He put a lot of TLC and money into it getting it ready to sell and make a quick buck or two. When he was fixing it up, installing new tires, tuning up the suspension etc, he explained that he needed to drive the car to set it up right. He admitted that was a big mistake. He fell in love with the car! He said he has never, ever been so passionate about a car. He explained the 996 is a bigger car, has a softer ride, has more creature features but doesn't give up anything in performance. Hmmmmm maybe I should check out a 996 as a possible 951 replacement?? Then again maybe I shouldn't!!



Like a freshly landed flying saucer, the 996 Porsche makes the air-cooled cars that preceded it seem so 20th Century!

Back to the tech session..... One of the improvements Tim was looking to include on his new 996 was a "short-shift kit". Short-shift kits are a replacement linkage for the shift mechanism at the base of the stick shift lever. Having removed all the carpeting and covers beforehand we could easily see what needed to be done, remove the old linkages and put in the new ones. The purpose of a short shift linkage is to reduce the amount of shift lever motion

required to change from one gear to the next. Now there is no free lunch, so the penalty to pay for reduced movement is an increase in force needed to shift. The new linkage he was going to install is made by B&M. Tim likes the B&M because it is well made, installs without too much fuss, and a lot of engineering has gone into the design to minimize the increase of force needed to shift. Another reason to install a short-shift kit is to replace the old linkage. Maybe it's not so important with a newer car but older cars can develop a significant amount of linkage slop just from the thousands of shifts performed. Just think about it, if an F1 driver makes upwards of 100 shifts per lap that equates to a lot of shifts in my 170,000 mile



The "super-duper" cable linkage shifter kit which can be used on 996 and 997 including Boxsters, Caymans and maybe even the SUV too.

car. (Yes it turned 170,000 miles last week!!) The linkage, by design, has a large multiplication effect thus small shifter movements represents a much larger movement at the transmission. Even a small amount of slop in the shifter mechanism, by the time it reaches the transmission way in the back of the car, can mean missing a shift or difficulty in "finding the gear". What I found most interesting is that when the shift lever is moved sideways, say from first/second gear location to third/fourth location, it causes a tiny rotation of the steel tube. This tiny angular rotation is enough to move the transmission to the next gear selection sequence. It's easy to see why a little linkage slop can be too much.



Tim Benson impressed the LPR techies by showing that after millions of short and long shifts he retains dexterity in all of his fingers and a firm handshake thanks to the quality parts he uses.



What started out as a usual tech session turns into a molecular dynamics discussion as Tim shows how to save femtoseconds in lap times by straightening your shift tube.

On cars up to and including the 993, the linkage between the shift lever and the transmission is a very solid looking bent steel tube about 1" in diameter and about 4' long. The reason it's bent is because it has to snake it's way to the back of the car, under the back seat, around oil coolers, around exhaust and intake manifolds past the engine finally arriving at the transmission. Racers remove as many of these obstacles as they can in order to make the tube as straight as possible. They say it saves almost two femtoseconds per lap.

Someone asked why Porsche didn't design a short shift linkage into their cars from the beginning. We were told that the short shift kits "click" when you change gears and Porsche thought that was a disadvantage. My thought is; hey when the engine is roaring you can't hear the clicking.

Tim then showed us the "super-duper" cable linkage shifter kit which can be used on 996 and 997 including Boxsters and Caymans (and maybe even the SUV too, can you get a standard transmission in the Cayenne??). Tim had one of those swoopy cable linkage shifter kits made by Wevo to show because it had just arrived for one of his customers. It's selling feature is a "dog-leg" that



With the B&M short shifter installed, Tim puts this one in the can....it's a wrap.

falls into place whenever the transmission is shifted into 5th gear. The purpose of this dog-leg is to lock out second gear when the transmission is in 5th gear, preventing the possibility of down shifting from 5th to 2nd. The dog-leg disengages when the transmission is in 4th. His customer had blown two engines by down shifting from 5th to 2nd, so for him this platinum priced, \$2500, shifter would be a savings in the long run; ouch!

On newer cars the cable linkage shifter has two cables running from the shifter to the transmission. One cable moves forward and backward as the shift lever is moved forward and backward. The other cable moves forward and backward as the shift lever is moved right to left. Tim mentioned it's a great design and he has not heard of any problems with them yet. We'll wait and see how well it holds together after 170,000 miles!

From there we moved to the back of his shop to where Tim had a 915 transmission on a stand with the cowling removed so we could see the inside. What a complicated looking arrangement of gears and levers. How could this thing possibly work!? And be reliable?? The 915 transmission was used on 911s from '72 to '87. Tim told us the 915 is bullet proof and good for up to 350hp!! The 915 was replaced by the G50 transmission which is much stronger, to accommodate the more powerful engines, and has a hydraulically activated clutch. The hydraulic clutch is a god send for those of us who have on occasion got caught in stop and go traffic with the cable clutch on the 915. The price you pay for the stronger transmission is 50lbs of increased weight. Tim walked us through the operation of the transmission pretending he was the engine; we all watched as he went through the gears. He pointed out where the synco gears are and explained they function as a break to match the transmission rotation speed with the rotation speed of the engine.

Well, that pretty much sums up what we all heard that morning. We are all grateful to Tim and his comrades at Fastlane for their educational and entertaining tech session. I'll never take my transmission for granted again.



The 915 exposed.



Fastlane has demonstrated competence in all Porsche models from 356 to the latest technologies.

LPR members learn that Porsche doesn't include short-shifters because they make a clicking sound when gears are changed; your editor believes that Porsche doesn't include them because they can make money selling short-shift kits in the parts department.



The Fastlane shop is filled with the specialized tools required to do all major repairs.

Even Angie Reed can't take her eyes off all this short-shifter excitement.





The best come equipped.



First run group lines up.



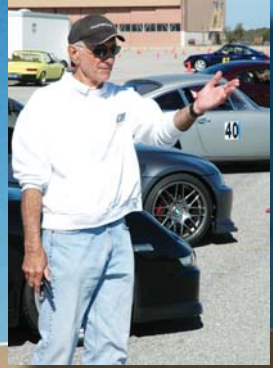
Tom Provasi in his Carrera powered 914 "Orange Crate".

The LPR timing crew keeps track of the cars on the grid, who is on course, read the timer and record the time on the score sheet. Oh, and announce the results.

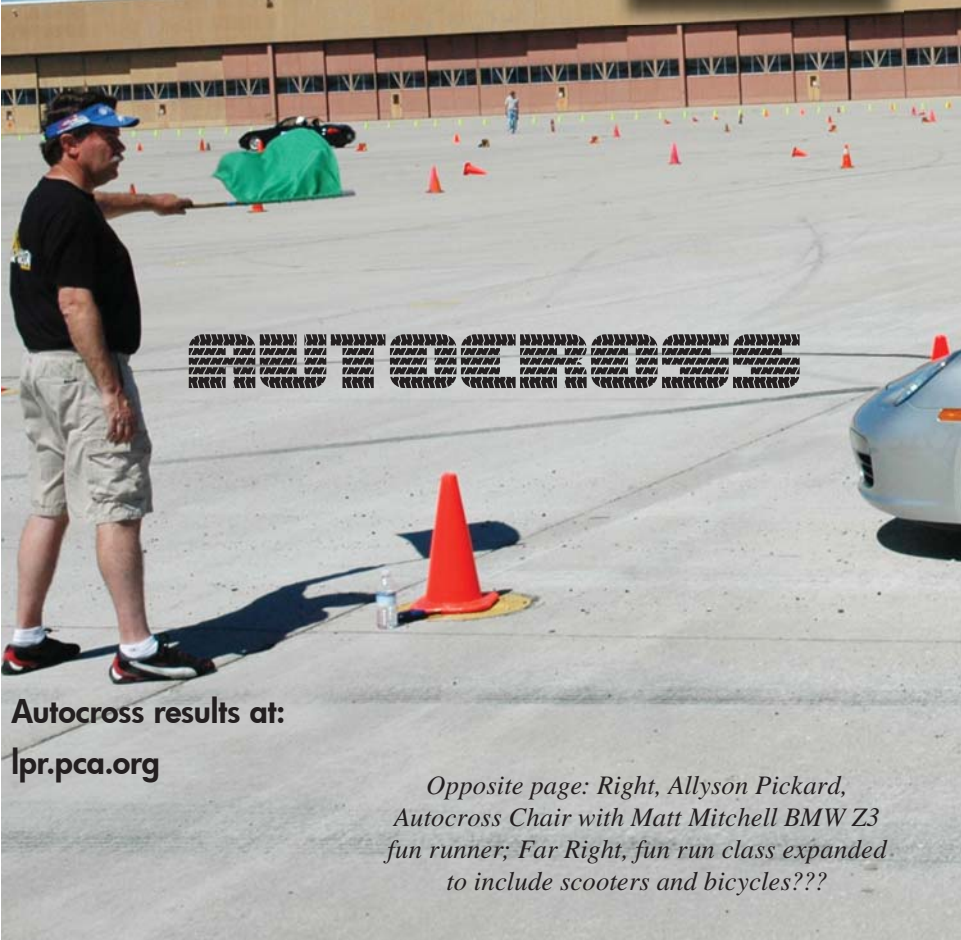


Sandy Provasi looking like a motivational poster: AGGRESSION





Above, the run group line up; Right, Ed Tefankjian playing the role of capo di tutti capi

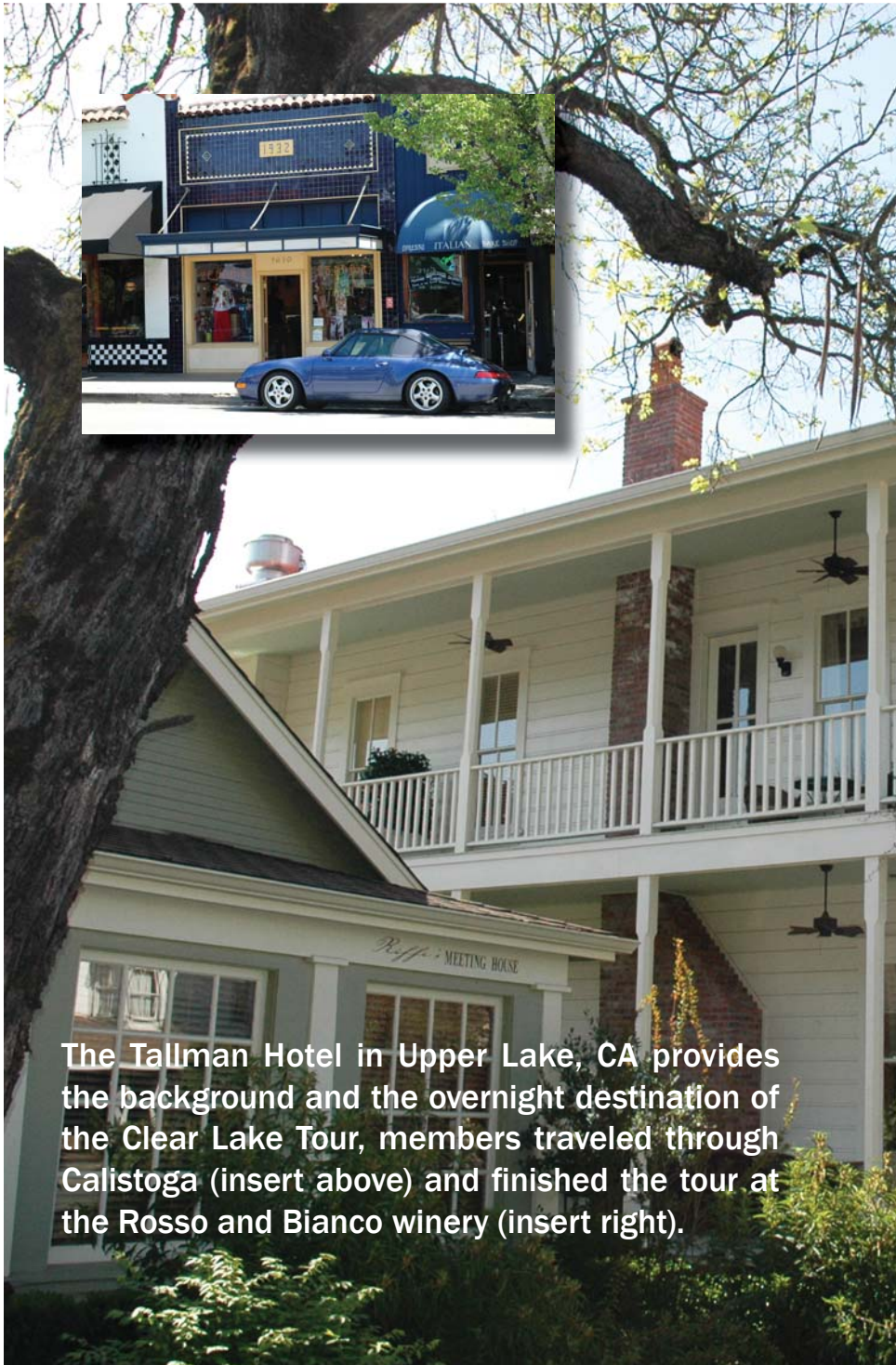


**Autocross results at:
lpr.pca.org**

Opposite page: Right, Allyson Pickard, Autocross Chair with Matt Mitchell BMW Z3 fun runner; Far Right, fun run class expanded to include scooters and bicycles???

Right, the deafening sound of an unrestricted exhaust forces some to take protective measures; Below, an easy sale if the car does well on autocross day.





The Tallman Hotel in Upper Lake, CA provides the background and the overnight destination of the Clear Lake Tour, members traveled through Calistoga (insert above) and finished the tour at the Rosso and Bianco winery (insert right).

CLEAR LAKE TOUR

Return to the Tallman Hotel for an overnight
tour of driving fun, food, and wine

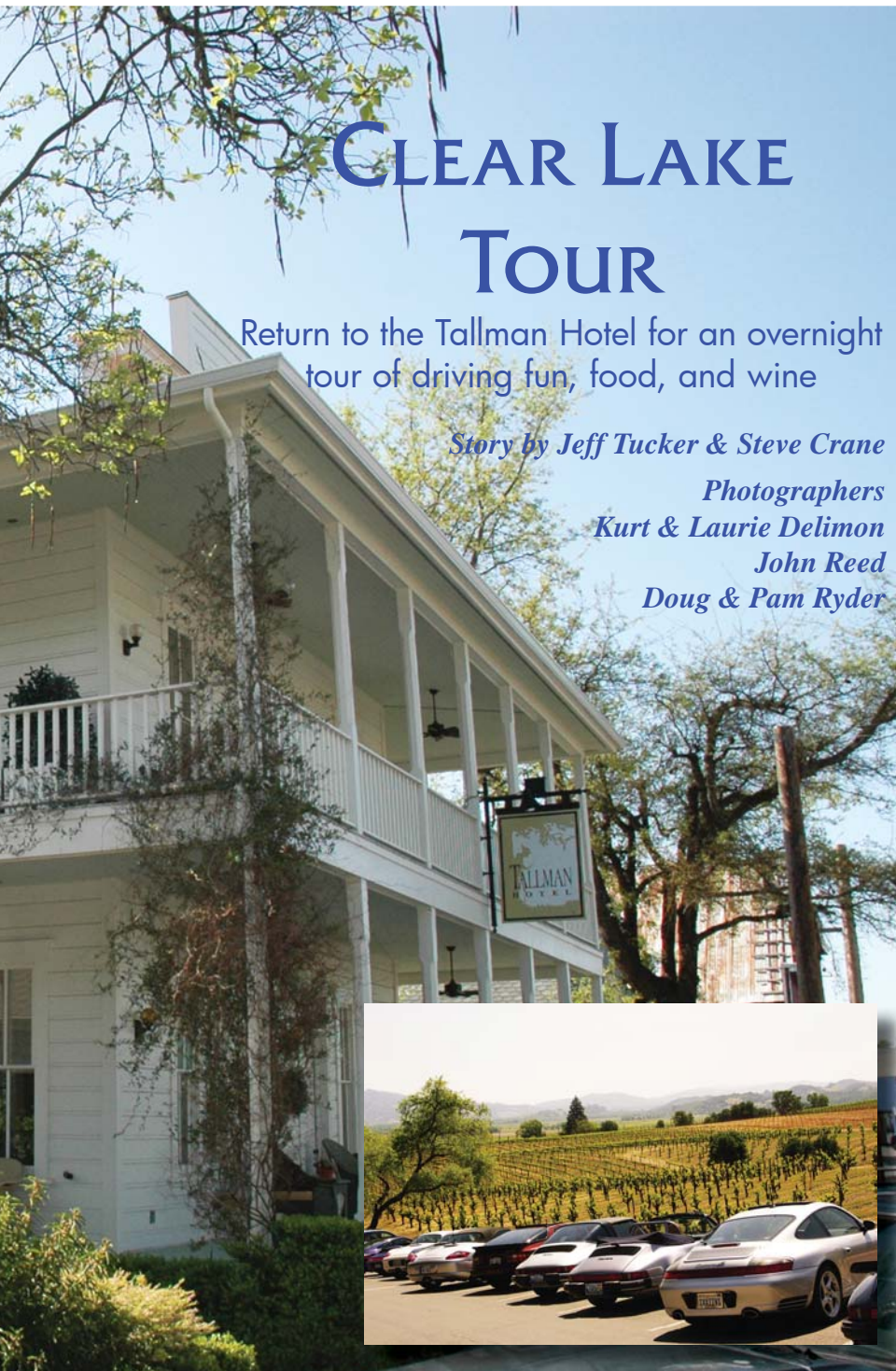
Story by Jeff Tucker & Steve Crane

Photographers

Kurt & Laurie Delimon

John Reed

Doug & Pam Ryder



Clear Lake Revisited



So like any good run we start with breakfast. Arrangements were made to meet at Carrow's in Dublin, however, the staff seemed somewhat surprised when suddenly twenty some odd Porsche enthusiasts poured through the door. Apparently the staff thought the scheduled departure time was to be our arrival time so they were not staffed appropriately. Steve Mitchell did enhance the table service with his coffee pouring talent; some suggested he was just trying to make a little extra gas money.



At the conclusion of John's driver instruction meeting everyone scurried to their respective vehicles, ah the soothing sound of twenty Porsche engines filled the airways. It is always fun to see how the line up comes together as cars of varying color and vintage cue up. I am certain there is some

etiquette to this process but line jumping is clearly allowed. It is also always fun to see the reaction a parade of Porsches receives from onlookers, especially the dads driving their family minivans.

The air was a bit brisk but the sky was clear as the drive to Calistoga, our first stop, commenced. Watching all of the cars spread out to go through the toll plaza and then fly out the other side as if they were shot out of the tollbooth was great fun. Two different cars had money ready to pay for the car behind them but no additional Porsches came through those tollbooths. The visuals were awesome especially for me, the newbie tour guy. It turns out that fifty percent of the enjoyment of the drive happens on the CB radio. Note to newbie self: buy a portable CB radio before the next tour.

No shortage of wineries





As we were enjoying the drive up highway 128 we encountered an unscheduled stop. Yep at the insistence of a motorcycle cop our group of cars was pulled over at Turtle Rock. So it turns out that more than fifty percent of the cars didn't have a front license plate and fix it tickets were issued to each of them.

As the second group of cars caught up to us we waved them on, nice of us wasn't it. Fortunately there was a restroom, OK a sanihut but it came in handy. Turns out the conversation on the CB radios was dampened by the issuing of tickets. So it was a quiet drive to our lunch stop in Calistoga.

It was such a beautiful day to be walking through Calistoga. After lunch we returned to our caravan of LPRers and headed off to Clear Lake. It was a very pleasant drive, although I somehow thought Clear Lake was closer. Since it was early it meant we were there in the preseason timeframe, it was so quiet. We knew we were close when the towns started to have French names, Nice and Lucerne. Next stop the Tallman Hotel.



Steve Crane, Jeff Tucker, Karen & Ed Tefankjian, Jackie & Steve Mitchell enjoy lunch in Calistoga.



The "Turtle Rock Four" earn the moniker when a CHP motorcycle officer pulled the bunch over for no front license plate showing, obviously for CHP publicity.

The Tallman Hotel in Upper Lake, California is a return to a simpler time. This handsome country hotel, built in the 1890's, was completely restored and expanded to a 17-room luxury facility between 2004 and 2006. The historic hotel received one of seven statewide historic preservation awards in 2007 from the California

Heritage Council and, in July 2008, it was officially listed on the California Register of Historic Resources as a Point of Historical Interest.

The interiors of the hotel are inspired by the natural setting of Lake County. Antique and custom crafted furniture, hand painted murals and artwork depicting flora and fauna create simple yet sophisticated surroundings. Eastlake style furniture decorates the guest rooms.

We took in the amazing appointed surroundings from the Porsche filled parking lot as we gathered waiting for John and Angie to deliver our room keys. Naturally this was the perfect opportunity for many to clean their cars and remove the indigenous road debris on the hood, fenders and windshield. We are a funny lot. It would appear that the Cbers shook off their CHP dampened experience and reclaimed their voices on this leg of the tour.



Pool side at the Tallman. LPR members enjoy appetizers and refreshments.

We got into our rooms and it took only seconds for the pool side party to kick off at one end of the pool. There were tons of appetizers, after all we had only had two meals and the last one was over three hours ago, clearly we were famished and dinner was still at least another 90 minutes away. We love our food as much as we love our drinks. If you came without your travel bar don't worry. Ken and June offered Gin

and Tonics, Kevin and Debbie shared wine and it escapes me who was mixing Cosmopolitans. Tom and Joan actually arrived in swimwear and tested the waters, it was a nice pool, good thing someone actually tried it. Margie however found a bookstore in the handful of shops near the hotel and acquired a few for her and Ken's stacks in their library, no really, stacks, the shelves have been full for ages.

Dinner was served in the hotel dining room and they did a nice job of it. We were our usual boisterous group sharing conversation with our table and of course tables across the room, at times it was reminiscent of high school cafeteria shouting.



Dinner at the Tallman dining room provided an elegant setting for the evening.

Every question about the style of the club was answered when “cork wars” broke out toward the end of dinner. A certain ex-president’s wife led the charge in that battle.



After dinner many sat in the lobby to share stories while others enjoyed some private time. Jeff and Steve had a cigar and scotch gathering on their front deck. Around 10:15 we know Kurt and Laurie were at the hot tub, we know this because that is when the Iles car alarm went off and we all looked off in the direction of the pool. They

actually checked on the car. Ken swears he didn’t know he even had an alarm. Yes Ken, you do and it did go off again at 3:00AM. Speaking of the Iles, has anyone noticed that June always looks put together no matter what time it is? You go girl. Those with private Ofuros (Japanese soaking tubs) on their back decks were no doubt relaxing the day’s tensions away. I know, what tension? Several took strolls down the deserted streets, there wasn’t a car in sight that wasn’t a Porsche.

An amazing continental breakfast was served the following morning. We will need to do a class on making toast before next years return, the smoke alarms are just too loud



in the morning after a Porsche club night. Ah and the breakfast conversations, I am still not certain who started the one about blowing through batteries in handheld devices but it turned out to be a popular topic especially for Karen and Ken.



Only half the group did the tour on Sunday to Rosso and Bianco winery, operated by the Coppola machine and undergoing a huge makeover. We discovered that the kitchen was closed and it’s been a couple of hours without food. Well the Healdsburg Bar and Grill became a fine substitute.

This is a must do run if you haven’t done it before, but I warn you, it sells out faster than a Madonna concert.



Left, Bob Frosthalm, Jennifer Bryant, Angie Reed, John & Kathy Musser after the driver's meeting ready to head out.

Right, Steve & Silvie Graham with June & Ken Iles in Calistoga.



Left, Ken & Margie Jensen beginning leg two in the Boxster, from Calistoga to Upper Lake.

Right, Kurt & Laurie Delimon's Atlas Gray Boxster in front of one of the many fruit stands along the way.



Left, mid-pack tour leaders Karen & recently captured "No-Plate" Tefankjian head out of Calistoga.

CLEAR LAKE



Left, George & Virginia Jansen with Angie Reed in downtown Calistoga; Below, the infamous Turtle Rock Four.



Above, Kathy Musser at the Tallman with some of the before dinner goodies



Above, courtyard at the Tallman providing a relaxing location; Left, Clear Lake.



CLEAR LAKE



Left, Rallye Chairman Bob Frosthalm finally learns the truth about what people think of his Checkpoint column.

Right, First lady of Rallye, Deb Frosthalm with V.P. Jackie Mitchell spectators of the Cork War; Below, Kathy & Gary Goelkel



Above, Francis Ford Coppola's academy awards; Left, Bob Frosthalm, not only a rallye master, but a master of prestidigation confounding the crowd with his skill in sleight of hand.



Autocross #4 & #5

Marina Airport



#4 - June 21, 2009
#5 - July 19, 2009

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

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.

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8:30am TO 2:00pm

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\$20.00 PER ENTRY

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Barbeque at the Frostholtm's

Saturday, July 18th at 4:30 P.M.

**Bob & Deb will be hosting their first LPR Good-Time-Gathering at their home:
2060 Tripiano Ct., Mountain View.**

BARBECUE

GRUM

The cost will be \$10 per person



Mai-Tais?

Daiquiris?

DINER
From the 60's 70's 80's
ROCK & ROLL

Please plan to bring an Appetizer, Side Dish or Dessert for others to share. Sign up when you RSVP

RSVP to Bob or Deb by July 15 at 650-903-0303 or bobfrostholtm@gmail.com

The swimming pool will be available for those who would like to indulge (Please bring your own towel)



Secretary - Bob Morgan



The May Board Meeting was held on May 7, 2009 at the Round Table Pizza on Camden Ave, San Jose and was called to order at 7:12 pm by Vice-President Jackie Mitchell, as Les Schreiber was in Oregon. Board members present were: Jackie Mitchell, George Jansen, John Reed, Barry Pangrle and Bob & Karen Morgan. Other members in attendance were Sharon Neidel (Zone 7 Rep), Lillie Echevarria, Steve Mitchell, Bob Frosthalm, Joe & Cheryl Pruss, Steve Crane, Suzette Pangrle, Don Orlando, Bill Highley, Jim & Jennifer Bryant, Allyson Pickard, Tony Vanacore and Steve Crane. Also present were Jeff Yang and Alice Kwok.

Karen moved and George seconded to approve the April Minutes. The board voted to approve the minutes.

Directors' Reports

President: Les Schreiber

Les was not able to attend the meeting. Jackie noted that the region membership rebate from National has been deposited.

Vice-President: Jackie Mitchell

The Hallocks BBQ brought in \$230. The Bowling Extravaganza is coming up and there's a GTG on June 13th at Steve & Jeff's.

Secretary: Bob Morgan

Bob will talk about the upcoming Swap Meet under New Business

Treasurer: George Jansen

We had a positive month in April (\$2662), which will help reduce the losses in the 1st quarter. We're still in the red for the year.

Activities: John Reed

Insurance has been submitted for the AX, Tech Session and Tours in May. John reminded us that we need to RSVP to the Indy GTG at Moffett Field.

Membership: Barry Pangrle

LPR Membership Report 5/07/09: see page 12

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

Member-At-Large: Karen Morgan

Karen reported that we are working on a new draft of the Policies & Procedures including the newly created Hospitality Committee. She outlined the proposed changes: the timing of the nominations, the addition of the President's award, and the Hospitality Committee. She suggested the Board review the Policies & Procedures and vote on the changes next month.

Committee Reports:

Advertising Chair: Bill Highley

Bill said that 5 of the advertisers that owe money have not yet paid.

Editor: Steve Mitchell

Steve had nothing new to report.

Safety: Ed Tefankjian

Ed was not at the meeting but John gave the report. Ed sent Observers reports for the tours and Autocross in April.

Tours: Don Orlando

The Clear Lake Tour went well, except we had several members ticketed for no front license plates. John is hosting the Mother's Day Tour this Sunday at Bargetto Winery. Filoli Estate Tour, and the Parade Tour are set, Don reminded us to RSVP. There are a couple of tour dates pending later in the year.

Tech: Jim Bryant

Jim reported that the Swap Meet is upcoming, Steve & Tony will man the grills, and we'll have volunteers help with the serving. Jim said he wants to have a Tech Session in July and was considering several options. He'd prefer to hold the Tech Sessions at POST Advertiser locations whenever possible.

Autocross: Allyson Pickard

We had a good turnout (55 drivers) and grossed \$725 at the first autocross. We had excellent weather. We will need small & medium size cones. Allyson bought stop watches as a backup to the computer. We need volunteer course-designers. If you're interested, please let Allyson know.

Goodie Store: Joe & Cheryl Pruss

The Prusses reported that we need a supplier (as do several regions in Zone 7). Sharon suggested we work with David Bunch of Redwood Region. Is there a plan to do a 40th Anniversary memento/gift for those that attend the anniversary event? They would like to get direction from the board at the next meeting. Don Orlando suggested we offer a few 40th Anniversary items that could be ordered and advertised in the Post.

Charity: Sue Sickal

Sue was not at the meeting but she gave a report to John. He announced that Sacred Heart, Families First & Eastfield Ming Quong would be the Charities supported by the fundraiser.

Webmaster: Steve Crane

Steve reported that the PCA National and the Region Website is back online. He wants to incorporate a Google Calendar in our LPR site.

Rallye: Bob Frostholm

Bob showed the awards for the upcoming Rallye. John & Paul have met to begin planning their Rallye.

Public Relations: Ken Iles

Ken was not able to attend the meeting, but Steve Mitchell reported that Ken

❖ **Minutes**

had submitted a tour report to Panorama, and it was rejected. There was some issue about not wanting to include the article because Ken mentioned the issue on the Clear Lake Tour with the missing front license plates. Apparently Pano would prefer to include articles that show the PCA members obey the law.

Drivers Education: Pete Siemens

Pete was not at the meeting.

Sharon Neidel, Zone 7 Rep. reported that Parade Registration is still open.

Old Business: none

New Business:

The Swap Meet and Concours at PartsHeaven will be held on June 7. We had heard that Hayward wanted \$1,300 for a permit, but Al at PartsHeaven was able to negotiate it away this year. We understand that we will be expected to share in the permit expense when planning next year’s event.

Lillie Echevarria is a Dual Member and the Charity person for Diablo. She wants to have a Zone 7 Charity event in March or April in 2010, at the Blackhawk Museum, to raise money to buy wheelchairs for the Wheelchair Foundation. She would like to get help brainstorming & organizing the event. She needs a contact from LPR to help set up a date and start the process. The board suggested Sue Sickal (Charity Chairperson), be the first point of contact to help organize it. Lillie said she will get in touch with Sue.

Tony Vanacore noted that the POST has grown in size so it doesn’t fit through the bulk slot in the Post Office. We need to hold the POST to under 52 pages or we won’t be eligible for the bulk mailing rate. Steve noted that electronic distribution is looking more attractive all the time...especially with our advertiser difficulties this year.

The meeting was adjourned at 8:21 PM. Thanks, Jackie for filling in for Les.

Respectfully submitted, /s/Bob Morgan

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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 1988 944 TURBO-S PRICE REDUCED to \$23,000 !! Showroom Condition 944 Turbo-S (951) with All Records/Services since New including \$50K Window Sticker. Rare Dark Met Red on Special Order Light Grey Cloth Porsche Lettering with Leather Border. ONLY 22,714 Original Miles. Yes, that is correct, 22,714 original miles. NEW Timing Belt, Waterpump, Brakes/Rotors, Mobil-1, Completely Stock except Lowered to German Specs & has New Bridgestone's on 17" 993 wheels, \$Thousands in Receipts. 425-210-3247 or CraigRKoegel@comcast.net for more info and better pictures!! Located in Seattle, WA (4)

FOR SALE 1982 Porsche 911 SC Coupe. Great condition repaint-Wine Red Metallic. 2nd owner- California car. NO RUST. New Carrerra 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 (5)

FOR SALE 1973 914-6 with 2.7L Kinninger build engine with 12 hours of run time, NO RUST, fiberglass doors, lids and flares, weighs 1800# w/o driver, Vintage legal with VARA, SCCA, HSR-West (multiple championships), Extras include digital video system, radio system, Cool Shirt system, wheels and rain tires, Long and short geared transmissions with GT limited slips and cooling system, Price is \$26,000 and is negotiable, poor health forces sale. email John at oldracer@att.net or telephone at 619-691-8640 anytime. (5)

FOR SALE 1987 911 Carrera Coupe. Pristine condition. Original Summer Yellow paint with black Int. 116k. Many new items: shocks, Turbo tie rods, front strut brace, Bridgestone SO3s, brakes & rotors, stainless brake lines, alternator, battery. Have all receipts and documentation dating to original owner. Must see, pictures available upon request. \$18,500. E-mail Andy Ward at debnandy@sbcglobal.net, or call 831-462-6653.(6)

WANTED: Used usable AX Tires, Looking for the following: (1) Hoosier 205-50-15, (1) Kuhmo V710 205-50-15. Matching 16"s can have use left or just enough be ok to set on trailer between events. (2) or (4) 225-50-16, (2) 245-50-16. Contact: msbotique@sbcglobal.net or leave a message at 925-784-9181 (6)

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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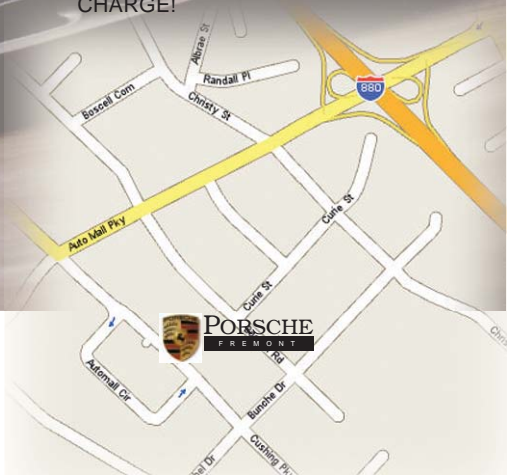
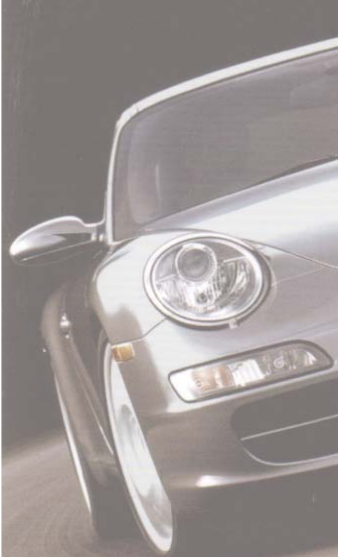
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Porsche to be featured at 2009 Palo Alto Concours by Larry Adams, Golden Gate Region

Porsche will be the featured European marque at this year's Palo Alto Concours scheduled for June 28th at the Stanford University campus.

There will be about sixty Porsches on the field to be judged in six classes, as well as many more in the corral.

While this is not an "official" Zone 7 event and the cars will be judged by SCCA rules, we are working with the event committee to promote participation by PCA members. John Celona (Golden Gate Region Newsletter Editor) will be writing the marque article for the event program.

The current estimate of participation in the concours is now above 450 cars.

We urge you to enter your Porsche for judging or parking in the corral (includes on-site parking and two entry tickets) or just attend and enjoy the event. Information and applications for entry or corral passes are posted on the Palo Alto Concours web site at www.paconcours.com.



There will also be displays of "super cars," including Porsche. If you are not going to Parade in Keystone, this is the next best place to see a whole lot of our favorite car.

Questions? Contact Mark Gersh, Zone 7 Concours Chair, at magersh@earthlink.net or Larry Adams, GGR Concours Chair, at OldCarNut@aol.com.

