



# PRIETA POST

June 2011

THE OFFICIAL PUBLICATION OF THE LOMA PRIETA REGION - PCA - [lpr.pca.org](http://lpr.pca.org)



## Porsche Club of America

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# PRIETA POST

## Editor's Letter

STEVE MITCHELL

The Board is into the budget review process to make sure our yearly expenses are in line with our income for the upcoming year. Once again the cost of the continued monthly printing of the *Prieta Post* is under scrutiny. With that I decided to cut back to 36 pages in this edition and will try to keep to that number for at least the rest of this year to try to save some money. The limitation makes it difficult to deliver all the content so to do so I reduced the font on Board minutes and cut down the number of photos.

If you are interested in seeing more photos, remember that all the event photos are typically posted on the LPR website and the Facebook site. The hope is that we can strike a balance between the printed version that many of you want to continue to receiving along with the online content.

Enjoy this month's edition

Sincerely, Steve

### **Corrections to the May 2011 edition of the Prieta Post.....**

**Page 10** - with Ken & June Iles is Steve Heidenreich.

**Page 11** - with Jackie and Pam is Doug Lynberg

**Page 12** - photo of Tony Vanacore's 912E in front of Martin Ranch by Pam Ryder.

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# Newsletter of the Loma Prieta Region, PCA



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**Cover Photo:** Jacqueline Shanafelt & Peter Ridgway celebrate the season during the Porsches & Police photo shoot at San Jose History Park, see page 13. Photo by Pam Ryder/Nikon D7000, 40mm, Auto Mode, F4.4.

**Back Cover Photo:** Members pause to enjoy the scenery on The Great Relaxing Escape Tour II, see page 14, Photo by John Reed/Nikon D70, 29mm Auto Mode, F3.9.



# Hye Notes

Ed Tefankjian, President



**There are a lot of great LPR activities planned for you in June.** Come out and join us....make some new friends and renew some old friendships.

**June 5th** is the Swap Meet and Concours – you may just find that special part you have been looking for and there will be some great Porsches to see that have had a lot of TLC.

**June 11th** we are having our 2nd Annual Funkhana, this is a very slow driving event that requires a driver and a navigator to get through some “tricky” obstacles. If you missed it last year don’t miss this one...even if you don’t drive you will have fun watching others.

**June 18th** LPR’s Autocross #4, this is a great way to better understand how well your Porsche performs. There are loaner helmets and instructors to help you get started. And for those experienced/competitive drivers there is always someone just a little faster in your class that you can try to beat their time.

**June 26th** Porsches and Police (new event for LPR), wash your Porsche and bring it out to the San Jose History Park. This is not a concours (no judging of the cars), it’s an opportunity to display your Porsche along with others and help some local charities.

**The Rennsport Reunion IV will be at Laguna Seca** mid October. This will be a “happening” for Porsche enthusiasts and will be an event to remember. They will need a lot of help....if you want to volunteer contact Sharon Neidel (our Zone 7 Rep).

LPR is an all volunteer organization and we always need help. So if you haven’t gotten involved with any of the committees come to one of the Board meetings to see how your club is managed and how you could possibly help.

Recently LPR had some issues with sending e-mail blasts to you our members. During this time a lot of testing was done to identify and correct the anomalies. I apologize for the extra e-mails you received during the process verification that was done to get the issue resolved.

Remember, “it’s not just the cars, it’s the people”.

Bye for now, Ed

report of the Membership Director

# Membership Report

Tom Provasi



There were no new members this past month. If you have any friends who own Porsches, tell them about PCA and encourage them to join. We have one transfer in from the Central Coast of California, Brandee Allen. Brandee drives an 06 C4S. Welcome Brandee and we hope to see you at an upcoming event.

As summer approaches, events in PCA heat up. Check out the calendar to see what interests you. One of LPR's longest running events is the Concours and Swap Meet held in Hayward on June 5. Come out to socialize, have lunch and check out the cars and parts.

## Transferred In

Brandee Allen	Santa Cruz	2006 911 4S
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## Anniversaries 10th

David & Lisa Charles	Santa Cruz	1973 914
----------------------	------------	----------

## 5th

Brian Harney	Salinas	1972 914
Jerry & Sarah Jett	Boulder Creek	1968 912
Cheryl Markham	Felton	NA
Thomas Melville	Aptos	1986 911
Betty & David Pollack	San Carlos	2006 Boxster
Ray Wabe	San Jose	2000 Boxster

New members from PCA: 0, Transfers in: 1, Transfers out: 1

Memberships that expired last month (April 2011): 5

Total renewal's last month (April 2011): 20

**LPR Membership: 5/1/11 Total = 526** (Primary=291, Affiliates=235)





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**EVERYONE  
WELCOME**

## Letters to the Editor

Hi Steve,

I wanted to write and thank Anne Roth, LPR and all the autocrossers that contributed to our stay at Wild Things/Vision Quest. Last winter Jane and I were given a nights stay at the bed & breakfast in appreciation for our support of the autocross program. Vision Quest/Wild Things is a park near Salinas where wild animals are trained and cared for. In the afternoon we went on a tour of the facilities and saw all sorts of large wild cats and other exotic animals too numerous to mention. In the evening we were able to put the elephants to bed which included feeding them a little snack. The next morning Malika, the smallest elephant, brought us breakfast and also a small snack for herself. We both had a great time and enjoyed it immensely. We highly recommend it.

Thank you all,  
Bill and Jane Charron

ps. attached is a photo of Jane feeding Malika



Changed your email address?  
Send your new address to Membership Chairman  
Tom Provasi: [tprovasi@netgate.net](mailto:tprovasi@netgate.net)

# 2nd Annual FUN-Khana

*featuring the return of the Horny Hazard plus a couple new challenges*

## Saturday June 11

Registration opens April 1st

(email [peter\\_ridgway@sbcglobal.net](mailto:peter_ridgway@sbcglobal.net) or call Peter at 408-255-6637)

This event will be limited to 30 drivers due to run times so register early!

**\$15.00 per Driver**

Drivers meeting at 9:30 AM sharp. Only those making the Drivers meeting will be allowed to run.



Rena Schaut

Speed will NOT be an issue and Cars will NOT be damaged (pride?...maybe)

This event is meant to be FUN for driving teams as well as spectators so if you don't plan to drive, at least come out to cheer on your favorite drivers ( or jeer at their perils!). This great location is conveniently close with plenty of parking and spectator space.

Coffee, donuts and Lunch will be available. More details next month.



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Want the latest news on everything Porsche? Need up-to-date info on LPR happenings? Then follow us on Facebook! You'll find us by searching Porsche Club of America - Loma Prieta Region. And while you're at it follow PCA and the Redwood Region. Join in the fun! Questions? Contact Facebook Administrators:

Laurie Delimon ([Boxstergirl1987@gmail.com](mailto:Boxstergirl1987@gmail.com)), or  
Pam Ryder ([pamelamryder@gmail.com](mailto:pamelamryder@gmail.com)).

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# *Porsches and Police*



**Sunday, June 26 - noon until 6 P.M.  
San Jose History Park  
1650 Senter Road, San Jose, CA**

All makes and models of Porsche are welcome to participate in what is sure to be the biggest car show in LPR history! We need 70 Porsches, shined-up and ready to show off. Police agencies from around the county and state will join us for this first-ever, spectacular event.

**This is not a Concours; there will be no judging, just many beautiful Porsches on display in a gorgeous, treelined park setting.**

There will be entertainment for the entire family including live music and an abundance of food vendors. All of the restored, historical buildings and homes from the turn of the 20th century will be open for tours and exploration.

**To display your Porsche, register at [motorsportreg.com](http://motorsportreg.com). For additional info, contact Chris or Rena Schaut; 408-773-0725 or email [rcs1031@att.net](mailto:rcs1031@att.net). Registration is now open through June 16. To assure a place for your Porsche in the display of the magnificent 70, register ASAP.**

There will be a tax deductible donation of \$20 per displayed car upon registration. Limited trailer parking is available. General public admission is \$3 adult, children under 8 yrs. admitted free. Tell your family. Tell your friends. Porsches and Police - a festival of fun for everyone.

**All proceeds from this event will benefit eighteen local and county nonprofits. Save the date and participate!**

Event Chairpersons:  
John & Angie Reed 408-371-1965 [jpreed911@comcast.net](mailto:jpreed911@comcast.net).





We left the freeway and drove through beautiful green hills until we reached the Marin French Cheese Factory. They have a large selection of cheeses, crackers and salami. You can sample many of the cheeses before you buy. I tried most of them 2 or 3 times just to make sure that we bought the ones we liked best. When everyone had made their purchases we continued our drive to the town of Tomales. This part of the tour made you realize what a special time of the year spring is in Northern California. Green hills, wild flowers in bloom and great driving roads winding over the hills and through the valleys. It is a great time to be with a group of friends driving Porsches. Kathy and I weren't the only ones enjoying the drive. John and Angie Reed's special friend Dave the Dead Squirrel kept hanging out the window and popping out the sun roof to enjoy the view.

The first stop was the little town of Tomales, where we found that several car clubs had parked and turned the small town into a car show. There were vintage Alfa Romeos, Jaguars, Ferraris, a few Porsches, and even a Lamborghini and a Maserati. The stop was intended to be a brief one,

but we decided to extend our time there so that we could see all of the cars. That was the great part of the relaxing escape, we could change the time spent in places when we found something unexpected but interesting to see. We found that we weren't the only car club out for a tour. A group of forty to fifty Corvettes passed through town while we were enjoying the car show. It seemed like they were having some trouble with their tour directions as after 15 minutes they all came back through Tomales going in the opposite direction.

Leaving Tomales we wound our way over beautiful hills and through valleys, passing through the town of Occidental. We crossed a one lane bridge and found ourselves in wine country. We started to pass vineyards with vines just starting to grow. We pulled into Hop Kiln Winery, our lunch stop. The Winery has a picnic area with a lake and umbrella covered tables. They even supply wine glasses, for visitors to fill and make lunch more enjoyable. Paul and Nanci brought out a cake and announced that new member Mark, who was on the tour with his wife Celeste, had a birthday. We







The  
Great  
Relaxing  
Escape  
Tour II



# I Don't Do Mornings!

Story by Laurie Delimon, photos Rena Schaut

When I told

my husband Kurt that I “volunteered” us to tow the Autocross trailer his immediate reaction was “Are you



“Are you crazy? You don’t do mornings!” followed by “Do you realize what time you’re going to have to get up to get the trailer there on time?” No I didn’t! So when the alarm went off at O’dark thirty (4:45 AM) that fateful Saturday I was beginning to question the wisdom of my decision.

Having never even been to an autocross, let alone having driven one, I had no idea what to expect. On the advice of seasoned AX vets, I packed up a raftful of snacks, blankets, jackets, gloves, hats, sunscreen, water, chairs, and of course, a pillow, earplugs, and an eye mask. It’s a good thing we had a big truck to haul it all in!

My husband, in his infinite wisdom, picked up the trailer the night before which shaved a good hour off of our prep time and allowed me to snooze just a bit more. :) The drive down was uneventful. It’s amazing how

little traffic there is at that time of the morning. Who knew?

On arrival at Marina, we were greeted by sunshine and a helpful crew of AX volunteers who quickly and efficiently laid out the course and tweaked it while the rest of us socialized. Although I had driven my Boxster as the trailer chase vehicle I still wasn’t sold on actually taking part in AX.

After a lengthy “discussion” with Kurt we both registered and got a course map. I looked at the map and then stared out at the sea of cones

and was totally confused. Reading maps is not my forte and I'm not so good with right and left either. Kurt suggested we "walk" the course so we proceeded to join the others already out there. At the end of our walk, it still didn't make much sense although I did understand how to distinguish the corners and what those tipped over cones meant.

The driver's meeting was very organized and informative. Afterwards, I planned to ask for an instructor but by the time I got out of the line for the bathroom everyone in the first run group was settled in their cars and ready to roll. I barely got my car in place before the start. Was I nervous? Yes. A bit intimidated? Yes. Downright scared? You betcha!

Fortunately, Racer Ed T. saw my distress and offered to ride with me and guide me through. With newfound confidence I attempted my first Autocross run. Racer Ed's advice was to take it slow and learn my way around the course. He quickly

caught on to the fact that "left" and "right" commands weren't working so he switched to "my side" and "your side" which my brain understood and responded to.

With Racer Ed's help I made it around the course in 84.676 seconds and I didn't hit any cones. Certainly not record-breaking but it was a first for me. Racer Ed's patient and expert mentoring helped me improve each run time dramatically until I was ticking along and (almost) becoming a contender in my class. Over the course of the day I was able to improve my run time by 35.679 seconds to pull in a best run of the day of 48.997. I'm very proud that I didn't take out any cones or spin out. And the best part of it all was that I was having BIG FUN!!

So for all you non-Auto Crossers out there. Don't be a hater until you've tried it. You might be surprised at what fun you'll have.





**More details contact:  
Anne Roth: alroth@sbcglobal.net or 831-338-8122**



Rena Schaut

Directions: 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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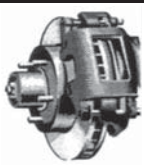
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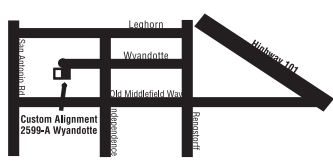
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**ACURA BMW PORSCHE JAGUAR MERCEDES**

# Brakes - An Inside Look

**By Dean Lewellen**



*reprinted from Going Places, official newsletter of the Arizona Region PCA*

Every Porsche owner lives and drives in the complete comfort of knowing that his or her Porsche is equipped with the very best automotive braking system available anywhere on this planet. Everything we have ever heard or read about Porsche brakes is always most complementary and positive. The one I like best is “the brakes on a Porsche work as if you had driven into a lane of wet concrete”. I can mentally feel that level of effectiveness. I really appreciate the braking performance of my 993 after a week or two of driving our 20,000 pound motor home around the countryside and jumping on the brakes on that beast to regain control of the laws of momentum and my composure as well. The motor home does have a contemporary, power-boosted, 4-wheel disc brake system with ABS, but it certainly is no Porsche.

I think we all pretty much take the braking system for granted on all of our vehicles, Porsche or otherwise, until a system component fails or until we mentally fail in operating our brakes. Then it gets our attention immediately like when it costs \$950.00 for new brake pads and rotors, or when we suddenly see the yellow light as we approach a busy intersection. For a moment or two, our vehicles brakes become number one! To avoid these kinds of surprises, some basic understanding of your automobile’s braking system might prove beneficial to your health as well as your wallet.

To understand the theory of braking, ask any of your physicist pals, and they will tell you that the brakes convert your vehicle’s kinetic energy of motion into heat. Translation: Brakes stop the car or more accurately, brakes stop the wheels. There is a big difference, because the most powerful brakes in the world will not stop your vehicle effectively if the road surface has little or no traction. Mash the brake pedal and the wheels will stop turning sure enough, but the vehicle will skid along happily down the road. You, on the other hand, will be a lot less happy. Many drivers tend to think of a skid as brake failure, when in fact the

situation is really a failure of the driver to understand the driving conditions and drive accordingly.

A typical brake system is relatively simple. When you step on the brake pedal, the force your leg exerts is applied to a device called a master cylinder. The master cylinder contains a piston that pressurizes a network of hydraulic lines that lead to each of the vehicle's wheels. At each wheel the brake fluid pressure operates the brakes by driving pistons that force the linings or pads against a rotating drum or disc creating frictional forces and heat. The friction force slows the wheel, and in turn, the entire vehicle. The heat generated by the friction force slowing the wheel is dissipated to the surrounding air aided by wheel spoke design and the design and materials of the rotating drum or disc hardware. All modern braking systems are many times more powerful than the vehicle's engine, so even at full throttle a very powerful vehicle can be easily stopped with the brakes.

Many engineering refinements over the history of the automobile have specifically improved the capability and reliability of braking systems. Power brakes are now standard on virtually all modern automobiles, using energy supplied by the engine to help power the brakes so your right or left leg doesn't have to do all the work. To eliminate the possibility of a sudden or complete brake failure, modern vehicles actually have two parallel brake systems with each system controlling two of the vehicle's wheels.

A significant advancement came in the form of all-wheel disc brakes, which are found on all Porsches since the Model 356C. Disc brake systems have a metal (or now an available composite) rotor that spins along with the wheel, and a stationary caliper that squeezes the disc with a replaceable pad when the brakes are applied. Additionally, the discs are usually internally vented to allow greater air flow for more rapid dissipation of the heat generated by the frictional forces of stopping.

Your vehicle's tires generate the maximum deceleration when braking forces are brought right up to the brink of wheel lock-up, but not beyond that point. Once the brakes lock and the wheels skid, the actual rate of deceleration is reduced and any directional control from steering is lost. Computer controlled anti-lock braking systems (ABS) have provided great advances in vehicle controllability and reduced stopping distances in most situations, particularly in bad weather or when cornering. ABS uses a combination of electronics and hydraulic controls to allow normal braking rates right up to the point of wheel lock-up, then the system steps in to reduce fluid pressures to the brakes to keep the vehicle deceleration rate at its maximum depending upon the road conditions.

ABS systems have speed sensors at each wheel that continuously feed back information to the ABS system computer. The computer uses this data to determine the overall vehicle speed and to detect when a wheel begins to lock-up. Each wheel is independently

controlled (in a four-channel ABS on all Porsches) and the pressure is automatically limited or reduced to only the wheel that is locking up. ABS brakes have a significant advantage over non-ABS brakes. When one wheel locks up on a non-ABS car, the only way to allow it to spin again and regain full directional control is by the driver reducing the brake pressure, which reduces the braking force at all four wheels at once. ABS is capable of providing shorter stopping distances in difficult situations than non-ABS system even with an expert doing the driving.

Driving with ABS requires no special training, though you might need to “un-learn” a technique that makes some sense with non-ABS brakes. With the old style, non-ABS, drivers were taught to “pump” the brakes when they were approaching lock up. This rule was meant to help the average driver avoid fully locking the brakes and skidding straight ahead without any steering control. With ABS, you very simply push on the brake pedal as hard and steady as possible to make the stop. If traction is marginal, you may feel a pulsing sensation through the brake pedal and/or hear a chattering noise, which is completely normal. Throughout the stop you have complete steering control, so you can swerve or turn if required to avoid an obstacle. The superb braking performance of our everyday and our track-day Porsches can be maintained at their peak levels by a few simple maintenance practices and routine inspections.

Drain and refill the complete braking system with fresh brake fluid every

two years on your everyday car. Do this every year on your track cars. Bleed the brake system at each caliper port before and after each track day. After each track day is the most important.

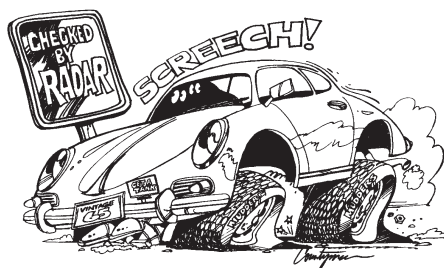
Inspect the brake pad thickness at least twice yearly. Know the operational minimum pad thickness for your model. When replacing your brake pads, replace all the pads on a common axle.

Use the recommended brake fluid for your model applications, don't skimp here.

Inspect all hoses, lines and connections for evidence of brake fluid leakage when you inspect your brake pads. Any leaking components must be repaired/replaced immediately.

Inspect pedal mechanism for smooth operation, free travel and cleanliness of the area. Check stop lights for proper operation at least twice yearly.

Enjoy the superb stopping power generated by the braking system of your Porsche. Your brakes will stop the car faster than you can think ahead in a tight autocross situation to use your brakes well takes practice and finesse. Happy braking!







# "HOPS AND BARLEY POKER RUN"

Come join us  
Saturday, July 16<sup>th</sup>



...for a fun day as we head our posse out to explore the origins of the Old Wild West Saloons Nothing says LPR like the vision of

parched cowboys, dismounting their German steeds and heading into the local saloon for a tall cool one and a friendly game of chance. Checkpoints in a saloon? This must be a Ken Iles idea.



We'll all draw our cards at the local saloons...  
And the winner will sing us a victory tune... as we raise up our glasses against evil forces...  
Singing... beer for our men and gasohol for our horses.

We'll continue to explore some of the West's finest Microbreweries, enjoying a no host lunch in the old Mexican Land Grant of Yokayo. From there, our trusty steeds lead up to more great watering holes as we wind our way home.



## START LOCATION:

**8:45 AM** In front of Andronico's Market, Rancho Shopping Center, Corner of Foothill Expressway and Magdalena Rd. in Los Altos.

**Entry Fee:** \$10 per car

**RSVP to Bob Frosthalm by Thursday, July 14<sup>th</sup>.  
650-903-0303 or bobfrosthalm@gmail.com**





costume) rode with Ken. Then the Vanacores' car was decorated with huge white and pink ears, a pink nose with black whiskers and black eyelashes above the headlights. Following them were Dick and Mary Wallace with the black 356 "dressed" as a black bunny with white nose, whiskers, eyelashes, black and pink ears, and a white tail.

John and Angie Reed had lots of balloons and many stuffed bunnies decorating their car. Then Herb Radding with his granddaughter Tyler in the 911 decorated with colorful paper Easter eggs and balloons. Bringing up the rear with more balloons, a big Easter Bunny with a basket full of woven eggs, and a big tail on the rear of the 911 was Bill Highley and passenger June Iles.

Campbell residents turned out for the parade with guesstimates of attendance between 3000 - 4000 people and about 40% of those lining the road were children who waved at us. One group even chanted "Por sha Por sha". They knew it was a two syllable word!! With only a few balls of cotton falling off along the route and an injury to Ken's arch after the end, we all made it to the Blue Sky Cafe for lunch.

Tony and Kris Vanacore took first prize for the best decorated car.

Emilie and Bill Highley were second. Rudi had arranged a lovely decanter and glass set for the first place prize and upon accepting it Tony declared that the box was so nice he was moving into it.

Gracing the front page of the Campbell Express newspaper the week of April 27 was a picture of Emilie (Easter Bunny) Highley sitting up in Ken's convertible as they drove in the parade.

A special thanks to Rudi and Joanna Herz for arranging the logistics, arriving early to secure our staging area, appeasing the rain gods, and leading us to a wonderful luncheon at the Blue Sky Cafe.



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



Order from the Wallace's with checks made out to LPR PCA. The Goodie Store will be at most Good Time Gatherings with Dick and Mary or you may contact them at [WeBuy@wallace778.com](mailto:WeBuy@wallace778.com)  
Visit the Goodie Store @ <http://lpr.pca.org>

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**SPEED SERVICE STORAGE**



**Autocross: Anne Roth**

AX #2 had a great turnout with 56 attendees netting the club \$ 632.

Next autocross is Saturday May 7th.

Discussed increasing AX fee from \$35 to \$40 (same as GGR and Zone events). Result of discussion is that we will raise the fee to \$40 for Zone events but hold it for LPR sponsored events.

**Charity: Sue Sickal**

Charities for 2011 will be Building Futures and Career Closet

**Drivers Ed: John Cole** not present. no updates.

**Goodies Store: Dick & Mary Wallace** The Wallace's could not make the meeting but sent in their report.

The consignment inventory has been cut by half. In April, the Goodie Store had \$71 in consignment item sales and incurred \$11 in expenses for postage but our supplier will still be invoicing for the consignment items sold. Goodie Store consignment items were \$440 in Jan. We are now down to \$194.

We have recently received the new jackets and they look very nice. The Board approval was not needed for pricing the new jackets at \$60 each.

**Hospitality: Rena Schaut**

New member "Buddy" plan status. No changes. Rena is moving the survey form to an e-format.

**Prieta Post Editor: Steve Mitchell**

Steve had nothing to report.

**Public Relations: Ken Iles**

Ground School article submitted but not accepted. Seems LPR is getting plenty of press lately.

**Rallye: Bob Frosthalm**

First Rallye will be on July 16th, Hops and Barley run. Obviously we'll be visiting local breweries.

**Safety: Chris Schaut**

There were 4 events for the month of April 2011 that required an observer's report for PCA:

- (1) Tech Session #2 - Dings & Dents 4/2  
Observer Report was sent to PCA National on 4/7
- (2) Tour #2 - Relaxing Great Escape (2-Day Tour) 4/9 & 4/10  
Observer Report was sent to PCA National on 4/15
- (3) Autocross #2 - 4/16  
Observer Report was sent to PCA National on 4/21
- (4) Easter Parade 4/23  
Observer Report was sent to PCA National on 5/2

There were no safety issues or incidents to report.

**Tech Chair: Les Schreiber**

The tech session at Custom Alignment has been cancelled.

The June 25, Tech Session at AJ Auto Detailing has been rescheduled for Dec. 17th.

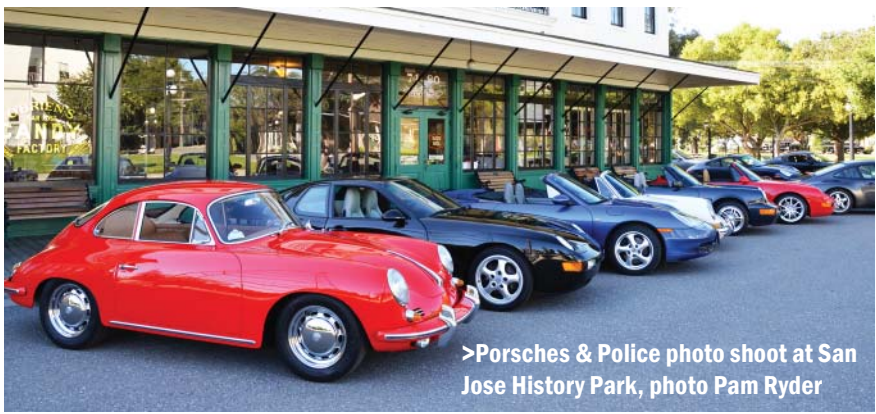
Concours / Swap Meet June 5th at Parts Heaven

Memorial Day event at Moffett Field May 29th.

RSVP to Les at 408-316-8654 by May 18th so that a list may be submitted to the security office. Valid drivers license or picture ID required to enter Moffett Base.







>Porsches & Police photo shoot at San Jose History Park, photo Pam Ryder



## The ultimate start to your historics weekend!

An all-German marque event featuring Porsche, BMW, and Mercedes-Benz Concours & club corrals.

Friday, August 19, 2011

7 AM – 4 PM

Rancho Cañada Golf Club

4860 Carmel Valley Road • Carmel, CA 93923

Corral Parking - \$30, Judged Cars - \$60

Lunch - \$25, Shirts - \$35

For information, visit: <http://zone77.org>

Find us at FACEBOOK @ Legends of the Autobahn- Porsche Club of America

Preregistration required through: [www.motorsportreg.com](http://www.motorsportreg.com)

On-line registration closes Monday Aug 1, 2011







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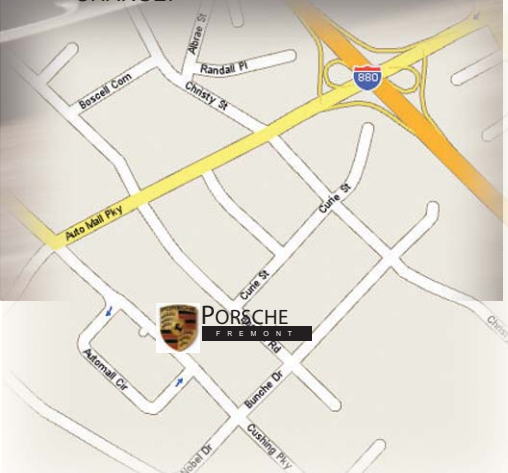
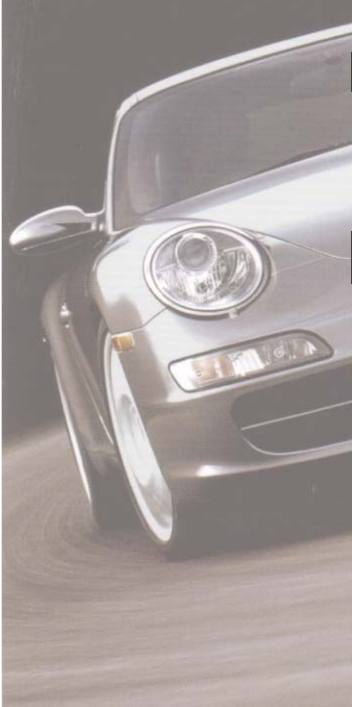
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