



PRIETA POST

November 2011

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



Porsche Club of America

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PRIETA POST

Editor's Letter

STEVE MITCHELL

Sorry for the delay in getting you the Post this month. Business travel and other priorities have consumed most of my time. Now that I am looking it over it looks like we have omitted coverage of the annual charity event. I will make sure we cover it in the next edition.

By the way, the next edition will be the last printed edition of the Prieta Post, what I mean by that is that it will be the last edition that will be printed and mailed.

The Prieta Post will transform to a new online version. I don't have all the particulars but I understand it will be a much better way for the club to communicate with the membership and will keep the expense of the newsletter better in alignment with the club's objectives.

Enjoy this month's edition.

Sincerely,
Steve

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Newsletter of the Loma Prieta Region, PCA



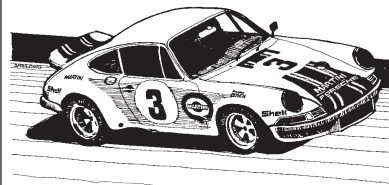
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18



24



Front Cover Photo: Monterey Tour crowd takes a moment to pose at Kula Ranch restaurant. Photo submitted by Suzette Pangrle

Back Cover Photo: The Monterey Tour participants took time to visit the local attractions around the aquarium along Cannery Row. Photo by John Reed.

Correction: Back Cover photo of the October 2011 issue by Barry Pangrle.

Features in this issue

12 Monterey Aquarium Tour

The fish and food tour.....by KEN ILES

18 Cherries Jubilee

3 days of driving bliss.....by BARRY PANGRLE

20 Technical: Towing

Tips for Porsche Owners.....by VERN ROGERS

22 Tech Session

Carlos shows LPR members around Dell.....

24 Cheese Please

Members vote on the cheesy delights.....
by JENNIFER BRYANT

Departments

Region Leadership.....	3
Editor's Letter.....	4
Calendar.....	6
Hye Notes.....	7
Membership Report.....	8
Letters to the Editor.....	10
Autocross AX Affairs.....	14
News from PCNA.....	28
Goodie Store.....	30

Advertising Index

Bascom Trim & Upholstery.....	27
Bodystyle.....	30
Borelli Motor Sports.....	29
Custom Alignment.....	27
Dell auto body.....	23
Dings & Dents.....	15
Don's AutoWerks.....	26
Emilie Highley.....	Inside Front Cover
Fremont Porsche.....	Inside Back Cover
LelandWest.....	6
Mobile Works West.....	15
PartsHeaven.....	7
TJP Painting.....	Inside Front Cover

Hye Notes

Ed Tefankjian, President



In October you received your 2011 LPR ballot....hopefully you voted for the 2012 Board of Directors, By-Law changes and the various LPR award nominees. The 2012 Board of Directors will be formally introduced and the LPR Award winners will be announced at the Annual Holiday Party, Saturday December 3rd.

Don't forget the 2012 LPR Calendar Planning Meeting on November 6th. All of the fun filled activities we enjoyed this year were planned last November. If you would like to host an event or if you have suggestions for new events come to the meeting or contact Doug Ryder (LPR's Activity Director).

As usual another year has gone by very quickly...during 2011 LPR had a lot of activities that enabled us to meet new friends and renew old friendships. The new 2012 event calendar will bring new adventures, opportunities to make new friends and new memories. When you get your new 2012 calendar take a look to see what activities you would like to participate in...then mark your calendar.

For 2012 there will be a new updated look for LPR's web-site and the POST delivery will be via e-mail...you can print out a copy at home if you want to read it other places, however, arrangements will be made if this is not possible for you.

Check out at LPR's Facebook page and our "You Tube" videos...there is more activity every day and we expect more in the future.

And don't forget... "it's not just the cars, it's the people". Bye for now, -Ed

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report of the Membership Director

Membership Report

Tom Provasi



We have 3 new members to welcome this month. Greg Harrington from Watsonville, Norman Heaney from Santa Cruz and Michael Jacques also from Santa Cruz. Welcome to our new members from the South side of the summit. I'd also like to welcome new dual members Judith Keeley and Stephan McKeown

from Saratoga. There are no transfers or November anniversaries this month. Very unusual.

Last month as I was writing my column, Sandy and I were heading to the Porsche Escape. We had a great time touring the Grand Canyon, Sedona and Flagstaff with our LPR & Zone 7 friends. As I write this month, we are packing for Rennsport Reunion IV in Monterey. It's going to be a huge weekend for historic Porsche race cars. The new 991 will be there for us to view and watch drive the track. I'm sure next months issue will be full of photos and reports.

New Members:

Greg Harrington	Watsonville	2012 Cayman S
Norman Heaney	Santa Cruz	1991 911
Michael Jacques	Santa Cruz	2006 Cayman S

Transferred In: None this month

Anniversaries: None this month

New members from PCA: 3, Transfers in: 0, Transfers out: 0

Memberships that expired last month (Sept 2011): 3

Total renewal's last month (Sept 2011): 14

LPR Membership:

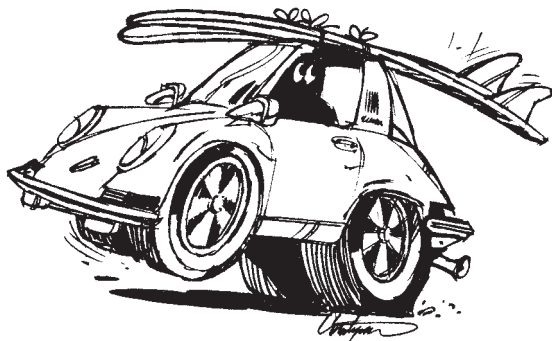
10/-1/11 **Total = 520** (Primary = 291, Affiliates = 229)

Changed your email address [or want to add an affiliate member to our email list?](#)

Send your new address to Membership Chairman

Tom Provasi: tprovasi@netgate.net

LPR Activity Planning for 2012...



Sunday, November 6th @ 7:00pm

READY TO HOST AN EVENT? HERE'S YOUR CHANCE.

*Good Time Gathering, Tour, Autocross, Tech Session, Rallye, Specialty Event,
Something new or unusual?*

WE WILL DISCUSS THE PLANS FOR 2012

*Remember the PCA motto: "It's not just the cars, it's the people"
well, the cars are not going to plan your activities for next year,
so show up and enjoy pizza and beer with your LPR friends;
with enough beer you might decide to lead a tour, host a GTG, or
something....*

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(408) 354-6429 OR dpryder@gmail.com**

Letters to the Editor

KEEP PRINTING THE POST

Steve.

While I was sitting in Sportech waiting for Mark to finish my 914, I read through his collection of Prieta Posts. What a consistently high quality magazine you have! I've been following the Post since it's start (I am a Charter Member) and it has always given a great description of the activities of the Good Time Region.

Then, I noticed a letter in the September 2011 issue urging LPR to put the Post online only, thereby saving thousands of dollars. Don't do it! We did this in GGR several years ago and, in my opinion, it was a tragic mistake. Yes, it saved money, but we lost the glue that holds the serious and casual members together. The Nugget used to be the heart of the Region, where you would find out what's going on. Now, you have to look it up on your email. If you need to go back and refer to something, or even check the schedule, you have to go back to the computer, as opposed to just picking the magazine up from the table.

My advice is to keep putting out the real Post. If you can put it online, that's OK, but keep the real one.

Terry Zaccone

PCA 912/912E RESOURCES

Hello Ed and Steve,

I'm Rick Becker, Porsche Club of America 912 & 912E Register Advocate. The overall goal of the PCA 912/912E Register is to involve as many 912 and 912E enthusiasts as possible in the many activities offered in PCA regions and zones. I'm sending you this message to ask if you can let 912/912E enthusiasts in the Loma Prieta Region know about our new pages, accessible by smartphone app and internet. Attached is a sample PNG format image capture of the FB page.

Resources: For news from PCA regions, factory news, videos, and various information articles that you can receive via internet and smartphone app, we now have a 912 & 912E Register page on Facebook, please view it at: <http://www.facebook.com/pages/912-912E-Register-Porsche-Club-of-America/259276414106874>

We also have a 912 & 912E Register page within the PCA website, please visit at: <http://912register.pca.org>

Events: Please let me know of recent and upcoming PCA events in your region, and I can pass them along to Register enthusiasts. Messages from

912 & 912E owners by email (including photo attachments) or posted on our Facebook page are welcome!

You can contact me by replying to this email, or sending to my contact info below.

Thanks very much,

Rick Becker
PCA 912 & 912E Register Advocate
Phone email: engrbecker@gmail.com
Twitter: @engrbecker

LPR ROADSIDE SERVICE

Hi, Steve! These are a few pics from last weekend's Morro Bay Tour.

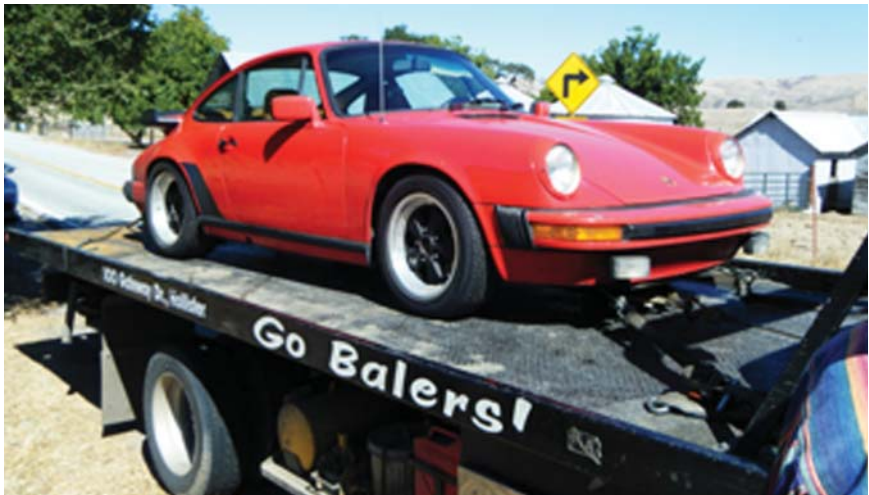
The first is us setting out from home. The second is us, the Vanacores, and Les Schreiber stopped for our mechanical mishap.

The third pic is how we got home. The tow truck driver was a very nice young man, he made the trip much more pleasant than it could have been. Thank heavens for AAA Premium!!

We wanted to thank everyone who helped out when we broke down, especially Les and the Vanacores!

Oh, and for those who might be interested: The rock (or piece of wood??) broke the smaller clutch arm off of the bottom of the transmission. The bearings in the larger arm were broken as well, but there appears to have been no damage inside the bell housing or to the rest of the transmission. The car has been driven several times this week (after the guys at RMG fixed it), and we're just about to leave for the Quail! Wish us luck...

Dave Darling





So many weird looking things to see made us wonder how God's creatures got to be this way, with Tony Vanacore commenting "What was he thinking"?

After lunching in one of Cannery Row's fine restaurants, we continued the tour to our overnight accommodations at Quality Inn which is within walking distance of the beach. Our dinner venue was at Kula Ranch Island Steakhouse and Sushi Bar, also within walking distance. This was an excellent place for our group, and their Mai Tais are the best in the business. They were also an ideal excuse for June and I along

with John and Angie, Kris and Tony, Ed and Rosie to raise our glasses in appreciation to Suzette and Barry for a great tour. The traditional LPR "we've arrived" wine and cocktail party in someone's room was different this time, as it occurred after dinner, instead of before. Ed and Rosie were the hosts for this, and Barry had a beautiful model of a Porsche there which looked like dark polished wood. A sharp knife soon showed that it was indeed chocolate, which we all enjoyed.



AutoCross AX Affairs

Anne Roth

32 Batches of Brownies...a recap of the 2011 Autocross Season

8 days, 465 drivers, 5,864 laps, 4.20 miles of course designs, 3,060.8 miles (of smiles) driven, 66.901 hours of 'seat time', 846 cones killed, and 30 award winners. *Of course, let's not forget the 32 batches of brownies!*

As fascinating as those statistics are, some of them are quite surprising, actually, they don't tell the whole story of LPR's 2011 AX Season. It is the memories and the Good Times that makes a season successful!

As LPR celebrated it's 41st year as a Region in March, we opened the 41st AX Season with a celebratory Parade Lap of the AX course. Led by LPR's President Ed "Racer", followed by Ken & June Iles, our Founding members, John Reed, Larry Sharp and Terry Zaccone, all AX'ers from LPR's formative years, started our season with a high note.

As the season progressed, we had award winning spins, killed a record number of cones and who could forget the planes!

Many thanks to Borelli Motorsports for their continued support and generosity. Not only has the timing trailer never looked so good, having the trailer live at Club Autosport when it is not in use has made a huge difference to LPR.

Thanks must also go to BTMotorwerks and Don's Autowerks for their support throughout the 2011 Season.

The 2011 AX Team did an outstanding job all season long, they made my job so much easier, I could not do it without them. Now I have to convince one of them to do the Drivers' Meeting. Still not my favorite part of the job.

Speaking of the Team, special mention and special thanks to the Ryder's and the Delimon's for towing the trailer to Marina this past season. Need I say it...without the trailer, we wouldn't have autocrosses. **That reminds me: LPR will need trailer transporters for 2012, as well.**

Anyone that is able, or knows someone that is able and willing to tow the trailer to Marina for an AX or 2, please contact me!

I must also thank all of YOU, the participants. Each and everyone of YOU must take a bow. YOU bring the fun, the excitement and the success.

I look forward to seeing you all in 2012...if not before, at the Holiday Awards Banquet on Dec 3rd.

See ya in Marina!

"I herd cats"



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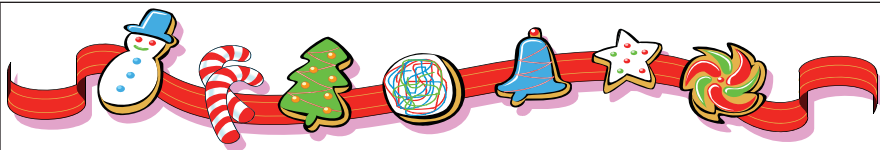
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Link for making reservations: <https://resweb.passkey.com/go/LPPC>

If you call directly, please specify that you are part of the Loma Prieta Porsche Club. All reservations **MUST** be guaranteed by credit card. In order to avoid being assessed a no-show charge, reservations must be cancelled by 3:00 p.m. the day prior to arrival.

Check In: Saturday, December 3rd

Check Out: Sunday, December 4th

Please don't hesitate to contact me if you have any questions regarding LPR's 2011 Annual Awards Banquet

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mandatory 08:05 drivers' meeting. The participants were placed into 4 run groups: Novice (yellow), Intermediate (green), Advanced (Blue) and Instructor (Red). Each group had three 20 minute sessions and two 25 minute sessions each day except for the instructors that had one fewer 20 minute session. The instructors make this event possible by teaching novice drivers the course and how to get more out of their cars. They also help provide instruction to more advanced drivers that are looking for tips on how to go faster. I've taken advantage of this each year at Cherries. Last year, I was Jeff Urnes' first student and had him ride with me for the first day of last year's two-day event. Jeff was very helpful and has gone on to instruct a lot of students over the past year and it was good to see him out with his Meteor Gray 2008 Carrera S instructing again this year. This year I had the good fortune of having James Lane, who

was driving a White 1997 Boxster, instruct me on Friday. It's always helpful to get another perspective. The instructors tend to pick up pretty quickly on the student's ability to control the car and as they feel more comfortable will encourage the students to push more. James had me working on cleaning up my lines and getting better exit speed. One lap I was working on how soon I could really start to get on the throttle coming out of Turn 3 (see track diagram) and got on it just a bit early and had my 944S sidewise but not so much so that I couldn't "catch it". Not the fastest way through the turn but I now had a better idea of when to feed in more throttle. For me, this is ideal in that it provides a safe way for me to push the envelope of my car and my driving abilities and to learn at the same time.



Towing Tips for Porsche Owners

by Vern Rogers, Redwood Region Vice President

So my beautiful Porsche won't run and I need to get it towed. Just call AAA right? Not quite.

What follows may save you thousands of dollars.

It was June 2011, and Susan and I were just 300 yards north of the Central San Rafael exit from southbound highway 101. I heard a snap, then a pop, and my '05 997 Carrera began to feel a little unstable. My driver's rear tire had just blown. Damn...almost made it off of the freeway! I pulled to the very narrow shoulder which has a space of about 10 feet between the sound wall and the traffic. Not too comfortable. Only moments later, a Bay Area Freeway Service Patrol truck pulled up behind us.

I have owned my car long enough to know that it should not be towed by a standard tow truck. It should only be transported by a flatbed tow truck. That is not what the Service Patrol folks drive. The driver made sure we were not injured, and suggested that we try to move slowly to the exit ramp with him blocking traffic from the rear. That way, the flat could be fixed in relative safety. We tried this, but the tire was badly damaged, and began to come off of the rim. I stopped. The Service Patrol guy then suggested that I call the AAA and I did so, while he called the CHP to come and sit behind us for safety, because he (Service Patrol Guy) was going off shift.

Long story short...AAA finally arrived, Susan and I were driven off the freeway in CHP cars for safety, and I hooked (no pun intended) up with the driver of the flatbed tow truck. We took the car to a shop I use for repairs and dropped it off since it was, by that time, 6:00pm on a Sunday night.

I called the shop in the morning and was told they would not be able to look at it until the next day. Tuesday morning, I got a call from my service guy at the shop, and he said that not only was my driver's side lower rear control arm snapped (I had seen this along with the shredded tire when we dropped the car), but that the passenger's side control arm was bent as well. I knew this could not have been done in Sunday's towing experience since the car was pulled onto the flatbed from the front.

Broken rear control arm resulting from an incorrect tow.

So I began to think back to the last time the car needed a tow. The battery had died, and the car was parked facing up on the driveway. The tow truck driver had to hook under the car from the back, and load

it backwards onto the flatbed. He must have hooked onto the rear lower control arms. This was over a year ago, and I have no real way to prove it at this point.

Several of you are laughing by now. I deserve that, AND the damages cost me over \$1800 to repair (2 lower control arms, two new rear tires, and an alignment).

The bottom line here is, do not let anyone hook anything to any part of your undercarriage for the purpose of getting your car onto a tow truck. Read your owner's manual.

On my car at least, there is a spot in the front bumper covered by a small plastic plug, and one in the rear bumper behind the license plate where a tow hook/ring/eyelet screws in. The eyelet is stored in my front trunk with the wheel lock key and the compressor. This, and only this, is how a hook should be used to pull this car onto a flatbed. I encourage you once again to read the owner's manual for your car, and be sure that you know the proper way have it towed. Do not depend on the knowledge of a tow truck driver unless you know that what he is doing is correct.



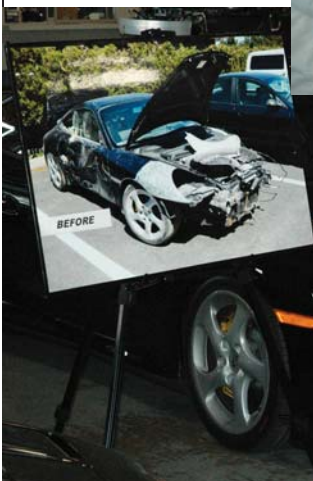
Photo by Vern Rogers



Dell *auto body*

Tech Session

School is in session as Carlos and the Dell crew host LPR regulars and newcomers on the finer points of auto body repair and refinishing.



>Complete restoration of this race track damaged GT2 was accomplished at Dell.

>LPR members
examine a new lighting
system being installed
at Dell that simulates
sunlight at a low
energy cost.



>Carlos explains
how a high-end
auto is painted at
Dell where there is
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Cheese Please!

Story by Jennifer Bryant, photos by John Reed

It was Saturday evening



and we were driving to the Hallock's for their Cheese Please GTG. Jim and I arrived a couple of minutes early as my duties for the evening included collecting the fees from everyone and I wanted to catch folks, when at their most vulnerable, as they arrived. Peter & Jacqueline Ridgeway appeared at the Hallock's front door at the same time we did, and as we entered, Diana welcomed us into their house. The Hallock's house is set within a golfing complex, and their back deck overlooks the beautiful course. Their front entranceway is spacious and incorporates a courtyard with a fountain. Their living room, dining room, "the bar" and kitchen all have views of trees and greenery, making their house feel airy, open and refreshing. Ken & June Iles; Joanna & Rudi Herz; Ed & Karen Tefankjian; John & Angie Reed; and Ken & Margie Jensen arrived soon after we did. Shortly thereafter Diana took us all onto their deck and explained what we were to do to facilitate the judging of the various cheeses. Diana had pre-arranged the deck table with platters for our cheeses and had a selection of grapes, crackers and apples to accompany the huge variety of cheeses.

We were to put our cheeses out on the cheeseboards, select one of the numbered flags she had made and then place that flag into our cheese. The idea was that after we had sampled all of the cheeses, we would vote for our favorite. By placing a numbered flag in our cheese blocks, we could easily vote for our favorite cheese without knowing who had

brought it. Diana then explained the voting process. The observant would have noticed that behind each cheese platter was a numbered martini glass. Diana told us that we would be given three dried beans. Once we had decided on which cheese was the best in our own mind we were to put a bean in the martini glass with the same number as the number on the

flag of our favorite cheese. Clever n'est-ce pas? I think she expected us to place one bean in each of our top three choices but she didn't elaborate on that.

As more and more folks arrived, Hal was the perfect host who plied us with wine or beer or soft drink of our choice. The bar room was becoming a popular spot, as the Vanacores; Mitchells; Goelkels; Ryders; Antonowicz; Provasis & Frostholms started arriving. In the bar Hal was willing to talk about his collection of different era rifles to anyone who was interested.

By this time most of us had started sampling the delicious selection of exotic cheeses. There were several variations of cheddar; manchego; brie; several versions with port and sherry; even a cheese with truffles in it! There was honey and fig jam to put on the cheeses [we were told that is an Armenian custom]; and Jim's favorite was the cheese with horseradish in it. I think Jim put all three of his beans into the glass corresponding to the horseradish cheese.

While we were all cheese-sampling outside on the deck, Diana was setting out a delicious dinner in the dining room with a pasta & pine nut salad; broccoli & bacon salad [Kris V's favorite we're told]; tomato & mozzarella salad; beet & mandarin salad [my personnel favorite]; several types of olives; hummus & pita crackers; nachos & salsa; and buns & cold cuts. The party was in full swing and we were all enjoying ourselves - mingling and talking and drinking and always going back to the cheese

platters to sample more.

Next to arrive were the Morgans & Schauts & Sickals. There had been some confusion regarding the starting time for this event; The Prieta Post listed the start time as 6pm and the bulk of us arrived around then. But the start time listed online for this event was 7pm and these latecomers had unfortunately planned their arrival based on the online event description. Oh well, at least they had a reasonable excuse for their tardiness. There was still plenty of delicious cheeses and dinner left when they arrived, so everyone got their fill of great food.

For dessert Diana brought out the most scrumptious single serving sized, double chocolate cheese cake; and as if that wasn't enough, yummy peach cobbler. After indulging in the desserts was the awarding of prizes to the couples who brought the most popular cheeses. Jim volunteered me to count the "beans" because I am the official LPR "bean counter". The most votes went to the Mitchells who brought the manchego cheese; and tied with them for first were the Jensens who brought the yummy Zinfandel soaked gouda!

At the end of the evening, Ed thanked the Hallocks for their wonderful and enjoyable party. It was a great hit with all of us and hopefully we'll have another Cheese Please event next year!



More photos next page.

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Cheese Please!

>Sampling took some time with many varieties of cheeses entered. Voting was done by numbering entries and votes cast by dropping a bean in a correspondingly numbered shot glass.

>Cheese Please winners tied for first place, Jackie Mitchell with the Manchego and the Jensen's with the Zinfandel soaked Gouda pose with hosts Diana and Hal Hallock.



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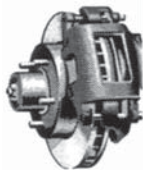
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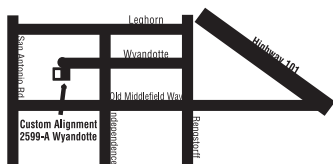


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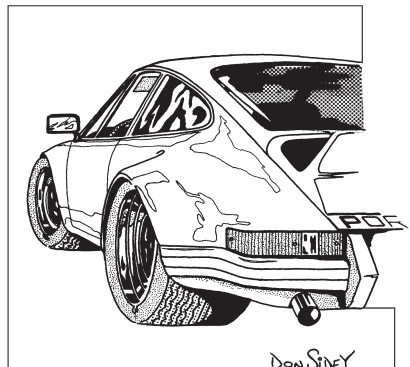
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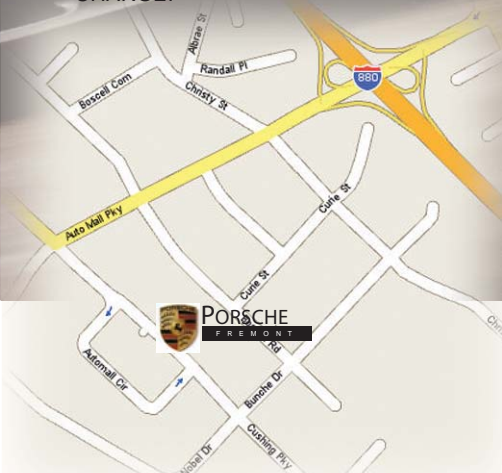
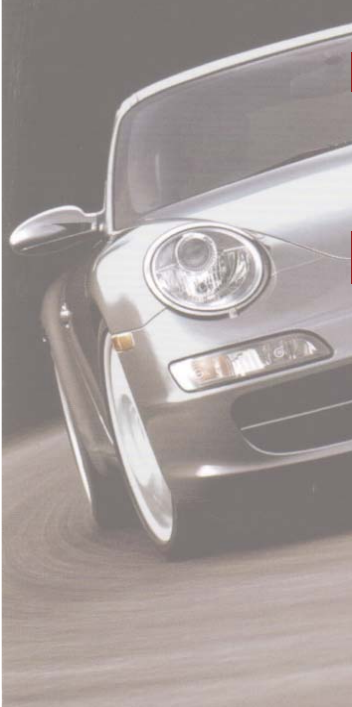
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