



PRIETA POST

September 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

Thanks to everyone for supporting the Prieta Post with articles, photos, and suggestions. Winning a PCA national newsletter award in my view makes LPR relevant to PCA.

This month my laziness has paid off, not having the Post finished a couple of days ago like I had planned gave the opportunity to make a couple of last minute changes, one was to remove the Morro Bay tour flyer since the tour was sold-out and the other was to add the press release for the new 911. So enjoy the release and the photos...remember you read about it in the Prieta Post first because the other regions September newsletter are done.

Enjoy this month's Prieta Post.

-Steve

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Hye Notes

Ed Tefankjian, President



This year's 56th Porsche Parade was in Savannah and was another great PCA event. We discovered that the Savannah weather in August is "brutal"...100 degrees with lots of humidity. In the afternoon the thunder and lightning starts, then it rains inches per minute. However, it is a beautiful area of our country...the foliage is lush green with lots rivers and lakes. Savannah and the surrounding areas are loaded with historical sites and lots of stories.

The LPR "gang" at this Parade was a small group, however, very involved....Mike Lommatzsch was responsible for the Parade Competition Rules and resolving "protests". Sandy Provasi was heading up the Hospitality, plus the wine and the beer tasting events. And Peter Smith put together a knowledgeable team for a day of informative tech sessions.

Porsche had an excellent display of new models including the GT3 RS 4.0.... this four-liter 500hp 997's MSRP is about \$200k. And there will be a limited production of 600 cars, so order soon.

If you like the beignets at Café Du Monde in New Orleans, Huey's restaurant in Savannah is the place to go.....the LPR "gang" was there often.

The 2012 Parade will be in Salt Lake City, Utah July 8 – 14; start making plans now and I'm sure that there will be a tour to this Parade. Escape for 2012 is planned for Arkansas. PCA is still working on the site for the 2013 Parade.

And the "icing on the cake" for LPR.....the POST was recognized at Parade as one of the leading PCA Region newsletters, we won second place in our class. Another great effort by Steve Mitchell and the contributors to the POST.

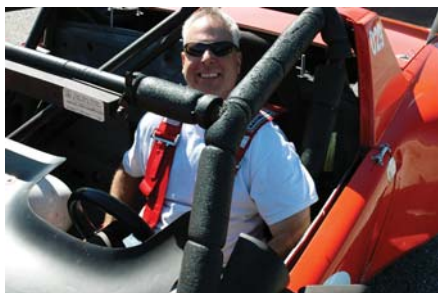
Don't forget to take a look at LPR's Facebook page, there is a lot of information there. Summer is almost over and some of the kids are already back to school. So what are you waiting for? Join your LPR friends at some of the great events planned.....check the POST for the upcoming activities.

Remember, "it's not just the cars, it's the people".

Bye for now, *Ed*

Membership Report

Tom Provasi



Welcome to our 15 newest members and transfers this month. I normally like to introduce all the members by name, but due to the length of the list this month I ask you to check out the table below. We continue to add members from overseas at a good pace and welcome them to become website and Facebook

members. For all the local members who get a printed copy of the POST, I also encourage you to check us out on the web and Facebook. These sights are well done and very popular with our membership.

As summer winds down and fall approaches, there are a lot of events to become involved with. Come on out and join us. Hope to see you soon.

New Members

Michael & Tisha Bocian	San Jose	1987 911
Rob Scheerman	Netherlands	1985 911
Mikjel Svae & Kjetil Grotterud	Norway	1988 ?
David & Christine Thompson	Pleasanton	2008 Boxster
Indiana Todd & Todd Todd	Capitola	2006 Cayman S
Antony Wilson	San Jose	1986 911

Transferred In

Rahl, Hoepfner & Traci Gardner	Aptos	1976 930
Leonard & Carol Kwiatkowski	San Jose	2001 Boxster

Anniversaries 20th

David Darling	Palo Alto	1974 914
Diane Warner-Wang	Palo Alto	1971 911T

5th

Stephen Aguirre	San Jose	1998 Boxster
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New members from PCA: 6, Transfers in: 2, Transfers out: 0, Memberships that expired last month (July 2011): 12, Total renewal's last month (July 2011): 17

LPR Membership 8/1/11 Total = 511 (Primary = 286, Affiliates = 225)

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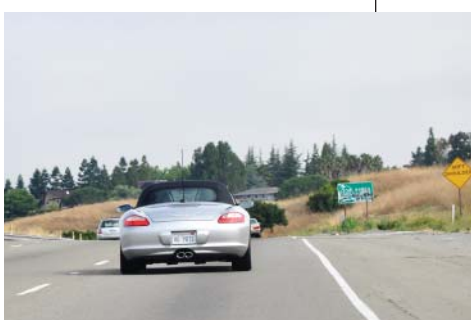
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>Clockwise from upper left: Karen Morgan with Emilie Highley; Kris Vanacore, Debbie Bennett with Angie Reed; the road to Thunder Valley; Donna Micele with Jennifer Bryant; girl and Porsche posse arrive to check-in...early we hear; Sue Sickal with Kathy Musser.



Letters to the Editor

Email the Prieta Post

Hi Steve,

I think you should seriously consider moving the PP to all email delivery to save on both print and postage costs.

You could let people either opt-in or opt-out for email delivery (either send a PDF or a link to the on-line version). Making them opt-out will probably slow the transition but might be better as some members may not have email access.

The GGR did this a while ago and save a lot of money (as I vaguely recall on the order of \$10K/year).

The on-line or PDF version has the advantage of color content throughout the newsletter.

Eric Lutkin

A PDF version of the Prieta Post is currently available online at lpr.pca.org. The LPR Board is considering options as an alternative to a printed Prieta Post. Most likely following the trend of other PCA regions by making the newsletter an email distribution rather than printed. Expect to hear more on this point in the coming months. -Steve

A "one-day" Porsche Parade...Atlanta in November

Hello Loma Prieta PCA members,

My name is Mitchel DeFrancis, I'm a current & active Peachstate PCA member, multiple Porsche and other exotic car owner. I am organizing and planning an event in November that I think you would be interested in attending. My event is The Mille 2011 and is a one day Porsche extravaganza at Atlanta Motor Speedway in Hampton, GA on November 5th 2011. There will be a World Record Attempt at the largest parade of Porsche cars ever. After the record parade, there will be a Porsche Concours d'elegance, Porsche Autocross, Porsche Track Lapping and a Porsche Swap Meet going on. We will be filling the race track bumper to bumper with Porsche for aerial photos. Porsche race cars are allowed on the street for the parade! We are also celebrating the world of the Porsche Aftermarket!

Please help us get the word out about this event. We are trying to have the largest parade of Porsche cars in the world. We are expecting over 1,000 Porsches and approximately 4-5,000 attendees. I'd love to

invite you all to attend and bring your car(s)! We are aware of several caravans of Porsches coming from all over the country to this event!!

Do you think your region can post a Mille 2011 article or event info on regional website and your local newsletter? I need all the help I can to bring that world record to the USA. All PCA members are encouraged to attend. We are looking for event sponsors too!

Please review my website www.TheMille.com hope to hear from you soon!

Mitchel DeFrancis
The Mille 2011
www.TheMille.com

Good luck with that. -Steve

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The Hops & Barley Poker Run Rallye



>Rallymaster Bob

Story by Pam Ryder, photos John Reed and Pam Ryder

What could be better than enjoying the fantastic roads of Marin and Sonoma Counties? Enjoying them on an LPR Rallye that had us tasting the area's best microbrews and playing poker along the way!

The Hops & Barley Poker Run and Rallye was another of rallymaster Bob Frostholt's fantastic creations. Seventeen cars filtered into the Junipero Serra rest stop off 280 on a slightly drizzly summer Saturday morning. After signing our releases, we were off in the fog and rain over the Golden Gate Bridge to our first stop, Sonnen Porsche in Mill Valley (<http://www.sonnenporsche.com>).

Bruce Daugherty, Sonnen's General Manager, rolled out the red carpet for LPR setting up a beautiful continental breakfast for us to enjoy while we admired the showroom cars. Before leaving, each driver and each navigator received two playing cards, the first "deal" of five that we would get along the way.

We left Sonnen and traveled beautiful Lucas Valley Road through the little town of Nicasio (population 96 and home to George Lucas's Skywalker Ranch) to our first stop,

Lagunitas Brewing Company (<http://www.lagunitas.com/home.html>) in Petaluma. They're best known for their iconoclastic interpretations of traditional beer styles as well as their irreverent descriptive text and stories on their bottles. Their flagship India Pale Ale (IPA) is consistently the best selling in the state. Hostess Lisa Hamilton made sure our group enjoyed relaxing and beer tasting in their outdoor beer garden before collecting the second set of cards and hitting the road!

Leaving Petaluma we headed onto Lakeville Hwy then Hwy 37 on our way to lunch. As we crested a hill we saw a number of our group pulled over and gathered around the Provasi's car, which was sporting a depressingly flat tire. In no time, the LPR pit crew had the little spare tire mounted and the Provasi's back on the road to lunch at Moylan's Brewery (<http://www.moylans.com/>), Novato microbrewers of Irish Red, Wheat Berry, IPA, Ols Blarney Barelywine and Celts Ale. After fueling up on some fantastic food (the Chili Relleno was quite popular) and with another set of cards in hand we were off to our next location!

This set of roads was probably the favorite for our drivers. From Hicks Valley and Wilson Hill Roads to Chileno Valley Road, the pavement changed from tight turns to wide sweeping curves through beautiful scenery. Unfortunately, our Pit Stop got us off our intended schedule so our visit to Russian River Brewing Company was just a quick walk through the building. Instead, the group decided to change gears and head to one LPR's favorite wineries, Dutton-Goldfield in Sebastopol.

Dutton-Goldfield (<http://www.duttongoldfield.com/>) has been a stop on at least three rallyes or tours over the last year. And each time, David Hewitt and his crew treat us like royalty. As we sat out on their patio, we enjoyed cheese, crackers and tastings of Dutton-Goldfield's fantastic wines. So how good are their wines? Sunset Magazine named Dan Goldfield 2010 Winemaker of the year! After only four visits, each

time buying more of our favorite vintages, we had to invest in a wine fridge! With the last of the cards dealt it was time to play poker! The Navigator and Drivers each played their best hands, and then the teams had the opportunity to pool their cards to create the best combined-hands. Sonnen Porsche had donated some fantastic official Porsche merchandise making prizewinners especially happy!

Thanks to Bob and Deb for making the day so much fun for us all! Watch the Post and Facebook for news about the upcoming Fall Rallye on October 22. What can he come up with next? Make sure you're there to find out!

To see a slide show of the rallye check out <http://www.youtube.com/watch?v=9PMBn2gCpbs> on LPRs YouTube station!

Best driver hands

1. Tony and Joanne Five 10s
2. Ken and June Full House Aces over queens

Best navigator hands

1. George and Carol four 10s
2. Doug and Pam four 9s

Best combined hands

1. Janet Au-Krug (ran solo) Five Aces
2. Peter and Jacqueline Five Aces

Worst hands

1. Terry and Helena A,2,3,4,6
2. Steve and Jackie A,2,3,5,6





>Left and Below, Sonnen Porsche hosts LPR for Continental Breakfast and driver's meeting prior to the Hops & Barley Poker Run Rallye.



Hops & Barley Poker Run Rallye



>How many LPR member's does it take to change a tire, here is the practical answer.



>Driver's hands, navigator's hands, best combination hands were all counted towards prizes.



>Above, David Hewitt of Dutton-Goldfield help Doug & Pam load up; Above right, Joanne shows off her discards after taking best driver's hand with five 10's; Right, the end of the day winner's photo.



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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.



A lazy tour down to Monterey followed by lunch on your own in the historical Cannery Row followed by an afternoon at the Aquarium. We'll then head up to Marina and stay within walking distance of the beach. Sunday will be a His & Her's Autocross with a special - Ladies Only Run Group. The Ladies will get their own special walking tour of the course and will get paired up with an instructor for those who are so inclined.

\$235. per couple

includes hotel, dinner on Saturday, Monterey Bay Aquarium, behind the scenes tour, and LPR tour fee. Autocross fee not included. Singles should contact me.

Borelli Motor Sports!) I quickly learned that an AX course tricks the driver into over-driving more than a road course. I was able to consistently shave time off my laps throughout the day after learning the car and course. I now see why people keep coming back to AX events religiously...it is addicting!

Thank you very much to Anne, the AX team and all participants making this a wonderful day of Autocrossing. I am now hooked and plan on coming back for more soon!

-Dave Graff



A thank you to Anne.

Tech Note

By Les Schreiber, Tech Chairman



I was getting a strange noise from the front of my car, and after changing out different suspension parts, still had the noise. I have the Brembo kit installed.

I asked Fremont Porsche to investigate the noise problem; they came to the conclusion that the problem was in the Brembo "Big Brake" kit where a two-piece "floating" disc assembly is used with a cast iron disc specially mounted to a billet aluminum hat. The mounting hardware which holds the discs to the hats was worn and allowed movement of the disc, the hardware which holds the floating disc assembly got sloppy, portions of the holding retainers that held it tight broke loose allowing the floating part to float too much.

Porsche Fremont had to replace the rotors (disc) and pads. This is an involved process as a key point with these rotors is dealing with the thin zinc coating to prevent corrosion. A bedding procedure is required to remove this plating. To do so, the car must be driven slowly (under 30 MPH) performing several very light brake applications in order to remove the plating without generating much heat. Here's the procedure:

First a blue 9012 cleaning pad is installed in place of the regular brake pads. The technician performs a series of 30 brake application using medium to firm pedal pressure from 40 MPH to 15 MPH. After this process is completed the recommended brake pads are installed. The vehicle is driven and at least 30 brake applications of 3 second duration performed, using light/medium deceleration with varying starting speeds, leaving at least 1/2 mile between each brake application. The purpose of this procedure is to gradually increase the temperature in the components without thermal shock and to mate the brake pads and disc friction surfaces.

Another great job performed by Porsche of Fremont.



Tech Session

Sept. 10

9:00 am

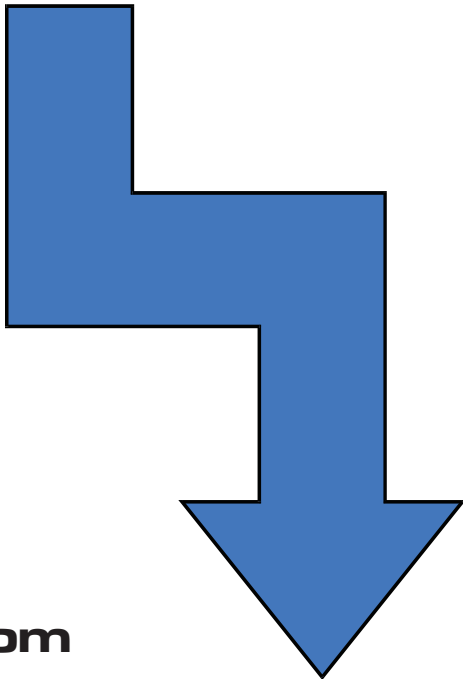
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in – I thought it was interesting that Rena Schaut and Kathy Musser both came in with ‘little brown bags’ (full of something)! It wasn’t until Bob and Karen Morgan arrived that I found out that the ‘little brown bags’ contained empty TP cardboard rolls – now I know everyone is curious. . . Well, when we were at the ‘Girls Weekend’ (what goes on at ThunderValley, stays at ThunderValley), Karen had asked that we save the rolls for a project with her 1st graders – Karen, you get what you asked for!

Soon to arrive were the Wallace’s (what, no Goodie Store!), the rest of the Bennett Clan – Chris, Kelly, Emily and Alex – also the Schaefer’s. . .Uve, Michelle, Kayla and Parker. The kids headed off with their mom’s to enjoy the pool and water slide – we just ate and drank in usual LPR style!



Tony and Kevin had the BBQ ‘lump coal’ glowing and ready for those big, juicy burgers and sausages. Tony grilled onions with some ‘secret’ seasoning! Everyone pitched in and tossed the salad, cut up the onions, tomatoes and pickles. . . potato salad was chilled, corn on the cob was basted in butter and being kept hot. Everyone lined up and anxiously awaited their burgers or sausages, cooked to perfection by Chef Tony and Chef Kevin! The lines were a little long, so some of us just stayed behind and enjoyed another glass of wine. Soon it was pretty quiet as everyone enjoyed their lunch.



A picnic isn't a picnic without a game or two. . . for the kids it was the bean bag toss with FABULOUS prizes. . . after 3 rounds of tossing colorful bean bags, the points were tallied. . . Kayla was the big winner, followed by Emily, Parker and Alex. . . all the kids chose their 'grab bags' full of prizes and candy! Everyone was a winner!!!!

Now for a little beer drinking. . . Participants were Tony Vanacore, Bob Morgan, Steve Mitchell, Uve Schaefer and Chris Schaut. Plastic baby bottles were filled with beer – sounds pretty easy, until those funny looking straws were put in. . . On Your Mark. . . Get Set. . .GO! There was a whole lot of 'sucking' and cheering going on. . . In the end, prizes went to. . . Tony "Suck It Up"

Vanacore, Bob "Good to the Last Drop" Morgan and Steve "Let's Do It Again" Mitchell. . . .

Must be time for dessert. . .homemade cake, fresh strawberries and whipped cream – everyone's favorite! Kris, Debbie and Suzette served up the cake and strawberries – everyone got to put on their own whipped cream!

Before the day came to a close and clean up began, Suzette Pangrle thanked the Picnic Team for all their hard work and then had a brief meeting announcing upcoming events.

It was a perfect day. . . A FUN Old Fashion Family Picnic. . . Same time next year?





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From 101 take Yerba Buena east to San Felipe. Right on San Felipe to Villages Parkway. Tell the gate you are going to the Hallock's party and plan to park at the gazebo. Park by gazebo and follow the signs.

Porsche to Unveil All-New 2012 Porsche 911 Carrera World Premiere at the 2011 Frankfurt Motor Show Next Month

ATLANTA -- August 23 2011 -- At 48, the Porsche 911 Carrera is younger than ever. The completely redesigned seventh-generation sports car icon is stepping into the limelight with its sleek and stretched silhouette, exciting contours and precisely designed features. Yet from every angle it is unmistakably a 911, holding true to the Porsche 911 Carrera 'evolution, not revolution' design philosophy.

The 100 mm or 3.9 inch longer wheelbase and reduced overall height underpin the fresh, athletic yet elegant appearance. When viewed from the front, the eye is drawn to the 911's trademark wide-arched fenders, emphasizing the wider front track. The side mirrors are now mounted on the upper edge of the door, which also helps highlight the new design line and gives the visual impression of width.

The new lightweight body is an aluminum-steel composite construction and contributes greatly to the 45 kg or about 100 lbs weight reduction when compared to the previous 911 body. When combined with the greater structural rigidity and optimized aerodynamics -- including a wider, variably extending rear spoiler -- the new 911 Carrera's front and rear lift has been reduced to near zero while retaining the Cd value of 0.29.

To complement the modern exterior design, Porsche designers created an interior reminiscent of the Carrera GT. The driver is now even more closely integrated within the cockpit thanks to the rising center console and high-mounted shift lever or gear selector located close to the steering wheel. As with the exterior, classic Porsche elements abound inside. Present is the instrument cluster with five round gauges -- one of them a high resolution multifunction screen, and of course the central tachometer and the ignition lock to the left of the steering wheel.

Setting the standard in its class, as it has for generations, the new 911 Carrera and 911 Carrera S raise the performance and efficiency bar yet another notch. All versions get by with significantly less than 10 liters of fuel per 100 kilometers (official U.S. EPA fuel mileage estimates are TBD) and fuel consumption and emissions are up to 16 percent lower in the New European Driving Cycle (NEDC) when compared with the predecessor. This is achieved through systems such as the Automatic

Start Stop function, engine and transmission thermal management, electrical system recuperation, the world's first seven-speed manual transmission and -- in conjunction with the Porsche Doppelkupplungsgetriebe (PDK) -- the ability to 'sail' or coast. The new electro-mechanical power steering offers not only Porsche's typical precision and feedback but also helps increase efficiency and reduce fuel-consumption.

For example, the 911 Carrera with the new 350 hp, 3.4-liter boxer engine and optional PDK consumes 8.2 l/100 km based on the NEDC -- 1.6 l/100 km less than its predecessor.

The 911 Carrera S with its 400 hp, 3.8-liter boxer engine -- 15 hp more than before -- achieves 8.7 l/100 km in the NEDC when paired with the optional PDK transmission. This represents a fuel consumption decrease of 14 percent or 1.5 l/100 km.

At the same time there are performance improvements in both models. The 911 Carrera S with PDK accelerates from 0 to 60 in 4.1 seconds. Using the Launch

Control function of the optional Sport Chrono Package cuts that to 3.9 seconds. The 911 Carrera with PDK needs only 4.4 seconds to sprint from a standing start to 60 mph (4.2 seconds when using the optional Sport Chrono Package's Launch Control function). Top-track speed for the 911 Carrera S and 911 Carrera is 188 mph and 179 mph, respectively.

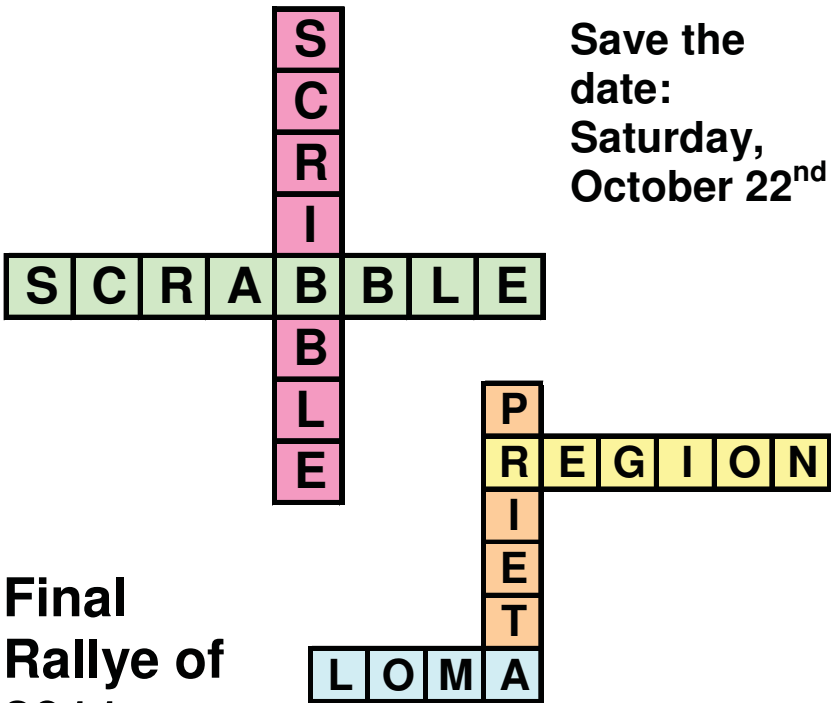
The new 911 offers both better longitudinal dynamics and unprecedented top performance in terms of transverse dynamics. In addition to the longer wheelbase, the greater agility, precision and driving stability are based, among other things, on the wider front track, the new rear axle and new electro-mechanical power steering. Depending on the model, there are other standard or optional active control systems available that can help further enhance the overall driving dynamics. That is especially true for the Porsche Dynamic Chassis Control (PDCC) active roll stabilization system, available for the first time on the 911 Carrera S. The system helps reduce lateral roll when cornering and helps keep the tires in the optimal position relative to the road surface.

The new 911 further extends the span of seemingly contradictory attributes such as performance and efficiency, sportiness and every day practicality that have always typified the Porsche 911. That makes the 911 Carrera more of a 911 than ever. The new Porsche 911 Carrera celebrates its world premiere at the 2011 IAA Frankfurt Motor Show in September.

The first new 911 models will arrive in U.S. dealerships beginning in February of 2012. The new 911 Carrera Coupe will have a base MSRP of \$82,100, while the 911 Carrera S Coupe's base MSRP will be \$96,400 (excluding destination). Both models will include substantial additional equipment when compared to the previous models.



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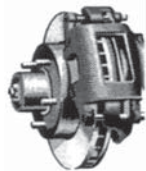
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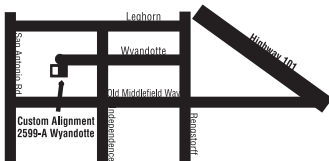


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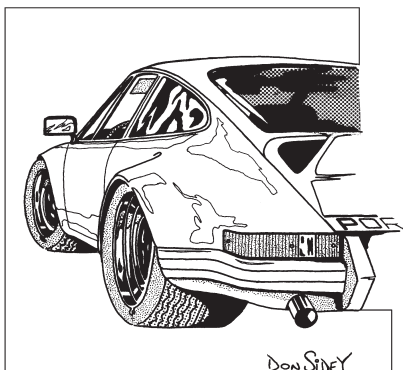
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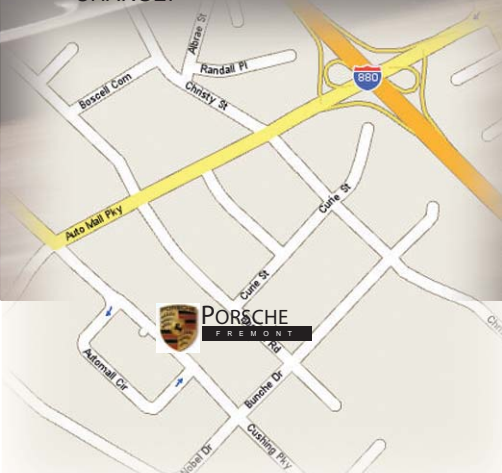
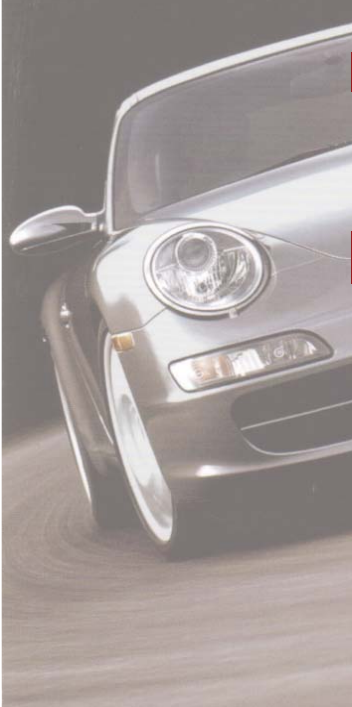
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