

Prieta POST



February
2013



The official newsletter of the
Loma Prieta Region
Porsche Club of America

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(408) 960-5229 • vvincent@aaidesign.com

Jacqueline Mitchell
VICE PRESIDENT

(408) 427-1505 • jackie.mitchell@verizon.net

Christina Vincent
SECRETARY

(408) 420-3311 • cevincent@prodigy.net

Johnny Musser
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(831) 234-6469 • johnny.musser@att.net

Les Schreiber
MEMBERSHIP

(408) 316-8654 • les996@me.com

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ACTIVITIES

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krote6@gmail.com

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AUTOCROSS

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DRIVER'S EDUCATION
(408) 737-8663

Laurie Delimon
FACEBOOK

(408) 930-3252 • Boxstergirl1987@gmail.com

Paul Siedel-Smith
GOODIE STORE

(925) 784-5539 • porschepaul77@gmail.com

Emilie Highley
HOSPITALITY

(408) 267-6877 • ehigley@apr.com

Steve Mitchell
PRIETA POST EDITOR

(408) 427-1506 • prietapost@gmail.com

Ken Iles
PUBLIC RELATIONS

(650) 941-9038 • keniles@comcast.net

Nancy Bishop
SAFETY

(925) 784-9181 • msbotique@sbcglobal.net

Tom Provasi
TECHNICAL

(408) 947-0980 • tprovasi@netgate.net

Kathy Musser
TOUR

(831) 234-6371 • momcat1951@yahoo.com

Kevin Bennett
WEBMASTER

(408) 926-1788 • badass@ix.netcom.com

PCA Zone 7



Paul Czopek

PCA ZONE 7 REPRESENTATIVE

(209) 531-1942 • p.czopek@clearwire.net

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lprpca.org
www.magcloud.com

Loma Prieta Region - PCA
P.O. Box 0705
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Front Cover Photo

I could have gone for one of those very fancy photos like rainwater on the hood badge, but this is us... the Crow's Nest tour and brunch group pause for a photo around Les's new Carrera S, June Iles gets the message that the Prieta Post is in full color...

This Page

With a full calendar of events this year it's time to get your car out and in condition for tours, autocross, tech sessions, and social events.

EDITOR Steve Mitchell

ASSISTANT EDITOR Jacqueline Mitchell

CAPTION EDITOR Kevin Bennett

PHOTOGRAPHERS Steve Mitchell

John Reed

FEBRUARY
Prieta Post Newsletter Issue N° 2



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and Brunch**

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social once again
KATHY MUSSER

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JOHNNY MUSSER

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Calendar

what's happening in the Region

FEBRUARY

5 Tuesday
Board Meeting
Round Table Pizza at Camden & Union in San Jose, 7:00 pm.

9 Saturday
Soup Night GTG
Hal and Diana Hallock's home, details page 13.

17 Sunday
Blackhawk Tour
Les Schreiber, details page 11.

23 Saturday
Tech Session
Fremont Porsche, Tom Provasi, details page 26.

MARCH

2 Saturday
Autocross Ground School
At Borelli Motor Sports, 10:00 am details, page 15.

5 Tuesday
Board Meeting
Round Table Pizza at Camden & Union in San Jose, 7:00 pm.

16 Saturday
St. Patrick's GTG
Hosted at the Morgan's, details page 27.

23 Saturday
Autocross
Marina Airport, Anne Roth, details page 26.

30 Saturday
Easter Parade & Lunch
Join the Herz's in Campbell, decorate your car, details in the next Prieta Post.

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PRESIDENT'S LETTER



In an effort to serve our members better, we are bringing back the **printed PRIETA POST**. It has returned to magazine format. I hope you are enjoying reading it on-line. Currently, the printed version is only available by ordering it through **magcloud.com**,

President Vince

Members are reminded about upcoming events at the conclusion of brunch as Vince refers to the LPR calendar in the new full-color printed Prieta Post during the Crow's Nest tour and brunch.

PHOTO Steve Mitchell

but we are making efforts to setup a subscription process. You should have already received an email survey, so we can determine the number of members wishing to receive the printed version of the PRIETA POST. With this information, we will determine the subscription rate.

We have also brought back the GOODIE STORE. We have seen examples of clothing apparel and are working on refining the appearance of the LPR logo. The vendor is setup so you may order a single item through our Goodie Store chairperson without the club having to wait to reach a minimum order requirement. This means that you will not have to wait for months to receive an item.

The leadership of our club is held to a high standard of responsibility to best represent the membership. PCA National has established a Code of Ethics for such a reason. The following is the PCA Code of Ethics and Conduct:

PCA CODE OF ETHICS AND CONDUCT

This document is presented to define the standards and ethics to which the organization holds itself, its elected and appointed representatives, its employees, and its members. It supplements but does not replace our established Bylaws and procedures, which are documented elsewhere. The following represents the way we want to be and to do business.

PCA is not a political organization. It exists for the benefit of its members, to further their enjoyment of their cars. In the performance of this mandate, it must operate under the rule of law, adhering to the laws of the various countries and jurisdictions under which it exists. This means that illegal behavior is not tolerated, and that close attention is paid to the requirements of the law in the actions of all involved, national and regional officers, individual members, and those within the national office.

Beyond this, we accept the obligation to do what is right. An ethical system is based on the mutual benefit of the involved parties; the corollary of this is that we treat neither fellow members nor non-members in a way that is demeaning, embarrassing, derogatory, or otherwise inappropriate. Our natural competitiveness does not extend to taking unfair advantage of others, be they individuals, clubs, or businesses. Actions and words about which there may be some question are undertaken, when possible, only after careful thought and perhaps consultation.

Decisions affecting PCA should be either self-obvious or readily explained. Particular attention should be paid to potential conflicts of interest involving special treatment or gifts from individuals or companies possibly hoping to gain something in return. Other potential conflicts of interest, in which an officer, employee, or member must weigh his immediate and personal potential for gain against the best interests of PCA, require special thoughtful attention. Transparency in all actions is desirable. Nothing must be allowed to compromise the integrity, credibility, and best interests of PCA in the making of decisions that affect the club.

The culture of PCA is founded on doing the right thing to the best of our ability. Without this we lose our self-respect both as an organization and as individuals, a price that we will not pay. Non-adherence to these principles will not be tolerated; behavior or actions damaging to PCA will be dealt with by the established club Bylaws, and may result in permanent loss of membership.

Vince Vincent, President
vvincent@aaidesign.com



BLACKHAWK MUSEUM

Blackhawk Tour

with lunch at the Blackhawk Grill

and a tour to **Kassabian Motors**, home of California Classics

Sunday, February 17th, depart 9:00 am from Starbucks
1197 E Calaveras Blvd, Milpitas, CA 95035, **drivers meeting 8:45**
and departing at 9:00 am sharp.

The drive will take approximately 1.5 hours/42 miles. Our tour at
Blackhawk is scheduled for 11:00 am with two docents.

Lunch at Blackhawk Grill beginning 12:30 to 12:45, with special
lunch menu at **approx \$36/person** with tax and tip included,
or there are many options to eat in the area. I just need confirmation
if you plan to eat at the Blackhawk Grill.

After lunch we travel to **Kassabian Motors**
arriving between 2:30 and 2:45 (no charge)

Tour fee \$5/car

Blackhawk Museum \$7.00, discounts may apply.

Sign up by February 10th with Les Schreiber
(408) 316-8654 • les996@me.com



MEMBERSHIP



For those that have been in LPR for a while you may remember me, as I was the Membership Director about 5 years ago, and here I am again. For those new to LPR welcome, and if you need anything concerning membership, an LPR Name badge, please contact me. Each month I will be reporting the new members, transfers, and total membership along with the anniversaries.

First of all, I want to congratulate the following members for their long time support to PCA and LPR: celebrating **10 years** in PCA are **Wallace McClymont & Jack Lewellen**, and celebrating **5 years** with PCA are **Douglas Stewart & Patricia Thompson**.

New members from PCA

Patrick Haley	1965 White 356c
John R. Molyneux & wife Emma	2005 Black 911
Tayseer Sadd who lives in Kuwait	1994 993
Michael Whipp	2001 Blue Boxster

Transfers

Nathan J. Cocozza & wife Ona	1974 Green 911 from GGR
Patrick Haley	1965 White 356c from California Central Coast (CCC)
Kazu Iwasaki & wife Pat	1985 911 Slate Blue from Chicago (CHO)
Lisa Radding & mother Bonnie	1972 Silver 911T from GGR
Jeremy S. Ratike	1999 996 from Central Iowa (CIA)
Michael Whipp	2001 Blue Boxster from California Central Coast (CCC)

Transfers out (3), Membership that Expired Last Month (12/31/12) (5)

Reinstated Members (renewal > two months) (3)

Total Renewal's this month (15), Cancelled Membership None

LPR Membership

Total = 517 (Primary = 298 , Affiliates = 219)

Les Schreiber, Membership Director
les996@me.com

Soup Night February 9



6:00 pm
\$10.00 per person

Hal & Diana Hallock
7352 Via Laguna, San Jose

plan to bring either a soup or a dessert
email Diana for more info:
dianahallock@yahoo.com or 408-440-1301

OFF-CAMBER REPORT



Hope all of you had Merry and Bright holidays. It's February already! Can you believe it? The 2013 Autocross dates have been set and Larry, the 2013 AX Team, and I are looking forward to a great season.

In 2013 many things will stay the same, such as a repeat of the 7ROC, but some things will change as well. As a pilot program to prepare for Parade 2014 in Monterey, we are going to experiment using PCA Parade Rules and Car Classification. For the first 2-3 events of 2013 you will run with the present car classification (http://classification.pca-ggr.org/classification_2010/web/index.php) system. Concurrently we will also run PCA Parade Rules and Car Classification. You can access the Parade Rules through the PCA National website (<http://www.pca.org>) or contact Larry or me and we will send them to you.

Don't forget Ground School on March 2nd at 10:00 a.m. at Borelli Motorsports. Among other items on the agenda, Larry and I will cover the rules and classes and will have the 2013 AX Team standing by to

help you through it. I encourage all of you, newbies and AX veterans, to attend!

Last, but by no means least, the trailer needs to be transported to Marina on Autocross days. It lives on Borelli property near Highway 101 and we have access 24/7. If you know ANYONE, and I mean ANYONE, that might be willing to tow the trailer for even one date, please contact me. I cannot say this strongly enough: **If the trailer doesn't make it to Marina on Autocross day—there will be NO Autocross.**

See ya in Marina,

Anne Roth, Autocross Chair
alroth@sbcglobal.net

Autocross Ground School

Saturday, March 2
10:00 a.m.

Borelli Motor Sports

521 Charcot Avenue, Suite 211 San Jose, CA 95131
(408) 770-1220

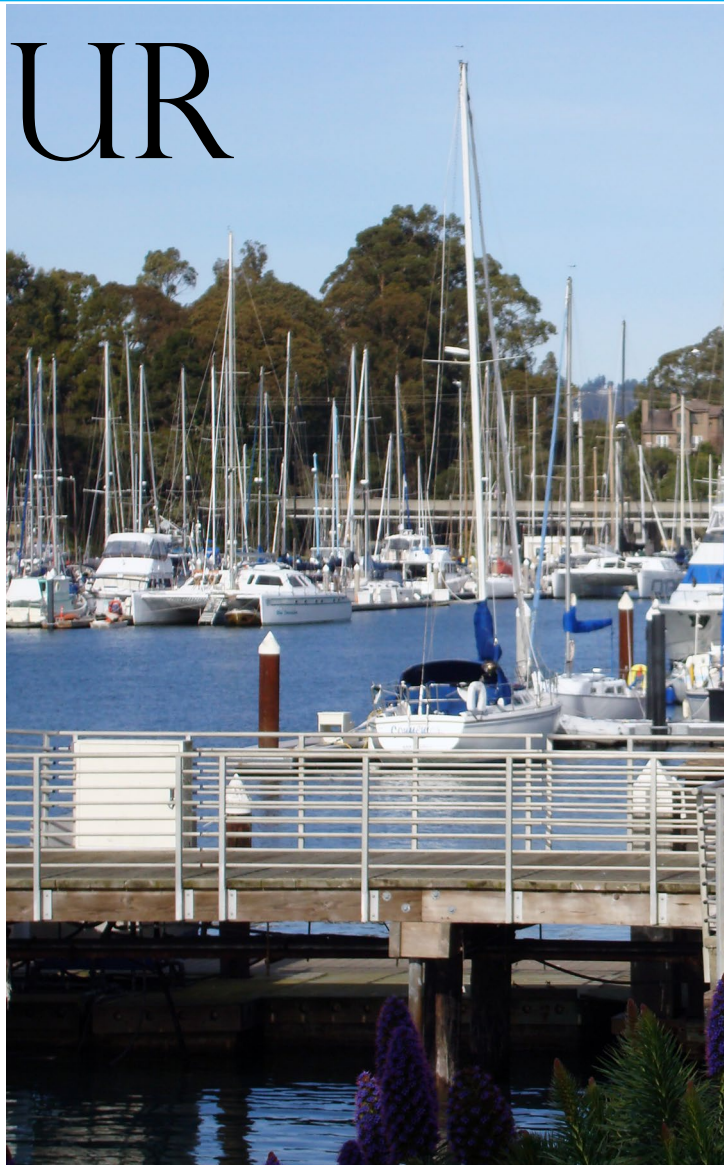
Meet the 2013 AX team, 2013 rules-car classing general event,
Information, Tips, Tricks, Advice, Brownies...

Recommended for newbies, veterans and those just wanting more
information. Those who just want to come and hang out are more
than welcome!

TOUR

View from the
Crow's Nest
Our tour ended on a cool
morning overlooking the
Santa Cruz harbor.

PHOTO Steve Mitchell



As I was walking along the Santa Cruz Harbor on a beautiful Sunday morning, I was wondering **WHY I was walking**. The temperature was 38 degrees and I thought that I really should be in my car.



As I entered the lower Harbor parking lot, I saw a fleet of gleaming Porsches in the bright sun. Once again, the weather gods worked with Les to ensure a perfect day for a tour. Eighteen cars came from Los Gatos to Santa Cruz. The Crow's Nest welcomed us and we were quickly seated. I was at a table with three new members. They were Steve and Carolyn Dilbeck and Dave Lamberson. This was their first event and it turned out that they are locals- Dave lives in Aptos, and Steve and Carolyn live near the Harbor. The hostess provided us with special menus that had a heading welcoming LPR. We had a choice

of four delicious entrees. Beverages were quickly served and we all were having a great time. I ordered the Canadian Ling Cod and it was excellent. Everyone at my table was very pleased with their entrée choices.

Vince Vincent held a short meeting and we all thanked Les Schreiber for organizing this tour.

It was such a beautiful day that some of us decided to continue in true LPR fashion. Three cars found their way into the Santa Cruz Mountains above Soquel. We enjoyed the view and wines at Soquel Vineyards. Thank you Janet AuKrug for the ride in your beautiful car!

Thank you Les for a wonderful winter day! We look forward to next year's Crow's Nest Tour!

Kathy Musser, Tour

Kathy & Jackie
...true LPR fashion



“This place reminds me of my old study hall.”



TOUR AND BRUNCH

“So this is the way to the baddabing?”



TECHNICAL



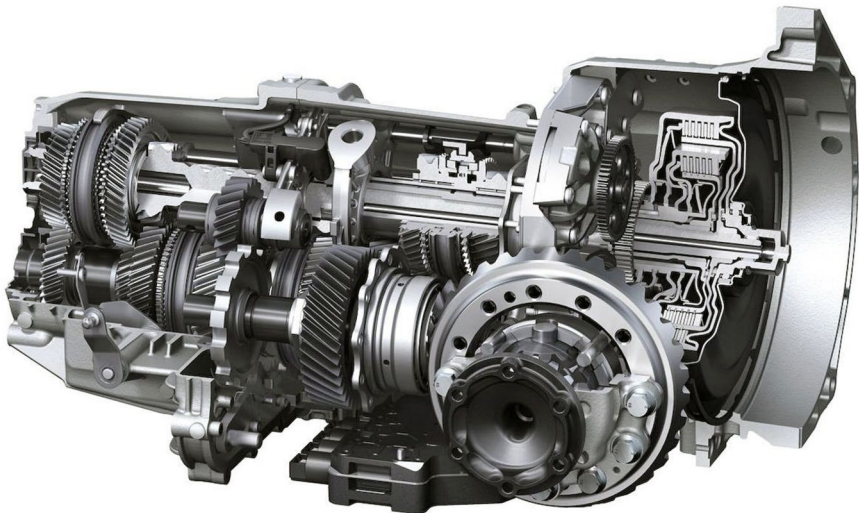
GETTING TO KNOW YOUR PORSCHE - THE OWNER'S MANUAL

As the lines of that old song standard go--"Getting to know you, getting to know all about you..."-- this month's space is devoted to getting on more familiar and intimate terms with the favorite Porsche in your family or home. A comprehensive way this can be accomplished is to take your owner's manual and go sit in the driver's seat of your parked Porsche and point and click, and touch and feel your way through the one hundred and forty or so pages describing the operation and functionality of the various controls and systems on board. If your garage is on your home's west side like mine, this is not the best time of the year to spend an hour or two in a 100F degree cockpit, so your favorite recliner and quick trips to the driver's seat will suffice. If you do not drive your Porsche on a fairly regular basis, you should review the operation and location of the controls at least annually and for sure before a significant trip to insure maximum pleasure on the road.

After commending you for purchasing a Porsche sports car, the owner's manual writer concedes that you must be a special breed of motorist and probably are not a novice when it comes to motor cars. This great ego buildup is then followed by a page or two of warnings about misuse, alteration and unlawful operation of your Porsche, as well as the obligatory reference to NHTSA for safety and fault reporting. The first few pages also contain information about fuel quality requirements (octane rating and oxygenated fuel usage) and tire pressure requirements--very important!

A couple of "Before Driving Off" checklists are next. First, a list of operational items: tires and pres-

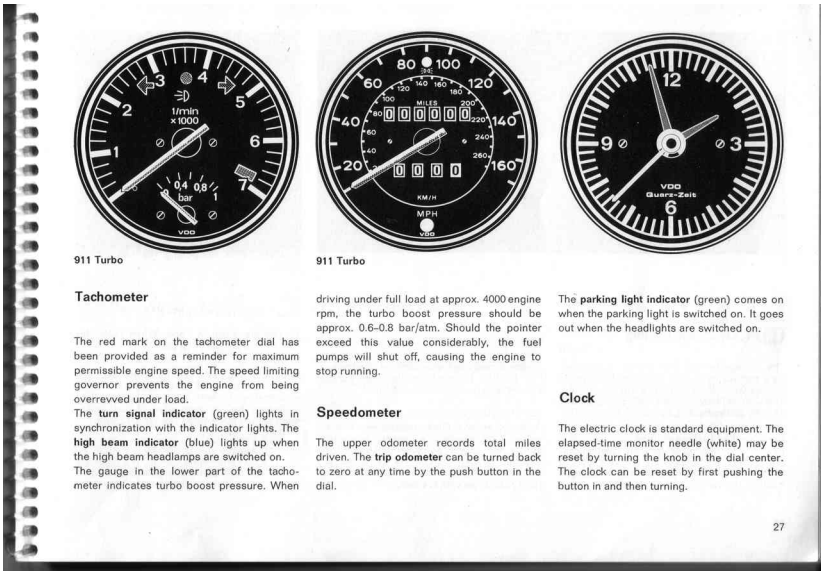
sure, lug nuts/bolts torque, fluid levels and leak checks, battery charge level, doors and hoods, clear and clean windows, wipers and washers, lights, and luggage stowage. An important note here for any Porsche with electronic fuel injection is that the battery must be near full charge to crank the engine, pulse the injectors and fire the spark plugs to get things underway. This is true for other modern electronic fuel injected automobile engines as well. Infrequently driven cars should have a battery maintainer connected to minimize Sunday drive disappointments. Second, a checklist of items to be accomplished from the driver's seat: horn, seat position, mirrors, seat belts, brake operation, warning/



2009 Boxster S transmission

indicator lights' functionality with the key on and the engine off, warning displays after start-up and door locks. Run these checklists once or twice monthly and you will develop an intimacy with your Porsche that will provide instant recognition of any item or system not up to par for travel.

driving uphill. The warning on the break-in of your new car's tires and brakes also applies to new replacement tires and/or new brake pads. New tires will not develop maximum traction during the first 200 miles. New brake pads will not develop maximum braking efficiency during the first 200 miles. Please drive



911 Turbo
Tachometer

The red mark on the tachometer dial has been provided as a reminder for maximum permissible engine speed. The speed limiting governor prevents the engine from being overrevved under load.

The turn signal indicator (green) lights in synchronization with the indicator lights. The high beam indicator (blue) lights up when the high beam headlights are switched on. The gauge in the lower part of the tachometer indicates turbo boost pressure. When

911 Turbo

driving under full load at approx. 4000 engine rpm, the turbo boost pressure should be approx. 0.6-0.8 bar/atm. Should the pointer exceed this value considerably, the fuel pumps will shut off, causing the engine to stop running.

Speedometer

The upper odometer records total miles driven. The trip odometer can be turned back to zero at any time by the push button in the dial.

The parking light indicator (green) comes on when the parking light is switched on. It goes out when the headlights are switched on.

Clock

The electric clock is standard equipment. The elapsed-time monitor needle (white) may be reset by turning the knob in the dial center. The clock can be reset by first pushing the button in and then turning.

There is a section covering "Break-in" of a new car, but by the time you have purchased your car, perhaps joined PCA, and, are reading this article, it is just folksy news. Two good points here which are applicable for any new or older automobile are--never run a cold engine at high rpms, and do not let your engine labor, especially when

and stop with moderation during the wear-in period for new tires or new brake pads. The engine oil consumption wording has gotten quite vague for the newer cars with Porsche stating that oil consumption may be higher when the car is new and can vary according to speed, climate, road conditions, oil quality, viscosity and oil dilution by unburned

fuel. Porsche used to state that one liter per 1000 kilometers was acceptable oil consumption for the earlier air-cooled engines but that comment has been eliminated as of model year 1995.

The next seventy pages or so cover all the controls, indicators and warnings for the safe and comfortable operation of your Porsche and describes the function and control of all the on-board systems except for the audio system which comes with

its own manual. A good point on the starting procedure is that temperature sensors on the engine automatically provide the correct fuel/air ratio required for start-up, therefore, it is not necessary to depress the accelerator pedal while starting a cold or a warm engine--keep your right foot on the floor. Before stopping your engine after hard or extended driving, let the engine run at increased idle for a minute or two to cool down the catalytic

converter and allow the oil in the engine to return to the oil tank on the air-cooled engines.

The next twenty pages or so cover maintenance items owners can perform or at least be aware of which may require action to be taken by their local service center. First, owners should be knowledgeable about the oil level in the engine tank or sump as

oil is the life blood of any Porsche engine. Be aware that the oil level gauge on the instrument panel is only



an indicator at best. Reliable oil level readings for the air-cooled engines can only be obtained from the oil tank dip stick when the car is running at idle at operating temperature (190F-210F) on a level surface for at least one half minute (30 seconds). After you really get to know your car intimately, you may be able to correlate the dip stick reading with the gauge reading on the dash if all the parameters are constant--pretty iffy though. Oil



viscosity range vs. outside temperature recommendations for synthetic and non-synthetic oils are covered here as well. Brake fluid recommendations, manual and Tiptronic transmission fluid checking and replenishment and more detailed information on fuel requirements are covered also. Air filter cartridge maintenance and replacement as well as windshield/headlight washer fluid checking and addition can be found in this section of the manual. There is information on the Federally mandated emission control system installed on your Porsche, a component description, how the parts work and recommendations on how to maximize component lives.

There are several pages of car care instructions covering the care and preservation of the outside as well as the interior surfaces of your Porsche. Tips on long term storage of your car

are presented. There is a section dealing with emergency service requirements: Proper lifting and/or jacking of the car, inflation of the collapsible spare tire, and the proper sequence for tire/wheel removal and replacement. The replacement of fuses, bulbs and the battery are covered as well as how to properly jump start your dead Porsche from a loaner battery. There is information on how to adjust your car's headlights.

The final section covers the technical data about the engine and transmission specifications, acceleration performance numbers,

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fluid capacities and the geometric dimensions for your Porsche model. The horsepower, torque, acceleration curves and transmission gear/speed diagrams are provided here.

There is a separate maintenance book which provides the schedules and descriptions of time and mileage required maintenance items with log sheets for recording maintenance actions. Faithful logging of scheduled maintenance actions will provide a valuable record of your Porsche's health and history for you or a concerned future owner.

Your Porsche owner's manual truly holds the keys to the knowl-

edge, confidence, satisfaction and enjoyment you receive from ownership as well as the understanding of the marvelous engineering, manufacturing precision and exhilarating performance crafted by the wizards of Stuttgart-Zuffenhausen. This manual is just as important as the key to the ignition because it provides the key to the enjoyment and the love of and for your car. Happy reading!

Dean Lewellen

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

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Tech Session

Saturday, February 23

9:00 a.m. LPR fee \$2

Fremont Porsche

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Gunther plans to cover the service of modern Porsches
and all about the IMS bearing.

For more information, please contact Tom Provasi:
(408) 947-0980 • tprovasi@netgate.net

AUTOCROSS

Marina Airport

**Saturday
March 23**

Gates open at 7:00

Registration and course walk 7:30 to 8:30

Mandatory Drivers meeting at 8:40

First car on course: 9:00



- **Registration/details:** motorsportreg.com
- **Fee:** \$45/discount \$10 PCA w/Porsche
- **Drivers work for sessions run**
- **Helmet required (limited number of loaners)**

St. Patrick's Day Good Time Gathering

**Saturday
March 16th**

6:00 pm



Where

Bob & Karen Morgan, 6068 Marla Court, San Jose, CA

Description

Join us for the festivities on **March 16th from 6 to 10 p.m.** at the Morgan's home. Karen Hennessy Morgan will be putting her full Irish heritage on display as she cooks up a huge pot of corned beef and cabbage for you to enjoy. Bob will be providing his famous Uncle Bill's Irish Eggnog!

Plan on bringing an appetizer, something to drink, dessert or side dish for others to enjoy. Prizes for the best Irish Toasts!

The cost will be **\$10 per person**. Please RSVP by Sunday, March 10th. Phone: (408) 267-8224. Email: kmorgan@scusd.net or bmorgan@aehr.com

Limited to the first 30 people (due to kitchen capacity). Slainte!

EDITOR'S LETTER




THE OWNER'S MANUAL TECHNICAL ARTICLE THIS MONTH TAKES ME BACK TO MY EARLIEST CAR ENTHUSIAST DAYS.

My brother Eugene bought a new 1966 Corvette convertible when I was 12 years-old and I remember reading the owner's manual from cover to cover. I think I learned everything there was to learn about Corvettes at the time as well as learning how to drive a stick-shift, something that was also detailed; I learned how read procedure over and over again in that owner's manual, even the most desirable double-clutching method.

Occasionally my brother also let me move the gear shifter from the passenger seat while he was driving. I always remember those times. I also remember how it felt to be in a Corvette in the late 60's, at that time the guy driving one was always the guy to be reckoned with.

The first stick-shift I ever drove solo was my brother's 1968 Corvette. He upgraded to the new design just as soon as it came out. I read that manual too and took my understanding of how to shift to the practical experience. Girls were becoming involved at this time so it was important to get it right. I think it was



easier to learn with a 427 twisting the input shaft of the transmission. You had to be smooth. I had the coordination because I chose to learn the drums in junior high school, now called “middle school”. Back then schools had the funding and equipment to teach kids how to play instruments. Drummers develop excellent right/left coordination with their hands and feet.

I just gave up double-clutching today, the Porsche owner’s manual doesn’t cover the procedure of down-shifting by depressing the clutch, placing the shifter in neutral first, letting the clutch out, revving the engine to match the revs for the lower gear, then depressing the clutch again and selecting the lower gears...that’s it, double-clutching. I suspect Chevrolet wanted its owners to preserve the life of the transmission as I suppose those transmission shafts were made of cast iron and weighed 40 pounds, I don’t think this is the case with a modern Porsche G96/31 made with the finest German steel and magnesium.

Another thing I gave up today was the advice of selecting another forward gear before engaging reverse to prevent the gears from grinding. Reverse was not a synchronized gear in the Corvette...or any other car of the day I think. The G96/31 is fully synchronized, Porsche said so in the manual, so I confidently took that lever and just slammed it into reverse. No gear was harmed and no grinding. Anyway, it felt good, I was always afraid to do that. One thing I really liked about the Corvette was that the speedometer and tachometer needles would match in

their arch in 4th or top gear. That was direct drive, in other words it was not really a gear. When 4th was selected the input and output shafts are just locked. With a 0-160 mph speedometer next to a 0-7000 rpm tachometer, I thought it was great to engineer both needles to match location on the instrument face. At 80 mph the rpm was 3500, both needles straight up...I don’t remember the axle ratio, I think 3.55, not 4.11 because I remember the formula for 4:11 gears: $(RPM/100) \times 2 = \text{mph}$.

My Porsche doesn’t have direct drive in any gear according to the manual, so that means the power is transmitted through gears for all six speeds. The closest to direct drive is 5th, the ratio is 1:02 to 1...interesting that Porsche decided that they needed that bit of leverage of .02 from the engine at speed. Anyway translated to the Corvette speedometer and tachometer, the Porsche needles would match in 5th gear. I found this to also be true in Jackie’s BMW. In 5th gear, the engine is at 3500 at 80 mph. I am beginning to think this is not a coincidence. It must have something to do with the volumetric efficiency of a gasoline engine. Of course both cars have a 6th gear.

It seems it is like the cruising rpm for a boat. Boat owners know what that rpm is meant to be and that is where they set the throttle. If any of you know more about this, let me know.

My brother passed away at the same age I am turning this year. He would be happy that I remember these times.

Steve Mitchell, Editor
prietapost@gmail.com

BOARD MEETING MINUTES

LPR BOARD MEETING Minutes— Jan 8, 2013

The Board Meeting was held at Round Table Pizza on Camden Ave. in San Jose. The meeting was called to order at 7:00pm by LPR President, Vince Vincent.

Board Members present: Vince Vincent, Jackie Mitchell, Christina Vincent, Johnny Musser, Les Schreiber, John Reed, Larry Sharp.

Committee Chairpersons present: Anne Roth, Paul Seidel-Smith, Emilie Highley, Steve Mitchell, Ken Iles, Nancy Bishop, Tom Provasi, Kathy Musser

APPROVAL OF MINUTES

Minutes published online with the December Post - dated November 3, 2012. Minutes had not been published prior to December Board Meeting.

Motion made, seconded and approved to suspend reading of minutes.

Under Secretary Report - Strike "Motion made, seconded and approved the new 2013 BOD"

Motion made, seconded and approved to strike motion on Nov. 3 minutes.

Motion made, seconded and approved to the November 3, 2012 minutes.

BOARD MEMBER REPORTS

President: Vince Vincent

Presented PCA code of ethics and LPR California Charter, which lists LPR as a non-profit organization.

Vice President: Jackie Mitchell

January 13 - Lunch at Crow's Nest (at conclusion of tour) at Noon

The Hallocks will host Soup Night on Feb. 9 at 6:00 PM.

March 16 - St. Patrick's GTG at the Morgans

Presented four (4) options for venues for the 2013 Awards Banquet. Recommended Fiorillo's for the venue. Banquet to be held on Sat., Dec. 7.

Motion made, seconded and approved to select Fiorillo's Restaurant for the Awards Banquet.

Motion made, seconded and approved for the deposit to hold Fiorillo's Restaurant.

Secretary: Christina Vincent

Read Board Members and Committee Chairs as follows:

President: Vince Vincent; Vice President: Jackie Mitchell; Secretary: Christina Vincent; Treasurer: Johnny Musser; Activities: John Reed; Membership: Les Schreiber; Member-at-Large: Larry Sharp

Autocross: Anne Roth; Charity: Sue Sickal; Drivers Ed: John Cole; Facebook:

Laurie Delimon; Goodie Store: Paul Seidel-Smith; Hospitality: Emilie Highley; Post Editor: Steve Mitchell; Public Relations: Ken Iles; Safety: Nancy Bishop; Tech: Tom Provasi; Tours: Kathy Musser; Webmaster: Kevin Bennett

Motion made, seconded and approved to approve Committee Chairpersons.

Requested all Board Members and Committee Chairs submit outline of report via email to secretary prior to each month's board meeting.

Treasurer: Johnny Musser

Presented Year End Totals for 2012.

2012 Income: \$46,528.14

2012 Expenses: \$43,049.50

2012 Net: \$3,478.64

Zone 7 Report issued for 2012 Zone 7 Dues - two(2) Autocross and one(1) Concours.

Motion made, seconded and approved to pay 2012 Zone 7 dues.

Activities: John Reed

Requested and received PCA insurance for the Crow's Nest Tour on Jan. 13. A copy has been forwarded to the event chair. Will request the PCA insurance for the Feb. 17 Blackhawk Tour and the Feb. 23 Tech Session within the next week.

NOTE: All changes to the LPR calendar must be approved by the Activities Director.

Membership: Les Schreiber

Presented four (4) new members and six (6) transfers in to LPR.

Motion was made, seconded and approved for 10 new member.

Member at Large: Larry Sharp

LPR Policies and Procedures will need changes, proposal of changes to be presented at next board meeting.

Requested all board members and committee chairs to look over their perspective sections in the Policies and Procedures to see if anything needs to be added or changed.

COMMITTEE CHAIRPERSON(S) - EXECUTIVE APPOINTEES REPORTS

Autocross: Anne Roth

Steering Mtg. was well attended and went well. Trailer transport needed, reimbursement for transport considered.

AX dates for 2013 are set with Marina Motorsports. NOTE: As of now, no AX Permit at Marina due to Cease and Desist Order Issued for all AX activities at Marina. 2012 Contract extended to Feb. Final decision to be made at later date.

Charity: Sue Sickal – not present – no report

Driver's Ed: John Cole – not present

Per Vince Vincent – Continuing to work with MBR on dissolution of CDS.
Revenues from Cherry's Jubilee are still withstanding.

Facebook: Laurie Delimon – not present – no report

Goodie Store: Paul Seidel-Smith

Presented polo shirt and tote bag with embroidered LPR logo as samples.

Motion made, seconded and approved to reimburse for set-up and sample costs.

Discussion of embroidered logo on samples ensued. Will work with supplier to create smaller logo for garments and use original colors. Sample of re-worked logo to be presented at next Board meeting.

Hospitality: Emilie Highley

Requested members to notify her if any members are ill, in the hospital, etc. so she can send card, flowers, etc. on behalf of LPR. Should any board members or committee chairs need assistance to contact her.

Prieta Post: Steve Mitchell

January 2013 Post is available online. Can be viewed online, downloaded in PDF format or printed by individuals through MagCloud. Brought in printed copy of January issue.

Public Relations: Ken Iles

Submitted article on 2012 Awards Banquet to Panorama.

Safety Report: Nancy Bishop

New Safety Form issued by PCA. Will send every event chair a copy of safety checklist prior to each event.

Tech: Tom Provasi

Six (6) Tech Sessions listed on the calendar for the upcoming year. Sites to be determined.

Feb. 23 at Fremont Porsche – Gunther wants club feedback for topic.

Don Wise of Don's AutoWerks considering hosting a tech session in the summer. Larry Sharp offered to host one at his work. Suggestions from members welcome for ideas for future tech sessions.

Tours: Kathy Musser

Jan. 13 Crow's Nest Tour: as to date 28 people signed up. Blackhawk Tour moved from Feb. 10 to Feb. 17.

Web Master: Kevin Bennett – not present – no report

OLD BUSINESS

YouTube and Flickr accounts need administer(s).

NEW BUSINESS

LPR Logo: changes to logo as currently approved suggested. Much discussion ensued. Suggested that flexibility be considered when using logo on different media.

Printing the Post: suggested that LPR print Post for a fee to those who want it. Much discussion ensued. To be discussed again after Advertising and cost analysis worked out.

Advertising: proposal of new Ad Payment Schedule. Much discussion ensued. Suggested that committee be created to discuss Payment Schedule, Benefits to Advertisers and Club Responsibility.

Motion made, seconded and approved to form Advertising Committee.

Privacy of members: Anne Roth presented a written Photo Opt-Out Notification to the Board. Photos of her person cannot be used in any LPR material or media without her written consent. Secretary has copy of notice.

Next Board Meeting will be Tuesday, February 5, 2013 at 7 pm at Round Table Pizza, Union and Camden Avenue, San Jose.

Meeting adjourned (estimated) at 9:34 pm

Respectfully submitted,

Christina Vincent, Secretary

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ANNUAL REPORT

Balance Sheet

December 31, 2012

Assets

Checking Account	\$16,156.67
Savings	7,407.15
CD	11,547.72
Petty Cash	20.00

Cash Assets **\$35,131.54**

Value of Timing Trailer 5,729.83

Total Assets \$40,861.37

Liabilities

Club Equity	36,321.89
Charity Restricted Funds	1,060.84
Income	3,478.64

Total Liabilities \$40,861.37

Detailed summary of events 2012

Event Type	Income	Expense	Net Income (Loss)
Autocross	\$15,588.00	\$15,820.56	(\$232.56)
Awards Banquet	3,925.00	10,676.84	(6,751.84)
Board Meeting	25.00	266.92	(241.92)
Bank Charge		1.00	(1.00)
Charity Events	305.00	2,906.86	(2,601.86)
Gatherings	3,111.75	3,250.71	(138.96)
Goodie Store	130.00		130.00
Interest Income	39.30		39.30
Membership Income	4,907.50	5.85	4,901.65
Post	8,372.50	1,604.69	6,767.81
Swap Meet	3,617.60	1,197.53	2,420.07
Tour	6,506.49	5,710.16	796.33
2012 Planning Meeting		157.85	(157.85)
Administrative		10.00	(10.00)
Depreciation		636.65	(636.65)
Insurance		343.00	(343.00)
Misc		358.08	(358.08)
Tech Sessions		102.80	(102.80)
Totals	<u>\$46,528.14</u>	<u>\$43,049.50</u>	<u>\$3,478.64</u>

Johnny Musser, Treasurer
johnny.musser@att.net

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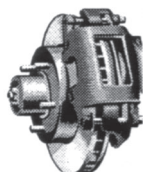
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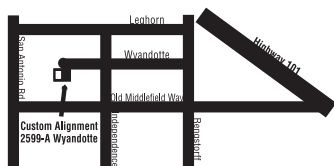
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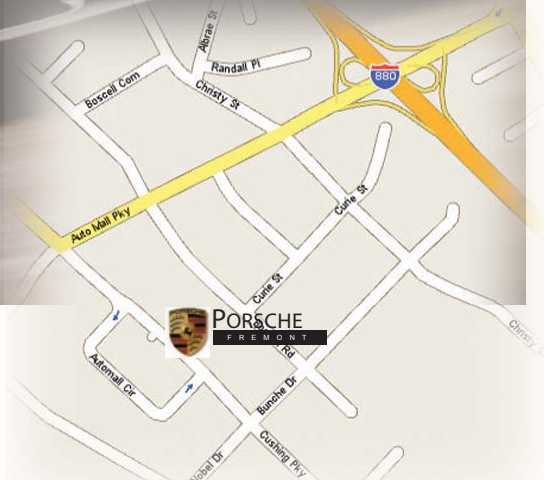
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