



Prieta Post

Newsletter of the Loma Prieta Region

Porsche Club of America

October 2014



Election Edition

read about your officers and
award nominees for 2014
page 42.



PORSCHE

F R E M O N T

A FLETCHER JONES COMPANY

510-623-1111

Our Preferred Owner Program

Available for every Porsche purchased at Porsche of Fremont

Free Unlimited Car Washes

Available to you as a Fletcher Jones preferred owner Monday through Saturday 9:00 A.M. - 2:00 P.M.

Complimentary Rental Cars

Available for most service and maintenance related issues to your vehicle.

Premier Guest Lounge and Boutique

Visit our coffee bar: free Starbucks coffee, herbal teas and purified bottled water is available, or browse our well-stocked boutique and purchase an accessory for your Porsche.

Free Pick-Up and Delivery of Your Vehicle on Most Services

Buy your car at Porsche of Fremont and we will pick it up when it's time to have it serviced and we will deliver it to your office or home within the Bay Area, FREE OF CHARGE!

Sales Hours:
Monday - Saturday 9:00 A.M. to 9:00 P.M.
Sunday 11:00 A.M. to 5:00 P.M.

Service Hours:
Monday - Friday 7:30 A.M. to 6:00 P.M.

Parts Hours:
Monday - Friday 8:00 A.M. to 6:00 P.M.



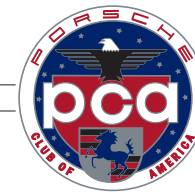
5740 Cushing Parkway, Fremont, CA 94538



Porsche Club of America

REGION LEADERSHIP

Loma Prieta Region



Board of Directors

PRESIDENT

Vince Vincent

(408) 313-2125 • vvincent@aaidesign.com

VICE PRESIDENT

Jacqueline Mitchell

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

SECRETARY

Christina Vincent

(408) 420-3311 • cevinct@prodigy.net

TREASURER

Johnny Musser II

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

MEMBERSHIP

Les Schreiber

(408) 316-8654 • les996@me.com

ACTIVITIES

Dave Dunwoodie

(408) 779-0389 • ddunwood@me.com

MEMBER-AT-LARGE

Anne Roth

(408) 710-0547 • alroth@sbcglobal.net

Executive Appointees

AUTOCROSS

Anne Roth • alroth@sbcglobal.net

Larry Sharp • krote6@gmail.com

CHARITY

Sue Sickal • smsickal@yahoo.com

Kathy Musser • momcat1951@yahoo.com

GOODIE STORE

Paul Siedel-Smith • porscheppaul77@gmail.com

HOSPITALITY

Emilie Highley • ehighley@apr.com

PRIETA POST EDITOR

Steve Mitchell • prietapost@gmail.com

PUBLIC RELATIONS

Ken Iles • keniles@comcast.net

SAFETY

Jim Davis • raiderjim@aol.com

John Reed • jpreed911@comcast.net

SOCIAL MEDIA

Laurie Delimon • Boxstergirl987@gmail.com

TECHNICAL

Peter Ridgway • peter_ridgway@sbcglobal.net

TOUR

Kathy Musser • momcat1951@yahoo.com

WEBMASTER

Kevin Bennett • badass@ix.netcom.com



Paul Czopek

PCA ZONE 7 REPRESENTATIVE

(209) 531-1942 • axnut@att.net

EDITOR'S LETTER

Your Editor after surgery, radiation, and chemo have taken their toll and looking like he witnessed a nuclear test with VP and Asst. Editor Jackie taking time to pose with one of our favorite Porsche guys, Magnus Walker, the Urban Outlaw. See Magnus and his Porsches on YouTube and Facebook. I would love to have his hair.

I write or doodle in my journal daily, it was usually work related back when I was working but now that I have this

disabling disease my writings and doodles are mostly everything else related. Today I was thinking about the cars I have owned and/or in some way had driven often or possessed in one way or another and thought I would try to make a list. I loved most of these cars, some I hated (Chevette, Venture), some I loved and hated (XKE V12). Best car deal: 59 Cadillac, sold it for twice what I had paid for it. Anyway, I thought someone might come up to me at an LPR event and say, "I had one of those." That's what our club is about, talking about cars and I do think that to appreciate nice cars a person had to have a chance to try a variety...like wine. Here's my list, looks like I'm a Chevrolet/GM guy, probably because my father told me: "If you want to get there, get GM." How times have changed....

59 Sedan DeVille

64 Coupe DeVille

66 Catalina

67 Chevelle SS

67 Spitfire

68 Corvette conv. 427/390hp

71 Firebird Formula 350

72 LeMans

72 XKE V12

74 Grand Prix

74 Jensen Healey

76 Trans Am

77 Caprice Classic

78 Chevette

78 Accord

81 El Camino

83 BMW 320i

86 Corvette

88 Cherokee Limited

88 Seville

91 Taurus Wagon

95 Jetta

97 Pathfinder

99 Z3 2.3

00 Venture minivan

00 Maxima

02 Carrera 4S

04 530i

11 Subaru WRX/STI



Editor's Photo Competition

I thought it would be fun to introduce something new to the Prieta Post - a monthly photo competition. I would find a photo, either from outside resources, or from the LPR photo archive (about 37,000 photos) and ask the membership a question or two about the photo. The questions would be focused on knowing your Porsche, in other words, model or something about its location, maybe at a particular race or who might have been the driver. Anyway, it should not be too challenging...maybe.

I will see what I can do about a prize or prizes for correct answers. My thought is a coupon to be used at an LPR event. I will have to see what the Board will give me or maybe this next year one of our advertisers will like the idea and sponsor the program and provide some sort of prize. Let me know what you think. Here is your first competition, we start out easy:

KNOW YOUR PORSCHE

Competition #1

QUESTION: Where was this photo taken?

Answers to: prietapost@gmail.com

Correct answer and results in next month's Prieta Post.



Steve Mitchell, Editor

prietapost@gmail.com

Prieta POST

Volume 44

© 2014 Prieta POST. All rights reserved. The Prieta POST is the official publication of the Porsche Club of America, Loma Prieta Region and is published monthly. Written contributions and photographs are welcomed and can be mailed to the editor. Opinions expressed are those of the authors and do not necessarily represent the official position of the Porsche Club of America, Loma Prieta Region, its officers or members. Permission is granted to reprint any material herein provided full credit is given to the author and to the Prieta POST. PORSCHE®, the Porsche Crest®, CARRERA®, and TARGA® are trademarks of Porsche AG. All other trademarks or servicemarks are the property of their respective owners. The editor shall reserve the right to edit and publish only those articles felt to be in the best interest of the members of the Porsche Club of America. The DEADLINE for articles and advertisements submitted for publication is the 10th of the month preceding the month of publication. Commercial advertising rates can be found in the back of this publication.

Available online at:
lprpca.org
www.magcloud.com

Loma Prieta Region - PCA
P.O. Box 0705
Santa Clara, CA 95052-0705



Front Cover Photo

Werks Reunion concours. Photo: Steve Mitchell.

This Page

Johnny Musser II gets up close to the 918 at
Werks Reunion

OCTOBER 2014
Prieta Post Newsletter Issue N° 10

14

Zone 7 - Two Day Autocross School

Story by Andrew Blyholder
PHOTOS: John Reed

18

Werks Reunion

PHOTOS: Bill Jump, Johnny
Musser II,
John Reed

22

Tech Column

*The Evolution of Porsche 911
Engine Size, Technology and
Output in the U.S.*

Story by Alexander Stoklosa

30

Pizza Project GTG

Story by Jim Bryant
PHOTOS: John Reed

42

Election 2014

Officers for Election
and Award Nominees

Advertising Index

Alain Pinel/Emilie Highley.....	Back Cover
Bascom Trim & Upholstery.....	Inside Back Cover
Borelli Motor Sports.....	52
Custom Alignment.....	51
Dell auto body.....	50
Dings & Dents.....	54
Don's AutoWerks.....	51
Fremont Porsche.....	Inside Front Cover
Goodie Store.....	50
Mobile Works West.....	54
PartsHeaven.....	Inside Back Cover
TJP Painting.....	Back Cover
Wheel Techniques.....	54

Departments

Region Leadership.....	3
Editor's Letter	4
Calendar.....	8
President's Letter.....	10
Membership.....	12
Board Minutes.....	38
Unclassified Ads.....	53



EDITOR Steve Mitchell

ASSISTANT EDITOR Jacqueline Mitchell

CAPTION/FLYER EDITOR Kevin Bennett

PHOTOGRAPHER John Reed

CALENDAR

*what's happening
in the Region*

OCTOBER

4-5

**Weekend Tour to Gardnerville Reed/Bennett
SOLD OUT.**

7

Board Meeting

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

9-10

Tour to Beale Air Force Base

Les Schreiber and Peter Ridgway host with a stay in Yuba City. Contact Peter or Les for more details.

25

Octoberfest GTG

At McFarlane's, details page 9.

NOVEMBER

1

Monterey Bay Aquarium Research Institute Tour
with the Pangrles, details in next month's Post.

4

Board Meeting

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

16

Brunch at Chaminade

The Reeds will host this GTG, details, page 37

22

Tech Session #4

Details in the next Prieta Post.

30

2015 Calendar Planning Meeting

Help Dave Dunwoodie plan next year's event calendar.
Details in next month's Prieta Post.

Stay up to date with all LPR events with Google calendar at:

<http://lprpca.org/event-calendar/>



You betcha, folks!
It's that beer and brat time of year!

Join Jan McFarlane as she once again hosts this perennial favorite event for her LPR friends. Enjoy Jan's wonderful hospitality and spectacular views as you rub elbows with your LPR buds.

Plan on bringing an appetizer, side dish or dessert to share with your fellow 'festers. The cost will be a mere \$10 per person. RSVP to Jan by Thursday the 23rd at 408-693-7446 or janmcfarlane08@gmail.com.



The revelry can be
found at:
21343 Sarahills Drive
Saratoga



PRESIDENT'S COLUMN

Recently my daughter Christina and I had the pleasure of vacationing in Alaska. The trip started off when boarding the plane with one of passengers seeing my LPR shirt saying that he was a member of PCA from the Riesetoter Region. It is amazing how often I have been approached by people when they see either my PCA shirt or my LPR shirt who want to talk about their cars or find out more about the club. Often, it is just people who admire Porsches. This wasn't our only "Porsche" contact, but more on this a little later in my letter.

We flew from San Jose to Seattle, then on to Fairbanks, Alaska. We arrived at 1:15am, their time. It was amazing to see the red sky of sunrise at that hour. We later found out that sunset was 11:15pm. We had a hard time getting used to it not getting dark. Even though the lodge had blackout drapes, the brightness still got in. Fortunately, we only had three nights in Fairbanks.

Fairbanks is noted as having the northern most of everything. We saw the northern most McDonalds, the northern most ColdStone Creamery, northern most signal light and many more things. Fairbanks was also where we saw the northern most Porsche; it was a Boxster with Alaska license plates. Who would think of a convertible in Fairbanks? It must be a garage baby!!! I was told that the cars run on 100% anti-freeze. We were also told that in the winter when the river freezes over, it is used as a shortcut to get into town.



We did the usual sightseeing outings: riverboat, dog sled training runs, native village visit; gold mining tour and panning for gold...earned \$33 in gold.

We next travelled to Denali, where we did the nature tour. There was wildlife all around, and I am not talking about John and Ken. We saw moose, sheep (sorry Ken) and a fox.

We were among the 30% of visitors who were able to see Mt. McKinley. 70% of the visitors only get to see clouds, which we experienced at our next lodge. We were not only within the 30%, but we found out later that because we saw the entire range on a perfectly clear day we were among the 1% to see this view. We travelled by vista coach train from Denali Lodge to McKinley Lodge.

At McKinley Lodge is when we understood the statement about the 30%, for the two days we were there we did not see McKinley at all. Next stop

via Anchorage was Whittier, where we would board our ship.

On the train ride just past Anchorage there are multiple ranges of mountains with amazing glaciers, some of the most beautiful we saw. The view of these glaciers was too short as we entered an extremely long tunnel the train had to traverse to reach Whittier where we boarded the Coral Princess ship.

Once on the ship, we met a couple from Florida who recognized the outline of the Laguna Seca on my daughter's jacket. They were Viper enthusiasts, but we had a great conversation about all forms of racing, different tracks and race events. Though the ship was full, we kept running into the people we sat with on the train. We met with one couple on the second night at the piano lounge. There was a live pianist who turned out to also be a great comedian. This became a nightly meeting spot of the people we came to know and enjoy their company. We had more than a few laughs. As each day passed more and more passengers learned of this great spot, that it progressed to reach standing room only by the last night on the ship.

We had been to Alaska last year doing the Inland Passage, so on this cruise we added Hubbard Bay and Glacier Bay. Hubbard Bay was nice, but Glacier Bay was more interesting because we stayed right up next to one of the glaciers for an hour. The sounds coming from the interior of the glacier was strange to hear, but the calving (falling) of parts of the glacier was exciting. The boom sound is unbelievable.

Since we had been to the three ports in Alaska last year, this visit was to

explore the outskirts of the towns or take excursions that we did not do before. In Skagway, we walked around the town edges to see what was beyond the tourist area and to see what life is like for the people who lived there. We also found a few tourist spots we didn't know about.

In Juneau, we visited Mendenhall Glacier where we got to touch a piece of the glacier. I was amazed at how clear the ice is in a glacier. Here we saw our first bear along the side of the road. Back in town, we visited the old 'red light' district, which if you did not know better looked more like a tourist shopping area with old buildings. We lunched at the Red Dog Saloon, where the piano player played the whole time without stopping.

Our last stop was at Ketchikan, where we visited the Totem Pole Village and got to see native dancing. The stores of totem poles are mostly sad ending stories with a moral to teach children things to avoid.

Our trip ended with a bus ride to the airport. I again was wearing an LPR shirt with "President" embroidered on it, which usually gets the response of Mr. President or El Presidente. This time the lady in charge of our bus asked "President of what?" I responded, "Our local region of the Porsche Club". Her response "What's that...do you mean Porsh, the car?" My response "It is two syllables, Por-sha". Another one down and who knows how many more....

-Vince Vincent, President

MEMBERSHIP



September Membership Report

September 4, 2014

New Members from PCA (5)

Robert Large: San Jose, 2013 Boxster S Charcoal Grey
Janice Nielsen: Aptos, 2004 911 Seal Gray
Sandra Rodrigues: Marina, 2008 Guard Red Boxster S
Victor Askew: Ben Lomond, CA
Henry Nystrom: San Jose, 2000 Boxster

Total Membership

Primary	340
Affiliates	233
Total	573

Respectfully Submitted,

Les Schreiber, Membership Director
les996@me.com

*If anyone has any small sundries (soap, shampoos etc) from their travels, and would like to donate them to the VA Hospital, please let me know, or bring them to any meeting for me and I will make sure they get there.
Thank you, Les*

ANNIVERSARIES.....!

30 years
Robert Mullis

10 years
Thomas Tong

5 years
Chris Schaut
Tom Sander

Congrats!

Annual Awards Banquet
Friday, December 12th
at the Villages
in San Jose

***Save
the
Date***



Zone 7 - Two Day *Autocross School*

Story by Andrew Blyholder, GGR – PCA Autocross Chairman,
Zone 7 Autocross Instructor

PHOTOS: John Reed (from the archive of a 2011 Zone 7/LPR event)



After a several year hiatus, the Zone 7 two day autocross school was revived this year, thanks to the efforts of Paul Czopek, our current Zone 7 Representative and LPR. Hopefully, Paul will be able to keep it going for the future. The event was held at Marina Airport, over the weekend of August 30th and 31st with 50 students taking part, overseen by 25 instructors, gathered from every corner of Zone 7.

Why go to an autocross school? Regardless of your current skill level, it's a great place to explore the limits of your car in a safe environment, improve your car handling skills, and last but not least, learn to go faster.

So what goes on at an autocross school? Glad you asked. The format for these events was created many years ago by Hank Watts, a veteran PCA autocrosser and author of the definitive book on

learning to autocross, "Secrets of Solo Racing." Hank mostly loiters around track events these days, so we don't see him often at our Region or Zone autocrosses.

Barry Pangrle, LPR's Chief Driving Instructor used Hank's time tested curriculum to set up the 2 day school's very full schedule-why would we fix what ain't broke?

We start with a day of focusing on a series of basic car handling skill exercises: the skid pad, a slalom, threshold breaking/trail braking, lane changes (aka, the Chicago box), and a figure 8. Then the second day, you practice putting all those skills together on a full course. All with the steadying advice of a seasoned autocrosser in the seat next to you for every run.

The exercises start with the skid pad where you learn where the grip limit is on your car. The real performance level of most Porsches is astonishing higher than you might have guessed just from normal, semi-sane street driving.

Once you're circulating smoothly at the limit of traction, you come off the throttle. Now you learn about that infamous rear-engine "trailing throttle over steer," or "how-to-snap-spin-your-Porsche-into-the-inside-guardrail." (Fortunately, there are no guardrails in autocross!) This characteristic trait of rear-engine Porsches can be difficult to fully control, which can be used wisely on a autocross, it is an invaluable lesson for your regular, every day street driving-the "feel" of going into a spin, knowing how you got into it and most importantly, how to get out of it unscathed.

The slalom exercise teaches you how to

move your hands for smooth steering inputs, an invaluable skill when driving your Porsche-anywhere.

Now that you know how it feels when your Porsche is about to go into a spin, know how to smoothly and effectively steer, you need to know how to stop! Porsches are known for their excellent brakes. From a standing start, you accelerate briskly to around 40 mph, and then hit the brakes as hard as you can, trying to stop in the shortest possible distance. You learn to brake hard, not locking up your wheels. Now that modern Porsches have ABS, you experience what it feels like when it kicks in. Braking hard, then transitioning into a slow turn, the second part of the braking exercise, is not only an autocross skill, but more importantly, an everyday life driving skill.

The mysterious Chicago box is a basic lane change: you're driving along in a straight line, then, the course abruptly jumps to one side, and then right back to the original line. Again, this is a classic autocross element frequently seen. Let's be real, controlling your car as it's pitched quickly through the lane changes, is a great skill to have-whether you are on an autocross course or on the freeway.

The final exercise is driving a figure eight course, constructed with all 90 deg. turns. You might start out thinking of this course as the number 8: 90 deg. turns connected by 8 short straights, but you'll quickly see that it's much faster to drive it as two big loops, essentially just two linked turns, executed with only two steering motions.

As the driving day comes to a close it is time to introduce the students to another grand autocross tradition: bench racing. More commonly called 'beer thirty'. When in Marina, we traditionally congregate at the Kula Ranch Island Steakhouse for drinks and dinner.

A cooling Margarita is my favorite antidote for a long day of sun, wind, and g-forces, and I always try to set a good example and pass along that bit of wisdom to my students.

For day two, the instructors arrive early and stitch the layouts for the exercises together to form a complete autocross course. A full all day regular autocross is run to take the students through all aspects of driving and working at an autocross. Each student gets numerous

runs through the course, and also takes their turn at several worker positions, with an instructor still by their side for both. Runs are timed, (the cars are not classified into competition classes) Towards the end of day, many, if not all students have gotten the thumbs up by their instructors to take their runs solo!! A fitting graduation, along with their timing cards, so they can see their improvements throughout the day.

Regardless of initial driving skill level, everyone learns not only autocross driving skills, discovers how to translate those skills into everyday driving habits, learns how awesome their Porsches are and has made many new friends. Maybe the most important lesson learned is: It's not just the cars-It's the people.



WERKS Reunion

The Porsche Club of America began a new tradition in 2014 with the inaugural Werks Reunion. The new, premier Porsche event took place on Friday, August 15, during the world-famous “Car Week” on California’s Monterey Peninsula.

In years past, PCA co-hosted Legends of the Autobahn at the Rancho Cañada Golf Club. For 2014, PCA hosted a dedicated event to celebrate Porsche automobiles on the very same fairways, with a breathtaking array of Porsches, from rare classics to customs, race cars, current models, and everything in between.

PHOTOS: Bill Jump, Johnny
Musser II, John Reed





Upper Left, Tom & Sandy Provasi, PCA chairs for Works Reunion; Upper Right, Jerry Seinfeld's last 356 used for Police duty in its former life; Above, LPR members Janet AK, Angie Reed, Kathy & Johnny Mussser with Tom Provasi and Bob Morgan.

Top, Rancho Canada Country Club was an excellent choice for location; Left, Jerry Seinfeld's 1964 first production 911 was on display and along with the 356, one of the most popular attractions; Right, Jackie Mitchell and Chris Schaut take a moment to pose for John Reed.

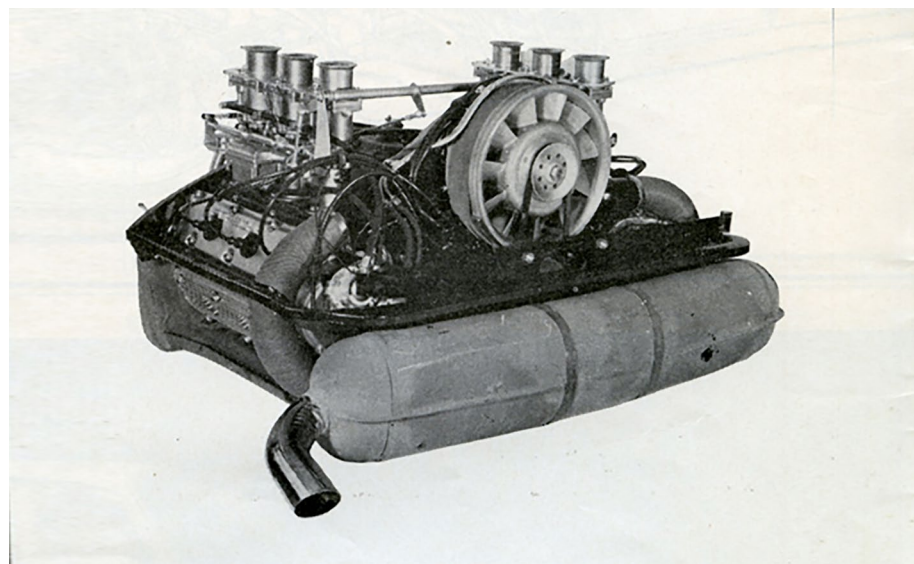
The Evolution of Porsche 911 Engine Size, Technology, and Output in the U.S. by Alexander Stoklosa



Someone once said that “a powerful rear end is a vitally important thing to possess,” and we’d be inclined to agree if that quote weren’t entirely made up. Still, the wizards at Porsche must live by a similar mantra. For more than 50 years, engineers in Stuttgart have been extracting greater and greater levels of power out of the 911’s signature rear-mounted flat-six engine. This despite the dynamic spookiness that stemmed from all that mass hanging out behind the rear axle, which used to reward cowardly drivers—don’t lift!—with some of history’s least-intentional drifts.

In 1964, the 911’s six displaced 2.0 liters and was air-cooled, but over the years it has gone up and down in displacement, strapped on a turbo or two, and—gasp!—incorporated a water jacket for cooling. As part of our celebration of the 911’s 50th anniversary, we’ve laid out a quick history of the iconic sports car’s engine size, technology, and output evolution as it relates to the U.S.

1964 - 1989 ... 911 Classic



1965 Porsche 911 2.0-liter flat-6 engine

1964: The 911 enters production with a 2.0-liter, air-cooled SOHC flat-six making 148 horsepower and 140 lb-ft of torque.

1967: Porsche adds the sportier 911S to the range with a modified 2.0-liter making 180 horsepower and 144 lb-ft of torque. A higher compression ratio, as well as changes to spark and cam timing and the carburetors, contribute to the added power.

1968: The 911S is pulled from the U.S. market thanks to stricter emissions standards; the base model is rechristened 911L and gets no engine changes.

1969: Porsche brings back the 911S, now with an emissions-compliant Bosch fuel-injection setup shared with the mid-level 911E. All 911 engines switch from aluminum blocks to magnesium, and power rises to 125 ponies and 131 lb-ft of torque on the 911T, 158 horsepower and 145 lb-ft on the 911E, and 190 horsepower and 152 lb-ft on the 911S. The 911T continues to use Weber carburetors.

1970: A new 2.2-liter flat-six is dropped into the 911T, 911E, and 911S; the block is again magnesium and the basic aluminum head design is shared across the range. Output rises to 142 horsepower and 148 lb-ft of torque in the 911T, 175 horsepower and 160 lb-ft in the 911E, and 200 ponies and 164 lb-ft in the 911S.

1972: North American emissions requirements again force change, this time to a lower compression ratio; Porsche ups the flat-six’s displacement to 2.4 liters to

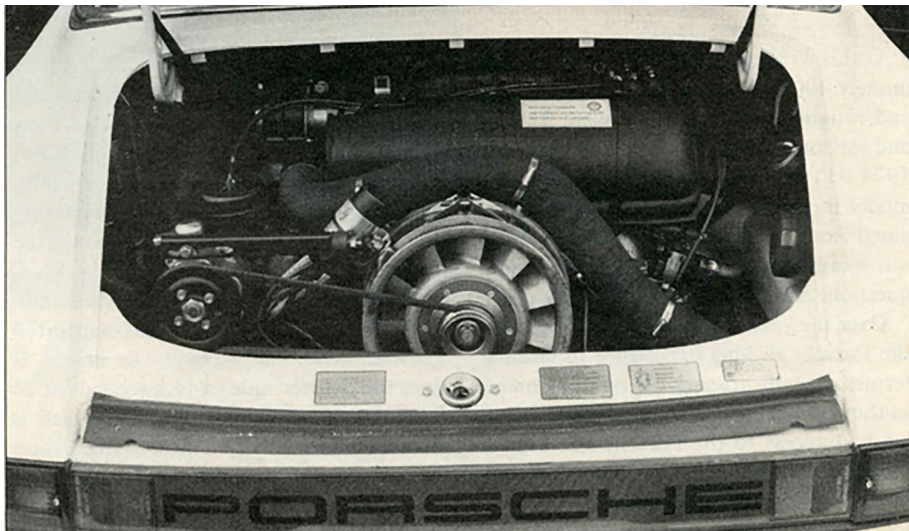
make up for the lost power. All 911s are now fuel-injected, netting the 911T 157 horsepower and 166 lb-ft of torque. Output in the 911E swells to 185 horsepower and 174 lb-ft, while the 911S delivers 210 horsepower and 181 lb-ft.

1973: Porsche introduces the Carrera RS 2.7, a homologation special that isn't officially imported to the U.S. It utilizes a racing-spec 2.7-liter flat-six, but as a result of horsepower ratings switching from SAE gross to SAE net, the RS officially makes "just" 200 horsepower and 188 lb-ft of torque. Regular 911 models see an on-paper reduction in output, with no mechanical changes save for the fitment of Bosch K-Jetronic electronic fuel injection to the 911T.

1974: All 911s get the RS 2.7's 2.7-liter flat-six with K-Jetronic fuel injection, and the 911T and 911E model designations make way for 911, 911S, and Carrera. Output inches up from its emissions-choked backpedal in 1973, but even with more displacement, the 911 makes just 143 horsepower and 168 lb-ft of torque. The 911S and Carrera pack a more-palatable 167 horsepower and 168 lb-ft.

1975: More emissions restrictions push output ratings down further, and the base 911 goes on hiatus. The 911S and Carrera produce a meager 157 horsepower and 166 lb-ft—in California the horsepower figure is even lower.

1976: Enthusiasts welcome the Turbo to the 911 family. A KKK turbocharger fitted to the 2.7-liter flat-six boosts output to a healthy 234 horsepower and 246 lb-ft of torque, a huge improvement over the 911S's carry-over engine. The hand throttle between the 911's front seats (essentially an idle-speed adjuster to ease cold starting) disappears. It is rendered obsolete by the fuel-injection system's new vacuum-operated warm-up regulator.



1978 Porsche 911 3.0-liter flat-6 engine

1978: A new, aluminum-block 3.0-liter flat-six replaces the 2.7-liter magnesium-cased unit. The 911SC—equivalent to the previous year's 911S—makes 180 horsepower and 187 lb-ft of torque. Thanks to an air-to-air intercooler, the Turbo moves further up the insanity ladder, producing an epic 265 horsepower and 290 lb-ft; turbo lag remains an issue.

1980: Those pesky emissions rules catch back up to Porsche, necessitating the Turbo take a vacation from the U.S. market. The 911SC continues unchanged, but with the 3.0-liter now uniform across the U.S., there are no differences between the California car and those sold elsewhere. Output lowers to '78 California car levels: 172 horsepower and 189 lb-ft of torque.

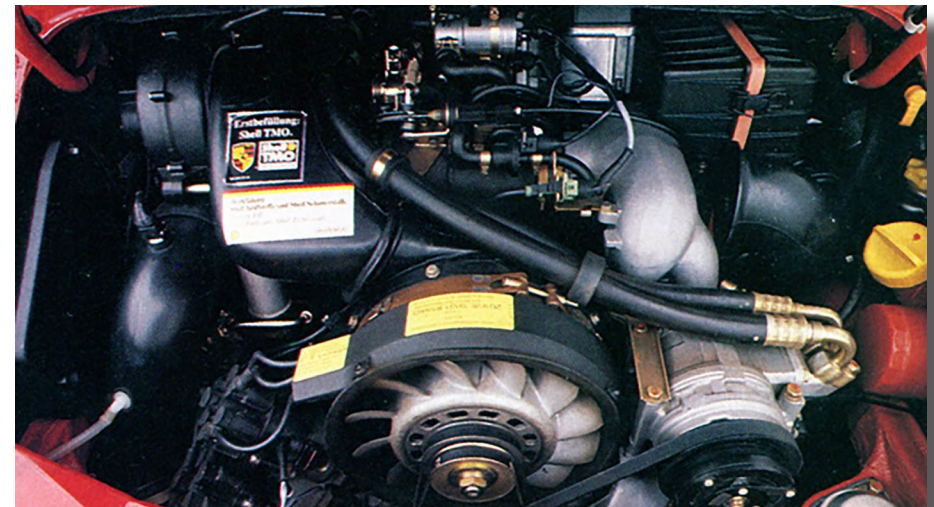
1983: Again, nothing about the 911SC's 3.0-liter six changes—and the Turbo is still MIA in the U.S.—but now the SC's engine can be paired with a convertible body style.

1984: The 911SC designation gives way to Carrera with the introduction of a new 3.2-liter flat-six. Still a SOHC engine, the 3.2-liter switches from Bosch's K-Jetronic fuel injection to the more modern Motronic system. Horsepower rises from 172 horsepower to a solid 200, but torque drops by 4 lb-ft from the 189 lb-ft of the previous year's 3.0-liter.

1986: The Turbo returns! This time, it's powered by a 282-hp, 3.3-liter flat-six. The Turbo's signature widow-making, boost-dependent dollop of mid-range torque checks in at 278 lb-ft.

1987: Changes to the 911 Carrera's Bosch fuel-injection system bumps the 3.2-liter's output to 217 horsepower and 195 lb-ft of torque. This necessitates the switch from the 911's long-running five-speed manual to a stronger Getrag unit.

1989 - 1994 ... 964 Generation



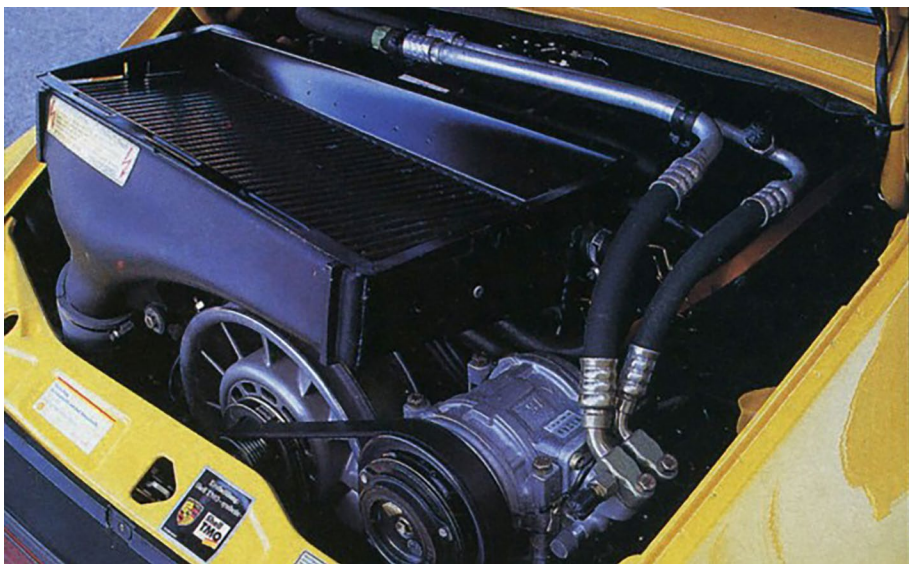
1989 Porsche 911 3.6-liter flat-6 engine

1989–90: The C4 911 debuts with a much larger engine, a 3.6-liter flat-six that's still all-aluminum. Predictably, power rises. The base Carrera 2 now makes 247 horsepower and 228 lb-ft of torque. The new all-wheel-drive Carrera 4 is slightly heavier, but its 3.6-liter engine is identical to the rear-drive 911's.

1991: The Turbo returns in the new C4 body style, but keeps the old 3.3-liter. A larger turbocharger and intercooler push output to 315 horsepower and 332 lb-ft of torque.

1992: A limited-production Turbo S, dubbed S2 here in the States, benefits from a revised fuel-injection computer. This gives it an advantage of 7 horsepower and 38 lb-ft of torque over the regular Turbo.

1994: Porsche swaps the Turbo's old 3.3-liter six with a new 3.6-liter unit, keeping the turbo and intercooler from the outgoing car. Output jumps by a substantial 40 horsepower and 52 lb-ft of torque.



1994 Porsche 911 Turbo turbocharged 3.6-liter flat-6 engine

1995 - 1998 ... 993 Generation

1995: The 3.6-liter flat-six gets hydraulic valve lifters and lighter internals, netting an extra 23 horsepower and 15 lb-ft of torque. There is no Turbo for 1995, but it would soon return.

1996: A new variable-geometry intake dubbed Varioram boosts output to 282 horsepower and 250 lb-ft of torque. The Turbo is reintroduced in the 993 body style, with twin turbochargers and dual intercoolers strapped to the 3.6-liter six. Porsche reigns in the Turbo's 400 horsepower and 400 lb-ft of torque with standard all-wheel drive.

1997: The Turbo is rejoined by a limited-edition Turbo S, which piles on an additional 24 horsepower thanks to increased turbo boost pressure. It is wicked expensive, costing \$150,000 at the time.

1999 - 2005 ... 996 Generation



1999 Porsche 911 3.4-liter flat-6 engine

1999: The 911's flat-six receives its most radical update ever: It switches from an air-cooled design to a water-cooled setup. Engine displacement shrinks to 3.4 liters, but a bevy of added technology brings output up to 296 horsepower and 258 lb-ft of torque. For the first time, dual overhead camshafts operating four valves per cylinder are used, and Porsche even throws in Variocam, a new two-stage variable intake valve timing system.

2001: Porsche introduces the 996 Turbo, which is powered by a twin-turbocharged 3.6-liter flat-six derived from its GT1 race car. It, too, is cooled via water and features Variocam tech, and produces an impressive 415 horsepower and 413 lb-ft of torque.

2002: The six in base 911 Carrera and Carrera 4 models grows yet again, now displacing the same 3.6 liters as the 993 model's air-cooled unit. Output swells to 320 horsepower and 273 lb-ft of torque. A new, Turbo-derived GT2 is introduced and lays a smack-down on the 415-hp Turbo with 456 horsepower and 457 lb-ft of twist. The huge power gain comes thanks to an additional 2.2 psi of boost pressure, for a total of 14.5 psi.

2004: The previously not-for-U.S. GT3 is brought over to the States. Essentially a naturally aspirated GT2, the GT3's 3.6-liter "Mezger" flat-six is borrowed from the

RSR race car and utilizes the same construction as the GT2 and Turbo that allows for cylinder removal. The internals are also lighter, with titanium connecting rods, shorter pistons, and shorter hydraulic valve tappets. The GT3 is the highest-revving 911, with an 8200-rpm redline; its 380 horsepower peaks at 7400 rpm, and all 284 lb-ft of torque is available at 5000.

2005 - 2012 ... 997 Generation



2005 Porsche 911 Carrera S 3.8-liter flat-6 engine

2005: Base 911s keep their 3.6-liter flat-sixes and output barely changes relative to the outgoing car, with output totals of 321 horsepower and 273 lb-ft of torque. The bigger improvements come from the Carrera S, which utilizes a larger, 3.8-liter flat-six making 355 horses and 295 lb-ft of torque. Besides boasting more displacement, the S's power advantage comes by way of unique fuel injectors and a reshaped intake.

2007: The 997 Turbo arrives with a twin-turbo 3.6-liter flat-six making an impressive 480 horsepower and 502 lb-ft of torque. New variable turbine vanes in the turbos account for most of the Turbo's increased output. Porsche's mighty GT3 also returns, this time with an even higher 8400-rpm redline and more power. Once again, it gets a 3.6-liter dry-sump engine, as well as lighter internals, a larger throttle body, and a higher compression ratio. Power grows to 415 horsepower and 300 lb-ft of torque.

2009: Direct fuel injection bumps the base Carrera to 345 horsepower and 287 lb-ft, while the Carrera S jumps to a GT3-challenging 385 ponies and 310 lb-ft of twist.

2011: The 911 family spawns yet another new member, the GTS, to bridge the gap between the S and the GT3. Its 3.8-liter six gets new cylinder heads, a unique intake, and a sports exhaust for a 23-hp advantage over the S.

2012: Along comes another special 911, this one based on the GT3: The GT3 RS 4.0. It features the largest engine ever fitted to a production 911, a 500-hp 4.0-liter flat-six. The crankshaft is pilfered from the GT3 RSR race car, and the connecting rods are rendered in titanium. A higher-flow air filter, modified intake manifold, and a freer exhaust are also part of the mix.

2012 - present ... 991 Generation



2012 Porsche 911 Carrera S 3.8-liter flat-6 engine

2012: Porsche debuts the all-new 991-generation 911 Carrera and Carrera S. Engine size in the base 911 once again shrinks to 3.4 liters, but horsepower increases by 5 to 350. The Carrera S keeps its 3.8-liter six, now making an even 400 horsepower and 325 lb-ft of torque.

2014: Yet again, the GT3 returns, but this time its engine is derived from the Carrera S's six instead of that of the RSR race car. As a result, direct injection joins the mix, but old-school GT3 tricks like titanium connecting rods, forged pistons, and dry-sump oiling return. Redline increases to 9000 rpm, and power increases to 475 horsepower and 324 lb-ft of torque. This year also sees the return of the Turbo and Turbo S, which add direct injection and get—you guessed it—even more power. The Turbo goes from 500 horsepower to 520 and from 480 lb-ft to 487. The S gets 30 more horsepower for a total of 560, while torque stands pat at 516 lb-ft.



Pizza Project Good Time Gathering

Story by Jim Bryant, Photos by John Reed

This pizza fiesta started about 3 months ago for us. Debbie and Kevin selected both of us as the guinea pigs for one of their first samplings. They made 3 different pizzas for us, two most would call entrée and one I might describe as a dessert type. The evening was great but the results showed Kevin needed to hone his skills a wee bit.

Kevin Bennett with
the goods: "Make way!
Pizza in motion!"



Enthusiastically, Jen and I accepted their second offer to be guinea pigs once again! We showed up at Kevin and Debbie's about a month later to try out a few new recipes Debbie had concocted and anxious to see how Kevin's pizza chef ability had improved. This time, the pizza making was an unqualified success, and we all realized that Kevin and Debbie's pizza making skills were ready for prime time. It was yet to be determined if 'prime time' meant 'mass production'. But, undaunted, Kevin and Debbie decided it was time to invite the entire club! It was fun and interesting to be sample guinea pigs, not only did we get to eat lots of pizza, we also got to see the evolution of the pizza oven.

Kevin purchased the oven kit from an establishment in Salinas that makes just such a kit for those willing to undertake the task. I also believe they sell completed ovens for those a little less adventurous. I would love to say "I helped" with the build but I must admit I provided little else than encouragement.

Zip forward to Aug 23 and the moment of trial by fire was at hand. The story goes that Kevin put the final bricks on the patio at 8pm the night before. Maybe that's why the last 2 were upside-down, but I'll never tell him! 48 people showed up to check out the new pizza oven and taste some real home made pizza. I'm not talking about 'made at home from your freezer' either! We got there early, as did Bill and Emilie, to help with the set up but it was almost all done already. The back yard was set up beautifully with tables, chairs and cloth table cloths; it looked like the Bennett's were getting ready



Kevin manages the wood fired pizza oven.

for high tea at Buckingham palace. The fire in the pizza oven was already going. Kevin explained the fire needs to be started well in advance to get the oven uniformly hot. By 5pm the house was full and the place was a rockin'. Jacqueline started to tell me all about her and Peter's upcoming trip to France in Sept. I told her, "You know Jen is going to be in Spain in Sept, maybe you should try and hook up"? I saw them later talking about the possibility but I somehow think it probably won't happen.

Appetizers were set up on the grub table which was just beside the oven. All the usual goodies were there for the choosing. There was one appetizer of special mention. Tony V. brought along, what I think, were chicken breasts stuffed with olives, peppers, and what



Sandy Provasi dealt pizzas to the throng. Here Rudi Herz gets the treatment as Ken Iles waits.



Guests had plenty of room to spread out. The Bennett's backyard garden was a near perfect setting for the Pizza Project.



Homer & Cindy Pitner think that they may have found a new home with LPR.

all else I don't know, complete with bacon strips criss-crossed on the top. The whole thing baked, cubed and served as finger food. Fantastic, how does Kris stay so thin?

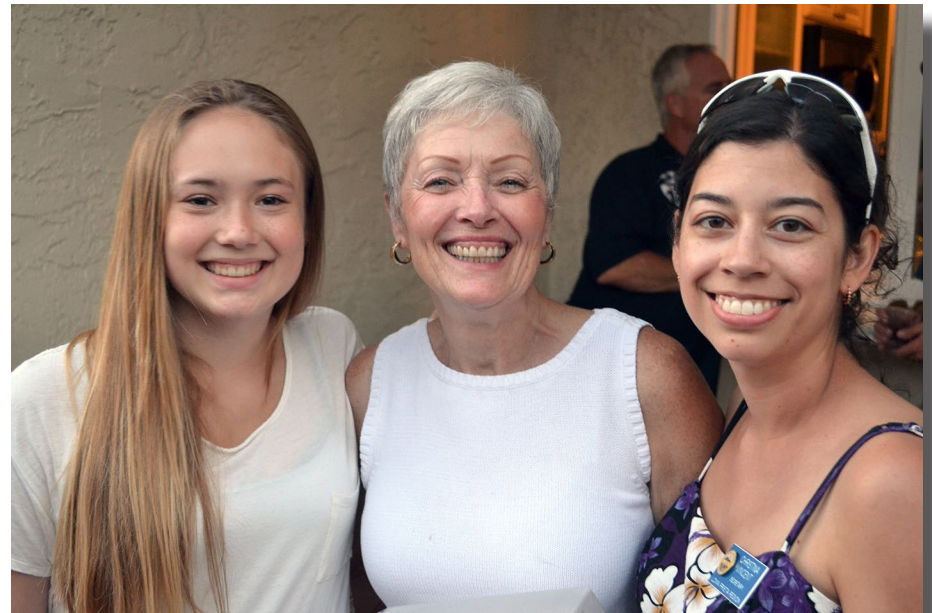
Soon thereafter, the appetizers were replaced by dinner salads on the grub table. Once the oven is hot, pizzas only take a few minutes to cook, and since there were 50 mouths to feed, efficiency was going to be the key to success! Pizza preparing, delivering, cooking and slicing was poetry in motion to watch. There was a continuous conveyor of Jen and Emilie walking between the kitchen and Kevin who was waiting at the pizza oven. The three ladies would each make a pizza in the kitchen; deliver it to Kevin then return to the kitchen to make another. Kevin would remove a freshly baked pizza from the oven and put it onto the

grub table. Sandy would slice it and within moments it would be devoured by the hungry crowd. Right after Kevin put the freshly baked pizza on the grub table one of the ladies would be there delivering another one right from the kitchen. Kevin would put that one in the oven. Just as he put that new pizza from the kitchen in the oven, one of the pizzas already in the oven would be cooked. He would remove it, place it on the table, Sandy would slice it and the whole cycle would begin again. The whole process repeated until 17 pizzas had been prepared cooked and eaten and everyone was full. My fear of "pizza mass production" to 50 hungry mouths was put to rest!

Just when I didn't think the food could get any better out come the desserts! The Jensen's brought a Strawberry Napoleon, from an old family recipe



Left, The top three flippers were Alex Bennett, Diana Hallock, Kevin Bennett (Flip Master) and Jim Bryant; Hal Hallock won his first go-round in the coin flip game.



Emily with grandmother Debbie Bennett and LPR Secretary Christina Vincent take a moment to pose and say that they love Kevin's wood fired pizza...who knows, will this be another LPR tradition like Soup Night?



Big money winner Diana Hallock (left) donates her winnings to Emilie Highley for her charity event.

and it was delicious. Other selections included cookies, pies, and two Tiramisus. YUMMY

After "The Feast" everyone participated in a gambling game Kevin had concocted. The rules were simple but everyone totally screwed them up anyway, I think a lot of people were playing dumb just to be difficult. To start everyone got a dollar coin. You chose a partner, one player tosses the coin the other calls it heads or tails. The rule was simple, the winner got both coins and then went on to compete

with someone else who won the first round. Again winner take all. This was repeated over and over until finally there were only 2 people left, both with a handful of coins. I am proud to say I was one of those two; Diane Hallock was my worthy opponent. Somehow Kevin managed to fix the toss so Beauty won over Bryant. Kevin had a surprise twist at the end; Diane had to play double-or-nothing against the People's Champion (Jim Davis, chosen by accolade). Diane won again. With one hundred dollar-coins in her hand, she was ecstatic! Then, to great applause she gave it all to Emilie as the first contribution to the charity event in September! Way to go Diane!

After the desserts were hoovered up and dollar coin shuffle finished, socializing under the Bennett's wisteria-laden arbor continued into the evening until it was time to go home. As always, the Bennett's put on a great event and this was no exception; it too was fab! Can't wait to be guinea pigs again!



VP Jackie Mitchell presents hosting gift to Kevin & Debbie Bennett for this great GTG.

**GTG and Brunch
at the**

Chaminade in Santa Cruz

**Sunday,
Nov. 16th**

**10 a.m to
1:30 p.m.**



You're invited to join us for this month's good time gathering at the Chaminade, renowned as one of the best brunches in the Santa Cruz-Monterey Bay area. The menu, with over 18 choices, also includes a carving station and omelets prepared your way. Mimosas, coffee, tea and juices are always in abundance. To add to your gourmet dining experience, the hilltop ocean views are spectacular.

We will dine in a private Porsche-themed room in which to enjoy the camaraderie that's always LPR!

**The cost is \$42.00 per person, payable to LPR/PCA in advance.
RSVP to your hosts, John and Angie Reed, not later than
Thursday, November 6th. Phone (408) 371-1965 or email
jpreed911@comcast.net. Send your check to:
14837 Donner Dr., San Jose, CA 95124.**

The Chaminade is located at:
One Chaminade Lane,
Santa Cruz, CA 95065.

**Complimentary valet parking is
available and recommended.**

**See you around the chocolate fountain
on the 16th!**



Chaminade
RESORT & SPA

BOARD MEETING MINUTES

LPR BOARD MEETING Minutes— September 2, 2014

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

Board Members present: Vince Vincent, Jackie Mitchell, Christina Vincent, Johnny Musser, Dave Dunwoodie, Les Schreiber, Anne Roth
Committee Chairpersons present: Larry Sharp, Emilie Highley, Steve Mitchell, John Reed, Ken Iles, Kevin Bennett

APPROVAL OF MINUTES

Motion made by Les, seconded by Anne and approved (7-0) to approve the August 5, 2014.

Board Member Reports

President: Vince Vincent

- PCA to create Manual of National Procedures and Policy to improve the Club's financial transparency. Will report further details as they become available.

Vice President: Jackie Mitchell

- Saturday, August 23 – The Pizza Project GTG hosted by Kevin and Debbie Bennet – 48 people attended Jim Bryant will do the write up for the Post. No fees were collected as voted by the Board at the June meeting. Submitting a Request for Payment in the amount of \$40 for the Thank You Gift Card to Applebee's for the Bennett's.
- Saturday, September 27 – 2014 Charity Event hosted by Bill and Emilie Highley – \$35.00 minimum donation. Wine – Appetizers – Live Music – A drawing for a Treasure Chest – Socializing – Surprises and More!!!
- Saturday, October 25 – Octoberfest at Jan McFarlane's home – Full

details in the Post

Secretary: Christina Vincent

- Once print-ready ballot is received from Member-at-Large, will be printing and mailing out ballots to all primary members. Ballots will be mailed toward the end of the month. Cost last year for printing, envelopes, labels and stamps was \$336. Asking for budget of \$340.00 for printing and mailing costs for this year's ballot.

Motion made by Anne, seconded by Jackie and approved (7-0) budget of \$340.00 for the cost of printing and mailing 2014 election material.

Treasurer: Johnny Musser

- June 2014 Financials - Income: \$4,121; Expenses: \$2,874. Expenses from Autocross, Family Picnic, Post and Membership
- 2014 Year-to-Date Financials
Income: \$40,582
Expenses: \$32,540
Net: \$ 8,042
- Steve Mitchell requested approval of \$29.99 monthly subscription for Adobe Creative Suite (software used to create Prieta Post). Further information see Post Editor report below.

Motion made by Anne, seconded by Jackie and approved (7-0) for subscription of Adobe Creative Suite at \$29.99 per month.

- Request for Reimbursement of \$441.95 to Kevin Bennett for Pizza GTG (\$422.01) and ice for Family Picnic (\$19.94)

Motion made by Les, seconded by Jackie and approved (7-0) to reimburse Kevin Bennett for Pizza GTG and ice for Family Picnic in the amount of \$441.95

- Discussed proposal to purchase a club laptop to be used by the treasurer. This laptop would be loaded with Quickbooks (software currently used) allowing all club financial information to be easily passed from one treasurer to the next. Also, would not need to purchase Quickbooks for each new treasurer or have to load on personal computers. Johnny Musser will look into minimum requirements for running Quickbooks so a suitable laptop can be found.

Membership: Les Schreiber

- Presented five (5) new members: Robert Lange, San Jose, 2013 Boxster S Charcoal Grey; Janice Nielsen, Aptos, 2004 911 Seal Grey; Sandra Rodrigues, Marina, 2008 Boxster S Gurards Red; Victor Askew, Ben Lomond, 1988 944S; Henry Nystrom, San Jose, 2000 Boxster

Motion made by Johnny, seconded by Dave and approved (7-0) to accept 5 new members.

Activities: Dave Dunwoodie

- MBRI Tour, led by the Prangrles, has

been moved from October 18 to November 1.

- Pacific Grove Tour November 1/2 has been canceled.
- Insurance has been ordered, received and delivered for Tech Session #3 (Sept. 13), Autocross #7 (Sept. 20) and Autocross #8 (Oct. 19). All observer's reports received within a day of the event.

Member at Large: Anne Roth

- Ballots are in the final stages. Still accepting nominations for Enthusiast and Woman of the Year. Will have the ballot finalized and sent to Secretary by September 15.

Committee Chairperson(s)—Executive Appointees Reports

Autocross: Anne Roth/Larry Sharp

- AX #5, second day of 2-day Zone event, was held on August 16 – 52 drivers
- Zone AX School 2-day event – 46 drivers, 23 instructors
- Registration for AX #7 September 20, day 1 of 2-day Zone event, is open

Charity: Sue Sickal/Kathy Musser – Not Present

- September 27th charity event will be held at the home of Bill and Emilie Highley. Committee had meeting and almost everything is in place. Minimum donation of \$35.00 per person. The proceeds will benefit two local charities: Silicon Valley Faces and Jacob's Heart. Complete details will be in the September Post.

Concours: Peter Ridgway – Not Present – No Report



Social Media: Laurie Delimon – Not Present

- LPR Facebook posts for August included August Prieta Post, promotion for WerksReunion and other Monterey Historics events, AX#5 results, AX#6 and Zone 7 course map, WerksReunion video (shared from PCA), AX #6 results, link to Motor Authority article on rumored new 911 GTS unveiling.
- August 2014 Prieta Post was sent out overnight on 07/1/14. Sent to 513 contacts, 231 Opens (47.8%), 116 Clicks (50.2%)
- August 2014 issue of the Prieta Post went out overnight on 08/04/14. Sent to 515 contacts, 240 Opens (49.5%), 108 Clicks (45%)
- August 2014 Mid-month Blast was sent on 8/14/14. Sent to 436 contacts, 200 Opens (48.5%), 26 Clicks (13%). Note: nearly 1/2 the click throughs were for the WerksReunion event

Goodie Store: Paul Seidel-Smith – Not Present – No Report

Hospitality: Emilie Highley

- Cards sent to Kathy Goekel (surgery) and Jackie Mitchell (broken arm).
- Jackie Mitchell visited Kathy and took her a plant from all of her LPR friends. While Kathy is still in rehab, visits from LPR are welcome. Will email contact info. Once she comes home, will plan some dinners for she and Gary.
- Called new members from last couple months, welcoming them to LPR. Of the 7 new members,

spoke to 3 “live” – they indicated appreciation for the call and hope to meet more club members at an upcoming event.

- Will call new members voted in tonight, over the next week.

Prieta Post: Steve Mitchell

- The September Prieta Post is completed and distributed.
- Currently creating the Prieta Post using Adobe Creative Suite (CS). Club has had a license to CS version 3 from long ago. CS3 is not compatible with MSFT Windows 7 or more current operating systems so it has been abandoned. I have been using my personal version of CS version 6, the last packaged version of Creative Suite on my Windows PC through the September edition.
- Recently changed to an Apple Mac and as a consequence need to obtain a Mac version of CS. Has tried the Mac software Pages and even Office 365 Word but they lack the flexibility and features of CS. These programs would also require learning a couple of new programs new photo publishing program is needed as Photoshop, a part of CS, would no longer be available.

Public Relations: Ken Iles

- Submitted article including two Autocrosses and Pizza GTG.

Safety: John Reed

- The Observer’s Reports for the August 16th Autocross was submitted to PCA National within a day after the event. No incidents to report. A copy was sent to the LPR Activities Director. Thanks to

Ed Tefankjian for doing the report. This was the only driving event for the month.

Tech: Peter Ridgway

- September 13 – Fremont Porsche – 9:00 am – \$2.00 per person

Tours: Kathy Musser

- No tours in August and none planned in September.
- October 4 and 5 – Gardnerville Tour – Reed-Bennett Productions. Tour is sold out. No longer anyone on waiting list due to one cancellation.
- October 9 and 10 – Beale AFB – Peter Ridgway and Les Schreiber. RSVP by September 9th. Contact info: Peter Ridgway – (408)255-6637 or peter_ridgway@sbcglobal.net also Les Schreiber – (408)316-8654 or les996@me.com).
- Those arriving on Thursday must make their own hotel reservations. Change of meeting place, now at main gate.
- Tour to MBRI, led by the Pangrles, has been moved from October 18 to November 1.
- Pacific Grove Tour (November 1 & 2) has been cancelled.
- Reminder to all tour leaders: if you choose to cancel a tour please notify the Activities Director and Tour Chair as soon as possible.

Web Master: Kevin Bennett

- Web host recommended update due for security. Updates caused problems with the photo pages. Was able to fix problems without purchasing software needed for the fix.

- Put photos for 6 events on website – 5 worked, 1 did not (was able to fix; problem due to photo format issues). Only 2 events remain to be posted to be up to date.

Old Business

- Reviewed recommendations presented at August Board Meeting from the Monies to Members Committee. No action from the board required for recommendations.

New Business

- Family Picnic 2015: Les Schreiber reserved Blackberry Farm for the Family Picnic for Saturday, July 25. Also, looked into Saratoga Springs. New VPs will need to be involved in planning of Family Picnic. Final decisions will be made by the incoming VPs.
- 45th Anniversary Party: Jackie Mitchell will work with Diana Hallock and Karen Morgan for the planning of LPR’s 45th Anniversary Party. Looking for dates in March 2015.
- Werks Reunion: Kudos to Tom Provasi on organizing and flawlessly executing an extraordinary event!

Next Board Meeting will be Tuesday, October 7, 2014 at 7 pm at Round Table Pizza, Union and Camden Avenue, San Jose.

Meeting adjourned at 8:10 PM.

Respectfully submitted,

Christina Vincent, LPR Secretary



ELECTION OF OFFICERS 2014

Ballots will be mailed to members in early October

Bob Morgan

Candidate for President

I am running for President of the Good Time Region. I have served LPR as President ('03, '04, & '06), Vice President ('02) Member at Large ('01, '05, '07), and Secretary ('08, '09). It has been a few years since I've been on the board and I'm looking forward to jumping back in.

Our region has been through a number of changes during the past few years and I think we need to reunite around our motto, "The Good Time Region".

The future of our region is in the new members and we need to continue to explore ways to attract our new members to participate in the events that we host, as well as becoming active on other levels.

2015 is the year "The Good Time Region" celebrates our 45th anniversary. We are fortunate to still have many of our founding and early members still active in the region. I'm sure we will find an appropriate way to celebrate, sharing the stories and photos of the early days of the region. We have many reasons to be proud of those early accomplishments.

I truly appreciate the expressed support of several current board members as well as several members of the nominating committee to take this opportunity to run for President. I would appreciate your vote.

Les Schreiber

Candidate for President

Les, a member since 2005, was encouraged to pursue the position of Membership Director with LPR at the 2006 Parade in Portland. Les has served as Membership Director ('07, '08, '13 & '14), as President ('09, '10). Les has also been LPR's Tech Chair and currently is Zone 7's Concur Chair. As a member of the LPR Autocross Team, Les is the face that greets you at the gate at Marina Airport. Les can also be found at most of LPR's GTG's and Tours.

Les enjoys being actively involved with LPR as a board member and would like to represent you as LPR's next President.

Diana Hallock - Karen Morgan

Candidate(s) Co-Vice Presidents

Diana Hallock has been an LPR member since 2006 and a school principal for 12 years. With extensive party planning experience, Diana enjoys creating unique events from casual to elegant. Equally important, Diana is able to combine fun with a balanced budget. Working as a Co-Vice President with Karen Morgan will provide years of LPR experience with new enthusiasm.

Karen Morgan: Bob, my husband, and I were happily welcomed at our first LPR event in 1999 by Ken & June Iles and John & Kathy Reed. We immediately knew that the "Good Times Region" of PCA was the car club for us due to the warmth of the club members & the myriad of activities offered. We jumped in to be of service. Over the years I have served as Treasurer, Secretary, & Member-at-Large (not to mention, "First Lady"). We have hosted many GTGs with my favorite being our almost annual St. Patrick's Day party. Although I have not autocrossed in a Porsche, I used to race a 240Z and retain an interest in the sport. As a semi-retired teacher, I now have even more time to devote to the club. I would appreciate your vote to continue the "good times" along with Diana Hallock. With her enthusiasm and my experience, we make a great team. Please consider voting for us.

Larry Sharp

Candidate for Secretary

Larry has been an LPR dual member for more than 20 years. Because he has always enjoyed the people and events of this fantastic group, Larry made LPR his primary region in 2011. Larry brings a wealth of PCA experience to LPR. Larry has previously served as PCA Zone Representative for four years, Region President twice, Zone 7 DE Instructor, and Zone 7 AX Instructor. He served as Co-Chair for LPR AX in '12, '13, & '14. He was also on the LPR Board of Directors as Member at Large in 2013. Larry is a true Porsche-phile. At Porsche Parade 2014 Larry won First in Class in AX, Second in Class in the Parade Tech Quiz and Third in Class on the Time and Distance Rally. During the 2014 Parade Larry was also the Parade Parking Chair as well as being on the PCA National Autocross Committee. Larry was on the committee that did the first ever Werks Reunion car show for PCA during Historics week in Monterey. Larry will strive to keep the tradition of Loma Prieta being the Good Time Region alive and well for future and current Members.

Hal Hallock

Candidate for Treasurer

Hal Hallock has been an LPR member since 2006 and has recently retired after 42 years as a commercial banker. Hal has served on numerous Boards including Rotary, the Villages Mens' Golf Club, the Boulder Creek HOA, and the Grossmont Community College Board, in many capacities including President, Vice President, Treasurer and Auditor. Hal has a love of cars, budgets, and friends, the perfect combination to serve as treasurer on the LPR Board.

Kathy Musser

Candidate for Membership Director

I joined LPR in 2005 shortly after I purchased my 1985 Targa from my brother. This wonderful car has opened a new world for Johnny and I. We totally enjoy the Porsche driving experience (even though it is old school cable clutch and no power assist whatsoever) and have become totally enthralled Porsche fans. When we joined LPR, we were made welcome to a wonderful group of people. I realized how important "membership" is.....we were made to feel like we were welcome



and wanted to become part of the “club”. LPR is an amazing group of people and has an incredible passion for their cars. I have never known such a welcoming group and would like to extend this welcome to future members as Membership Director.

Dave Dunwoodie

Candidate for Activities Director

Dave and his wife, Sheila, have been PCA members for 24 years. Dave was the past LPR Webmaster, past GGR Newsletter Editor (1998 & 1999), GGR Perc Bliss Award winner (1999), and in 2013 was awarded the Ken Iles Competition Driving Award. He is a proud member of the award winning LPR Autocross Team. Dave participates in Autocross, DE Track Days, Tours, Tech Sessions, Rallies, and instructs at many of the PCA Zone and BMW Chapter Schools and Clinics. Dave owns a 1970 911 RSR clone, and a 2008 Cayenne Turbo. Dave would like to continue to serve as Activities Director to help give back to the club.

Anne Roth

Candidate for Member-at-Large

Anne Roth is a longtime member of PCA and part of LPR since 2003. Anne is best known for being our AX Chair, a position she has held since 2010. Anne was named LPR Woman of the Year in '10 & '11. She received the Ken Iles Driving Award in 2012 and the GTG of the Year award for Trains, (No Planes) and Automobiles - An Evening at Roaring Camp. However, her proudest achievements are having the 2011 AX Team being awarded Worker(s) of the Year and the 2012 AX Series named the Specialty Event of the Year. Anne also assisted the PCA National Parade Committee and Larry Sharp coordinating the two day 2014 Monterey Parade Autocross. Anne and her 1967 912 Martina still have their deal. Anne has enjoyed her position as Member at Large and would like to continue for a second term in 2015.

Award Nominations

Enthusiast Man of the Year

This award goes to the man who best exemplifies the spirit of LPR. He is one who enjoys and participates in all aspects of the LPR experience. He is likely an organizer of tours or events, perhaps an autocrosser or rallyer, but absolutely a contributor. He might serve on the Board or be a chairperson, or he may contribute in many different areas. He is not interested in self-promotion, but in what is best for LPR.

Steve Mitchell - Editor of the Prieta Post '09, '10, & '11 receiving a National award each of those years, two First Place and one Second place in Class. Steve returned as Editor for '13 bringing back a full-color printed Prieta Post to the membership. This past year has been rather difficult as Steve had very serious cancer surgery near his brain in December '13 followed by radiation,

chemotherapy and further surgery in July. With limited successes Steve continues on chemotherapy with infusions every week at UCSF. Through all this very difficult hardship, Steve kept LPR's members and advertisers interests in mind and made sure that the Post was timely delivered every month, doing it all himself. Steve submitted the '13 Prieta Post and won 1st place in class at Porsche Parade for 2014. Through very difficult personal hardship Steve has maintained LPR's recognition at the National level with an award winning newsletter.

Tom Provasi – Long-time member and LPR representative at a National level.

This year, Tom was the PCA Chairperson for the Werks Reunion. He was in charge of organizing and running the Werks Reunion. He is also a long-time Parade volunteer and competitor.

Peter Ridgway and Tony Vanacore - Peter and his wife Jacqueline joined LPR in 2009 and drive a 1990 911 Cabriolet. Peter retired from Agilent Technologies in 2006 and now enjoys working on various home projects, lots of traveling, reading, outdoor activities and socializing. Peter has served in various LPR BoD positions. Peter presently is the Tech Chairman and was heavily involved in the organization of LPR's Annual Parts Heaven Swap Meet & Concours. Peter is always willing to lend a hand at any LPR event.

Tony and his wife Kris have been LPR members since 1992. They currently have a 1968 912 soft window Targa (Tony's autocross vehicle), a 1976 912E and a 2003 Boxster S. Tony has served on LPRs BoD as Activities Director. Tony has a knack for organizing tours, which he has often done. Tony is always the first to step forward to offer his services when LPR needs a Grill Master/Master Chef. He is a fixture at LPR's food service tent at the Parts Heaven Swap Meet. Together Peter and Tony feed the masses. Providing the one, two punch to make the food concession at LPR's annual Parts Heaven Swap Meet & Concur a record breaking success. A few short weeks later, Tony and Peter teamed up again in feeding the hungry Autocrosser's and Autocross fans at the 2014 Monterey Porsche Parade Autocross at the Marina Airport, an epic, 2 day experience. Tony and Peter are always eager and enthusiastic volunteers, letting others know that LPR is THE region. (two awards to be given)

Kathy Reed Memorial Award (Enthusiast Woman of the Year)

This award is given to the woman who, like Kathy Reed, has demonstrated a kind of enthusiasm and warmth, a willingness to organize, compete, host events, and dwhatever she can to make LPR the “Good Time Region”.

Emilie Highley - as Hospitality Chair, Emilie has had her hands full this year, not only with welcoming new members, but in organizing a number of member tragedies; LPR members who passed, faced illness and injuries, all handled by Emilie in a most appropriate way. Emilie made sure flowers were delivered, cards were sent, and even meals were organized for delivery by supportive members or delivered through a service. Members facing these hardships always knew that they were in the thoughts and prayers of fellow LPR members because of Emilie's dedication to the membership.



Jackie Mitchell - detailed oriented and dedicated to members having fun, current VP Jackie made sure social gatherings were properly organized by their hosts, timely advertised, and written-up in the Prieta Post. Jackie organized and managed a spectacular Awards Banquet and brought the Bad Boyz of BBQ to the Family Picnic to the delight of many members. She also proofreads and suggests edits to the Prieta Post every month and works continuously behind the scenes to help the club run smoothly. Jackie happily served on the Membership Directory and Charity Committees. She is currently proudly serving on the 45th Anniversary Committee. Jackie did this through a very difficult time this year with her personal struggles with Steve, her husband.

Kathy Musser - The list of Kathy's accomplishments and enthusiasm for LPR during 2014 makes her a candidate for the Woman of the Year honors. As LPR's Tour Chairperson Kathy managed overseeing nine LPR tours, both one day and weekend events, this included chairing the Soquel Vineyards Tour and assisting on two others – running and planning the route for one and setting up the lunch for another, much to the appreciation of the event chairpersons. Kathy filled in for the LPR Vice President and Secretary at two board meetings during the year as well as serving on several committees: The Charity Events Committee; The Financial Task Force; The Membership Directory Committee. Kathy also was the Chairperson of the Campbell Easter Parade and Lunch. Kathy has attended almost all LPR events during the year as well as the Porsche Parade in Monterey and the PCA Werks Reunion. LPR is very lucky to have Kathy Musser as a member, her presence is always friendly and cheerful and, without asking, she's always ready enthusiastically to volunteer to help where needed.

Sandy Provasi - Sandy has been a long time member of the LPR and has represented the club at numerous national events. She has participated in autocross and has won many national awards in this event. She has been the chairperson for Hospitality at Parade numerous times. She also assisted her husband, Tom, for the national Werks Reunion this year.

Christina Vincent - Christina serves on the Board of Directors as Secretary. She volunteers to help at events and fills in when others cannot attend events. Christina has participated in the PartsHeaven Concours and this year helped man the food table and with registration for this event. She is responsible for formatting and reproducing the ballot. She organizes the ballot mailings and ballot counting by arranging help of several club members. She also served on the Membership Directory Committee and was responsible for creating, editing and formatting the directory itself. She participates in nearly all club events. She represents the youth of the club and is able to communicate with both the young and seasoned members. She presents the spirit of the club by inclusion of all members and defends against anyone who tries to isolate other club members.

Harry Reed Memorial Award (Worker of the Year)

LPR's only honorary member, this award is presented to a member who consistently works to make events successful, even working "behind the scenes" to make the

event(s) enjoyable and run smoothly. It is awarded in memory of Harry Reed who worked "behind the scenes" and never even owned a Porsche.

Jackie Mitchell - see page 46

John Reed - John Reed continues to serve the club by attending nearly all the club events. He takes photographs at these events to be used in our newsletters and club website. Without John contributions, the newsletter and the website would have no "life" club members could identify with. John stepped up to take over the club position of Safety Chairperson, when a member needed to step down. John not only participates, he organizes and conducts multiple tours and good time gatherings for the club. He is also the face of the club, representing LPR at all events and any one he meets.

Kris Vanacore - Kris, a long time member of LPR, has been more than an active member. She has served on the Board in many capacities, has hosted GTG's, hosted tours and always been part of LPR's charitable endeavors. Never one to take an inactive role, Kris has continued her commitment to LPR, stepping up to help, organize and assist in any and all areas. If all of that wasn't enough, Kris has added Number One Fan to her resume-cheering on her husband Tony on the tarmac in Marina, as he autocrosses. Kris attends every autocross, not as a driver, not only as Tony's Number One Fan, but also as a valued member of the Autocross Team, holding the title of "Our Gal Friday"-or should it be "Our Gal Saturday/Sunday"? Kris, always with a smile, graciously sees to the care and feeding of all the autocrossers and handles any and all tasks that arise. This past year, if all of that wasn't calendar busting, Kris was also on the Nominating Committee, the Finance Task Force and is part of the planning committee for LPR's 45th anniversary celebration.

Newcomer of the Year

Jim Davis - This is not Jim's first year as a LPR member; however, it is the year that he has become extremely involved in the Club. He began the year as the Co-Safety Chair and from there became very active in almost all LPR activities. Jim is constant at the LPR Board Meetings. Jim can be seen at the LPR Tech Sessions, Tours, GTGs and Zone 7 Concours events. Jim hosted and organized his first tour, the A La Cantina Tour in July, an event attended by 30 LPR members. Jim served this year on the 2014 Nominating Committee. Ask Jim for help and he's always there. LPR is lucky to have Jim as an active member and, as such, should be honored with the Newcomer of the Year Award.

Bonnie Radding - Bonnie has recently become involved in LPR activities by attending numerous events. She single-handedly hosted her first Good Time Gathering while also doing the cooking of the main course. She continues to offer to volunteer and assist with events others put on for the club.

ZONE 7 & LOCAL EVENTS

Yosemite Region Presents the Porsche of Livermore Concours d'Elegance Sunday, October 5, 2014

Entry fee is \$25.00. Display cars are free.

All proceeds will go to charity.

Car placement begins at 8:00 a.m. Judging begins at 10:00 a.m. Lunch provided by Porsche of Livermore for all entrants and their guests.

Porsche of Livermore is located at 3100 Las Positas Rd. south of US 580, between Livermore Ave. and North First Street in Livermore, Ca.

For more information or to register,
contact: Paul Czopek at
axnut@att.net
or phone 209-531-8141

MILPITAS VETERANS COMMISSION 2ND ANNUAL CAR SHOW

SATURDAY, OCTOBER 18, 2014

10:00 AM - 4:00 PM

MILPITAS CIVIC CENTER PLAZA

455 E. CALAVERAS BLVD.

FREE & OPEN TO THE PUBLIC

FOOD TRUCKS

DJ

RAFFLES

EVENT HELD RAIN OR SHINE

ANTIQUES, CLASSICS, MUSCLE,
HOT RODS, SPECIAL INTEREST,
BIKES & MORE!

REGISTER YOUR CAR TODAY!



For more information call (408) 586-3210

WWW.CI.MILPITAS.CA.GOV

PROUDLY SPONSORED BY



408-586-2680



BAY 101
CASINO



FCC Collision Centers

FAMILY OWNED AND OPERATED FOR OVER 35 YEARS

Milpitas, (408) 263-9999 No. Mtn. View, (650) 964-1047
Sunnyvale, (408) 400-2440 So. Mtn. View, (650) 965-1440



Goodie Store

\$125

\$35

\$30

\$45

\$30

\$28

contact:
Paul Siedel-Smith
 (925) 784-5539 • porschepaul77@gmail.com

Prieta Post Advertising Rates

Full Page Covers: \$1,875/yr (inside cover, inside back or back)

Full Page: \$1250/yr,

1/2 Page: \$625/yr,

1/3 Page: \$450/yr,

1/4 Page: \$325/yr.

Optional Add-ons:

Advertiser provided and installed logo on LPR AX trailer: \$250/yr.

Advertiser owned banner displayed at LPR AX events: \$100/yr.

BMW PORSCHE JAGUAR MERCEDES

Custom Alignment
 Balance and Brakes
www.customalignment.com

**FOUR WHEEL ALIGNMENT
 CORNER WEIGHTING/SCALING**

Tire Wear Analysis • Steering Repairs
 Front End Rebuilding • Shock Absorbers
 C.V. Joint Service • Vibration Correction
 Wheel Balancing • Custom Wheel Balancing
 Tire Turning • Performance Scaling
 Corner Weighting • Brake Service

(650) 961-5311

2599 Wyandotte St., Unit A • Mountain View, CA 94043 • Hours: M-F 7:30-5:30

ACURA BMW PORSCHE JAGUAR MERCEDES

LEXUS VOLKSWAGEN FORD

Dell auto body
 & REFINISHING

Years of experience, talented journeyman coupled with top flight materials

One management group and location with:

Exotic AUTOWORKS
 Silicon Valley's Finest

Log Gates Transport

Specializing in Autobody & Paint for all Luxury & Exotic Cars

See the difference in our Towing Services & Transport

Dell Auto Body & Refinishing
 951 Camden Avenue, Campbell, CA 95008-4105
 T - 408-370-0189, F - 408-370-0618
 Email: carlos@dellauto.com or john@exoticautoworks.com

DON WISE'S AUTOWERKS THE PORSCHE SPECIALIST

We service the  Porsches you drive every day, from old to new, We do them all.



1320 Dell Avenue, Suite E
 Campbell, CA 95008
info@donsautoworks.com

(408) 871-9108



35 years of experience in all things Porsche



To make sure your Porsche is in the best hands, drive into Borelli Motor Sports in San Jose. **David Graff, ASE**, has joined our team from Performance Art in Gilroy. Dave brings more than 35 years of experience in all things Porsche — especially suspension tuning and alignment — to maximize your car's handling and performance.

Dave, Scott Riechers and the rest of the Borelli Motor Sports team can handle whatever you need:

- Touchless tire mounting
- Tires and Wheels
- Brakes
- Full vehicle maintenance
- Engine rebuilding
- Precision alignment
- Suspension tuning
- Steering
- Free loaner vehicles
- Car detailing
- Customization
- Fabrication
- Track Support
- Race Car Rentals
- Arrive and Drive



Located within Club Auto Sport
521 Charcot Ave., Suite 211
San Jose, CA 95131

www.borellimotorsports.com

408.770.1220

UNCLASSIFIED ADS

FOR SALE

Set of Porsche "NO" approved tires. Goodyear Eagle F1 Asymmetric 2 with only 2901 miles on them....235/40ZR19 & 265/40ZR19. Just removed them from my 2014 Boxster S. Tire Racks price for the set is \$1,284.00.....Price reduced \$500.00. If you don't need tires today....you will soon and these are less than half price. Contact Ed at 408-221-3189 or edjt@earthlink.net



FOR SALE

Four (4) Hoosier Slicks mounted on 18 " Porsche Rim's

Tires are P-245/35 ZR18 A3503 (2)

Tires are P-285/30 ZR18 A3503 (2)

Will sell all four PLUS Craftsman Torque Wrench and Floor Jack for \$800.00

Les Schreiber 408-316-8654 or les996@me.com

Unclassified Ads are available at no charge to PCA members. All ad copy must arrive by the 8th of the preceding month. Ads will run for 3 months on a space available basis. Please notify the editor when you sell your item, or if you want to re-run your ad after 3 months. Non-members fee is \$10 / month per ad. Checks should be made payable to LPR / PCA. Send ads to: Steve Mitchell, email: prietapost@gmail.com

Wheel
Techniques

www.wheeltechniques.com



3280 Edward Ave #D
Santa Clara, CA

REPAIRING RIMS
SINCE 1986

(408)
496-6363

John
Mercurio

Bent / Cracked Rim Repair
Curb Rash Repairs
Major & Minor Repairs
OEM Factory Color Matching
European Hyper Silvers
2 & 3 Piece Wheels
Custom Painting / Polishing



► **The repair shop that comes to you!**

Make
the Call
Today!

MOBILE WORKS WEST
TRADITIONAL PORSCHE SPECIALIST

Sr. Mechanic, Porsche Repair Specialist

TOM AMON

408.429.0545

**SERVICE
REBUILDING
RACING**

YOUR GARAGE or OUR SHOP

912 - 911 - 930 - 964 - 993
Years 1965 - 1998

MobileWorksWest.com
MobileWorksWest@aol.com



Environmentally friendly process
Over 25 years experience in Automotive industry
Free Estimates

Dent Removal • Headlight & Bumper Refinishing
• Scratch Removal • Mobile Service



The "Art" of Paintless Dent Removal

(408) 370-3368 (DENT)

60 E. Sunnyoaks Ave. Campbell, CA 95008

www.dingsanddents.com



**CHECK
IT
OUT!**

Watch a slide show of
images from recent events
with the new LPR photo
pages on our website:

<http://lprpca.org/>

**Everything
Porsche®
from 356A
to TurboS**

- New, used & rebuilt Porsche® parts
- All years, all models: 356, 911, 912, 914, 924, 944, 968, 928, 930
- All used parts from rust-free CA cars
- Friendly, knowledgeable staff
- We ship UPS daily
- Mon-Fri: 8-5, Sat: 9-3 Pacific Time

800.767.7250

Tel 510.782.0354 Fax 510.782.0358
www.partsheaven.com

PARTSHEAVEN



AIRBAG SERVICES
AUTHORIZED INSURANCE REPAIR FACILITY
COMPLETE AUDIO/VIDEO DIVISION
CONVERTIBLE TOP SPECIALISTS

Specializing in Insurance Claims:

- Audio
- Comprehensive
- Fire Damage
- Flood Damage
- Glass Replacement
- Stolen Recoveries
- Vandalism
- Water Damage

- AIRBAGS
- ALARMS
- AUTO UPHOLSTERY
- CARPETS
- COMPLETE INTERIORS
- CONVERTIBLE TOPS
- DASHBORD R&Is
- DASHBOARD REPAIR
- DASHBOARD REPLACEMENT
- DYE WORK
- GLASS REPLACEMENT
- HEADLINERS
- IGNITION/LOCK REPLACEMENT
- NAVIGATION SYSTEMS
- OEM LEATHER REPLACEMENT
- SIMULATED CONVERTIBLE & TOPS
- STEREOs
- SUNROOFS
- VIDEO EQUIPMENT
- VINYL/LEATHER REPAIR
- VINYL TOPS

(408) 727-2292

852 Aldo Avenue • Santa Clara, CA 95054
Web Site: www.bascomtrim.com • Fax (408) 727-0521

Welcome Home...

*May nothing
but joy and contentment
walk through your door*



Emilie Highley

Office 408.357.8622
Direct 408.768.2565
ehighley@apr.com
emiliehighley.com



apr.com | **LOS GATOS** 750 University Avenue 408.358.1111

TJP Painting

Finest Quality Workmanship

Commercial/Residential

Competitive Rates

Join our long list
of satisfied
clients

Tom Provasi

Owner

Lic# 442359

408-293-0100 (O)

408-210-1505 (M)

www.tjppainting.com



Painting
specialist and
LPR member
since 1979