

Volume XXXVI No. 6 June 2006



PRIETA POST

THE OFFICIAL PUBLICATION OF THE LOMA PRIETA REGION - PCA • <http://lpr.pca.org>

TOURING NORTH BAY BACKROADS

**This Month: Sunsets & Sausages • Autocross #4 •
Swapmeet & Concours**

**Reporting: Crab 32 • Cayman Tech • Backroads
Tour • Autocross #2 • Easter Parade**

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2006 What's Happening

June

Thursday the **1st** - Board Meeting at Mountain Mike's in Los Gatos.

Sunday the **4th** - LPR Swapmeet and Concours at PartsHeaven in Hayward. Pretty cars and pretty parts and a pretty good way to spend a Sunday morning.
See the ad on page 34.

Saturday the **17th** - Sausages and sunsets in Monterey with the Prusses. Check out the particulars for this GTG on page 10.

Sunday the **18th** - LPR Autocross #4 at Marina. Come out and Minuet with the cones.
See the ad on page 23

July

Thursday the **6th** - Board Meeting at Mountain Mike's in Los Gatos.

Saturday the **15th** - The Peak to Peak Tour. Led by LPR Tour Chairman Jay Patyk under the careful oversight of his wife, Kim, this tour promises scenic vistas and succulent German food. See the ad on page 9.

Saturday the **29th** - LPR's annual Family Picnic. Eat a little, drink a little and play a little as we gather for an afternoon in the sun. Check out the ad on page 14.

Sunday the **30th** - LPR Autocross #5 at Marina. Come out and beat up those cones. See the ad in next month's POST.



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See back cover

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June 2006

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Cover Photo:
The Point Bonita
Lighthouse as
seen on the
North Bay
Backroads Tour.

Photo by John Reed

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Full Page—\$660 Annually

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Racing Boots

Bob Morgan, President



We just finished hosting our second overnight tour. Our first was a tour to Big Sur that we hosted soon after we became active in LPR. What we lacked in experience, we tried to make up for with enthusiasm. It was a small tour, six cars as I recall, but we made some lifelong friends at that tour (of course it helps when you all share a room).

This time we went to Santa Rosa via Glen Ellen. We had lots of excellent help with John Reed & Angie Sharp helping Karen & me pre-run the route and cover the details. It was a bit of work, but we had fun and learned a lot about planning a tour. Jay Patyk has enlisted John Reed and Ken Iles help to compile a primer on tour planning, and I heartily encourage you to host a tour and use the primer.

We had a total of 10 cars, we had hoped and planned for more, but 10 cars is a nice size—we didn't have to split into two groups, and we didn't overwhelm the wineries (although one was surprised). We had a great time with the Hallocks on their first tour with LPR. Lowell (goes by Hal), and Diana bought our breakfast at Carrows. Now that's a smart move, because we took great care to keep them near the front of the group (I guess I can be bought, and cheaply at that). Hal commented that he'd been on tours with other groups and ours was "the best". I'm sure you say that to all the tour leaders, Hal. They did seem to hit it off with us all and they came away with at least one case of wine for their troubles. It was great to get to know you both.

It was Kris Vanacore's birthday (don't tell me you forgot!) so we sang her a Happy Birthday song in the Carrows parking lot. I must admit, Tony tipped me off. It was really nice to relax with Kris & Tony. Kevin & Debbie Bennett were there, too. We drove up Bennett Valley Road in their honor. Turns out, the namesake of Bennett Valley was some sort of squatter or something. Isn't that right Kevin? Interesting to name a Valley after him...

I must have bent Jay Patyk's ear for hours about Porsches. The more we drank the more I waxed on. Jay is a very polite guy. He even seemed to be enjoying the conversation. Kim and the girls were chatting about something around the pool. I think I heard something about equipment...well never mind.

Don & Pam Wise joined us, and we ended the tour escorting them through the back streets of Santa Rosa (and a couple of other towns) in search of fresh fruits. Karen was not about to pass up an opportunity to visit those roadside stands. We searched for the "Honey Tasting" shop, but it was closed on Sunday. We had to stop at Foster's Freeze instead. I must warn you that the Crane Melon Barn is not a fruit stand, but rather a "boutique". Now Boutiques don't really excite me, but I did find a priceless gift there. You can be sure that it will be presented at the right time to just the right person.

Dick and Mary Wallace attended the tour; we've been seeing a lot more of them recently. I didn't get to spend much time with them, but maybe next time! Both they and the

Antonowicz's drove their "other cars". I know Tony was waiting for his steering wheel to be re-covered. "It's in the mail", but it wasn't back in time for the tour.

I remember leaving Greg and Sue Sickal at the Coppola Winery (which was a great place to brunch by the way), and as it turns out, they got one of the first full tours. If you've read the past few years of POSTS you know how the Morgan's and the Sickal's get along.

I didn't want to write up the whole tour, but I guess I did. Don't forget, coming up is the Swap meet and Concours on June 4th at PartsHeaven. This is a fantastic opportunity to wash & shine the car, because there is a good chance you'll come away with a prize. Many first-time concourers have cut their teeth at the PartsHeaven Concours, so have a go. Especially if you haven't done it before! By the way, we need judges (Tony, Ralph, Kirby, Greg), so come on up to Hayward on June 4th. If you're more the Swap-Meet type, there will be bargains galore. Who knows, you could buy a whole car! LPR is hosting the BBQ so we can use your help cooking or serving once you've bagged your bargains.

Immediately followed by the Driver's Ed at Infineon Raceway on Monday, June 5. Then it's Karen's Birthday on June 6. 06/06/06. Uh oh...

Hope to see you at an upcoming event,

Bob Morgan

I LOVE A PARADE !

We are touring to the Portland Porsche Parade in August and you're invited to drive along. The team of Iles/Reed & Sharp are your tour leaders; consider yourself warned.

We will depart on Friday morning, August 4th. Our destination for this day is Crescent City, Ca. We have reservations at a local motel at a very reasonable rate. On Saturday, August 5th, we will complete the journey to Portland.

Don Wise of [Don's Autowerks](#) is offering a free safety inspection to anyone touring to Parade. You can schedule an appointment at 408-971-9108.

**The deadline to RSVP for this event is July 10th firm!
Confirming earlier is greatly appreciated.**

Phone Ken Iles (650) 941-9038. Operators are standing by.
All tour details available after you RSVP.



A Iles/Reed-Sharp (very) limited production. Some assembly required.

POST POSITIONS

Kevin Bennett, Editor



Options

After what seemed like weeks of unceasing rain, I was walking down Capitol Avenue on my way to the bank when I noticed a couple of Mallard drakes paddling like mad as they motivated their little feathered butts against the current in a determined effort to move upstream on Penitencia Creek. The flowing water alone was rarity enough to justify more than a casual glance, so I stopped for a moment to watch them as the lead duck seemed to falter in his pace and the trailing duck took the lead. I briefly contemplated the notion that these ducks might have some innate understanding of the principal of drafting, then reconsidered, and as I was dismissing the idea as too advanced for the species, the lead drake entered a narrowing of the rivulet and came to an abrupt halt in his progress. In just a couple of seconds he recognized the problem, spread his wings and, with a flap and a splash, took to the air, thereby simultaneously overcoming the obstacle of the swifter water as well as expediting his journey upstream. In short order, the second drake followed suit.

As I continued on my walk, I contemplated this little brush with nature and the fact that, at least when it comes to transportation, ducks are blessed with a lot of options.

Of course, when it comes to options, no species is on an easy street like good old Homo sapiens. We humans have transportation options that beat the pinfeathers off of ducks. In fact, in the United States at least, options in general seem almost limitless. Education, career path, recreation, geographic location and climate, consumer goods, housing and food choices are all just a part of the plethora of brass rings that are within easy grabbing distance of any resident of the U.S. The assortment of options available are so bewildering that some people find it difficult to cope with the responsibilities of dealing with them and find themselves marginalized; living on the fringes of society. This is part of the downside of living in a society that places such importance in personal freedom, and freedom really just amounts to having a whole lot of options.

So I find it ironic that our elected representatives work so hard at limiting our options when it comes to the selection process of... our elected representatives. Think about it. We are a nation that prides itself on freedom. We are “the land of the free, and the home of the brave.” We ride freedom trains, participate in freedom marches and parades, and we beat our chests and proclaim that we want to bring freedom and democracy to the rest of the world. But at home, our representatives work overtime to limit our freedom through the gerrymander of electoral districts, locking them in as “safe” for one party or the other, thus ensuring that the same people or party will get elected over and over again.

Every two years the House of Representatives has 435 seats in contention. In 2004, a net total of only 4 seats changed parties. Four seats with a controversial war on!

That is less than one percent of the seats in contention. If you think about it, it is almost laughable that maintaining party control of electoral districts is about the only thing at which you can say the legislative branch is truly effective. In 2005, Governor Schwarzenegger tried to address this issue with Prop 77, which had the goal of turning redistricting over to a panel of retired judges. In my opinion, Prop 77 didn't go far enough. I felt that the redistricting panel should, by law, have access to population numbers only, with no access to any other demographic information. Can you imagine how refreshing it would be to have a legislator have to decide an issue based on what is best for everyone, rather than just what is best for a defined demographic slice which represents a "safe" majority in his home district?

Apparently California voters are quite pleased with their legislator's consummate skill at holding onto seats because the governor's initiative received only 40% of the votes cast. Paradoxically, the initiative's opponents succeeded in portraying Prop 77's panel of judges as some evil, Machiavellian manipulation that would somehow degrade the citizenry's voting rights, when, in point of fact, the manipulation that was portrayed as such an anathema is exactly the system that they voted to preserve.

Since the issue seems too esoteric to be corrected in the mud pit of California's proposition politics, and it is almost certain that the California legislators aren't about to "fix" something that keeps getting them re-elected, I guess when it comes to my options regarding redistricting and my choice of candidates, my only choice is to keep stewing about it. As an option, it's really not much of a choice, but at least when it comes to stewing about things, I'm good at it.

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THE PEAK TO PEAK TOUR



**JAY & KIM
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PRESENT**

**SATURDAY,
JULY 15**

Mark your calendars to join Jay & Kim as they lead us on a one day tour to spectacular views from Jacks Peak in Monterey to even more scenic vistas from Fremont Peak near Salinas. Following our peek from the peaks, the group will wend its way to San Juan Bautista for a late lunch at Joan & Peter's German Restaurant.

The tour will leave from the Wells Fargo Bank parking lot at the corner of Camden and Almaden Expressway. The tour will begin assembling at 8 A.M. with the drivers' meeting scheduled for 8:15 and departure promptly at 8:30. Jay & Kim have precisely timed the first leg to arrive at Jacks Peak Park at 10 A.M. **The cost for this tour is \$13 per car.**

**Please RSVP to Jay & Kim by Sunday,
July 9th, at 408-269-4836 or email
jaypatyk@aol.com.**



The restaurant will run \$9 to \$12 per entree with a choice of: assorted sausages; breaded pork chops; chicken piccata; or Cajun chicken salad. Joan & Peter have a plethora of German wines and beers of which you may choose to partake, so budget your appetites and your pocketbooks accordingly.

Sunset by the Bay



Saturday June 17

5-9 pm

Cheryl & Joe Pruss would love to share their sunset view from their beautiful Monterey Bay location. The beach is accessible from the property – or from a short walk to steps. Be prepared to enjoy the beach too! Bring appropriate shoes for beach walk, a towel or whatever you need to enjoy the adjoining beach if you wish.

- We will serve gourmet BBQ sausages from the famous Corralitos meat market with all the trimmings.
- Call for sign up for side dishes (starters, salad, condiments, dessert).
- Bring a jar of your favorite mustard (there will prizes!)
- Beer & wine, sodas and water will be provided.
- The cost is only \$10 per person

Parking will be provided – on site or adjacent properties.

Directions – Take highway 17 to Santa Cruz, exit on Highway 1 South. Take Soquel exit. At first light make left & travel about 1/4 mi to 17th Ave. Make a right. Go straight down 17th through 3 traffic lights (about 1 mi) & cross over Portola Ave. You are now on East Cliff Drive. Follow East Cliff Drive & cross 26th Ave – ¾ mi. Our home is at 2-2628 East Cliff Dive. The driveway is on the right, 4 driveways after the stop sign at 26th. Look for LPR sign on the street. Our home is at the end of the driveway.

Please RSVP after June 7, 2006 to Joe or Cheryl at 831-477-0740 or respond early by email to cpruss@pacbell.net.

MEMBER NOTES

*Ed Tefankjian,
Membership Director*



Karen and I are off to Armenia and Greece; I'm sure we will have lots of stories to tell and pictures to share for the July POST when we return.

I'm pleased to introduce the following members that recently joined LPR:

New members from PCA

- William Charron, San Jaun Bautista, 1972 914
- Brian Arnold, Aptos, 1999 986 Boxster
- Christian Courtney, Mexico, 1966 911S
- Ward Howard, Scotts Valley, 2002 996
- Eloise Mills, Aptos, 2000 986 Boxster
- Kurt Skelton, Santa Cruz, 1986 944

Transfers in

- Gale Tschuor, Watsonville, 2000 GT3, from CIN
- Ronald Wong, Los Altos, 2005 997S, from GGR
- Todd Todd, Watsonville, 1958 356, from SAZ

LPR Membership

- Total = 547 (Primary = 304, Affiliates = 243)

Ed's tips for June:

- How is your Porsche running? Don't forget to keep your fuel delivery system clean; gum, sludge, carbon and other deposits can reduce the power and performance of your Porsche. There are several products on the market that help keep your fuel delivery system clean. Every three months I add Swepco 503 to a full tank of gas (you can get Swepco 503 at Don's AutoWerks).

- There are lots of activities planned for this summer and fall, check out the POST calendar. Just think John Reed could be taking pictures of your smiling face for the POST. Be careful, John has been known to take pictures in the men's room. Mark your calendars now so you don't miss out on all the fun.

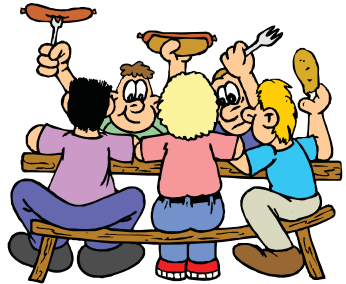
- Don't forget if you change your e-mail address, etc. just send the new one to me (edjt@earthlink.net). Then I'll update your LPR file and then you will get the latest info!







LPR's Annual Family Picnic Saturday, July 29



This year's picnic will be held at Vasona Lake Park from 11 A.M. until 3 P.M. Your Board of Directors will be barbecuing hot dogs, hamburgers, and veggie burgers.

The park has train rides, paddle boats and a carousel nearby, and other activities are planned for the kids, as well as to keep the adults out of trouble.

Watch for full details in the July POST. See you there!



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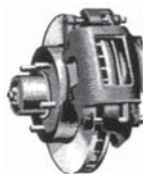
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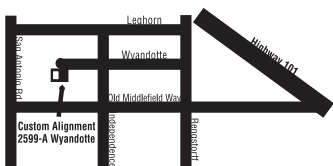
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AX#2 - Cone Dancing at Marina



Brad Zucroff, who drove from Las Vegas in his new Cayman for this autocross, chats up Cathy Carlson.



Alan Gale goes cone diving, one of the AX Chairman's many duties.



Above: Barry Pangre collects his time...

Left: Linda Smith and Paul Gregory are good friends. It looks like Paul is trying to prevail on that friendship to renegotiate his time.





Omigawd! Look! A cone is running amok!

I guess Larry Smith thinks he's number one... wonder what Linda thinks of that?





Barry Pangyle had been having problems with this cone and thought he might try some obedience training... "Stay!"

More Cone Dancing



Alan Gale: Professional Cone Extractor.



Finally! A driver gets run over by a cone! Tim Benson is the poor unfortunate.



Another cone got loose and Cathy Carlson managed to wrestle it to the ground with no injuries.



Cathy Carlson and Logan Murray love those autocrosses!



This car's owner must have some sponsor patches on his racing suit.



Barry Pangrle and a disobedient cone.



Paul Gregory once again acknowledges his many racing fans.



Brad Zucroff and his Vegas Cayman do the cone dance.



A racing cone.



A Beamer showed up for the dance. The driver makes some adjustments on the fly... no time to take the helmet off.



"See you at AX#3."

CRAB 32



story by and photos Terry Gregory

So here I am wondering what was I thinking-maybe I could blame it on too many glasses of wine at the reception-Somehow Linda Smith reminded me I volunteered (read was coerced) to write the article for the POST on Crab 32. Crab 32 actually stands for Concourse, Rally, Autocross, Bash. I should have known with Bash at the end it wasn't going to be your ordinary car rally. Here goes....

The Crab 32 weekend, April 7th-9th, put on by the Sacramento Valley Region of PCA was headquartered at the Towe (think towel) Auto Museum located close to Old Sacramento along the river with good access from all directions. We ended up caravanning with the Smith's, arriving on Friday night for Registration and the Funkana. As you may remember



Monster Boxster in motion as Larry Smith works on second in his class at this event. Great photography!

(although I'm trying to forget) April was a very rainy month. Of course Friday night it was pouring. It made for a good excuse to stay in and drink wine at the registration reception, mingle with old friends and be introduced to new ones. Turns out 4 zones and 9 regions were registered with about 90ish cars. LPR was represented by Tom and Sandy Provasi, Nanci Bishop and Paul Seidel Smith, Larry and Linda Smith, and Paul and yours truly (Terry) Gregory. It was raining so hard and we were having such a good time (mmm maybe this is why I'm writing this) we thought the Funkana was cancelled. Wrong. It was held a short distance away, under an overpass in the dark. Too bad we missed this one. It sounded like a cross between a rally, autocross and cosmetology class, driving around being timed doing multitasks. All I can say is Saturday at autocross I kept kicking myself about missing it every time



Terry Gregory poses with, what else?... a crab flag.

the announcer commented on how great Larry Sharp (our Zone 7 rep) was at putting on lipstick and how Manny Alban (PCA's National Secretary and Parade Chair) from Zone 2 out in Chesapeake Bay Region had called his

❖ Crab 32...

wife and told her Friday night he was under an overpass with 5 guys putting on lipstick!

Speaking of Saturday there were several choices of events from which to choose; driving tours, walking tours, and of course my personal favorite, autocross. The autocross was held at the San Joaquin County Fairgrounds in Stockton. There must have been 58 drivers and about 37 cars. We arrived early to do the “tire” change thing. The course was being set-up along, around, and thru the mud puddles. Oh boy, this should



Terry Gregory takes her shots at the cones.

make for some great looking spins.



Larry and Linda Smith pose with their: a. autocross awards or, b. dirty Monster Boxster award.

After all there was a “Snidley Whiplash Bassackwards” Award for the honor of providing great “crowd entertainment”. When things got slow on the grid waiting to get out on the track, we were known to start chanting, “Snidley, Snidely, Snidely.” The 2 hottest 914’s in Stockton that Saturday were battling it out for 1st place TTOD. That would be LPR’s own Tom and Sandy Provasi and SVR’s Steve Nisloney and Joy Searse-Nisloney. Steve and Joy took TTOD men’s and ladies with Tom and Sandy taking 2nd. I still wonder if this was because the Nisloney’s were on “home turf” or the fact the Provasi’s were

celebrating their 22nd wedding anniversary the night before and didn’t show until noon. LPR’s Larry Smith placed 2nd in his autocross class driving the Monster Boxster.

Saturday evening was the Crab feed and Day 2 awards ceremony along with door prize drawings and stories from the driving tour, walking tour and autocross flowing non stop. No rain on Saturday, now only if the rain gods would hold off one more day.



And the Provasi’s orange crate was on hand to duel for top time of day.

Sunday morning we awoke to another nice day (think not raining). There was a rally, Concour and Beer & Brat party planned. Having to “check out” by noon, we opted not to do the rally but headed over to Towe to check out

❖ Crab 32...

the museum and Concours entries. We arrived around 10:00 a.m. as they were staging the cars. We parked in the “others” parking lot. WOW! Mike & Sue Ambrozewicz drove up in their brand new “paper plates” Carrera GT. Talk about drooling. A few special people sat in the car and had their pictures taken. (Sadly, I was not one of them; I think I would look o.k.). Somehow Tom Provasi (probably told them he wanted to check something about safety) was able to “test drive” the incredible machine. After exiting from the car our National Safety Chair was heard to say “Boy is this thing safe and, oh yeah, fast”



After this event, Linda and Larry Smith had to deal with Tim the Racing Bear's case of crabs...

While we were enjoying the Beer & Brats, the judges were busy scoring the rally, judging the Concour and judging the fun Concours. Let me take a

few more lines (what the heck, you've read this far) short version (honest) to tell you about the fun Concours. It is judged almost opposite of the Concours. You get points for being dirty, along with a mirad of points for wheels not centered, window smudges, wheels not straight, after market stuff, etc. etc. etc. The main reason I even mention this is LPR's Larry and Linda Smith's “Monster Boxster” took 1st (remember dirty) and LPR's Paul and Terry Gregory took 2nd with their black Boxster. In



Tom Provasi collects yet another award.

the real Concours the honors of 1st place went to the Jagermeister, fondly known as G, outshining several in the show. Way to go Paul Seidel-Smith and Nanci Bishop.

As our desert of ice cream “Drumsticks” was served and awards were handed out, Sacramento Valley was heard to say... “We really love giving out awards. We want everyone to know you may just win an award for showing up and driving your Porsche to CRAB.” I just want to say LPR likes good times; you just may have a good time for showing up and driving your Porsche to CRAB. Looking forward to making my second appearance at CRAB 33, in April 2007.



Zone 7 Rep. Larry Sharp after the lipstick competition.



Loma Prieta Autocross #4 Sunday, June 18 at Marina Airfield



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Information:

- Registration: 7:30 - 8:30 AM
- No pre-registration
- Limited loaner helmets available
- Drivers must work for sessions run
- Snell 1990 or better helmet required

For more information contact:

Alan Gale

831-336-2966 algs911@yahoo.com

Take Highway 1 south toward Monterey and Laguna Seca Raceway. Take the Reservation Road exit south toward Marina. After one short block, turn right in order to stay on Reservation Road. Follow the road through Marina approximately two miles south of town. Turn left at (Imjin Road) signal into Marina Airfield. Turn right after the first large building on the right and follow the cones to the autocross site.

Subculture

by Ken Kusik, Great Plains Region

It probably started shortly after the first Porsche appeared. I noticed it almost immediately following the purchase of my first Porsche ten years ago. There is a lot of Porsche-related stuff.

Between Porsche itself and the aftermarket, there is a mountain of merchandise catalogs full of parts, clothing, and accessories. In 1990, the Porsche Boutique catalog was loaded with almost 40 pages of everything from body parts to books to bud vases. While the boutique has now downsized, the demand for particular Porsche items has heated up. Along with the great cars themselves, a parallel subculture has developed. It's Porsche mobilia: anything and everything Porsche. And where you find it, you will find collectors.

The foundation of the Porsche Club of America is deeply rooted in its allegiance to the marque. Since that first car, thousands of different parts have gone into each and every model in Porsche's almost 50-year history. Like those parts, bits and pieces of Porsche's colorful past have also included posters, books, manuals, literature, print ads, models cars, luggage, tools, and more.

There is a relatively small, but enthusiastic contingent within the PCA that searches, rescues, and collects this valuable material. They are often viewed as being eccentric by other club members. But, dedication and some compulsive behavior is often necessary to find the old and rare. It can take years of searching the country and sometimes the world to find missing pieces. The recent proliferation of collecting automobilia has been incredible. There are books available covering everything from Matchbox cars to road signs. Besides some help from PANORAMA, two new publications are concentrating on collectors. MOBILIA magazine for all marques, and the Porsche-related newsletter, DER SAMMLER, may help some to find those missing pieces.

If you ask a Porsche mobilia collector why go to so much trouble, the answer would be simple. Not unlike the Porsche in all our garages, it is fun, worthwhile, and often related to the model they own. And, they would be right. In their own small way, some collectors are making a substantial contribution by preserving valuable pieces of Porsche's famous past. From cars to collectables, Porsche may hold a unique place in automotive history. Along with the factory museum, almost every significant and historic Porsche race car has been restored and survives today. Near museum-quality street cars of every type are also being preserved and driven privately. Collectors are supporting that restoration and preservation. The quality and quantity of printed documentation material including posters, literature, and other accessories, may be the most substantial overall collection of any sports car in the world.

Only a few of us will ever make the pilgrimage to Stuttgart. But if Porsche ever opened an American museum, a gathering of stunning individually owned Porsches would be joined by unbelievable personal collections of materials for every model and the marque in general. A staggering combination that would make Bowling Green turn green with envy.

We all are part of everything that is Porsche, and a museum would be a small part of each of us. Like the baseball field in the movie, Field of Dreams; "If you build it, they will come." It would be like a shrine, or hall of fame. There would be plaques reading, "on loan from," "donated by," or "dedicated in memory of." They would not

❖ Subculture...

only recognize those who have preserved these exceptional automobiles, but identify those who had searched and struggled to find missing pieces of Porsche's past. A gathering of treasures that would honor the dedication of those who had saved them alongside the automobile itself.

Some day in the future, some of the Porsche mobilia rescued may take its rightful place there. Like a living legacy, it could help those who will follow us to understand the passion for "everything" Porsche.



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Porsche Club of America

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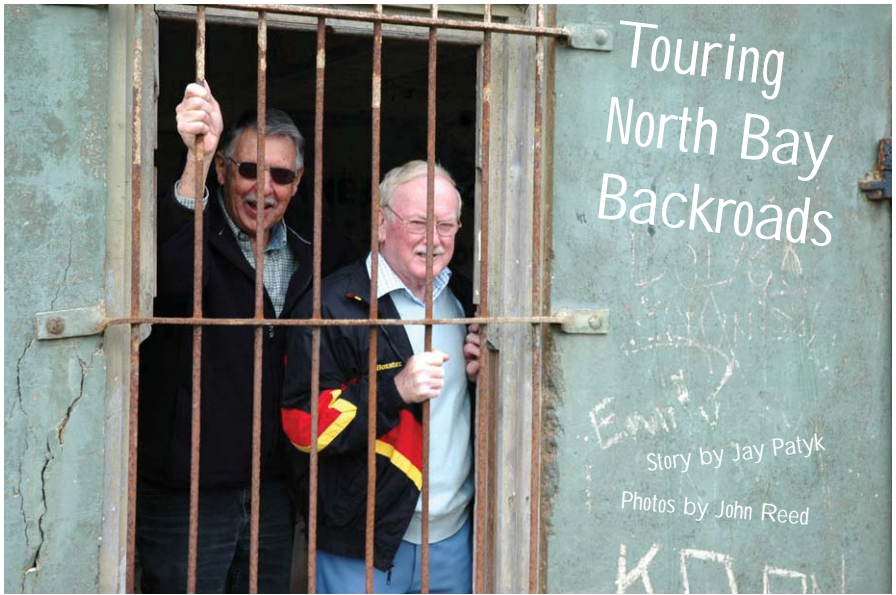
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Doug McConnell, best known as the affable host of the television series “Bay Area Backroads,” would have found himself and his cherished Jeep Wrangler hopelessly outclassed by the battalion of Porsches (along with their Teutonically imbued occupants) that descended upon the Bay Area Backroads Tour with a genuine fervor and gusto unequalled by the famous television personality and his mechanical sidekick (and let’s not forget about Doug’s dog, Max!)

The Bay Area Backroads Tour was put on by the venerable Rudi Herz and his trusty tour consultant, Ken Iles. And though Rudi’s tour (Ken insisted that it was Rudi’s tour) shared a common title with its famous television brethren, the two were somewhat different, especially when it came to the type of vehicle and certainly the pace at which they were driven. In fact, I suspect that Mr. McConnell, had he participated in the tour, would have been wrestling with his Jeep most of the day, manhandling the off-road legend into negotiating the twists and turns at speeds unsafe for most vehicles, except of course for Porsches and perhaps one or two of those vastly overrated Italian sports cars. Poor Max would have been jostled about inside the Jeep with such ferocity that it might have landed Mr. McConnell in jail for animal cruelty!



Jay & Kim Patyk converse with past LPR Prez Vince Vincent. San Francisco across the bay serves as a picturesque backdrop.

Well, Sunday, April 9th began as many days have begun here in the Bay Area as of late: cool, cloudy and damp. There were undoubtedly quite a few Loma Prieta tourites who awoke early that morning, checking the weather on the internet or glued to the Weather Channel watching the Doppler radar for any hint of possible precipitation heading towards the Bay Area. And though the threat of rain loomed very large, the

❖ Touring North Bay Backroads...

LPR tourites braved the elements, courageously fired up their beloved Porsches, and headed out to enjoy a day of driving, a day of food and entertainment, and a day of camaraderie and good cheer.

There were quite a few who participated: Joanna and Rudi Herz (tourmeister), June and Ken Iles (tour consultant), Debbie and Kevin Bennett, Angie Sharp and John Reed, Ralph Maines, George Jansen, Les Schreiber, Mike Zampiceni (who went out a few days before and purchased a 944 just so that he could go on the tour...talk about a passion for tours!), Carla and Wayne Hose, Karen and Ed Tefankjian, Julie and Gary Leiber, Christina and Vince Vincent, Leslie and Don Orlando, Mary and Dick Wallace, Rosie and Ed Tavares

(who, according to sources that the author deems reputable, decided not to drive their Porsche for fear of Mother Nature getting a bit too cozy with their Porsche's paint, instead opting to drive a Kia....not quite a substitute for a Porsche I am afraid to say, even in the rain), and my wife Kim and I. There were two couples who could not make the tour due to illness – Sue and Greg Sickel, and Sam and Ray Mascia – you were missed and hope that you are feeling better.



The tour had to wait quite a while for the stoplights to cycle, thereby allowing two way traffic through this single lane tunnel



This tour gave participants a rarely seen perspective of the Golden Gate Bridge.

discussing various topics from the weather to, well, the weather, some clusters found themselves in the crosshairs of several rogue rest stop patrons, who drove with such a degree of recklessness that it put some LPR tourites in mortal danger. However, with the agility of a Russian ballet dancer, the tourites danced out of the way in time to avoid being run over. I never knew rest stops could be so dangerous! Perhaps Safety Chairman John Reed might want to do an expose on the lethality of rest stops sometime soon to help prepare future tourites for the dangers that are lurking at these roadway icons....

The group left the Junipero Serra Rest Stop (thankfully in one piece) and headed to the Vista Point north of the Golden Gate. Upon arriving, many heads turned as the tourists lining the wall to take photos of the San Francisco skyline heard the cacophony of sound when the Porsches



Ralph Maines showed up with his 356 giving off a slight, smokey haze, prompting him to replenish the oil supply.

❖ Touring North Bay Backroads...

rolled into the parking lot. As a result of our appearance, the tourists were now faced with the choice of taking pictures of San Francisco or taking pictures of Porsches. Indeed it was a conundrum for the picture-happy tourists, some of whom opted out of the Golden Gate Bridge to snap of few photos of Germany's finest. Good choice!

As people began gathering for the Drivers Meeting, the Leibers came roaring up honking their horn, undoubtedly to announce their rather tardy arrival, but to also see how many seagulls they could startle. Rudi Herz provided the participants with a packet of information and gave a wonderful pep talk to the troops about the tour (so did Ken, his communicative tour consultant). Additionally, Rudi made absolutely certain that the tourites were a very informed group, especially when it came to the City of Campbell's Easter Parade. In fact, Rudi was so impassioned about marketing for the Easter Parade, many in the group felt that he might actually be the Easter Bunny in disguise!



Mike Zampiceni, who seems to change cars like other folks change their socks, showed up in a 944 purchased just to allow him to continue to participate in LPR tours.

Well, the tour got off to a good start, heading out of the parking lot and into the Marin Headlands. The tour snaked through the headlands, traveling through a rather lengthy tunnel and up along some rather twisty roads, stopping along the way several times to enjoy some stunning panoramas of San Francisco and the Golden Gate, and then around some of the various cannon/gun emplacements that had been erected many years ago to help protect San Francisco (some say from John Reed but that is still being debated by scholars). It was during this time of walking around and examining these gun emplacements that



Jay Patyk and Ed Tefankjian seem to have hit it off well. "Hey, get a tent!"

something rather bizarre occurred. Apparently, there were quite a few tourites who insisted on placing Rudi and Ken inside a small cement room with iron bars on the windows, attempting to turn it into a "Room of Death" or some sort of ultimate fighting spectacle for their amusement and entertainment. Fortunately, the gladiatorial spectacle never materialized as Rudi and Ken, in an act of civility rarely seen these days, managed to help one another extricate themselves from their dungeon of doom and flee to safety!

Well, the tourites were becoming a little hungry with all of the hiking around they were doing, so it was time to hop back in the Porsches and head out for a little Sunday Brunch. Leaving the

Marin Headlands, the tour wound its way to Highway 1 and ultimately to the Pelican Inn, an enchanting inn nestled among the pines in Muir Beach. It is a charming country inn that tries to capture the spirit of 16th Century England's west country. The tourites would all agree that the folks at Pelican Inn have indeed captured that spirit and then some. The starving tourites were seated in the conservatory, which is a lovely oversized glass enclosed room complete with a fireplace.

❖ Touring North Bay Backroads...

The brunch was amazing, replete with roast beef, ham, and turkey, along with salads, mashed potatoes, and a host of other goodies, including some wonderful desserts. During our meal, our extremely attentive and friendly server, Andrea Papadopulos, gave the famished tourites a little background on the Pelican Inn, such as who built it, where the materials were sourced to construct the inn, along with some other supernatural tales from over the years. In fact, it is said that the old wooden Richardson Bridge provided many of the timbers that were used to construct the inn, and that the furniture brought from England to help furnish the inn inadvertently brought with them some ghosts as well. Spooky! So, if you happen to be staying at the Pelican Inn sometime in the future and you hear a bump in the middle of the night, that's not John Reed hitting his head on the ceiling!

During brunch there were lively conversations taking place around the table, and much laughter and mirth reverberated throughout the room. For example, Christina and Vince Vincent spoke passionately about past and present Porsche Parades, while Ed Tefankjian shared his knowledge of autocrossing and his travels around the world (Thanks Ed for the wonderful information on Italy!), and Karen Tefankjian and Debbie Bennett talked about various things from riverboat cruises to necklaces to religion. Never a dull moment when one is sandwiched between Karen and Debbie! There were also some gifts that were raffled off during brunch to those who just happened to possess the lucky tickets. Many tourites were fortunate to walk away with some really nice goodies. In fact, Karen Tefankjian insisted that she was going to place her Pennzoil Racing banner she had just won in her bedroom. Where exactly is anyone's guess!



Kevin Bennett occupies an artillery observer's outpost and has apparently spotted a sea gull... "Open Fire!"

Well, before leaving the cozy and enchanting environs of Pelican Inn, the tour participants were treated to some fantastic entertainment from the Morris Dancers who put on a splendid show. It should be mentioned here that it was Katrinka



Porsches parked at the bridge overlook with some of the military cement works visible, reflecting the lands former primary use.

(the innkeeper) who was the person responsible for arranging to have the Morris Dancers entertain us. Thank you Katrinka! Normally, the performance would have taken place on the lawn outside next to the inn. However, it was instead moved inside due to the weather. And given the fact that they had to make some substantial adjustments to their dance routines due to the very cramped location inside the conservatory, the dancers still went on with the show, much to the pleasure and appreciation of those attending the performance. The dances

they performed were traditional English dances that would have been performed in a bygone era, oftentimes representative of certain seasons in the year, or perhaps reflecting some of the local customs or practices of a given town or community (or

TOURING NORTH BAY BACKROADS



Above: Kevin Bennett and John Reed cuddle in one of the covered coaches, smug in the knowledge that they won't need that umbrella. Right: Big John, known to buy Vaseline by the drum, used a big dollop to lubricate his way in and out of the railcar.



Left: Rearward view of fellow Porsches lined up and waiting for the long light that let them into this sparsely populated Marin Headlands countryside.



Right: The preliminary gathering spot for many was at the Father Junipero Serra rest stop on 280 south of San Francisco. Below: Ken Iles, Les Schreib, Vince and Christina Vincent pose with that famous landmark in the background.



Right: Wayne & Carla Hose were there at the start, but somehow got lost during the day's adventures. Don't give up you two... next time we'll make you the #2 car; only Ken Iles can get lost from that position.



Right: The Golden Gate Bridge, that marvel of engineering, serves as a backdrop for some more modern marvels of engineering, a lineup of Porsches in the Vista Point parking lot.



Left: Kevin Bennett and Mike Zampiceni check out what appears to be an observation bunker in the Headlands.



Right: The Pelican Inn had the tour at one long table, leaving just enough room for the Morris Dancers to do Olde English variations of the Bump.



Left: This gathering of eagles was shot from the top of one of the gunnery platforms abandoned in the Headlands.



Right: Kevin Bennett looks as if he has not been invited and doesn't like being on the outside looking in.



Left: As if things weren't tight enough when the dancers were just slinging around napkins, one of their last undertakings involved what looked like ax handles. Amazingly, not even the Big Guy took a blow.



❖ Touring North Bay Backroads...

to scare away Ralph Maines). In sum, the dancers did a wonderful job, especially given the cramped (and rather warm and stuffy) confines of the conservatory. Bravo! Furthermore, the tourites seemed quite energized and empowered after watching the performance. In fact, during a group photo outside the inn, Ken attempted to replicate some of the intricate moves of the dancers, such as how they flipped and flapped their linen napkins. The judges gave Ken a score of 7 out of 10 on technique, and suggested that he take a few more lessons before attempting to join the professional ranks.

From the Pelican Inn, the Porsches headed out through Mill Valley and ultimately out to Highway 101. It was the drive through Mill Valley that contributed to the group breaking up a bit more than usual, especially with the frequent stops and turns through residential neighborhoods, along with the narrow streets and general traffic congestion. I suspect Doug McConnell would have been fine through this segment of the tour, having the chance to use his Jeep to see over the numerous parked cars, and perhaps even drive over a few of them if he had to!



During the driver's meeting someone apparently asked if anyone present was a real fan of the Beatles' Sgt. Pepper's album.

From Highway 101, the tourites drove past San Quentin Prison, where one could have sworn there was a sign out front saying "Welcome John Reed!" Anyway, the tour continued across the Richmond-San Rafael Bridge and over to Richmond, and continued to meander through the northern portion of the East Bay Area, ending up at Tilden Regional Park. Even with the rather inclement weather, there were some incredibly stunning views of the Bay Area from atop Tilden Park and specifically Grizzly Peak. Apparently it was during this segment of the tour between the Pelican Inn and Tilden Park that we lost a few people; specifically Ralph Maines, Carla and Wayne Hose, and Rosie and Ed Tavares. Sorry about that. It is true there are a lot of things happening on the roadways while on a tour, but we always need to remember to maintain visual contact with the car in front and behind us. By doing so, hopefully we can minimize the chances of this happening on future tours.



The Morris Dancers must have felt that they were performing at the Squeeze Inn as they struggled to fit their routines into the confined space of the Pelican's garden room.

Well, the tour came to its next destination, which was the steam train at Tilden Park. The train was a real treat, especially for those who might be train enthusiasts (a person can be more than a Porsche enthusiast I suppose). The steam train was quite a bit smaller than a traditional locomotive, which makes it all the more appealing, especially for young children (and folks a little bit older on a Porsche tour). The tickets for our train ride were

included in the tour. Once Ken (the tour consultant....remember, it wasn't his tour) took care of the purchase of the tickets, we all hopped aboard for a fun little train ride through some redwood groves in and around Tilden Park. It started to rain a little on us during the ride, but few seemed to care. It is safe to say many a tourite felt

❖ Touring North Bay Backroads...

like a little kid again as we listened to the whistle blow and watched the steam waft through the redwood trees as we wound our way along the tiny little tracks through beautiful Tilden Park.

After the steam train ride, most of the tourites set out for dinner at Horatio's, a well-known East Bay restaurant located on the water in San Leandro. A few participants peeled off and headed home, Kim and I being a part of this group. However, Mr. Iles informed me that 16 people made it to Horatio's and enjoyed a wonderful repast. Fantastic!

Well, all in all, the Bay Area Backroads Tour was a lot of fun. Thanks to Rudi and Ken, though we had a hiccup here and there along the way, I think it is safe to say that a good time was had by all.....even Doug McConnell would have agreed!



Left: Gary Lieber wasn't satisfied with the view from the overlook parking and went climbing to find that special perspective. Below: Apparently Gary found something special, alright, and, as Zone Concours Chairman, he was especially concerned about getting any of it in his car.



Clockwise from left: Jay Patyk, Leslie Orlando and Karen Tefankjian all marvel at the precious items that were given away for "FREE!" in the drawing held by the tour leaders.

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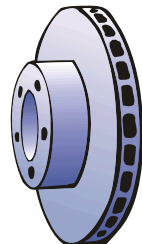
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STEVENS CREEK PORSCHE PRESENTS

THE CAYMAN

by Jim Bryant

photos by Barry Bangrle

Well the weather finally smartened up, the sun was out and the temperature was warm. That means folks are thinking about dream Porsches, that's maybe why a lot of people came out for the tech session at Steven's Creek Porsche. The theme of the tech session was to "introduce" everyone to the new Cayman. Lets me see,..... I have swum in a lake infested with Cayman and I have dived in the Cayman islands so, don't I deserve one?? Jen tells me that "deserve" is not the operative word as to whether we get a Cayman or not! Damn! Give me a while and I'll think up another good excuse!

It was a good turn out for the session, something close to 30 people. A lot of new faces too, that's always a good sign! At about 9:30, when I managed to pull the group's attention away from the new cars, I introduced Manny (I didn't catch his last name), the shop foreman, to our group. Manny first gave us a little of his history, describing himself as a professed Porsche-aholic from England, you know the wee island east of Ireland! He has been fixing Porsches for a long time, he said.

Manny then told us about the new shop; Steven's Creek Porsche having been at their new address for only 3 months. But before they could open the doors to J. Q. Public it needed to be blessed and ceremoniously sprinkled with 99 Octane, holy, racing fuel by none other than Roger Penske himself. You see Roger P. owns the company which owns the dealership, or something like that. I heard the story that the floor was originally sealed, painted concrete. I'm told it was very nicely done and beautiful looking. But not in 'The' Roger's eyes; nope he wanted it tiled! So out came the bull dozers



❖ THE CAYMAN...

and up came the brand new floor. “And before you put down the tile I want all the bays to have hidden, underground exhaust evacuation channels; and oh, I also want all the bench vices repainted to red” (they were blue) ! And so it was done ! Roger wants this dealer to be ‘THE’ flagship Porsche dealer in northern Calif. By gum, I think he has done it! I told the service manager, Wayne, (who, by the way is a brilliant chap and is about to marry a lady from Toronto!) after the session that if the dealership doesn’t work out they can always use the shop area as a hospital!



Enough already about the impeccable taste the service manager has in women, lets get on with the Cayman! Manny opened the talk with his opinion, “The Cayman is a great car, probably the best car Porsche has ever made for the street”. The rest is just details. For those interested in the details read on! The Cayman is not a new car, it’s a new platform for the older well proven parts from the 911, Boxster, Cayenne and a smattering of spicy pepper

sauce from the racing division. The Cayman is a much better car than the Boxster for outright performance. It’s lighter, more powerful, the suspension is better and the hard top makes it “twice as resistant to flex” all of which makes it a lot more agile. He said the 911 is still the better performer but that is only because Zuffenhausen wants the 911 to be remain the outright champ. Manny said that with only a little bit of clever wrench turning the Cayman could easily eclipse the 911. It’s that mid engine placement borrowed from the Boxster you can thank for that! Manny then told us about the \$8000 PCCB option! That stands for Porsche Ceramic Composite Brakes and at ‘only’ \$8000 it is definitely worth it. The comment was made that talk on the street is that the ceramic brakes don’t work well in everyday use and might not be as good

around town as the regular brakes. This is apparently not true anymore. Manny told us a test Porsche performed in which after 200,000 miles of “daily driving” the rotors showed “no appreciable wear”. The pads in the PCCB option are also a ceramic material and although not identical to the material in the rotors they are made of a ceramic from “the same family”. We were told the pads do wear out apparently but only after 100,000 miles! I don’t know



Manny, I can buy a lot of ‘normal’ rotors and pads for \$8000 and still have enough money left over to buy a tank of gas! One of the other neat things about the Cayman is the suspension management system. In the car’s cockpit is a suspension tuning selector switch. The driver can select either “Normal” or “Sport”. The switch controls a valve inside each of the shock absorbers. This small valve controls the speed which the fluid inside the shock absorber transfers from one reservoir to the other. The faster the flow between reservoirs, the “softer” the ride. For aggressive driving, like catching Corvettes or embarrassing Mustangs, the valve closes slightly and slows the rate of fluid transfer. Closing the valve restricts the fluid flow and thus stiffens the suspension. But the driver’s switch is not the only thing controlling these valves, it’s also responding to instructions from cars massive

❖ THE CAYMAN...

computer. Realize that the valve doesn't have just 2 positions, it has thousands. It receives instructions from the cars computer and changes settings a 1000 times per second! That wee valve is responding, via the computer, to acceleration, cornering G forces, gas pedal pressure, brake pedal pressure and probably a gazillion other things. What the driver's selector switch does is just adjust the rate so the car is a little stiffer when in "Sport" mode. That little switch also does one other neat trick, it lowers the car by 10mm. Ya Baby!

One of the other advantages the Cayman has is that the engine has the benefit of capitalizing on the design shortcomings of the 911 and Boxster engines. One example Manny gave was the notorious oil leak from the rear engine seal on the early water cooled engines. Porsche was able to fix that on the later generation 911's and Boxster's but nothing could be better than to have the opportunity to completely redesign it. And redesign it is what they did. Along with many other changes, to address the leaking seal problem, Porsche's designers added an oil separator diaphragm in the engine. This diaphragm better equalizes the pressure inside the engine and thus the oil pressure on the rear engine seal has been dramatically reduced. Less pressure on the oil seal means less oil leaks. Manny also explained that the engine's seal problem was big news but looking at the whole picture only about 2% of those engines had a significant failure. The reason the problem was perceived as a major issue was because Porsche now builds many times the number of engines it did in the air cooled engine days and so the numbers seemed high. In fact the early water cooled engines are actually more reliable than the 911SC engine



Someone shouted out "Manny, where's the spare tire"? Manny responded by pulling out a towel rolled up to about the size of a loaf of bread. Rolled up inside was an aerosol can about the size of a can of shaving cream and a pump. He held one up in each hand and said, "Here it is!" The poor sod who has a flat tire is instructed to empty the contents of the "shaving cream" can into the flat tire, wait a minute, pump it up with the pump and drive off to the nearest tire shop. While speaking of tires Manny mentioned "N" rated tires. There was a blank stare from everyone. I had never heard of "N" rated tires before in my life. I guess no one else had either judging from their blank stares! I learned that Porsche tests lots and lots of tires and only "certifies" some tires acceptable for use on their cars, those tires are given an "N" rating!! We all looked at the tires on the cars on the hoist, sure enough on the Boxster and on the Cayman the tires had an "N" on the side wall. Amazing! So next time you need a new SO3 or Pilot Sport look for that N!



I don't think Manny is part of the sales staff but he should be! After the session I was sold on the Cayman. I just have to come up with that other excuse!



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Zone 7 Concours #3

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Gate opens at 8:00 A.M. • Judging starts at 10:00 A.M.

Entry fee: \$25.000 • Lunch available on site for \$7.00

The site of this year's concours is Niello Porsche's new dealership in Rocklin, CA. If you haven't seen this state-of-the-art facility, it is worth the drive just for that.

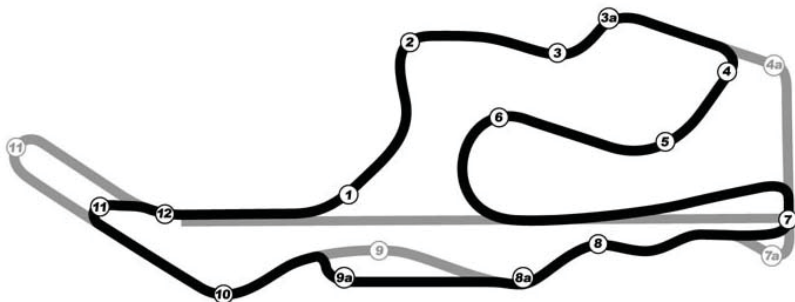
Niello Porsche will have a special sale of Porsche boutique/clothing/jewelry/specialty merchandise that will be offered at significant discounts *only* to concours attendees.

There will be a special display of classic 356 Porsche models in the new showroom.

Trophies have been custom-designed and fabricated by *Reflections in Glas* (owned by a SVR member) and promise to be unique and desirable.

Directions: From Sacramento & Bay Area, take I-80 East, exit ant Rocklin Road, turn left on Rocklin Road, then right onto Granite Drive. Niello Porsche will be on your right. From Reno/Tahoe Area, take I-80 West, exit at Rocklin Road, turn right onto Rocklin Road, then right onto Granite Drive. Niello Porsche will be on your right.

The PCA Coastal Driving School presents:
Infineon Raceway June 5, 2006



REGISTRATION \$240 by May 25th
INFORMATION \$275 after May 25th

Register online at **CoastalDriving.org**
or by calling Tom Wood, Registrar, at 408-745-7849

Located about 30 minutes north of the Golden Gate Bridge, Infineon Raceway offers a large variety of driver's education opportunities for novice and intermediate drivers as well as a whole lot of fun for advanced drivers.

The PCA Coastal Driving School offers:

- * ≈2 hours of track time anticipated per run group
- * 1-on-1 instruction from highly qualified instructors
- * Strong focus on *safety*
- * Lots of instructor ride-along opportunities
- * 100% in-car instruction for novices
- * Historically small advanced run groups - lots of quality track time!
- * Open to any suitable car
- * Tons of **FUN!!!**

The Coastal Driving School is a joint venture between the LPR and MBR of the PCA and was created to provide you with an excellent driver's education experience. We look forward to seeing you there!

Changed your email address?

Send your new address to Membership Chairman Ed Tefankjian at edjt@earthlink.net and you will be automatically updated on any changes in scheduled LPR activities.



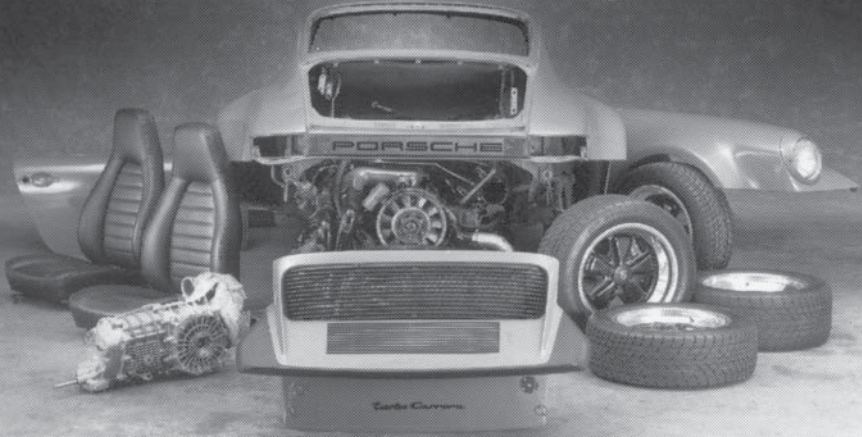
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Loma Prieta Region PCA
Minutes of the May 2006 Board Meeting



The meeting was held on May 4, 2006, at Mountain Mike's Pizza in Los Gatos and was called to order at 7:11 pm by LPR President Bob Morgan.

Board members present were: Bob Morgan, Barry Pangrle, Harlan Pester, Angie Sharp, Ed Tefankjian, and Kris Vanacore. Sue Sickal reported for Jennifer Bryant who was in Madagascar. Other members in attendance were: Jim Bryant, Karen Morgan, Karen Tefankjian, John Reed, Tony Vanacore, Kevin Bennett, Ralph Maines, Emilie Highley, Suzette Pangrle, Cheryl Pruss, Joe Pruss, June Iles and Ken Iles.

Directors' Reports

President: Bob Morgan

Angie moved to approve last month's minutes. Kris seconded the motion and the motion passed.

Vice-President: Kris Vanacore

Kris reported on upcoming events:

- The "Day of the Races" is on May 13th.
- The Smith's GTG is on May 20th.
- Joe and Cheryl Pruss' BBQ and watch the sunset is on June 17th.

Secretary: Barry Pangrle

No news to report.

Treasurer: Sue Sickal (for Jennifer Bryant who was in Madagascar)

The bowling night outing produced a net income of \$19.60. The New Members' Social held on March 24th had a net cost of \$201.25.

Activities: Angie Sharp

Requested and received insurance for this weekend's event and the autocross on May 21st. Angie will be sending in a request for the following autocross on June 18th.

Membership: Ed Tefankjian

Ed presented the following report:

New members from PCA

- William Charron, San Jaun Bautista, 1972 914
- Brian Arnold, Aptos, 1999 986 Boxster
- Christian Courtney, Mexico, 1966 911S
- Ward Howard, Scotts Valley, 2002 996
- Eloise Mills, Aptos, 2000 986 Boxster
- Kurt Skelton, Santa Cruz, 1986 944

Ed moved to approve the new members. Kris seconded the motion and it passed.

LPR Membership

- Total = 547 (Primary = 304, Affiliates = 243)

Member-At-Large: Harlan Pester

Harlan is waiting to meet with Bob. Spoke to Guenther at Fletcher Jones wants to do a tech session. He has to get approval by his advertising group.

Committee Reports

Editor: Kevin Bennett

Membership number has fallen a bit and Ralph has about 8 or 10 left over. Cut back to 385. Directory went out.

Webmaster: Bob Morgan (for Greg Sickal)

Greg wants board members to send out their own e-mail blasts.

Safety: John Reed

AX was safe. Angie has the release forms. Tech Session seemed safe. PCA has observer reports for previous events now. Observer report forms online are still not up and running.

Tours: Angie Sharp (for Jay Patyk)

Angie reported that Jay is working on putting together some cheat sheet guide lines for tours. He is collecting input from the club's experts on tours to capture that knowledge in put it in a reusable format.

Tech: Jim Bryant

Last weekend's tech session was held at Stevens Creek Porsche. Jim sent out a survey to a number of the attendees to incorporate into the article for The Post. As of the time of the meeting, he has two responses.

The Swap Meet is in one month. Harlan volunteered to do the cooking on June 4th. Jim was looking for a volunteer to do chalking Saturday evening before and show up early (06:00) on Sunday morning and our good President Bob Morgan volunteered to help out.

Autocross: Alan Gale

Not present. Ed mentioned that the club now has the new sign for posting the times and that it was tested and works.

Goodie Store: Joe & Cheryl Pruss

Some Special orders from April are being delivered this month.

Sales this month: Total submitted to the club for the month is \$381.

May sales were \$258. (2 badge holder sets + 2 additional fleece vests).

We have \$164 to collect for items special ordered.

We have 1 invoice to be paid, # 1124 for \$241.10 to Racesetter Designs.

Improvements: The ladies fleece vest came in and it's nice! There is also a unisex version of the same fleece vest which expands the color options available. We would like to order several of these (4, 2 mens and 2 ladies) to have in inventory. We think these may be popular. The cost of this inventory would be approximately \$125. Barry moved to approve the funds of \$125 to stock 4 fleece vests for the Goodie Store's inventory. Kris seconded the motion and it passed.

Greg Lange from Racesetter has confirmed that he will handle the Goodie Store booth at the swap meet.

Charity: Emilie (for Bill Highley)

Emilie is focusing in on a charity that has to do with children and The American Liver Foundation in support of Steve Harper. Emilie is working on a donor letter. The

❖ Minutes...

charity event will consist of an auction, appetizers and wine + a giving tree. A board dinner will also be up for bid. Emilie mentioned that she needs stationary, at least a half dozen, and Ed offered to get her some.

Public Relations: Ken Iles

Ken sent an article to Panorama on the good time bowling event and Rudi's Backroads Tour. Ken and June also have a new '99 Carrera cabriolet with tiptronic and 20K miles. They are planning to sell their Boxster.

Old Business:

Website info. Bob talked with a person that said that they wouldn't charge for the website but Bob doesn't have anything in writing. This software group is hosting a website on a server and it's similar to mySpace but oriented towards car clubs. GP Tours is working with them. People would be able to go from our (LPR) website to theirs and could put info on cars and other personal info if desired. It would be linked to the LPR website. It could be a good way to draw more interest in the club. A commitment to 12 months with no charge had been put in writing.

Kevin asked where do we stand on the IRS issue? Bob has sent an appeal. Kevin's input was that one thing we can do is write to our elected officials in congress and explain the situation to see if we can get any relief.

New Business:

Bob needs to send in non-profit corporation info to the state. This needs to be filed every two years.

Meeting adjourned 8:12 PM. Cake was then served in celebration of Ralph Maines' 80th birthday. Happy Birthday Ralph!

The next LPR Board meeting will be held on June 1, 2006, at Mountain Mike's.

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Unclassified Ads

FOR SALE: 1964 356 SC coupe #215933 95K miles (260mi since rebuild) White w/ black & gray interior - very straight - almost completely restored. The chassis, running gear, and interior are all done, only needs repaint, currently has an older repaint in decent condition. All new engine w/ 1740cc kit, trans, brakes, suspension, 12V electrics, new seals & rubber, Koni's, Kumho's, 19mm swaybar & new Auto Intl. interior. Runs and handles great. Pic's and complete info sheet available by e-mail. Best offer over \$22K r.blain@worldnet.att.net or 831-479-4384 (6)

FOR SALE: 72 914 slope nose with flares. 2.0 dual Weber, autocross cam, balanced blueprinted by Carrera Werks in Los Gatos. 22k in receipts over 20 years...black...been sitting for several years but still driven here and there but now getting rough and starting to rust some...\$2,500 423-5443 Kim Allyn (6)

FOR SALE: 1969 912 coupe, excellent condition, beautiful leather interior, 5-speed, Webers, Bilsteins, new CD player, German wool carpet, under 34k on engine... \$10,500 OBO. For additional information or photos, contact (559) 313-8478 or write PooleDC@sbcglobal.net. (6)

FOR SALE: 2001 Boxster S, 18,000 miles, 6-Speed, Porsche Chassis Tuned (M30 option), Sport Package, PSM, Heated Seats, 18" sport design wheels, Speed Yellow/Black, Zone Concours Winner, All records from new, Truly an exceptional car, \$31,995 Call Kim Nelson at (916) 933-4282 or e-mail at kim356@directcon.net

FOR RENT: Storage space for car &/or trailer in North Monterey Co.; Las Lomas is 20 min. from Seca and 15 min. from Marina Airport. Storage site secured with key-pad gate and two large dogs. Spaces available both indoors and outdoors. Call Cathy for details and prices at (831) 818-4109. (5)

FOR SALE: 2005 911 Carrera Stick Shift, Arctic Silver Metallic, Black Interior, 19" Sport Design Wheels, Bi-Xenon, Power Seat Package, Heated Seats, Navigation, CD Changer, Fabspeed Sport Exhaust, 5168 miles, \$74,990 Contact Petra McRae at petra@petramcrae.com or 408-332-2992. (5)

WANTED: Looking to buy track parts for a 1985 Carrera Coupe, fiberglass bumpers (standard body), front oil cooler, lexan windows, big swaybars, brakes, torsions, fiberglass decklids, etc. Please contact dantsuchiya@yahoo.com or (408) 483-5224. (4)

FOR SALE: 1967 Porsche window frame and glass, with original sekurit glass. Chrome & glass in excellent condition. Asking \$175. Philip, philipgrosskopf@sbcglobal.net or 925 634-0430 (4)

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: Kevin Bennett, email:badass@ix.netcom.com.



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