



Volume XXXV No. 3

March 2005

PRIETA POST

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



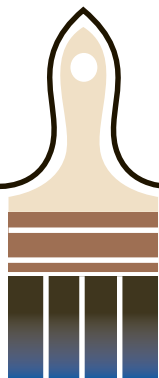
This Month: LPR Day at the Races • Newcomer's Social • Autocross #1 • Gala 35th Anniversary

**Reporting: Hannegan's GTG • CDS Driving Series
• New Porsche Museum**

This issue in full color on the web at <http://lpr.pca.org/post/post-latest.pdf>

PORSCHE

TJP PAINTING



Superior Service Since 1976

Finest Quality Workmanship

Commercial/Residential • Competitive Rates

Join our long list of satisfied clients

Tom Provasi

Owner

(408) 293-0100

LIC. #442359

*In Real Estate, it's important
to make the right move...*

Referral Realty

**Jerry
Connolly**

408•733•2200
voice mail 408•345•1966

What's Happening

March

Thursday the **3rd** - Board Meeting at Mountain Mike's in Los Gatos

Saturday the **12th** - LPR Day at the Races.
See the ad on page 29.

Friday the **18th** - Newcomer's Social at Mt. Mikes. See the ad on page 28.

Saturday the **19th** - Tech Session . See the ad on page 17.

Sunday the **20th** - LPR Autocross #1 at Marina. See the ad on page 18.

Saturday the **26th** - LPR's 35th Anniversary Gala. See the ad on pages 19, 20 and 21.

April

Thursday the **7th**- Board Meeting at Mountain Mike's in Los Gatos

Saturday the **16th** - Fun with the Vanacores. Watch for the ad in the April POST..

Friday the **23rd**- Iles & Bryant stage a Gymkanna. Watch for the ad in the April POST.

Sunday the **24th**- LPR Autocross #2 at Marina. Watch for the ad in the April POST.

Saturday the **30th** - 1day mystery tour. Watch for clues in the April POST.

PORSCHE BMW AUDI MERCEDES BENZ

THE PERFECT TOUCH

BODYSTYLE

EUROPEAN SPECIALISTS

Cecil Beach

524 E. BROKAW ROAD • SAN JOSE, CA 95112
TEL 408-436-1616 • FAX 408-436-1633

POST Staff

Editor:

Kevin Bennett
badass@ix.netcom.com
TEL: 408-926-1788

Mailing:

Ward Zitzer
wbz@mindspring.com
TEL: 408-723-8180

Post Pest:

Debbie Bennett
lajeanbenet@yahoo.com
TEL: 408-926-1788

Board of Directors

See back cover

Committees

Autocross Chair: Cathy Carlson
3caces@redshift.com
TEL: 831-728-3190

Public Relations: Ken Iles
keniles@comcast.net
TEL: 650-941-9038

Tech Chairman: Jim Bryant
jjbryants@hotmail.com
TEL: 408-937-5469

Safety: John Reed
jpreed911@aol.com
TEL: 408-371-1965

Zone 7 Rep: Larry Sharp
larrysharp@comcast.net
TEL: 925-371-2258

Charity: Bill Highley
bbillhighley@hotmail.com
TEL: 408-267-6877

LPR Homepage:

<http://lpr.pca.org>

Webmaster: Greg Sickal
webmaster@lpr.pca.org

© 2005 Loma Prieta Post. All rights reserved.
PORSCHE, and the Porsche crest, Boxster, Carrera, and
Targa are registered trademarks of Porsche AG.



Cover Photo:
The proposed
new Porsche
Museum to open
in 2007.

Photo provided
by PCNA

Commercial Advertising Rates

Full Page—\$600 Annually
Half Page—\$370 Annually
Quarter Page—\$280 Annually

PRIETA POST

March 2005

Feature Articles

Hannegan's	15
A New Porsche Driver's Education Series	24
New Porsche Museum	31

Departments

Geschwätz in die Überholspur	5
POST Positions	9
Member Notes	13
Goodie Store	30
In the Zone	32
Minutes	35
Unclassified Ads	38

Coming Attractions

River Run Rallye	11
Marque Madness	12
Jeda Generations Tech Session	17
LPR Autocross #1	18
35th Anniversary	19, 20, 21
LPR Swap Meet	22
CDS Driver's Ed	23
GGR Autocross School	27
Newcomer's Social	28
LPR Day at the Races	29
Concours School	33

Advertising Index

Action Trailer	27
Anderson Behel	Inside Back
Bob Stewart	12
Body Style	3
CT Automotive	14
Custom Alignment	8
Emilie Highley	11
Fastlane Porsche Repair	30
High Performance House	32
Jerry Connolly	Inside Front Cover
PartsHeaven	34
Premier Auto Tops and Interiors	32
RMG Enterprises	34
T.J.P. Painting	Inside Front Cover

Geschwätz in die Überholspur

Tom Holdych, President



So please don't shoot me...

I love the hunt, the find, the chase, and the capture of automotive prey. There are deals to be had out there every day, and by gosh I'm going to seek them (much to the dismay of Annie, my wife). So there it was on Craigslist, all shiny and nice, with a 2.5 liter motor, 5 speed manual transmission and beautiful deep red metallic paint. I needed to drive it. At 6'4" tall, I don't fit well into all cars. In fact before I bought my first Porsche, I was looking at buying a Corvette. I test drove the first of the vintage I was interested in (read: could afford), and found my head to be buried into the headliner. Seat was down, back and reclined as far as it could go, but that car would definitely have been for Summer driving only, with either the sunroof open or the T-Tops removed (I can't even remember which it had). Anyway, after that test drive, I wound up buying my first Porsche, my 85.5 944. That led to 911 purchase after 911 purchase and, well, you know the rest of the story.

But I digress. Coming back to the present, I wanted to drive this potentially new-to-me shiny red beast. I had driven a similar car with an automatic transmission, and my knees were nearly hitting the bottom of the steering wheel. How would a manual work out for me?

Well I met the seller and drove the car. To my surprise, either due to different seats or something, this model fit me quite well. Absolutely no issues between using the clutch and smacking my knees on the steering wheel. I'll have to say that I was pleasantly surprised by the power of that little 2.5 motor when coupled to the 5-speed manual. And although it was heavier than Annie's C4, its all-wheel-drive felt great through the cornering, albeit with a little more body roll. Bottom line: I like it. I want it...

O.K., we've completed the hunt and the find, now onto the chase and capture. I'll probably end up burning in Heck for this, but I have purchased all of our recent used cars during the down economy. It seems like people got themselves pretty over-extended during the boom times, and now ended up with too many vehicles, or ones which were too expensive to retain. As their financial situation changed, they found themselves with vehicles which they liked a lot, but which they no longer could or would afford. I have been incredibly fortunate being in the Medical Device industry, where we don't really have downturns. Regardless of the worldwide financial situations, people still get sick, and our

❖ Geschwätz in die Überholspur...

products help them to resume a more normal life again. Thereby comes the premise: We have had cash available when others have needed it. We've got no kids of the 2-legged variety, so I only have to save for Obedience School, and not College. So in the overall scheme of things, I've been able to have a lot of fun chasing down and purchasing cars that people, albeit for financial circumstances, would not normally part with. And I have gotten some great bargains.

Once again back to the present: I like the car but now I want the bargain. The seller confides in me that he would never sell it, but that he can no longer justify keeping it due to changes in his financial situation. My kind of motivated seller! His listing price was definitely towards the very low end of the range already. He is the original owner, has all the service records, and has already dealt with all of the "issues" this year and model have had, based on the research I have done. I have always been a firm believer in "PPI's", which is the term most people use when talking about "pre-purchase inspections" on used cars. I, however, have only used PPI's in the "*post*-purchase inspection" format, but have been lucky so far. I think about the car for a couple of hours after the test drive, call him up after letting him stew for a little while, and offer him \$1000 less than his asking price for the car.

Well, we all know that it is pretty tough to sell a used car these days, with all of the 0% + incentives on new cars, low lease rates, etc., etc. I hear my offer churning in the seller's mind on the other end of the phone for a while, and I know that it is less than what he wanted or anticipated. I give him my logic for the offer, citing the NADA and Edmunds prices, the levels of trim and options, the mileage, the soft used car market, and so on. This is now the "chase" portion of the purchase hunt, and I'm loving it. The seller, still a little taken aback, can only muster up a reply that he has 2 more people coming to drive the car over the weekend, and he'll let me know. I let the phone conversation end, and so concludes the chase. I don't know whether he really had anyone else coming over, but I guess that in saying this he thought I might immediately raise my offer so that I wouldn't lose the car. I wasn't biting. But I know I'm close. It is the Friday before the MLK holiday the following Monday. Drat, the banks will be closed on Monday and I'll have to wait until at least Tuesday to get the car if he accepts my offer, as I have to transfer money from an interest bearing account to the checking account. I initiate the transfer, knowing full well that it won't occur until Tuesday. Ask anyone who knows me, I hate having to be patient.

The call comes on Saturday. He'll meet me halfway between his asking price and my offer. O.K., I was expecting this, but I'll have to say that he hit me at a weak moment. I like the car very much, and have been thinking about it since the Friday test drive. It is a great color and a kind of rare specification. While the car's spec is unusual, it is the one of highest interest to me (birds of a feather, and all that...). And it is a pretty good deal even at his original asking

❖ Geschwätz in die Überholspur...

price. I work a new angle and the deal is made, for an effective price of less than \$100 above my original offer.

I have captured a **Jaguar!** A 2002 X-Type to be more specific.

Many of you have no doubt seen the X-Type around town since its introduction in 2002. In fact our own Angie Sharp bought one last year. I've always thought highly of Angie's taste, which has often made me wonder how she ended up with "Big John" Reed, but that is another whole column on its own. Anyway, the X-Type is Jaguar's first attempt (after its acquisition by Ford) to build a car with more mass appeal, at a higher production volume, and subsequently with a lower entry price point. In addition, it is Jag's first all wheel drive car, it is smaller than most Jags, and it has been developed to be a little more sporty than soft. Even though it is the lowest price Jag, it still has a certain elegance both inside and out. When you think about it, it is pretty amazing what putting a statue of a leaping feline on the hood of a car can do for its aura.

I had not been thinking about buying a Jag at all, as I was quite happy with my daily driver '87 Targa. But I had been kind of thinking about what I could do for my father, to thank him for all that he has done for me which has allowed me to get where I am today. He had owned a '72 XKE V-12 which he had purchased in the mid 70's cheaply, out of a divorce sale (I guess the fruit doesn't fall too far from the tree...) He had really enjoyed that car while he had it, and I thought that an X-Type would fit the bill for him today. A little smaller than what he currently has would make it easier to maneuver around town, but still a pleasure to drive and with a luxury flair. Yup Dad, you'd look good in a Jag.

So I test drove a couple, and was pleasantly surprised at what they presented. These were automatics with the larger, 3.0 motors, and they felt well powered, comfortable (except for hitting my knees on the steering wheel), and great on the road. Hey, I kind of like driving this car... It sure wouldn't be too bad as a daily commuter... Not as fun as the 911, but definitely more refined than the 911's I can afford... I hear that the 2.5 motor is considered barely adequate with the automatic trans, but is kind of fun with the manual... Perhaps I'll start keeping an eye out on Craigslist for something local...

So I'm writing this on Wednesday, after having commuted to work with my new Jag for the first time. The deal all went smoothly after Annie ironed out some hassles at the bank. I even had her take the car for a drive after dinner on Tuesday night. That, however, may have been a big mistake because she liked it a lot. I may be the one using the "hunting" analogy in this story, but Annie is downright *poaching!* Bottom line: I may soon be in the same boat as my Dad: Jag-less.

Oh well, I guess that I *have* to start commuting in the C4 instead. It really had not been getting enough use anyway, and there are definitely a lot of worse things than *having* to drive a 964 every day!

❖ Geschwätz in die Überholspur...

So please don't shoot me, for although I've bought a Jag, I won't be Porscheless by any means. As of the writing of this article, we still have the Red, White and Blue 911's (yes, we're a patriotic family). Annie loves her white C4, so we won't be getting rid of that car any time soon. And I will definitely be keeping the Blue '87 Coupe track car, as I bonded with it so much in DE's last year, and plan on doing so even more this year. The Jag will definitely be a nice car to commute or travel in (when Annie lets me), but I don't ever think that it will stir the same passion in me that the 911 does. Yes, it would be nice to drive on a daily basis, but I don't think that it would ever call out to me from the driveway like my Porsches do: *"Hey, you don't really have anywhere you need to go, but let's get out for a drive anyway."* I may end up regretting it when its done, but I will be offering my red Targa to some friends who had previously expressed an interest in it. Otherwise, watch for it on Craigslist: Its a good one.

In conclusion, in this litigious society I must end with a disclaimer. Although I use a hunting theme throughout this article, no animals were actually hurt in the making, or (hopefully) the telling of this story.

See you in my new (to me) Jag!

Tom

BMW		PORSCHÉ		JAGUAR		MERCEDES			
GM FORD DODGE ACURA HONDA			<h1>Custom Alignment</h1>						
			<h2>Balance and Brakes</h2>						
			www.customalignment.com						
			<hr/>						
			<h3>FOUR WHEEL ALIGNMENT</h3>						
			<h3>CORNER WEIGHTING/SCALING</h3>						
			<hr/>						
									
			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						
			<h1>(650) 961-5311</h1>						
		2599 Wyandotte St., Unit A • Mountain View, CA 94043 • Hours: M-F 7:30-5:30							
ACURA		BMW		PORSCHÉ		JAGUAR		MERCEDES	
LEXUS		VOLKSWAGEN		FORD					

POST POSITIONS

Kevin Bennett, Editor



In 1977, my wife and I bought a dry cleaning business. Within a few short years, a controversy developed within the industry centered on pollution caused by dry cleaning solvent. Trace amounts of solvent in waste water were causing soil pollution under sewer lines and modest evaporation of the solvent was having an, albeit minor, deleterious affect on air quality. What made it a controversy was that the pollution was being created by business owners whose operating procedures were strictly in conformance to the instructions of the equipment manufacturers and condoned by the local authorities. A seminal tort was filed when the city of Turlock sued local dry cleaners over soil pollution along city sewer lines, and the cleaners counter-sued maintaining that the city was partially responsible because it was the cracks in the sewer lines that allowed the trace amounts to leak into the soil. Eventually, the state legislature weighed in and gave blanket immunity to local governments and placed total, unlimited, cradle-to-grave liability for pollution on business owners.

In no time, the bureaucrats were on the move. Agencies were created. Regulations were implemented. Forms were designed. Inspectors were hired. Record keeping mandates, self-inspection procedures, compliance study requirements, solvent purchase limitations and equipment minimum performance standards were issued. One state official actually told me that it was his goal to make the regulatory environment of California the toughest in the U.S. I think that he came close to his goal, because all of this regulation didn't apply to just the dry cleaning industry, and within a few short years, the exodus of businesses not tied to their California locations caused the state to rethink its overzealousness and rescind some regulations in the interest of maintaining a viable business environment.

I participated in some workshops while these changes were occurring and I always advocated a different approach to the problem. The solvent that almost all drycleaners used cost less than \$5 per gallon. I proposed that a much more efficient way of addressing the pollution problem

would be to put a huge tax on the solvent. I even suggested that \$40 or \$50 per gallon would not be unworkable. Such a levy would have had dry cleaners falling all over themselves to recapture every gram of the precious liquid and would have likely reduced consumption, and, thereby, pollution more than all of the regulations did. A further benefit; instead of having taxpayers supporting a bloated, bureaucratic regulatory establishment, there could, instead, be a revenue source which could be used to fund the cleanup of polluted sites created under prior guidelines. Of course, my suggestions did nothing to enhance bureaucratic fiefdoms and, predictably, went nowhere.

Using market forces to address problems seems to be an anathema to government agencies, and we are seeing it happen, yet again, in 2005. Craig Steckler, Chief of Police for the city of Fremont, has issued an edict that his police force will no longer respond to burglar alarms unless they are “verified.” Steckler clearly has a valid concern in that of the 7000 alarms to which his officers responded last year; only 66 were “real.” The cost to the city was \$688,000.

I consider Steckler’s solution to the problem, while typical of bureaucrats everywhere, to be nothing more than petulant grandstanding. He is clearly more interested in empire building than problem solving. He is trying to create that notion in the population of Fremont that there is a crisis in the police department that can only be addressed by the hiring of more cops; a notion which, at least in this instance, is simply untrue.

Anyone who watches TV knows that the home security industry is constantly trolling for more customers; note that word, “customers.” People are paying money for home security systems. Many of these customers pay monthly fees for monitoring service. These folks clearly see value in “home security” and burglar alarms.

I think you can see where I am going. All Steckler has to do is start charging \$100 for an officer response to a burglar alarm and the problem is solved. If the alarm is not a legitimate break-in (99% of all cases), the city is compensated for responding to a false alarm and the alarm’s owner is penalized, thereby encouraging more diligent operation of his equipment. If the alarm happens to be valid (less than 1% of all alarms), \$100 is a small price to pay to insure that the miscreants are foiled or apprehended. Everyone paying eliminates excuse-making and the need for another bureaucracy to judge the validity of alarms. The charge-for-response would almost certainly reduce the number of alarms as folks

❖ POST Positions...

tighten up the handling of their equipment, and the funds generated by the remaining calls could be used for, oh, I don't know; maybe hiring a few more officers?

The implementation of such a program would almost certainly require some action by the city council, and while it likely would garner protests from some quarters (burglar alarm vendors?), it is almost laughable that such a solution has not already been proposed. But then, expending one's political capital advocating the hiring of one accountant to monitor and collect up to \$700K is not as empowering to a police chief as beating the drum for the hiring of squads of more policemen. Were I a citizen of Fremont, I would definitely be calling for a new head of law enforcement; one who would exhibit a little creative leadership rather than choose to create a pseudo-crisis over budget constraints.



Emilie Highley

Realtor

634 North Santa Cruz Av. Ste 103
Los Gatos, CA 95030

Office 408.358.1111
Direct 408.354.1235 Ext 622
Fax 408.399.6387
Cell 408.768.2565
ehighley@apr.com

www.apr.com



Sacramento Valley Region Presents

River Road

A Time/Speed/Distance Rally
Second Event in the 2005 Zone 7 Rally Series



Saturday, March 12, 2005

IPB Autosport at 12th and C Streets, Sacramento

First Car out at 1:01 P.M. • Four Classes

Finish in Woodland Three Hours Later

Entry Fee: \$12.00 per Car (Two Persons)

Rallymaster: J. Toney

There is also a rally school being presented at 9:30 A.M. (separate event and charge) at the same location as part of the SVR rally seminar series.

For information, contact Rik Larson at (916) 481-6084 (before 9:00 P.M., please) or e-mail <synsnake@comcast.net>

The first "all clubs" sports car festival

MarqueMADNESS Fueled by  **V-Power**[®]

April 28, 29, 30 and May 1, 2005

at



Featuring



- Reserved marque corrals
- Funcours d'elegance • Parade laps
- Scenic Rally • Tech sessions
- Warm laps on track • Marque driver shootout autocross
- Family tours of local area
- World-class sportscar racing
- Inter-marque leadership conference

For information and tickets:

www.MarqueMadness.com

510-528-2050

Have You Moved In Cyberspace?

Do we have your current E-mail address? Please send any updates to our Membership Maven Ed Tefankjian at edjt@earthlink.net.

2005 PORSCHE

Anderson-Behel Porsche
3350 Stevens Creek Boulevard
San Jose, CA 95117

Tel: (408) 244-5400

Fax: (408) 244-6059

Cellular: (408) 497-1792

Email: bob@bobstew.com

Bob Stewart

Certified Sales Representative

MEMBER NOTES

*Ed Tefankjian,
Membership Director*



The month's fly by, it seems like just yesterday I wrote the last "Membership Notes".

I'm pleased to introduce the following new members that joined LPR last month.

New members from Tim at Fastlane

- Robert and Skye Khamashta, Los Gatos, 1999 Green 996
- Paul Googe, Scotts Valley, 1978 911SC Cab
- Charles Messimer, Soquel, 1977 911
- Henry and Jeanne Cassady, Santa Cruz, 1956 red speedster

New members from PCA

- Randall and his son Gabe French, Aptos, 1996 993
- Kenny Raub II, APO, 1993 911 C4

New dual members

- Mary and Dick Wallace, Los Altos

Transfers in

- Michael and Diane Hudson, San Jose, 1996 993
- Hallie Neuwirth and Mark Andrako, Aptos, 1996 993

Again my advice to new and old members, get involved with the club, there are so many fun things to do; good time gatherings, tours, autocross, there is something for everyone! Check the Post for the exciting LPR activities planned for this year.

Ed's tip for February; this month's tip does not involve washing your Porsche. Our autocross season starts March 20th at Marina. What a fun way to drive your Porsche (that may have been in the garage this rainy season gathering dust and needs to be washed). For you first time autocrossers and you veterans I've got some tips before the first autocross;

- Find that helmet that you stored some where in the house or was it in the garage?

❖ Member Notes...

- Check your seat belts, make sure that they are tight and work properly
- Check your brake pads and make sure you have a firm peddle, also it is a good idea to flush and bleed your brakes every other year
- Check your wheel bearings, make sure that they are not too loose
- Make sure your battery is secure
- Check your oil level even if you have recently changed it
- Check your tires for excessive wear and the correct pressure
- Make sure you have enough gas, not too much, it's extra weight If you have a water cooled engine check the water level,
- Look under your Porsche and look for anything loose or any major oil leaks
- Check under your seats to make sure that there is nothing loose that may fly out and get under your feet
- Remove the windshield wiper fuse just before the autocross, nothing worse than looking good hitting the apex of turn perfectly and coming out of it with your wipers on
- Bring a small tarp to wrap all the stuff that's in you car that must be removed
- Bring lots of water, a hat, sunscreen, food to munch on, a folding chair to sit on, your camera and what other creature comforts you need to make your day enjoyable
- And lastly wash your Porsche, I've been told that a clean Porsche goes faster. Also, if you miss that turn and take out six cones you will look much better coming back in a clean Porsche to get your DNF

Bye for now, Ed

P.S. Did I mention to wash your Porsche?

Ct automotive Inc.

Personalized Quality PORSCHE® Repair & Service

SPECIALIZING IN: Engine Transmission 4 Wheel Alignment	Electrical Routine Maintenance Complete Tune-ups Air Conditioning
--	--

408-377-3885

335 McGlincey Lane, Campbell, California 95008
(Formerly Carrera Tech)

Hannegan's

By Ken Iles

Once again, Debbie Bennett, LPR's Persuasive Prieta Post Pest, managed to get me to 'do a write-up'. Hard to say "no" to that gal, - she just puts her hands on her hips, looks you straight in the eyes, and menacingly says "DO IT"! Discretion being the better part of valor, I complied, for is it not written that the meek shall inherit the earth? But for a change, let's try a different format rather than the usual "and then we went there, and then we did this" sort of chronicle.

Sooooooooo, let me ask you a question. Would the prospect of being able to try 13 different draft beers, 15 different bottled beers, and 100 different single malt whiskeys tempt you LPR Goodtimers to get together in an Irish pub in Los Gatos? Nah! It's the people! Always is! Although, I must admit the good old British "Bass" ale was quite a draw for me anyway, - so different to most American beers which all taste much the same, - nice, but more like European lagers. Of course, generally thought of as "warm" beer because it is served at room temperature and not chilled, it was ideal at Hannegan's Restaurant in Los Gatos, because the room temperature there was chilly to say the least, - along with the outside January weather too.

The "room" was actually a private outside area with a tent roof cover. The eaves of this tent covering cleared the top of the surrounding walls by about 12 inches, thus allowing any heat generated within to readily escape. Several propane heaters were desperately trying to beat this BThU loss, all providing very powerful but localized heat source. But then so would an oxy-acetylene welding torch, - intensely hot enough locally to easily melt steel, but not much good at providing uniformly distributed room heating. It's all a matter of volumetric mass, total energy input-output, and all that technical jazz. But I digress. Here endeth the first lesson on heat transfer and thermodynamics!

Nevertheless, the usual LPR fortitude prevailed, nobody really complaining, and of course these chilly circumstances led to marvellous excuses for mucho cuddling of the opposite sex. Never miss a trick some of these folks, and I'm talking about the ladies here, -- (I'm happy to say!) Even Joanna Herz used her "I love men in leather jackets" routine to get an extra cuddle or two. So I put leather jacket back on. Hey, they don't call us the Good Time Region for nothing! Most guys kept their jackets on too, - just to please Joanna.

This event was the first dinner meeting of the year, and being held at a restaurant it was unusual for LPR, normally renowned for its potluck type monthly dinner meetings. But Harlan Pester did a great job in setting this up for 26 people, including some newcomers, like George and Sharon Breein who are must be real Porsche purists since they have a Speedster, a 356, and a Boxster. Another newcomer there was Greg Senter, once owner of a 912, but now tools around in a Cayenne. Welcome aboard folks. Hope to see you soon at some of our car events. It was nice to see Don and Pam Wise there too, - glad you folks are able to become more active now.

Snippets of conversation overheard were those of Dick and Judy Dentino who said they have bought themselves a Karoke machine, no doubt encouraged after Judy's successful solo debut on the Hearst Castle tour. They brought a friend with them. And Karen Tefankjian was heard talking about some "little guy with a little voice", - (probably referring to a leprachaun at Hannegan's.) Rudi Herz raised the eyebrows of some newcomers when they heard him say he was still playing with trains at his age, while June Iles narrated some embarrassing recent mispronunciation of the title of the movie "Meet The Fockers". Doug and Dana Ambrisko were there doing some paper artwork with Ashley, and Ed and Rosie Tavares were seen practising osculatory exercises at the table. (If Sue Sickal was there she would have told you guys "get a room!") Ralph Maines was seen still holding his head high, - despite the weight of all those cap badges. Larry and Juanita Brisson seemed to have some kind of a 'posteriority complex', since they tried to hog the only fireplace there to warm their southern sterns. But they were pushed aside as everyone took turns. Larry had a very interesting theory of his on the subject of 'moustache fertilizer'. Personally I didn't buy it for a minute, - but it sounded good, and heck, - it might be fun at that!

Nothing to do with the menu, Annie Holdych and Karen Morgan were seen quizzing several people as to their preference from a list of desserts. Their answers were compared to an accompanying explanation sheet about their characters. Surprisingly accurate this, even to Don Wise's admitting to his expertise in Japanese swordsmanship which he practised for about 10 years. (Memo to self: Never argue with Don about his invoice!) Not sure about my character reference, - it said I was not to walk and chew gum at the same time. Darned cheek! With a bit of practice I'm sure I could do it.

Bob Morgan was relaxed, - the first time in two years that he did not have to preside, while new Prez Tom ("do-I-really-have-to-do-this?")

Holdych provided a brief mention of some upcoming events, leaving most of the evening's announcements to Ed Tefankjian who spent some time encouraging participation in LPR's first tour of the year. It is also Ed's first attempt at putting on a tour, which promises to be a great event, but Karen was still heard resentfully muttering about being railroaded into doing this in the rainy month of February. Fear not Karen, - good weather is promised! How about if we call it the "Valentine" tour, - you know, like print the Route Instructions on red paper, maybe throw a few rose petals and candy into the tour package envelope, - 'cos you ladies look very kindly on love, hearts, roses, and all that stuff we guys call feminine fluff, - and it's only two days away from the tour. Would that help?

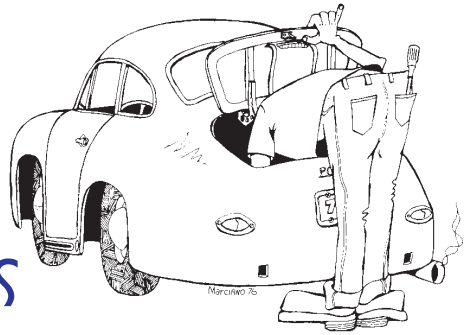
Danielle, a very cute and efficient waitress catered to all our beverage needs, and the buffet menu of Caesar salad, hot garlic bread, beef tri-tip, honey roasted chicken, Italian sausage, and roasted red potatoes was excellent. So was the cheesecake dessert. And there was so much of everything too. So plentiful in fact, that rather than waste such nice food there was quite a scramble to take home whatever was left, - the empty dishes looked like a plague of locusts might have flown in. That 12" roof gap would have provided them plenty of aerial access.....

TECH SESSION

MARCH 19

10 A.M.

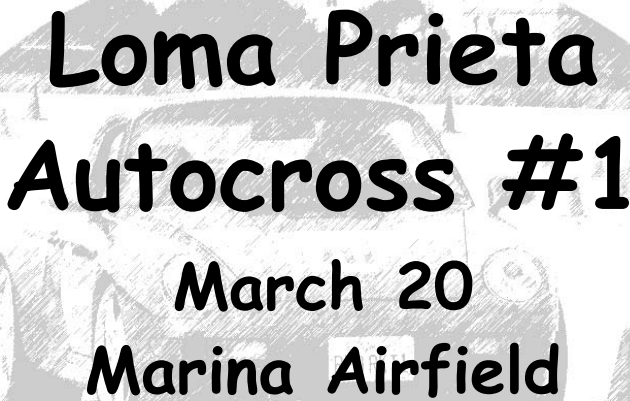
JEDA
GENERATIONS



A SEMINAR ON UPHOLSTERY AND HEADLINER REPLACEMENT

220 BERBNARD AVE. UNIT B, SAN JOSE

WEST OFF MONTEREY HIGHWAY BETWEEN ALMA AND CURTNER/TULLY



Loma Prieta Autocross #1 March 20 Marina Airfield

Registration: 7:30-8:30 AM.
No pre-registration needed.
Cost: \$35 per driver.

Instruction and a limited number of
loaner helmets are available.

Drivers must work for sessions run. Snell 1990
or better helmet required.

Information: Cathy Carlson
831-728-3190 or 3caces@redshift.com

**Sponsored by Don's AutoWerks
& Fastlane Porsche Repair**

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.

You're Invited...

Come Help LPR

Celebrate

35 Years of

Good Times!



Join us for
LPR's 35 Year Anniversary Celebration

35 Years of Good Times

1970 - 2005



Saturday March 26th, 2005
6 pm -Midnight

MAGGIANO'S LITTLE ITALY
AT SANTANA ROW
SAN JOSE CA

Price: \$60 per person
Includes Family Style Italian Dinner, Wine, Music, and Dancing
Semi-Formal Attire (Black Tie Optional) Requested
Live Music by Nichole Cheri & The Groundbreakers

*RSVP by March 21st to Susan Sickal at
(408) 369-9663 or gsickal@yahoo.com*

Hotel Info

LPR has reserved blocks of rooms with special rates for the 35th anniversary party at the following hotels in or near Santana Row:

Hotel Valencia at Santana Row

Central Reservations Line Direct at 1.866.842.0100 or
Hotel Direct at 408.551.0010 or <http://www.hotelvalencia.com>
A block of 15 rooms have been reserved under:
Loma Prieta Porsche Club
Room Rate: \$139 + tax - double occupancy- includes breakfast

Valley Park Hotel (1 mile from Santana Row)

2404 Stevens Creek Blvd, San Jose
Main Number: 408.293.5000
<http://www.pacifichotels.com/valley/Valley-Park.html>
A block 15 rooms have been reserved under Conf No. 0573CL -
For Emilie Highley (Loma Prieta Porsche Club)
Room Rate: \$79.00 (King bed) or \$89.00 (2 Queen beds)
Includes complimentary hot full breakfast - jacuzzi in the room

All room reservations must be made *before* March 17th 2005

Program

6pm - 7pm	No Host Cocktails & Appetizers
7pm - 9pm	Dinner & Program
9pm - 12am	Live Music & Dancing

Please RSVP with payment by March 21st to

Susan Sickal
1818 White Oaks Ct.
Campbell, CA 95008
(408) 369-9663, gsickal@yahoo.com

LOMA PRIETA REGION

ZONE 7

PORSCHE CLUB OF AMERICA

AND PARTSHEAVEN PRESENT



ALL PORSCHE SWAP & CONCOURS SUNDAY, JUNE 5, 2005

SPECTATORS and BUYERS FREE

SWAP

Pre-registration is recommended

ZONE CONCOURS

REGISTRATION 6:30am

8:30am TO 2:00pm

7:30am TO 2:00pm

JUDGING STARTS AT 10:30am

\$20.00 PER STALL [10'X20']

\$20.00 PER ENTRY

FOR INFORMATION & PRE-REGISTRATION CONTACT:

CONCOURS: BOB MORGAN, CELL 408-410-3209, EMAIL rjmorgan@aehr.com

SWAP: JIM BRYANT, HOME 408-937-5469, EMAIL jjbryants@hotmail.com

LOMA PRIETA REGION HOME PAGE <http://LPR.PCA.ORG>

FOOD CONCESSION BY LOMA PRIETA REGION.



23694 BERNHARDT ST.

HAYWARD, Ca. 94545

1-800-767-7250

TEL: 510-782-0354

FAX: 510-782-0358

www.partsheaven.com

info@partsheaven.com

Are you ready for the next step in drivers' education?
The PCA Coastal Driving School invites you to a

Drivers' Education Weekend at Buttonwillow
March 26 & 27, 2005



We feature expert instruction and a supportive environment. All suitable makes of cars are welcome, but Porsches have registration priority until the 5th of March. Safety is our primary concern, but roll bars in hard tops, harnesses, fire extinguishers and driving suits are optional.

Full details and applications are online at
<http://www.CoastalDriving.org>

The Coastal Driving School is a joint venture of
Monterey Bay Region and Loma Prieta Region
Porsche Club of America.



CONGRATULATIONS!

Nancy Bishop and Paul Seidel-Smith on your first place in class win in the 2004 Zone 7 Concours Series. Nice going!

A New Porsche Driver's Education Series

By Henry Watts, CDS Chairman

Have you wanted to take your car to a closed track, where you could legally explore its capabilities under the careful instruction of an expert driving instructor? Have you gotten good at autocrossing and been wondering what's next? Do you want to run your Boxster or 996 Cabriolet without additional rollbars? There is a new option for you.

What: Last year a new PCA organization was begun. Formed as a combined effort of Loma Prieta and Monterey Bay Regions, the Coastal Driving School is chartered to provide safe, accessible and instructed track time to the Porsche community.



2004: In 2004, based on our ability to react quickly, we picked up a spring ThunderHill date on short notice (whoever had the date

cancelled). In the summer we had a Saturday and Sunday at Laguna Seca, working in collaboration with the 356 Registry. For all three driving days we



filled all available slots, damaged no cars and had a wonderful time. The responses from the first-timers were rave reviews. Additionally, the responses from people who have driven with other organizations were very positive. They liked the friendly and supportive atmosphere that CDS provides.

Guiding principles:

Formed by a team of PCA members with years of experience at tracks all over the nation, CDS has three key objectives. First, provide a substantial amount of track



time, to promote maximum fun, learning and camaraderie. Second, minimize the cost to the drivers. Third, attract the best possible instructors available in Northern California.



How it works: We maintain an absolute emphasis on safety. While there are always certain risks in driving on racetracks, our safety record has been excellent so far. To optimize track time, we run only four rungroups. This means that each driver gets a fourth of the track time that is available for the day. Depending on the hours that can be run at the specific track we're using, this can be as much as 2 hours of track time spread over 5 sessions during the day, or up to 4 hours for the weekend. To assure that the events fill (which is essential to keeping costs down), we welcome any suitable car at our events, not just Porsches. However, Porsches have priority on enrollment until 3 weeks before the event. So far we have had mostly Porsches but always a scattering of other interesting cars. So, if you'd like your friend with the Honda S2000 to be able to join you at the track, it might be possible. (For those familiar with time trials, we do not spend Sunday afternoon doing timed runs; practice continues.) Participants who are interested in their lap times as a way to gauge their progress can use in-car timers

❖ 2004 Awards Banquet...

for this purpose. Where possible our events are for the weekend, but are run as two separate events, so participants can enroll in either day or both. To further reduce costs to participants, our safety standards are tuned to PCA driver's education recommendations: we do not require fire bottles, driving suits, 5-point belts or rollbars (except for convertibles with no factory rollover protection.) We have extremely good instructors and one of the highest instructor to student ratio of all clubs operating in California.



A Drivers' Handbook is posted on the website. It includes a full description of all aspects of the events—preparation, operation and followup.

All of our events so far have been covered by photographer Dave Wong, himself an ex-track junkie and founding partner of Watts-Wong Wacing. He takes wonderful photos which he can provide in print or CD formats.

2005: Our schedule for 2005, so far is: 26-27 March at Buttonwillow; 14-15 May at Fernley (an interesting new track 30 minutes east of Reno. This will be the first PCA event at this track.) And, very late in the year we have a mid-week day (Thursday, Dec 15th) at Laguna Seca. We will also be having a ground school this spring for people who want to learn as much as possible before coming out.



Register now: Because some of the CDS dates are short-notice, the only way to be sure you know of the events happening is to sign up for the email list. You can do this at www.coastaldriving.org. We do not send very much email and you can un-register at any time. If you're on the list, you'll know as soon as a new date opens up.

We hope to see you out at the track.

Attention Porsche Owners

- Are you driving your car to its maximum potential?
- Would you like to have better car control?
- Would you like to meet fellow Porsche owners?
- Would you like to push your Porsche to its limit, safely?
- Would you like to have a really great time?

Reserve your space now at the Golden Gate Region

2005 Zone 7 Autocross School

For Beginning and Intermediate Autocross Drivers
June 18 & 19 at Candlestick Park, San Francisco
Sponsored by Akkurat Performance Group, Inc. and Carlsen
Porsche

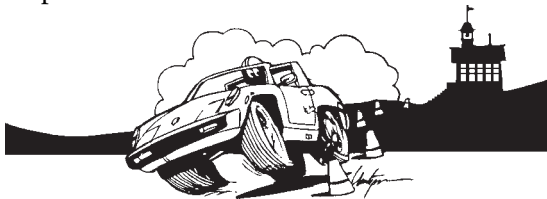
Two full days of friendly and expert instruction • Individual attention; instructors ride in your car

Two people may attend in one car and will still get full track time

\$130 per person

Fee includes a copy of *Secrets of Solo Racing*, a 192-page autocrossing handbook and *two* days of driving. You must be 18 years old to attend. (Persons 16-17 years of age please call or e-mail for more information.) *Preregistration is required.* All Porsche drivers welcome: you do not have to be a PCA member. For further information and preregistration, call Dana Ambrisko at 650-903-0652 or e-mail z7axsch@ambrisko.com

More information can be found at
<http://www.ambrisko.com/ax/z7axsch.html>



ACTION

TRAILER SALES, INC.

408-288-6236

SALES • SERVICE • PARTS

CAR CARRIERS—OPEN & ENCLOSED

1346 East Taylor Street, San Jose

Be Sure to Ask George for Your PCA Discount



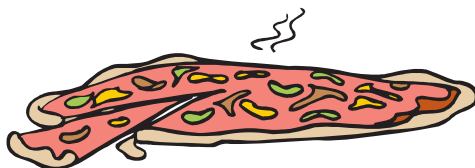
**MEET NEW PEOPLE!
DO EXCITING THINGS!
GET ACTIVE!**

Now that you've joined Loma Prieta Region you are hereby invited to come out and meet your Board of Directors over some pizza and beer. At this extremely informal gathering

you can discover exactly why we are known as "The Good Time Region." Bring your spouse or significant other and enjoy an evening with, and on, LPR as you discover the myriad of activities just begging for your participation.

**Newcomer's
Ice Breaker**
Friday, March 18,
at 7 P.M.

For questions,
directions or to RSVP
contact Ed Tefankjian
at 408-266-6262 or
edjt@earthlink.net.



Mountain Mike's Pizza
420 N. Santa Cruz Ave., Los Gatos



LPR Racing Fans,

Join us for a Day at the Track...

Horse track, that is. The Loma Prieta Region of the Porsche Club of America will be having a Good Time Gathering (GTG) at Bay Meadows Racetrack on **Saturday, March 12th**

from 12-5pm. We will dine in the elegant indoor Turf Club section and enjoy a buffet-style lunch with excellent views of the racetrack. You can mingle with other LPR friends, watch the races and think about where the term "Horsepower" came from, and of course, you can bet money if you're the gambling type.

The cost is \$34 per person

and includes track admission, free parking, a program guide, and the buffet lunch. Although parking is included, we will be arranging group transportation on CalTrans from San Jose to the track for those who wish to avoid the hassle of driving and parking.

If you plan to attend this event, please RSVP to me at gsickal@yahoo.com so we can keep track of how many people will be attending. We need to give a rough headcount and deposit to the Group Sales Dept. at Bay Meadows by the end of December in order to confirm our space at the track.

Updates and more info are on the Lpr website at http://lpr.pca.org/flyers/20050312-baym_flyer.pdf or from the Bay Meadows website at <http://www.baymeadows.com>

Thanks,
Greg & Sue



Goodie Store

(Shown Here) **LPR Car Badges \$30.00 each**
PCA Car Badges \$20.00 each
LPR Shirts (XXL, XL, L, M, S) \$30.00 each
(Navy, Red, Oat, Black, Royal, White, Wine, Forest, Khaki)
Cloissson Pins \$5.00 each



Order from Joe Pruss with checks made out to LPR PCA. The Goodie Store will be at most Good Time Gatherings with Joe and Cheryl or you may contact Joe at joepruss@hotmail.com

Visit the Goodie Store @ <http://lpr.pca.org>



TIM BENSON'S

FASTLANE **PORSCHE REPAIR**

2831 SOQUEL AVENUE, UNIT B • SANTA CRUZ, CA 95062

831 477-7510 • FAX: 831 477-7195

Factory Registered Porsche Premier Technician • 30 Years Experience
356 - 996 Service & Repairs

Visit our website at www.fastlanesc.com

Provocative Design to House Porsche History in New Museum

Opening Scheduled for 2007 (*See cover photo for artist's conception, Ed.*)

ATLANTA, February 8, 2005 — Dr. Ing. h.c.F. Porsche AG, Stuttgart, today announced details of the new Porsche museum in Zuffenhausen, a suburb of Stuttgart where the company has been based for more than 50 years. Intended to replace the current museum housed in a small building in the factory compound, design of the 50-million-Euro project, to be located adjacent to the factory on the main thoroughfare in the city, was awarded to Delugan Meissl architects of Vienna, Austria.

A total of 170 European architectural firms bid on the project, and Porsche chose Delugan Meissl from among ten finalists. When completed, Porsche expects the number of museum and factory visitors to increase from 80,000 per year to more than 200,000. While the current museum can house only 20 cars, the new one at “Porscheplatz” will display more than 80. Construction will begin later this year and is schedule for completion in 2007.

The main exhibition area will represent Porsche chronologically and give a post-1948 product history. Visitors will have the opportunity to experience various ‘theme islands’ including: Targa Florio, The 917 Era, Le Mans and Evolution 911. The first floor will also house the Porsche archive, the workshop used to restore historic vehicles, a display called “Experiencing the Porsche Cosmos,” and a chronology of Porsche history prior to 1948, showcasing the designs of Ferdinand Porsche, who worked as an engineer for a variety of companies and created celebrated cars such as the Mercedes-Benz SSK, Auto Union Grand Prix race car and the original Volkswagen.

Amenities will include a Porsche shop, a visitor’s restaurant, a coffee bar and an exclusive restaurant with a large roof terrace. An adjacent parking facility will have a 300-car capacity, which will allow outside groups to use the museum for events.

“This design is innovative, modern and challenging,” said Dr. Wendelin

Wiedeking, Porsche AG Chairman and CEO. "This new development will highlight our parent plant in Zuffhausen, extending our reach far beyond the borders of Stuttgart." —

The new Porsche museum will appear detached, forming a monolithic body that appears to hover above the ground and the first floor level. The building will contain an exhibition area of approximately 5,000 square meters.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG, PCNA employs approximately 250 people who provide Porsche vehicles, parts, service, marketing and training for its 204 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

Rich Bontempi's

HIGH PERFORMANCE HOUSE

- Now that Automotion is gone, rely on us for all your local parts needs
- Providing service, repair and performance modifications for all Porsche models since 1976
- Huge new and used parts inventory

(650) 364-6234

2431 Spring Street, Redwood City, CA 94063
<http://www.highperformancehouse.com>

PREMIER Auto Tops And Interiors

Expert Convertible Top Service
Tops, Plastic Windows, Motors, Frames

Quality Full Service Upholstery
Seats, Carpets, Headliners: Replacement & Repairs

Santa Clara
(408)241-7090
3457 El Camino Real
1 1/2 blocks east
of Lawrence Expwy.



Mon-Fri 8:30-5:00

Newark
(510)742-8010
38594 Cedar Blvd.
Between Mowry
& Thornton

www.premierupholstery.com

- Insurance Direct Repair
- One Day Service
- Free Rental Car With All Top Replacement Jobs
- Free Courtesy Rides



2005 Zone 7 Concours School
Saturday April 9th
10:00 A.M. to 3:00 P.M.

Stevens Creek Porsche
4175 Stevens Creek Blvd., San Jose

Registration Fee: \$25.00 per person



Learn how to become a concours judge or learn the secrets of winning from the experts, at the 2005 Zone 7 Concours School, to be held at Stevens Creek Porsche's spacious and state-of-the-art service facility. Lunch will be provided.

This school is open to all PCA members, and will provide you with the knowledge to become a qualified Zone 7 concours judge. It is also open to the novice concours participant to learn the finer points of preparing your Porsche for concours competition. No prior experience is necessary to attend the school. Topics will include:

Competition regulations and classes of competition
Judging major classifications of vehicles, including tips from Zone 7 model experts
Detailing and vehicle preparation from the experts, including Parade class winners

Spend the day with your fellow club members and some of the best Porsches anywhere. Zone and National Concours winning vehicles will be on hand for your inspection.

Zone 7 Concours School Registration Form
Registration deadline is April 2, 2005.

Name: _____ Region: _____

Address: _____ Phone: () _____

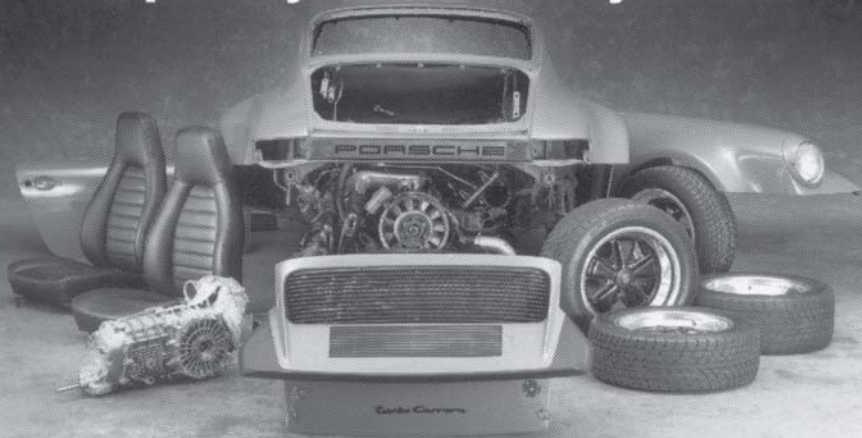
E-Mail: _____ Model & Year Porsche: _____

Make checks payable to "PCA Zone 7" and mail to:
Zone 7 Concours School
Att'n. Gary Lieber,
7024 Via Del Rio San Jose, CA 95139
GJLIEBER@GJLENTERPRISE.COM



So, you think you have a nice garage?... There is always room for improvement.

**Exactly the parts you're looking for,
at prices you can actually afford.**



Sound like heaven? It is. PartsHeaven.

Engines and gearboxes. Wings and flares. Seats, alloys and more. Our colossal warehouse has one of the nation's largest inventories of top-quality new, used and rebuilt parts for Porsches.® For all models: 356, 911, 912, 914, 924, 928, 944 or 968. All used parts come from clean, rust-free California cars, and they're guaranteed for 90 days. Give our friendly, knowledgeable staffers a call: **1-800-767-7250**.



23694 Bernhardt, Hayward, CA 94545 Tel: 510-782-0354 Fax: 510-782-0358 Web: www.partsheaven.com

RMG ENTERPRISES

Over 30 years Porsche Exclusive experience
Factory trained and ASE Certified Technicians
Rear and mid-engine Porsche specialists including Boxster and 996
Bosch KT300 (hammer) and Porsche System 2 equipped
Complete system coverage: Electrical, Fuel Injection, A/C, Sunroof, Cab top system,
Suspension, Engine, Brakes and Transmission
Thorough and timely pre-purchase inspections
Techno-nerd on staff

960 West El Camino Real (in back alley) Sunnyvale, California
(408) 738-2060 realmeangarage@yahoo.com
www.realmeangarage.com

Loma Prieta Region PCA

Minutes of the February 2005 Board Meeting



The February Board Meeting was held on February 3, 2005, at Mountain Mike's Pizza in Los Gatos. Board members in attendance were: Tom Holdych, Emilie Highley, Kevin Bennett, Bob and Karen Morgan, Sue Sickal, Ed Tefankjian, and Harlan Pester. Other members present were: Debbie Bennett, Ralph Maines, Annie Holdych, Joe & Cheryl Pruss, Karen Tefankjian, Jim & Jennifer Bryant, John Reed, Angie Sharp, Pete Siemens, Hank Watts, Liz Shaw, Barry Pangrle, Ken & June Iles, and Larry Sharp, Zone 7 Rep. The meeting was called to order at 7:00 p.m.

Approval of Minutes

A motion was made by Sue to accept them. Bob seconded the motion and they were unanimously approved.

Directors' Reports

Editor: Kevin Bennett

Kevin reported that Dave Parker, a charter member of LPR, will print the 35th Anniversary program at no cost to the club. Emilie moved that LPR provide Dave with a free ad in that publication and in the regular issues of the POST for this year. Ed seconded the motion and it passed unanimously.

Sue will provide Kevin with the invitation for the POST to be published in the March issue. Non-members' invitations will be mailed.

Kevin also had questions about the autocross sponsorship and asked for follow-up with sponsors of the 35th as to their ads.

President: Tom Holdych

Zone 7 Rep Report - Larry was introduced by Tom. He discussed the formation of an LLC to be composed of the 10 regions in the Zone that will provide more formal controls and accounting and allow the Zone to open a checking account. This will cost the region nothing and LLC meetings will take place at the twice-yearly Presidents' meetings. A motion to authorize the LLC formation and for LPR to become a member was made by Emilie, seconded by Harlan, and passed unanimously.

Larry also spoke about the National Board meeting, the Parade, the availability soon of a National "toolkit" with a new anniversary logo to promote the 50th year of PCA, the Escape to the Wine Country "mini-parade", and the Porsche AG sponsored Factory Tour, Treffen.

Assistance with Zone 7 Concours efforts – There will be a Zone 7 Concours Judges School to be held on April 9th. Tom appointed Bob to represent LPR

❖ Minutes...

and asked for other LPR “experts”.

Zone 7 Instructor Training Program – There will be a drivers’ Ed instructor training class at Thunderhill on April 8th. Larry said National needs to know how many instructors will be there. Hank will be coordinating this.

Marque Madness – will be held 4/28 – 5/1 at Laguna Seca. LPR is waiting to see how it can best support the event. Tom advised interested members view the Marque Madness web site or view the ad purchased by the Marque Madness in the POST.

Presidents’ Meeting Review – Tom mentioned the waivers and insurance forms are to be kept for 8 years. Harlan said the Activities Director keeps them. Tom also mentioned that PCA stipends are available for certain types of events, that TWEEDS will handle the PCA logo gear, and that we might want to consider holding New Member Socials at the local Porsche dealership (Stevens Creek).

Escape to the Wine Country will be held 9/25 – 9/28.

January Board Votes via e-mails – Ed’s motion was completed and voted upon via e-mail regarding the return to CDS of the seed money. The board approved to return the money to CDS upon the signing of a contract.

Vice-President: Emilie Highley

February events include a rally school on 2/5, the Blackhawk Tour on 2/12, and Soup Night on 2/26.

35th Anniversary Party – next planning meeting will take place at the Morgans’ on 2/9. Budget, entertainment, etc. will be outlined.

2005 Holiday Party – Hilton Santa Clara will hold 2004 prices if we commit now. Emilie has also looked into the Toll House in Los Gatos and Bella Mia in San Jose. All have the 1st weekend in December available.

Treasurer: Sue Sickal

Sue presented the January Treasurer’s Report. Income for the month was \$1,291 and expenses were \$1,482.50.

Activities: Harlan Pester

Insurance Waivers and Observers Reports - Harlan applied for insurance coverage for the 2/12 Blackhawk tour.

Membership: Ed Tefankjian

A motion was made by Ed and seconded by Sue to accept the following new members: Robert Khamashta, Paul Googe, Charles Messimer, Henry Cassidy, Randell French, Kenny Raub, and dual members Mary & Dick

❖ Minutes...

Wallace. The motion passed unanimously.

Ed thanked Liz Shaw for all her help. He also announced the Newcomers' Social for March 18th at Mtn. Mike's.

Member At Large: Bob Morgan

Bob asked for any suggestions to change the bylaws & procedures. He hopes to have a draft available at the next meeting.

He also asked for color photos from pre-1999 club events for use at the 35th Anniversary party presentation.

Committee Reports

Tech: Jim Bryant

Jim will seek to change the date of the tech session on interiors at Jeda Generations from 3/26 to 3/19. He also announced a tech session at RMG for 4/23 (topic TBD)

Goodie Store: Joe and Cheryl Pruss

Sales were \$65.

Joe & Cheryl are going to ask club members to model Goodie Store merchandise. They will take pictures and use them on the web site.

Charity: Bill Highley

Bill was not present at this meeting, but Emilie reported that he & Kevin will meet next week with the Rotary Club when the possibility of a Pasta Feed (date TBD) will be discussed. More information will be available next month.

Public Relations: Ken Iles

Ken is working on a submission about the 35th anniversary of our region.

Drivers Education: Pete Seimens

Hank led a discussion detailing the CDS response to the contract LPR had forwarded to them. Tom reiterated that LPR is interested in supporting CDS and that the board is uncomfortable with last year's memo of understanding. Tom, Hank, and Pete agreed to meet to hammer out an agreement that would be acceptable to all.

Old Business

None

New Business

The next board meeting will be held on March 3, 2005, at Mtn. Mike's in Los Gatos.

The meeting adjourned at 8:39 p.m.

Unclassified Ads

FOR SALE:1987 911 Carrera Targa Venetian Blue with Linen interior. Only 56K miles. Original car in excellent condition. Former PCA Concours car. All receipts available. Pictures on Website. \$24.5K. Contact Stuart Cain (408) 847-9770 or stuart_cain@yahoo.com (3)

FOR SALE:1984 CARRERA; Slate blue/navy blue. 75,000 miles on rebuild, 275K total miles. 2 owner California car. Original paint, no accidents, no rust. Used as daily driver. Asking \$12,000. Call (209) 531-1942 or e-mail p.czopek@worldnet.att.net. (3)

FOR SALE:1989 911 convertible. Leather interior, pw, remote locking, B&B twin tip exhaust, front & rear spoilers, 17" cup style wheels with Bridgestone SO3's. Blue ext & Burgundy int set up for the enthusiast driver. 25,000 miles on top end rebuild, maintained by Tim Benson of Fast Lane Porsche in Santa Cruz. 138,000 miles. \$19,700.00. James 831-465-8024 (day) (3)

FOR SALE:Parting out 1986 911 Cabriolet. Engine with 7k miles, can be test driven; tranny can be test driven, Porsche sports seats, leather, Full leather interior, Front fenders, need very minor straightening, Hood (straight, just nicks in the paint), Engine cover, Convertible top and front window frame top for converting your 911 to a convertible, Set of 15" 7s and 8s, Set of 16" 6s and 7s, Rear Carrera flares, Carrera brakes, Front and rear bumpers, L & R doors, Euro brainbox for 3.2 engine, Catalytic converter bypass (for offroad use only, of course), Original tool set, Air pump, Anything else you know is on the car, Email hank@CAMDesigns.com or call 408-245-4040. (3)

FOR SALE: 1994 Speedster G.P White/Black leather, Limited Slip, 10k stereo C/D changer, alarm/radar/laser system, lowered, Ruf torque tube, drilled rotors, certificate of authenticity, window sticker, email for photos, detailed information. 50k obo JeffreyNovick@aol.com 408-448-4465 (3)

FOR SALE: 1985 944 - Gold, light tan leather, sunroof, all power, 4 cyl. automatic, driven on weekend day trips around the area, low miles (90k), Mech. perfect, with great body and paint. \$4,200/bo. Clair 408-275-6842, or e-mail, cjdietz@peoplepc.com. (2)

FOR SALE: 1983 Porsche 928S. 5sp, 76.7K miles, blk ext, blk int, pw, ps, pl, climate a/c, alarm, radar, MP3, Power moonroof. All maint records. \$10K Mike @ 408-249-1017 or mike@detailingdynamics.com, picture (2)

FOR SALE: SSI Heat Exchangers for 3.0 U.S., thick flange, O2 bung. They are brand new and beautiful to behold. Gaskets included. I paid \$1,000.00 with tax and shipping. Poss delivery in SF Bay Area for a nominal fee. \$875.00 or trade for 911 SC sport seats. Rich 831/338-9196 or RDeralik@aol.com (2)

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.



Porsche

Let the Dream Begin

Come visit our new facility
and meet our new team.

We're sure
you'll agree
with us
that the
changes we've
made will enable us to
better serve our customers.
Our new staff has worked very



hard this past year to bring
our customer satisfaction
up to a level
that we
feel they
deserve.
Thank you for
your past business and we
look forward to seeing you again.



Stevens Creek Porsche

www.stevenscreekporsche.com

**3350 Stevens Creek Blvd. (near Winchester)
Service: 408-247-1655 Parts: 408-249-5840**

10%

**Service and Parts Discount
To All Current PCA Members**



LOMA PRIETA R E G I O N



BO A R D O F D I R E C T O R S

PRESIDENT
Tom Holdych

383 April Way • Campbell, CA 95008 • (408)559-3834 • tholdych@remlist.com

VICE PRESIDENT
Emilie Highley

1468 Leshler Court • San Jose, CA 95125 • (408)267-6877 • bbillhighley@hotmail.com

TREASURER
Sue Sickal

1818 White Oaks Ct. • Campbell, CA 95008 • ssickal@aerogen.com

SECRETARY
Karen Morgan

6068 Marla Ct. • San Jose, CA 95124 • (408)267-8224 • rjmorgan@aehr.com

ACTIVITIES
Harlan Pester

1470 Montego Dr. • San Jose, CA 95120 • (408)997-0871 • pester.w@worldnet.att.net

MEMBER-AT-LARGE
Bob Morgan

6068 Marla Ct. • San Jose, CA 95124 • (408)267-8224 • rjmorgan@aehr.com

MEMBERSHIP
Ed Tefankjian

2167 Glenkirk Drive • San Jose CA 95124 • (408)266-6262 • edjt@earthlink.net

EDITOR
Kevin Bennett

1918 Orolette Place • San Jose, CA 95131 • (408)926-1788 • badass@ix.netcom.com

The opinions are those of the authors
and not necessarily those of the Loma Prieta Region, PCA.
Subscription Rate: \$21.00 Annually, Dual Membership to LPR/PCA is \$21.00.
Notify Membership Director if you change your address.

DATED MATERIAL

**P.O. Box 0705
Santa Clara, CA 95052-0705**

PRST STD
U.S. POSTAGE
PAID
SANTA CLARA,
CA
PERMIT NO. 162

To:

