



PRIETA POST

February 2011

THE OFFICIAL PUBLICATION OF THE LOMA PRIETA REGION - PCA - lpr.pca.org



Porsche Club of America

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**PRIETA
POST**

Editor's Letter

STEVE MITCHELL

With two weeks off during the Christmas season I couldn't avoid running out of things to do around the house so I took the time to freshen up the *Prieta Post*. In my mind the *Post* has three purposes, first to keep members informed, second to support our advertisers, and finally to win PCA National awards.

Given the third item I have considered some of the judge's comments on recent submission, which wasn't too bad, first place in our category and only a few points away from winning first place overall. One point is that the judges like to see a technical article, so with that you will see I went to the PCA database and pulled something interesting regarding fuel. Just so you know, space permitting, I am not going to bring you boring articles that cover subjects in the Porsche magazines or things that are covered in our tech sessions. Take a look and let me know what you think.

Next I think the photographic staff needs some recognition so I have named my regular submitters in the masthead; that would be to the left of where you're reading now. When you see them, please thank them for their time and effort to add some color to the events we describe.

Also, I have worked with the format to liven up our pages. I am tired of being constrained by a box framing the photos on every page. I know our printer messed-up on our cover logo last month (we got a discount) but I want to see how they do with the bleeds, in other words, taking photos to the edge of the page. One of the judge's comments was that I was constrained in my creativity by the dimensions of the Post. So I am no longer feeling constrained. This will be an experiment.

So there you have it. It was many more hours of work this month, let me know what you think. You know where to find me.

Enjoy this month's edition of the *Prieta Post*.

Sincerely, Steve

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Newsletter of the Loma Prieta Region, PCA

Features

in this issue

12 Christmas in the Vineyards Tour

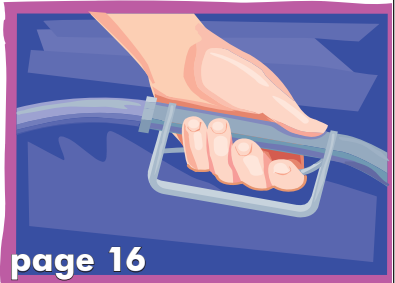
A short tour and craft-fair shopping combined to make the agricultural inspection of Livermore wineries much more exciting, and then small plate dinner. By STEVE MITCHELL



page 12

16 Top Tier Fuel - Is it worth the Money?

Technical deep dive into what we put into our tanks. By KEN KOOP - YELLOWSTON REGION



page 16

26 Toys for Tot's Progressive Dinner

A charity tour and GTG. By SANDY PROVASI

32 Charity Award

Progressive Dinner contributions go to the Toy's for Tots program.

33 Advertiser Recognition

And the award this month goes to..... our LPR friends at **Dell auto body**.



page 26

Departments

Region Leadership	3
Editor's Letter	4
Calendar	6
Hye Notes	7
Membership Report	8
Letters to the Editor	10
Autocross AX Affairs.....	22
Board Meeting Minutes.....	34
Unclassified Ads	37
Goodie Store.....	38



Cover Photo:

Members cars lined-up on the lawn at Dolce Hayes Mansion as part of LPR's 40th Anniversary celebration held in March 2010.

Photo by Steve Mitchell



Steve Mitchell

Rena Schaut

Hye Notes

Ed Tefankjian, President



The holidays are over and hopefully by now all of your Christmas decorations are packed away in the garage. Just a reminder, Valentine's Day is just around the corner....do something special for your significant other.

If you haven't already, now is the time to look at the LPR Activity Calendar.....there are numerous fun things to do with LPR!

On February 12th Bill and Lorraine Glathe are having their annual "Soup Night", if you have not attended this event before you have missed out on some great soup and lots of fun....and if you have gone before and don't go this year you know what you'll be missing.

In March we kick off our driving events;

- On March 12th there is an Autocross Ground School....this will be a classroom setting (no driving) and is an excellent opportunity for newcomers to learn what Autocross is all about. Also, for those that have been autocrossing, you may pick up some tips, get a better understanding of the rules and learn how to classify your car.
- March 16th there is a DE (Driver's Education) at Laguna Seca put on by CDS (Coastal Driving School) which is a joint venture between Monterey Bay Region and Loma Prieta Region. This event is for drivers at all levels....from beginners to experts. There will be an instructor with you in your car, this will provide a controlled teaching and learning environment. If you have ever wanted to drive your car on a track....it doesn't get much better than Laguna Seca. See the Letters to the Editor in this issue of the *Prieta POST* for further details.
- LPR's first Autocross of the 2011 season will be on Sunday March 27th at Marina. So start looking for your helmet (it's probably in the garage under all the Christmas decorations you just put away)....and if you don't have a helmet or can't find yours we have free loaners. Also, if needed, there will be instructors there to help get you started.

Hope to see you soon at one of the many LPR events. And remember, "it's not just the cars, it's the people.

Bye for now, -Ed

Join us for pizza and beer as LPR hosts the biannual:

Newcomer Social



Find out more about the benefits of PCA and the Loma Prieta Region known internationally as the “Good Time” Region. We have something for everyone: autocross, concours, tours, social events, Good Time Gatherings (GTG’s) and rallyes. Learn why we say, *“It’s not the cars but the people.”*

Friday, March 18th, 7pm - 9pm

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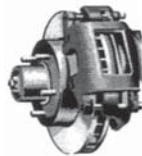
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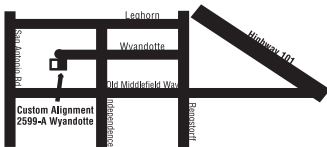
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ACURA BMW PORSCHE JAGUAR MERCEDES

Soup Night GTG

it's that time again

Feb. 12
6:00 pm



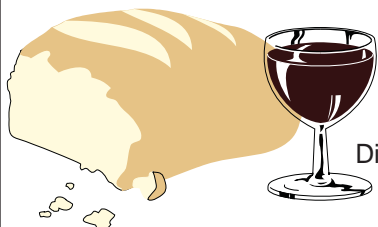
It's February so it's time for Soup Night. Bill and Lorraine Glathe are once again hosting this annual event by opening their spectacular home to LPR soup lovers.

Enjoy an evening sampling soups, stews, chowders, one-pot recipes and other culinary delights.

Join your LPR colleagues with your favorite recipe or experiment with something new. Instead of an entrée you can also volunteer to bring an appetizer, salad, bread or dessert.

\$10 per person

Don't miss out on this wonderful evening.



**RSVP by Thursday, Feb 10 to
Bill or Lorraine 408-268-7251
with the dish you will bring.**

Directions: Take 880 or Almaden Expressway to Camden Avenue, then turn south on Oakcrest, between Meridian and Almaden. The Glathe's residence is at the end of Oakcrest at 1282 Littman Drive. San Jose, CA



TECH SESSION

February 19, 9am - 11am

Bascom Trim and Upholstery

February's tech session will give a view into Bascom's fabulous shop. Bascom can do pretty much anything car related: from installation of car alarms and headliners to custom designing seat covers to car detailing. We will also have a demo of some of the newest detailing products.

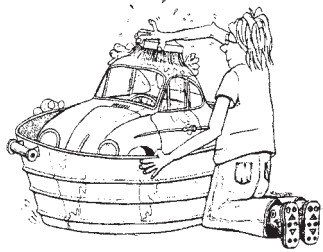
It should be another great session; you'll be sorry if you miss it.

Fee: \$2.00 per person to LPR.

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Top Tier Fuel--Is it worth the money?

By: Ken Koop—*The Yellowstone Region (Old Faithful Newsletter)*

On a recent club driving tour, I was surprised to learn of the confusion regarding gasoline used by our members. Most of the members that I had discussions with thought that all fuels were about the same. They even asked why I would pay four cents per gallon more for branded gas. Let's take a closer look at what makes fuels different.

To be able to answer these questions with more expertise and use indisputable facts in this article, I have done some research on the subject. I have spoken with several fuel engineers, the logistics departments, the marketing and the fuel research departments at both Shell and Chevron. I contacted both engine and emissions specialists at General Motors. And I have also researched many Internet web sites for information on this particular subject. Now let it be known, I am not a fuel engineer, but I did stay at a Holiday Inn last night...just kidding. First, let us get some of the questions that were being asked of me on the tour and during some private conversations



>Steve, our Prieta Post editor, throws caution to the wind and fills up at the no-name gas station during the Sonoma Sippin' tour. "This station in Gurneville is where my father bought gas when I was a kid," says Steve.

(implying that I was not very smart for buying branded gas) out onto the table. I might add, that these questions were asked by more than one person and that signaled to me that maybe a few other members may also be unaware of the quality of fuels they are buying. Why don't we take a look at all of these questions and you can be the judge whether Shell or Chevron fuels are worth the extra cost for your car. I will only concentrate on these two brands since they are the major branded fuel companies in our area. Other brands may meet the Top Tier fuel requirements but since I did not have the time to examine the practices or interview the engineers from the other

Jacqueline Mitchell

companies, I will make no claims for them. Here are some of the most common questions and comments that were made.

Question 1 – Shell and Chevron do not even have refineries in our area. So how can we possibly get their gas and representative additives at our stations?

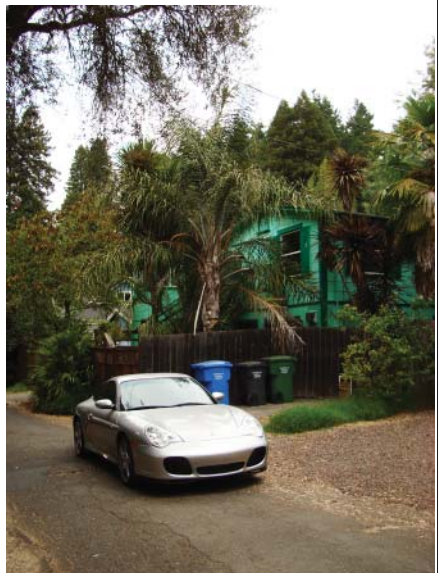
Answer 1 – Correct. Shell and Chevron do not have refineries in our area. Their fuels, along with generic gas (take 91 Octane for instance), all come out of the same “depots” which are located in Wyoming and Idaho (Pocatello for Chevron). As the fuel is being loaded onto the tanker truck, the Techron (for Chevron) and Shell’s proprietary additive package (for Shell V-Power) are injected into the fuel to give the ratio that Shell or Chevron requires. So the fuel you buy in Wyoming has the identical additive blend as the fuel that comes out of the Shell or Chevron refineries in California. The non-branded fuels are also injected with their specified fuel additives as they are loaded onto the tanker trucks, although they may not necessarily meet the Top Tier Detergent Standards set by major car manufacturers. By the way, the injection of additives into the fuel as it is being loaded onto the tanker truck is a common industry practice across America.

Q 2 – The fuel is delivered in no-name gas tanker trucks to the branded gas stations. The tankers then go from the branded station to the generic station to deliver fuel. Therefore, all stations must get the

same type of fuel.

A 2 – True. The fuel is delivered in tanker trucks that are not owned by Shell or Chevron. The tanker truck is owned by an independent contractor who is hired by Shell or Chevron or their branded marketers to deliver their fuels. Each tanker truck (which looks like one large tank) actually has two to four smaller tank compartments inside. Each tank can be loaded with a different fuel. A fully loaded tanker truck in our area holds 11,000 gallons of fuel in 5-6 separate tanks (because of the ability for the tractor truck to tow a second separate tanker trailer). The fuel delivered to Shell and Chevron stations contain only their branded fuels. When the tanker

>Stopping in front of the family's summer/vacation home in Gurneville, a little overgrown looking now, with many of my summer days spent at Johnson's Beach.



truck delivers fuel to a non-branded station, they deliver an entirely different blend of detergent fuels out of another tank. The fuel will not contain Techron or Shell's V-Power package as an additive nor the same percentage of detergents.

Q 3- Shell and Chevron stations could put generic fuel into their tanks with no one ever knowing and then sell it for branded gas and keep the profit.

A 3 – Shell and Chevron put proprietary “markers” in their gas. The oil companies monitor their individual stations by sampling the fuel that is dispensed out of the gas station’s fuel nozzle. The fuel is then sent to a lab (typically an independent one) and analyzed for the respective company. If the marker is not present, this would indicate that the station does not have the branded gas that they are suppose to have and the station would then lose their franchise. The labs are able to detect very small changes to the fuel, so if another brand of fuel is mixed into the station’s fuel tank the lab would be able to detect it. Both Shell and Chevron are very protective of their fuels and the quality of product they deliver to their customer.

Q 4- Even if additives in the fuel are different, they are not worth the increased price.

A 4 – The EPA requires a minimum concentration level of detergent additives in gasoline. Shell Regular and Plus gasoline’s contain more than two times the cleaning agent required by the EPA. Shell V-Power has more



than five times the amount required by the EPA. At that level, Shell V-Power actually cleans the engine as you drive, giving it the ability to clean up deposits that have already built up on intake valves and fuel injectors left behind by low detergent gasoline’s. Chevron gasoline’s contain concentrations of the Techron additive which remove deposits lower quality gasoline’s can leave behind as well. In addition, Chevron has the ability to remove deposits in all three grades of its gasoline. The generic brands generally contain the absolute minimum amount of detergent required by the EPA and therefore do not have the ability to clean the engine of deposits.

Q 5 – When I mentioned “Top Tier” fuel to most of our members, their answer was; what is Top Tier?

A 5 – “Top Tier” detergent gasoline helps keep engines cleaner than gasoline’s containing the minimum amount required by government

Rena Schaut



>These Holbrooke tour participants, the Mitchells and Schauts, notwithstanding starting with the requested full tank of fuel, required a refueling stop as contemporary Porsches carry much less fuel than the earlier models.

regulations. This helps provide optimal fuel economy, performance and reduced emissions.

Top Tier detergent standards were developed by BMW, GM, Honda and Toyota and were aimed at reversing the national trend toward lower gasoline additive concentrations. Both Shell and Chevron meet the standards of Top Tier in all of their grades of fuel with Chevron being the first fuel company to meet the Top Tier Requirements. Three other brands that pass the Top Tier Requirements in our area are Texaco, Conoco and Phillips. Generic brands generally do not meet Top Tier standards in any of their grades of fuels.

Q 6 – Are branded fuels really worth the extra money?

A 6 – If helping your fuel injectors to atomize the fuel to their fullest; keeping intake runners and valves clean so fuel does not adhere to the deposits and then drip into the cylinders; keeping performance to the maximum and emissions to the minimum by burning fuel more efficiently; then using a quality fuel should be important to you...but is it? Deposits on the inside of an engine are similar to plaque on the inside of an artery. It takes a long time for the deposits to become noticeable, but there will never the less be a continual decrease in performance whether it is in an automobile or in a human. With proper fuels in a car or drugs in a human, symptoms can be reversed.

Lastly, one word on octane: All of our cars are designed to run on a specified octane and is generally stated on the inside of the gas filler flap/door and owner's manual. It is very important to use the fuels required. At our elevation (because of the lack of oxygen compared to sea level) the octane requirement is generally diminished (unless you have a turbo-charged engine). All of the newer Porsches have compensating mechanisms to retard the ignition timing of the engine if the octane requirements are not being met (at least up to a certain point). Older cars do not have this compensating mechanism. Newer as well as older cars will eventually develop detonation (which you may not even be aware of while driving), when the octane level drops low enough. This detonation

can eventually lead to engine destruction. The most important thing to remember about octane is that having an octane level too high will not harm an engine... having an octane level too low can be catastrophic. Therefore do not try and save money by reducing the octane level of the fuel required. On a side note; putting a higher octane fuel in your car than is required might, but will not necessarily improve its performance.

A few interesting bits of information that you may be interested in. (1) Chevron has been supplying the gasoline that the Big Three Detroit Automakers use to accumulate mileage on their vehicles to demonstrate compliance with the US-EPA's 50,000 and 100,000 mile emissions durability requirement test. Even though the closest supply point is 350 miles away in Louisville, KY, the Big Three pay to have the fuel trucked into Detroit. The Big Three must believe that by using Chevron fuels, they have their best chance to keep the vehicles performing to their optimum and

passing the EPA's requirements. (2) There are a number of Porsche racers and collectors who I personally know that add Techron (Chevron's well known additive/detergent) to their race fuel. They add it to prevent their fuel injectors from clogging and to keep their fuel systems clean during prolonged periods of storage. They, as well as I, believe it is cheap insurance.

Putting this into context; our engines are more complex, higher performance and more expensive to maintain than the engines from BMW, GM, Honda and Toyota. If those manufacturers specify Top Tier fuels in their cars for performance reasons, it only seems logical to me, that running anything less in our cars is asking for problems. Everyone has heard the saying, "Pay me now, or pay me later". The decision is yours to make. With the price of repairs and the cost of our car engines, I personally believe buying a premium Top-Tier Fuel is money well spent.



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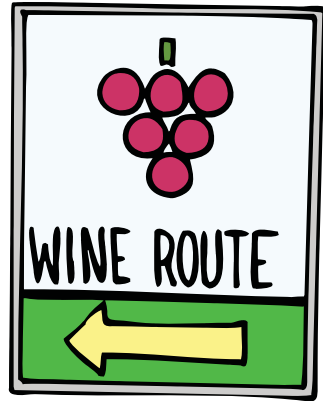
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Sunday, March 20th



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We'll enjoy wine tasting and hors d'oeuvres before heading to the Trail Dust BBQ for lunch.

\$10.00 per person (over 21 years of age) and a \$5.00 tour fee per car.

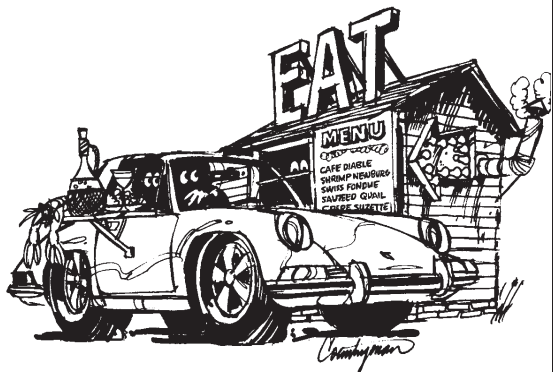
Meeting at The Country Inn 6484 Camden Ave, San Jose. 95120

Drivers meeting at 9:15 AM and tour departs at 9:30 AM Sharp!

**RSVP before
Wednesday, March
16th.**

**email preferred:
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**Changed your email address?
Send your new address to Membership Chairman
Tom Provasi: tprovasi@netgate.net**

you are not able to attend, you most likely won't be charged a cancelation fee or you can 'sell' your reservation to another Zone 7 attendee.

All in all the season is looking like it will be a real winner. **However, the season could turn into a total bust if we can't get the timing trailer to Marina.** As of this writing, we have no means

to tow the trailer. So if you or if someone you know can help with this, LPR member or not, contact me, the rewards could be great.

Looking forward to seeing all of you at the Ground School and in Marina in March.

-Anne

WE WANT YOU!

to help out with AUTOCROSS TRAILER TRANSPORTATION TO AUTOCROSS SITE Please contact Anne Roth at: alroth@sbcglobal.net



Assignment:
Go fast in the cone zone

Anne's AX Ground School

March 12th, Saturday 10 am.

Meet at: Borelli Motor Sports

521 Charcot Ave. Suite 211, San Jose, 408-770-1220

So we have sufficient materials please let Anne know if you plan to attend:

Anne Roth: alroth@sbcglobal.net or 831-331-8122

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SPEED SERVICE STORAGE



>Guests surrounded the appetizer table during the drivers meeting. Zone 7 rep. Larry Sharp and his wife also joined the LPR event.

the road with the Porsches, everyone enjoying the abundance of trees with lights.

We descended on the Highley's for hearty stews and salad stop and more socializing. Only one car was MIA at this stop. Can you guess who?

Lucky they following the bread crumbs left from previous trips to join us for dinner.

Another 25 turns to see the best and the brightest holiday displays of lights and trees. We then arrived at the Tefankjian's. Dessert was served with coffee. Plenty of sweets for all us Good Timers!



>There was no lack of decorations or food and drink at any of the Progressive Dinner locations.



Progressive Dinner

>With the variety of appetizers, salads, stews and other delicacies, everyone found something to enjoy.



>There was no lack of holiday lights on this tour.



>This event provided Les an opportunity to present Presidential Appreciation awards to Sue Sickal, left, for all her work with the Annual Charity Auction and to Barry Pangler, below, for his work as Membership Director during the last two years. Sue and Barry were not able to attend the Awards Banquet..

>Below, happy Progressive Dinner party goes Rena Schaut, Ken Iles, and Karen Morgan relax after an evening of dining, touring and viewing the lights of Willow Glen, and most importantly feeling good about LPR's contribution to the Toys for Tots.



Advertiser Recognition Award



John Reed

>Les Schreiber presents Carlos Costa, owner of Dell auto body with a President's Recognition award for Dell's support of LPR, with Carlos is Patricia Morgan and John Lackner.



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❖ Minutes

Secretary: Peter Ridgway

Peter requested that Board members and chairs provide written reports either by prior email or at the Board meetings when there are lots of details to be captured in the Minutes.

Treasurer: Jennifer Bryant

Jennifer had Herb Radding reported on December financials since she and Herb were still transitioning the treasurers duties. Herb reported \$4,005.50 in income with \$6,354.25 in expenses netting - \$2,348.75. Income included Awards Banquet and GTG collections. Expenses included 2011 payments to secure the Marina for autocross dates and the restaurant for the 2011 Awards Banquet.

Ed asked if Jennifer and Herb would review our financials and provide a more detailed report next month for 2010 and Jan. 2011.

2011 POST advertiser invoices have all been sent out. 13 were billed, 7 have paid either full or partially and 6 are outstanding. All outstanding accounts have been contacted about payments. Mobile West will not renew.

Jennifer made a motion to assign signature authority for her and Ed to sign LPR checks. Suzette seconded the motion and the Board unanimously approved the motion.

Membership: Tom Provasi

See complete Membership Report page 8.

LPR Membership on 12-31-10 Total = 532 (Primary = 295, Affiliates = 237)

Peter motioned to approve all new members. Emilie seconded the motion and the Board unanimously approved the new members. Membership chair has sent out "invitations" to renew Dual membership status by sending checks to LPR. Some have already paid. Tom will follow up on the 2 GGR transfer outs to make sure that's what they really wanted to do.

Activities: Doug Ryder

No insurance certificates were required for January. Doug reviewed the LPR calendar for 2011 and noted that the website has been updated with all currently planned events and activities.

Member-At-Large: Suzette Pangrle

Suzette has formed a committee to review club By Laws and Policies and Procedures. They will be meeting shortly.

Committee Reports

Advertising Chair: Bill Highley

Bill noted that the Treasurer reported on POST advertiser status. We are still working with a number of new possible advertisers.

Autocross: Anne Roth

All Marina dates have been secured. Anne will be requesting support for AX positions. AX ground school is set for March. This will not be a driving event. We still need someone to tow the trailer. Anne is aggressively working on this and feels we may need to offer some incentives. She will provide proposals in Feb.

John Reed noted that Brad McClure at BTM Motors gave us a check for \$250 for AX sponsorship.

Les updated the AX trailer storage issues brought up last month. Borelli Motor Sport expected to get a full page POST ad in exchange for trailer storage and some additional maintenance items. After considering the options, Suzette motioned to

give Borelli Motor Sport a full page POST ad in exchange for trailer storage. Emilie seconded the motion and the Board unanimously approved the motion.

Charity: Sue Sickal Sue had nothing new to report.

Drivers Ed: John Cole

John provided an accounting of the year ending CDS financials for 2010. There was only one event in 2010. Details were posted in the November POST Minutes. CDS has secured March 16th for a DE event this year. Details and pricing is still being worked out so mark your calendars. Bill Highley asked if there had been any consideration for contacting advertisers/ sponsorship for DE events. Something for John to explore.

Goodies Store: Dick & Mary Wallace

Mary reported income for December was \$35.00 for car badges with a \$4.95 expense for mailing. Mary also requested permission to order 4 jackets and 4 men's polos. A discussion ensued about the business model and suppliers and Ed requested people send suggestions to Dick and Mary on how to get suppliers that will not require a minimum order of 4.

Hospitality: Rena Schaut

Rena exhibited a new LPR calendar format for discussion. The format was well received but will not replace the existing website format. Rena will work with Doug to keep the calendar updated.

Prieta Post Editor: Steve Mitchell

Jan. POST is out with some printing issues with the logo/cover but we will get a discount from the publisher as oppose to reprinting.

Public Relations: Ken Iles

Ken had 2 submissions to Panorama: one for the last tech session and one on the Awards Banquet with one photo each.

Rallye: Bob Frosthalm Bob was not present

Safety: Chris Schaut

There was one driving event for December; the 12/11 Progressive Dinner and Tour. Observer report sent to PCA National. No issues.

Tech Chair: Les Schreiber

Les reported on upcoming tech sessions.
 Feb. 19th: 9am Tech Session at Bascom Trim and Upholstery (details in POST)
 June 25th: at AJ Detailing
 Sept 19th: at Dell Autobody
 Nov. 12th: TBD
 Others may be included if they develop and can be worked into the LPR Calendar.

Tours: John Reed

John noted that all current tours have been listed in the LPR calendar. Details are still being worked out and will be made available as they are completed.

Webmaster: Steve Crane Steve was not present.

Old Business: None

New Business:

Per PCA's privacy policies only the President, Membership Chair and webmaster have

❖ Minutes

access to the membership list. Anyone else requires Board approval. Ed asked for a motion for Board approval of who has "read only" access to send an email blasts. Jennifer made the motion to approve the positions of POST distribution (currently Tony Vanacore) and Activities Director (currently Doug Ryder) for "read only" access to send an email blasts. Suzette seconded the motion and the Board unanimously approved the motion. Ed gave Tony and Doug copies of the PCA privacy policy to insure they were aware of the privacy responsibilities.

Ed made a proposal for a new member "Buddy" plan for discussion at the February Meeting. The objective would be to shepherd newcomers through a few GTG's, tours or other club events to insure they feel comfortable.

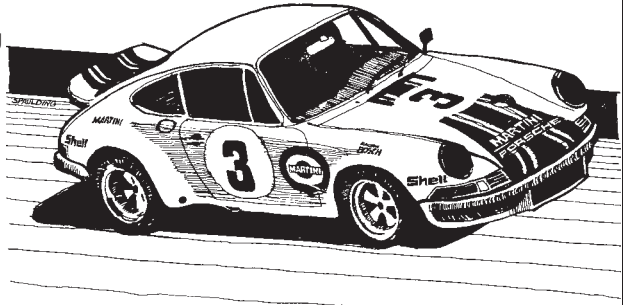
They feel comfortable and get acquainted with existing members. Rena will develop a proposal for implementing a "Buddy" system.

At the next meeting, we will review how we get our food at Round Table. Either the club buys pizza and beer and collects for it at the meeting or members can buy what they want prior to the meeting.

Next meeting will be on Tuesday 2-1-2011 at 7:00pm at Round Table Pizza on Union & Camden.

Emilie moved to adjourn the meeting. Suzette seconded the motion and the Board unanimously approved adjournment. The meeting was adjourned at 8:33 pm.

Respectfully Submitted,
Peter Ridgway
LPR Secretary



Unclassified Ads

1986 911 Porsche Carrera Targa.

Very nice gray metallic with burgundy interior. 7" and 9" Fuchs alloys with new Bridgestone. B & B tri flow stainless steel exhaust. Chip, K & N filter, Just charged AC, New battery and alternator, Momo wheel, Euro tail lights + 4 head lights, major service 12k ago, 116k miles, \$17500 or BO. Call Tom with questions, 408-947-0980 (12)



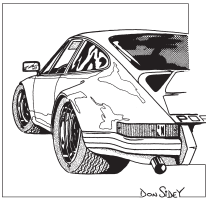
Unclassified Ads are available at no charge to PCA members. All ad copy must arrive by the 8th of the preceding month. Ads will run for 3 months on a space available basis. Please notify the editor when you sell your item, or if you want to re-run your ad after 3 months. Non-members fee is \$10 / month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

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Want the latest news on everything Porsche? Need up-to-date info on LPR happenings? Then follow us on Facebook! You'll find us by searching Porsche Club of America - Loma Prieta Region. And while you're at it follow PCA and the Redwood Region. Join in the fun! Questions? Contact Facebook Administrators:

Laurie Delimon (Boxstergirl987@gmail.com), or Pam Ryder (pamelamryder@gmail.com).



**Subscription Rate: \$21.00 Annually,
Dual Membership: \$21.00**

**Notify Membership Director if you
change your address.**

**Advertising rates are annual:
B&W full page \$800
B&W half page \$410
B&W quarter page \$310**

Advertising Index

Bascom Trim & Upholstery	15
Bodystyle	20
Borelli Motor Sports	25
Custom Alignment	9
Dell auto body	33
Don's AutoWerks	10
Emilie Highley	Inside Front Cover
Fremont Porsche	Inside Back Cover
LelandWest	24
PartsHeaven	14
TJP Painting	Inside Front Cover

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)

Cloisonne Pins \$5.00 each



Order from the Wallace's with checks made out to LPR PCA. The Goodie Store will be at most Good Time Gatherings with Dick and Mary or you may contact them at WeBuy@wallace778.com

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



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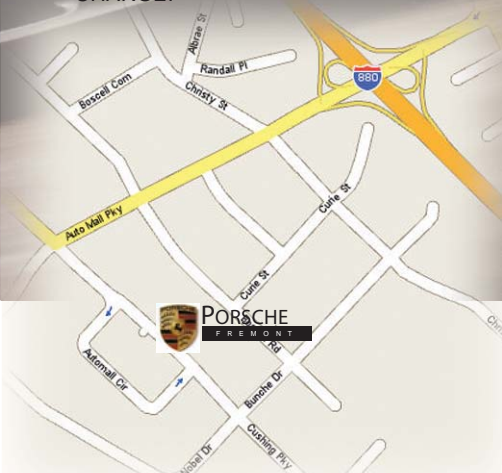
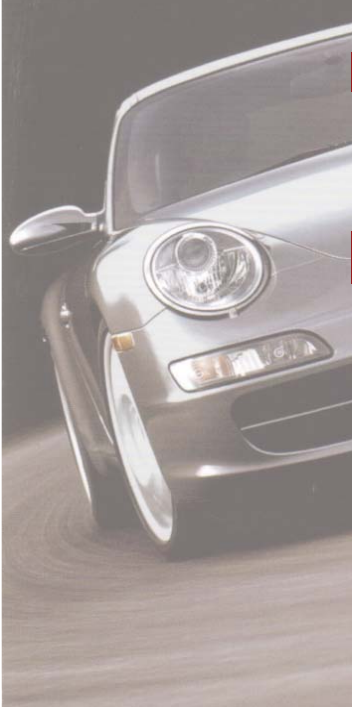
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