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Advocate

November
2004



The Official Publication
of the
Diablo Region/PCA

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Cover Photo

I had always expected to have a special photo from the 2004 Blackhawk Concours for this cover. However, as soon as Kirby Fong submitted his 7 MB photo from German AutoFest in Ventura, I knew I would succumb to my weakness for a long row of neatly organized Porsches. Palm trees or other exotic surroundings always add to the allure.

Kirby's photo makes history of a different sort as well. It was provided as in a raw, i.e., not JPEG or TIFF, format which immediately became a challenge for me and my Photoshop CS application. Fortunately, I had recently attended an Adobe Photoshop User Group session on handling the raw format and had the Adobe Camera Raw Plug-in installed and so was only slightly intimidated. The biggest single problem is getting the original size down to what can be maneuvered on your screen. It is very hard to do anything with an image that is larger than a 17 inch screen.

Kirby used his Canon EOD Digital Rebel 300D set as follows: ISO 200, 1/800, f/7.1, and 44 mm. The size was 3072 x 2048 at 240 dpi.

I am extremely pleased to have such a fine photo for our newsletter.

Diablo Region Web Site:

<<http://www.pca.org/dia/>>

The Advocate is the official publication of the Diablo Region of the Porsche Club of America. Opinions expressed herein are not necessarily those of PCA, the Diablo Region or of Porsche, AG. Contributions are welcomed. The deadline is one week after the board meeting. The editor reserves the right to edit any submission.

From the President

By Patrick Schmidt

It's November—time to **vote**. This month's *Advocate* has the ballot for the new Board members. Please be sure to send in your ballot. If you missed the profiles in October, these candidate statements are still viewable on the web at <http://www.pca.org/dia/newsletter.html> on page 17.



I have been excited this year to see a number of members taking the next step in getting more active with the Region: Ingrid and Ted French hosted the Newcomers BBQ and Potluck in July; Joy and John Wagnon lead an incredible tour to Occidental in August; and Joan and Frank Duran hosted a very successful Oktoberfest on October 2nd. Once you have chaired an event, you realize it is some work, but it's also a lot of fun. Joy and John are already planning another event. I'd like to encourage all of you to join us for an event or two and see how much fun they can be. We have nearly 600 members and we'd like to see more folks involved. Once again, if you have a place you have visited and you'd like others to know about it as well, just mention it to fellow members at breakfast at Denny's in Danville on Saturday or send an e-mail to anyone on the Board and we can help set the wheels in motion for another Region event. Check the Diablo Calendar for upcoming events and join us when you can.

The Blackhawk Concours October 17th has been a great venue to see many cars that show the pride of the owners in the quality of the cars. As I write this, the forecast is for clouds and rain. (I want the weather guys to be wrong.) I hope you attended and met some great people and stayed dry!

Since you will be reading this in November, and, even though it seems a long

wayoff, Linda and I would enjoy having you join us at the Diablo Region New Year's Eve Party at our home in Dublin. This is the third year we are hosting the Fourth Quarter New and Allcomers Party. I hope to see you at an event soon.

Potpourri

by the Editor

Many of you missed a fine new East Bay Porsche event at the Pyramid Alehouse on Gilman in Berkeley on Sunday, 10/10/04. Called the Pyramid Porsche Fest 2004, it had, among other attractions, the best collection of 356s I have seen in a long while. The

"fest" was organized by Darryl Groom of the Alehouse staff. Darryl's cabriolet (same wheels and color of my first Porsche) is shown above.



This is just my two cents, but it is really sad that there is not better cooperation and planning among motorsport and Porsche groups. Our landmark Blackhawk concours, for example, has to battle a really fine Zone autocross weekend at Millerton Lake and a whole series of World Challenge races plus the ALMS night event at Laguna Seca.

The photo of our President (left and above) needs an explanation. Patrick is actually scrutinizing Suzanne's tire in preparation for the traditional "tire kicking" ritual at our Saturday breakfasts. Not trusting Patrick's long distance view, another (unnamed by request) Region notable is making a closer inspection.



An alternative explanation is that the unnamed notable is continuing his search for the cheapest possible tires that are worthy enough for his Porsche.

BTW, anyone who doesn't enjoy the editor's attempts at humor is welcome to take over the position at double the current salary.



Welcome: New members*

Judy Schreib
<jhschr@tdl.com>

Please visit us at our weekly breakfasts or monthly dinners so we can get acquainted. It will be delightful to meet you in person. After all, it's not just the cars. It's the people.

**Diablo Region
Board of Directors**

New Members (Sept.) 12*

Transfers in N/A

Current renewals N/A

Multi-year renewals N/A

Late/delete renewals¹ N/A

Transfers out N/A

Non renewals 20±

Dual members 9

Total membership N/A*

¹Previously deleted, now renewed



New members for September:*

Name	Affiliate	Porsche	Year	City
Richard Benton C.	Kathleen	Carrera	1986	Oakland
Martha Boersch	John	Boxster	2004	Berkeley
Ken Carpenter		911	1987	Orinda
Robert J. Eldred		912	1969	Antioch
Stephan Fruish		911 C2	1996	San Ramon
Hratch Kouyoumdjian		Boxster	2004	El Cerrito
Ann J. Meyer		911	1999	Oakland
Jeff C. Mills		912	1967	Livermore
Doug J. Petroskey.		944	1984	Livermore
Greg Risby		911	2000	Orinda
Lance C. Starin		911	1984	Oakland
Tom Walker	Michael	911	1983	Pleasanton

Transfers in during September:*

N/A N/A N/A N/A N/A

**The crash of the former system and transition issues in the installation of the new iMIS solution have caused incomplete and delayed membership data for many months. New reports in the iMIS/CSV format have been produced and are available. Compatibility with our existing membership database, however, has not yet been fully established since category definitions have changed and there are many more options to track.*



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Ron for the Road

by Ron Leppke, Editor <lepprd@mac.com>

I have been reluctant to start on this column. First, I have to defend my self against Eugenie's persistent criticism of putting my self and/or my Boxster on "nearly every page of every edition." The razionalization for the photo right and above is that members who see me take 60 to 70 photos per event of others routinely offer to take my photo so I will be included. Typically, I say "no thanks," but Sergio both insisted and did a great job as well. The photo is thus my thanks to Sergio.



Next, I need to apologize for the lateness of the October edition. This time, no machines failed, but brain fade was definatly a factor. Four days were lost when an elite group of directors gathered only to discover that the labels were either on a 30-day vacation in Hawaii or were on a Mexico honeymoon. More than an hour and a half was also lost four days later when, armed with a fresh set of labels, the directors awaited the individual who had the two boxes of *Advocates* in his car. After nearly an hour wait, a vehicle that did **not** have the *Advocates* arrived. A quick rountrip back to the house finally allowed the labeling process to be completed.

My personal warm and grateful thanks to Mike Vorkapich who handled the "multiply to three places" paperwork.

"Oughts and shoulds" are the words that come to mind as I think about this next topic. Having been raised in a Victorian, moralistic and repressive Mennonite but otherwise very excellent culture, it took me some time to shed the burden of so many oughts and shoulds beyond those that are typical for earning a living and caring for kids; to name just two among many aspects of life. The point I am working on today is that it is relatively easy to do an "ought and should" appeal for Region members to be more active and/or take on more responsibility. We

only had one new person step up to try for the Director position. We have had no one feel the "ought/should" urge to fill all the "volunteer needed" spots on our leadership (page 3) listings. Each month I receive copies of Zone newsletters and the story at other regions is the same ought/should exhortation for members to step up and take over when veteran volunteers run out of gas.

I dislike the ought/should approach and will try this one: Anyone really interested in working with a database and FileMaker 7 Pro? PCA National has switched from home-grown membership system to one developed at a pro level and currently used by the BMW equivalent to PCA. Many challenges lie ahead and whomever takes over the membership role from Judy will have the satisfaction of contributing some creative solutions to forthcoming needs.

If I did not have this very demanding editor job, I would look forward to tweaking on the new system and developing a whole new set of contact manager solutions. I have, in fact, downloaded a demo contact manager plug-in for FileMaker 7 Pro.

Finally, there is a need for some house-keeping details. It appears that as many as 50% of our membership have items that need correcting or updating in our new database. For example, many of you became members before e-mail became so widely used and thus no e-mail is listed for you. When I became the membership chairperson three or so years ago, the list had no category for e-mail addresses whereas now around 95% of current new members submit an e-mail address. The new system collects more data on your Porsche, e.g., model, year, color, and body, but many of you still list your original Porsche rather the one you are currently driving.

In any case, call or e-mail (see page 3 and page 5) Judy to get current with us.

<<http://homepage.mac.com/lepprd/>>

My First Porsche



Frank Duran's first and apparently only Porsche is the 911SC special Weissach edition. Named after the town near the Porsche R & D facility, this 1980 version featured a lower ride height and tail among other items.

Perfect Porsche Parking



A steel cage around your precious Porsche, although not too practical, is nevertheless one sure way to avoid door dings. #60 belongs to David Leong ace photographer and former GGR Autocross chairperson.

Garage & Trophy Room Photos



"Are you the proud owner of a killer Porsche garage? Do you have a Porsche trophy room, place or space? If so, you'll want to start snapping photos for the very first "Killer PCA Garages" and "PCA Trophy Rooms, Places and Spaces" photo display. Photos will be judged (a brand new category) at the Hershey Art Show. Send in your 4 X 6" or 5 X 7" photos (include yourself in photo or separate photo of yourself, if you like) to: Janet Ledesma/Hershey Photo Display 10216 Hunt Club Lane Palm Beach Gardens, FL 33418".

2005 Zone 7 Calendar (Rough Draft)

Date	Region	Event	#	Title	Location
1/15/05	Zone 7	Meeting		Presidents Meeting	Pleasanton (TBD)
1/15/05	Zone 7	Banquet		Awards Banquet	Pleasanton (TBD)
2/19,20/05	GGR		#1	Time trial	Infineon
	GGR	School		Autocross School	Monster Park
2/19/05	SVR	Rally	#1	February Frolic	Dublin (Kahlers)
3/12/05	GGR	Autocross		Region Autocross	TBD
3/18,19/05	GGR	Time Trial	#2	Time trial	Buttonwillow
3/20/05	LPR	Autocross		Region Autocross	Marina
	RR	Autocross	#1	Zone Autocross	Santa Rosa Airport
	Zone	Autocross	#2	Zone Autocross	Santa Rosa Airport
4/2/05	SVR	Autocross		Region Autocross	Stockton Fair
4/9/05	GGR	Autocross		Region Autocross	TBD
	MBR/LPR	Drivers Ed		Coastal Driving School	Thunderhill
	RR	Autocross		Region Autocross	Santa Rosa Airport
	Zone 7	School		Concours Judging School	Sonnen Porsche
4/22/05	GGR	Drivers Ed		DE Open to Zone 7	Thunderhill
4/23,24/05	GGR	Time Trial	#3	Time trial	Thunderhill
4/23,24/05	SVR	Weekend	#32	CRAB	Sacramento
4/24/05	LPR	Autocross		Region Autocross	Marina
4/29-5/1/05		Club Races		Sports Car Invitational	Mazda/Laguna Seca
5/8/05	SVR	Autocross		Region Autocross	Stockton Fair
5/14/05	GGR	Autocross		Region Autocross	TBD
	YR	Rally	#3	March Madness	Stockton
	RR	Autocross		Region Autocross	Santa Rosa Airport
	SNR	Autocross	#3	Zone Autocross	Stead Airport
	SVR	Autocross	#4	Zone Autocross	Stead Airport
5/14/05	SVR	Rally	#2	Spring Flowers	Vacaville
5/15/05	SqR	Concours	#1	Greater Valley Concours	Fresno
5/21,22/05	GGR	School		Zone Autocross School	Monster Park
5/22/05	LPR	Autocross		Region Autocross	Marina
5/22/05	YR	Concours	#2	Yosemite Zone Concours	Modesto
5/29/05	DR	Concours		Diablo Wash 'n Shine	Daville Livery
	SVR	DE		Driver Education	Thunderhill
6/5/05	RR	PCA-hospitality		Vintage Races	Infineon
6/4/05	SVR	Autocross		Region Autocross	Stockton Fair
6/5/05	LPR	Concours	#2	PartsHeaven Concours	Hayward
6/11/05	GGR	Autocross		Region Autocross	TBD
6/12/05	SVR	Concours	#3	Shriners concours	Sacramento
6/18/05	YR	Rally	#4	Summer Solstice	TBD
	RR	Autocross		Region Autocross	Santa Rosa Airport
6/26/05	LPR	Autocross		Region Autocross	Marina
6/17 & 18/05	GGR	Time Trial	#4	Time trial	Buttonwillow
6/24-7/1/05	PCA	Parade		Parade 2005	Hershey, PA

Diablo Region Calendar: 2004/05

November

- 2 Board Meeting
- 5 Pizza and Porsches
- 6 DentPro Tech Session
- 18 Thursday Dinner Out

December

- 3 Pizza and Porsches
- 7 Board Meeting
- 16 Thursday Dinner Out

January, 2005

- 4 Board Meeting
- 7 Pizza: 2005 Planning Meeting
- 20 Thursday Dinner Out



Taken back in January of '04, this one shows our long-time sponsor, Denny and Cindy Kahler, among other notables.

Every Saturday Breakfast

8 AM at Denny's,
803 Camino Ramon, Danville
On 680, exit to Sycamore Valley East;
first right to Camino Ramon.

Pizza & Porsches

1st Friday, 7 PM
Pavlo's Pizza
2408 Twin Creeks,
San Ramon

Board of Directors Meeting

First Tuesday, 7 PM
Mostly at Ted's home

Thursday Night Dinner Out

3rd Thursday, 6:30 PM
Rocco's Ristorante*
2909 Ygnacio Valley Rd.
Walnut Creek

* Featuring 29 entrees, including pastas, in addition to pizza.



Suzanne Bailey's Carrera gets the typical "first time to breakfast" inspection.

February, 2005

- 1 Board Meeting
- 4 Pizza and Porsches
- 17 Thursday Dinner Out

March 2005

- 1 Board Meeting
- 4 Pizza and Porsches
- 17 Thursday Dinner Out



Ledson Winery Zone Concours—photos by Patrick Schmidt

Oktoberfest

by Joan Duran

We, Frank and Joan Duran your hosts, thank everyone who came our home for the annual Oktoberfest. Once again this year's party was a successful event with good food, a beautiful garden setting and plenty of enjoyment by all.



The warm and mild weather was perfect, some guests stayed as late as 11:30 PM , and, of course, the company was superb.



We welcomed new members Michael and Risè Venditti, Dan and wife Spisak, and John Dang with wife Joanna and daughter Jaylen.



Thanks again to Ron Leppke for supplying the German Oktoberfest music and the great pictures he took of the event. You can go to <<http://homepage.mac.com/lepprd/PhotoAlbum134.html>> to view the Oktoberfest photos.





Oktoberfest & New Member's Party

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ALMS: 2004

Assembled by Ron Leppke, Editor

Monterey, California, October 16, 2004, German Porsche driver Timo Bernhard, along with co-driver Jorg Bergmeister, led the four-hour Audi Sports Car Championships GT class for three hours and 47 minutes before giving up the race lead, but their second-place finish was enough to give Bernhard the 2005 American Le Mans Series GT Drivers Championship.

Bernhard, who would have shared the title with Bergmeister if Jorg hadn't been ill at the first event of the year (Sebring), won the title in front of his mother, who was visiting the United States for the first time. "The car was perfect all day, which it had to be to stay ahead of the Flying Lizard Porsche, which, with its third place finish, would have won the title if we had broken," said Bernhard, who won five races and finished second twice in the nine-race ALMS season en route to the title.

"We came into the pits during the late rain shower to change tires under the green flag, giving up the lead to our team car—Dumas/Lieb, but it was the right thing to do to preserve our chance for the championship," said Bernhard, who was the Porsche Carrera Cup champion in Germany as part of the Porsche UPS Junior team before joining Alex Job Racing.



"Jorg and Timo were faster in the dry conditions, but we stayed close and took advantage of their green flag pit stop to take the win. We are pleased for the #24 Alex Job pit crew, who worked so hard

all year to get us into the winners circle," said Lieb. With their victory, Dumas and Lieb vaulted into fourth place in the final point standings.



It was their second victory of the season, as they topped the GT field at Portland as well. Third was the #45 Flying Lizard Porsche of Johannes van Overbeek and Darren Law, which had an outside chance to win the title, but fell short by 18 points. Still, Law was pleased with the season-long success the team achieved. "With the third place finish today, we finished on the podium in eight of the nine ALMS events, and Johannes and I are very proud of everyone on the Flying Lizard Motorsport team," said Law. "We gave the Alex Job team, with its four factory drivers, good competition right to the last lap, and second place in the final standings is rewarding for everyone," said Law. Fourth was the Kelleners/Lazarro/De Simone Ferrari, followed by the Cort Wagner/Patrick Long The Racer's Group Porsche and the David Murry/Craig Stanton Petersen/White Lightning Porsche. The top ten drivers in the final ALMS GT standings were all Porsche 911 GT3 RSR competitors.

Alex Job Racing: ALMS

Alex Job Racing is the only team to run the entire ALMS schedule every year since the inception of the series. Alex Job driver Cort Wagner won the driver's title in 1999, but Job lost the team championship to BMW's Tom Milner. In 2000, with Randy Pobst and Bruno Lambert at the helm, Alex Job Porsche won two ALMS races, with Pobst in contention for the drivers title until the last event. Alex Job Racing has now won the 2002, 2003, and 2004 GT Team Championships.

Alex and wife Holly Job started the team in 1990 after Alex decided to end his driving career. His best finish as a driver was second in class at the 1990 Rolex 24 at Daytona. Most well known for thorough preparation and innovative endurance racing strategy for the five of the six years ALMS has been running, Job has been the team chosen by the Porsche factory and Porsche Motorsport North America to utilize its contract drivers for the ALMS series. Dick Barbour Racing had the factory drivers in 2000, and Alex Job Racing hosted them in 1999.

Porsche American Le Mans Series: 1999-2004

Class Victories:

Porsche	48
Audi	40
Corvette	31
Dodge	16
BMW	15
Ferrari	8
Porsche GTS Wins:	2
Porsche GT Wins:	46
Porsche 911 GT3 wins:	41

Class Poles

Porsche	48
Audi	34
Corvette	24
Lola/MG	23

Porsche now has 48 ALMS class wins, eight more than any other manufacturer. Porsche has won the GT title five of the six years of ALMS' existence.

Longest Class Winning Streak:

21 Porsche GT class wins in a row: 2002–2004 (started with 2002 12 Hours of Sebring and ended by Ferrari at Lime Rock, 2004)

Maassen Records:

Porsche factory driver Sascha Maassen leads ALMS drivers in all-time consecutive starts with 40 (streak ended at Lime Rock in 2004) and ALMS class wins (22). Maassen is the only driver in ALMS to win a race every year the series has been run, including victories this year at Sebring and Petit Le Mans.



Petite Le Mans Facts: 1998-2004

- Class Wins: 8 (includes GT1, GT2 and GT3 wins in 1998)
- Porsche 911 Wins: 8 Class Victories



Porsche Sebring Facts: 1952-2004

- Overall Wins: 17; Ferrari has 12.
- Class Wins: 47
- Fastest race average speed: 115.82 mph (Akin/Stuck/Gartner, Porsche 962, 1986)
- Fastest race lap: 130.707 mph by Derek Bell in a Porsche 962, 1986.
- 911 Wins: 26 Overall & Class Victories.
- 1st Overall Win: 1960
- GT Class Wins: 24 since 1979.
- 13 Year Winning Streak (overall): 1976-1988
- One Porsche has competed at Sebring every year since 1953 or for 52 consecutive races. No other manufacturer is close to that record.

The Rain-canceled Blackhawk Concours

by the Editor

This may be the first time a canceled event is given a full page in our newsletter. In doing so, we have the opportunity to recognize both the participants who, in certain cases, drove long distances in vain, and those hard working behind-the-scenes volunteers who did plenty of hard work with no payoff.



In addition, this year we have Blackhawk Concours sponsors who were forced out of the limelight by Mother Nature. Those sponsors are below this photo and two of their ads are on page 17. An event program beautifully produced by our talented webmaster also showcased these sponsors:



- **AutoAffair**
- **Ace Auto Repair & Tire**
- **European Autotech**



The two Strom Porsches from Nevada get the symbolic award for the longest drive to a canceled Concours. The 2005 date has been established for one month earlier to September 18 making it more difficult for Mother Nature to ruin things.



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What I Did This Summer: London & Saumur

by Steve Smith, June 2003

Think of the great names in the automotive world. The individuals whose automobiles not only provide a level of performance that is second to none, but do so with a style and panache that other designers can only dream of. Their cars approach automotive perfection: Ettore Bugatti, Enzo Ferrari, Ferdinand Porsche. To that list of icons, add Peter Sontag. He and his company, Fast Lane Travel, don't craft automobiles. They craft adventures for people who are passionate about automobiles.

Peter has been in the travel business on a grand scale for over 35 years. That has paid the bills quite nicely, but his personal mission has been to create and execute the perfect adventure for the discerning automobile enthusiast. This past June, my wife and I were one of six couples who traveled with Fastlane to experience Peter's latest attempt to achieve perfection. We were one of four couples who were first-timers, but this was the 18th trip for one couple, and the 5th for another. Ostensibly, the trip was to go to the 24 Hours of Le Mans, but it was so much more. To wit:

On Sunday night, we left the states for London, arriving on Monday morning. The trip officially began when we were met at the airport and driven to the Le Meridien Grosvenor Hotel, the first of several 5-star accommodations. After a free afternoon, we had dinner with a Lord—appointed, not inherited—at The Reform Club, a very private British club. The dinner began outside in a garden with drinks and hors d'oeuvres; it ended it with cigars and brandy (or in my case, port). In between, we ate dinner, heard stories and recollections both historic and current, asked numerous questions, and enjoyed the company of a "veddy, veddy" British and delightful Right Honorable Doctor the Lord Gilbert. Although he asked that we just address him as "John," "Lord Gilbert" was more comfortable.

Tuesday morning, we toured the high-tech Williams F-1 Museum—as modern as tomorrow as they say. Juxtaposed

in the afternoon was the Aston Martin factory, where there is a mill on the grounds that was built in 1066.

The tours were sandwiched around lunch at a pub, The Woodstock Arms, that defines the term "quaint." Although we weren't allowed to drive anything at the Williams museum, we each did get to drive an Aston Martin Volante briefly—top down, right-hand drive, wrong side of the road.

Wednesday was a free day. We did some sightseeing and shopping (Harrods's, the Purdey & Sons gunmakers), with the day ending with yet another wonderful dinner at Peter's favorite London pub, The Red Lion, and then to a play. Our four couples saw "Grease" (nothing like going to England to see a play about an American high school), while two couples saw "Bombay Dreams," and one couple went to see "Chicago."

Thursday, we flew from London to Nantes, France. On the way from the airport to our hotel, we stopped for lunch at a winery in Saumur. Bruno Paumard, an international celebrity sommelier, hosted our group for lunch. He explained quite poetically how the soil creates the grape, and grape in turn creates the wine. He humbly minimized his own importance. We enjoyed hearing about, and tasting, the differences between red, white, and sparkling wines. We experienced how each wine tasted with different foods. Lunch ended with Bruno showing us the proper way to use a saber to remove the cork from a bottle of sparkling wine. We also toured the catacombs that are cut back into the hillside where the wines are stored to age, and saw the wine being bottled and labeled. We gained a new regard for the artistry that is involved in the making of a fine wine. And it is a very fine wine indeed!

Editor's notes: *This is the first segment of a longer article covering a "PorscheFest" tour to the 2003 Le Mans 24 Hour Race as organized by our sponsor (see page 23), Fastlane Travel, and the company founder, Peter Sontag. Ideally, other installments will follow in short order. Having been on one of Peter's Le Mans tours, I am delighted to share this report.*

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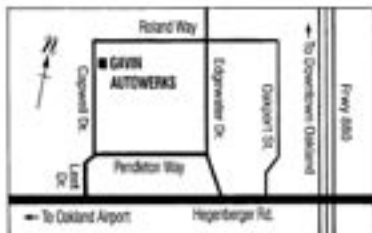
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DentPro Day

GGR Member Joe Ramos has set up a dual-marque, multi-club DentPro Day. It will be held beginning at 9 am on Saturday, November 6th, at the DentPro facility located at 3700 Thomas Dr., Santa Clara, 408.987.0700. This is a non-sponsored club event for the Golden Gate, Diablo and Loma Prieta Regions of the Porsche Club of America, and the Bay Area RX-7 Club. However, any and all makes of cars will be welcomed.

Service will be scheduled for 3 cars per hour beginning at 9 AM. You must contact me to schedule your time. I will work to accommodate your needs, but it will be first-come, first-scheduled. Or you can just show up, and get serviced ASAP. But that may take awhile. Of course, you will be welcome to come and hang out all day if you like. Lunch will be provided by DentPro.

If you have an extensive repair, you should visit them ahead of time to see if they can do the job during this DentPro Day, or whether you should schedule a separate appointment. Also, if you have a repair that you'd like to see if they can do, you are welcome to visit them ahead of time. During the DentPro Day event, we will enjoy a minimum 10% discount off usual rates.

Contact Joe at <jmramos@gmail.com> to schedule your time.

Garage Sale

For Sale: 1975 Porsche 911S Coupe, Ivory/dark brown leather; factory air conditioning; electric windows; fog lamps. The vehicle is all original with 71,979 miles. Original California car with "Certificate of Authenticity." **Pristine Condition.** 1998 PCA Zone 7 Concours Series Winner and 2002 Hillsborough Concours Class Winner. Always Garaged. \$23,000
Roland Garrido.<rich8k12b92@cs.com> 510-792-3733

For Sale: Bell Helmet, Tourlite Ultra, M95, 7 3/4, White, Snell Approved DOT, Original cost \$188, asking \$148, used once for Parade AX. Rich Osborne 925-560-0403, <rich@richnvel.com>

For Sale: '73 914- Black, 911 running gear, 7" & 8" Fuchs, 81 3-0 SC engine, side shift, GT front oil cooler \$12,900 call Tim @530 268-0578 or 530 308-0066 cell

For Sale: '70 914/6 Tangerine Orange 48,000 original miles, 2.2 E cams, S head & piston, Turbo type rods, Koni adjustable shocks \$16,900 call Tim @530 268-0578 or 530 308-0066 cell

For Sale: Excellence Magazine Collection numbers 1 through 133 (missing numbers...36, 58, 69 & 121). Asking \$200.00 Phil Grosskopf (925) 634-0430 <bighead@inreach.com>

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