

The devil's Advocate

**December
2004**



**The Official Publication
of the
Diablo Region/PCA**

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Cover Photo

It is a Blackhawk photo but not the type I had anticipated. Quite apart from the red and green holiday colors, this photo celebrates the end of a calendar year where many Region members served faithfully and well as volunteers on behalf of our common good as a Region.

Francisco Cabrita, Jack Carpenter and Doug Barrett (not in the photo but holding the other end of the banner) symbolize the self sacrificing nature of the many hours of volunteer work by coming out and working in the rain.

The official leaders of the Region listed in the left column work almost daily at their respective roles and get some acknowledgment on this page three. Others never see their name in print and it is those fine people that need to be remembered at this time as well. Those that prepare and bring food to our parties; others that set up and clean up are just two of many categories of mostly unseen contributions.

Last month our President named couples who took the initiative to plan and organize events so they at least get some well deserved visibility. Thanks to all who made 2004 an excellent year!

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

I'd like to take this opportunity to thank the members at large, all of the individuals who enjoyed any of the 2004 events, everyone who organized or helped with an event, the Board members and the sponsors that support the Diablo Region. All of these individuals helped make a very good year. Thanks!



Get involved! When I bought my first Porsche in 1983, I hesitated to go through the gates at the Pleasanton Fairgrounds to chat with the brave souls racing their Porsches through the tight Autocross course. *Feel the Fear and Do It Anyway* by Susan Jeffers is a book I read many years ago. I did feel the fear, but I went through the gates anyway, and I met some wonderful people. Twenty years later, I still see some of the same individuals regularly at events sponsored by Diablo and other Regions in our Zone. After a short while, I started autocrossing with my 914—what a blast! Soon after, Linda and I went on our first tour, the Yosemite Tour led by Jack and Cathy Kuhn. We have since made 3 more Yosemite Tours, all worth the trip. I looked at my trophy wall and found my first “Event of the Year” award for the Newlan–Far Niente Tour in 1990. Another fond memory of a special time with some Porsche people was in the early ‘90s when I realized the Region needed some support on the Board. I served several terms with other dedicated Porsche owners, including “Wall of Fame” icon, John Clever. I'm glad I did, because I got to know John quite well.

For any of you out there that would like to enjoy the Region and learn to appreciate your Porsche even more, I'd like to challenge you to “feel the fear and do it anyway” by getting involved. If you go through the gate like I did many years ago, you'll meet some wonderful people and learn much more about your Porsche. You may also find some

spectacular places to drive, experience autocross schools and high speed driver's education classes, compete in track events, drive in tours to interesting locations, participate in tech sessions, and enjoy parties with friends to share the excitement and passion for Porsches. Remember, “It's not just the cars, it's the people.”

If you are reading this online before December 4th, plan to meet us for breakfast at Denny's in Danville around 8 AM. I am leading a tour over some East Bay Porsche roads to some local wineries for a “Holiday in the Vineyards.” Last time I headed up a local tour, we traveled 65 miles without driving on one freeway; hope you can join us. If you can't join us for breakfast, just meet in the parking lot and we will head out at 9:30 AM.

I hope you can also come to the Porsche New Year's Eve and Newcomer's Party at my home in Dublin (see page 18). Linda and I are looking forward to kissing the old year goodbye and welcoming 2005 with champagne and good friends.

Even though I decided not to run for the Board again next year, I am hoping to put several events on the calendar for 2005. Please be sure to join us for the Activities Planning Meeting at Pavlo's Pizza in San Ramon on January 7, 2005.

Remember, “Feel the fear and do it anyway”—get involved!

Potpourri

by the Editor

Mark Slauson was the first to bring a Cayenne to breakfast was also first with a 997S.



Sunset photo by Patrick Schmidt



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 (Oct.) 1*

Transfers in N/A

Current renewals N/A

Multi-year renewals N/A

Late/delete renewals¹ N/A

Transfers out N/A

Non renewals N/A

Dual members 9

Total membership N/A*

¹Previously deleted, now renewed



New member for October:*

Name	Affiliate	Porsche	Year	City
Doug Boccignone		911	2000	Byron

Transfers in during October:*

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. While waiting for internet downloading issues to be resolved, we are now receiving some monthly data via U.S. Mail or snail mail as some call it. This snail mail report for October had not arrived prior to the Advocate deadlines.

Porsche Dealership News

The Diablo Region and this newsletter are proud to have some top organizations as sponsors. TRG (page 23) has been an overall winner at a 24 hour race while running in an allegedly slower GT class and has won the GT class at both Daytona and Le Mans. Fastlane Travel (also page 23) has been selected by PCA and Porsche AG to offer the Porsche Treffan (Pano, page 56).

The hero, however, for the puposes of this November space is Sonnen Porsche. The SSI (99.0 average)/CSI (327 surveys) scores, i.e., customer satisfaction, for all U.S. Porsche dealerships through December of 2003 shows Sonnen ranked #1! The 327 number also suggests that Sonnen is also doing more business than many since the famous Brumos dealership had only 198.



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360 Diablo Road, Danville, CA 94526

Ron for the Road

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



I would like to continue the theme of Region volunteer workers that starts with the cover photo. This time,

I will observe that since my charter member days, almost no member active in those days is currently serving the Region as a volunteer. Yours truly, a Vice President in the second Diablo election, is a bit of an exception, but I was completely out of PCA for more than ten years between then and now.

The reality is that people burn out doing volunteer work, and a Region must constantly find ways to reinvent itself with new people. Before pursuing renewal again, i.e., many of us speak to this point often, I want to discuss burnout prevention a bit more. "Good job" is a phrase that can be spoken to a newsletter editor, for example, with the intent to prevent or minimize editor burnout. Such a phrase may not charge the editor's batteries very much if the last edition was late and two mailing sessions were both botched. "I noticed that the ads seem more professional looking lately and I especially like the addition of ad color" is much more likely to fight against editor burnout. Being specific about the valued behavior (what can be seen, heard or otherwise verified) will always increase the chances that the comment will be internalized and the "battery" will charge.

While finding behaviors to recognize or making desirable behaviors more visible, e.g., the cover of this edition, can probably never be overdone, eliminating negative judgments is the other side of the coin. I recently received a strong negative evaluation of one small part of my Region work. I suspect that it will take several occasions of positive recognition to offset this one small negative.

In this regard, I think taking good work for granted is the biggest culprit in the overall battle to fight against volunteer burnout. Judy routinely manages new members, transfers, billing dual members, updating member files and handling inquiries that come from our web page, but we tend to take this good and faithful work for granted

without ever giving Judy recognition. Brian has been handling a whole series of monthly tasks related to our bank account with hundreds of dollars flowing back and forth with everyone mostly silent about this long term good work.

Some mostly-behind-the-scenes good work is taken for granted because members do not know many of the details of specific situations. A good example is this year's Blackhawk Concours which was given to Ted French, our VP, in midstream. A date, already set in a later part of the year, turned out to be rain prone and in conflict with popular Laguna Seca and a Zone autocross events. Precious time for obtaining dealer and other sponsorship support had already passed, and our important relationship with the Blackhawk Museum was on the brink as well. Ted, with the significant help of member Phil Lindner, managed to rescue the event, handle the routine concours details and had organized the event to a higher level. It was a pity that the rain negated so much of this extra effort by several members.

We clearly need new energy and fresh ideas that can come from new volunteers. We also need the stability and expertise that comes from our existing volunteers. Giving recognition to specific results rather than the generic "good job," increasing the frequency of behavioral feedback, eliminating negative judgments and not taking the volunteer work for granted are all ways to keep our Region well tuned for high performance. By the way, poor performance and/or errors should not be overlooked or ignored, but there are more productive methods to do this than making judgmental statements to a volunteer.

Finally, please consider enriching this newsletter beyond one person's, i.e., the editor's, perspective. You can do this by submitting an article or photos for use in future newsletters. As it is currently, part of my tendency to wear down is the perceived obligation to attend every event in order to have print quality photos. Set your digital camera to the next higher resolution, and join the fun.

[<http://homepage.mac.com/lepprd/>](http://homepage.mac.com/lepprd/)

My First Porsche



Michael and Risë Venditti transferred in from Connecticut; this 944 Turbo is their first Porsche.

Perfect Porsche Parking



Alert! When the 2002 S Boxster is here, it means you are not supplying Perfect Parking photos. This one is in Union City, Kaiser, Bldg. B.

Zone 7 Awards Banquet



Saturday, January 15, 2005
Hilton Pleasanton Hotel

7050 Johnson Drive • Pleasanton, CA 94588
No-Host Cocktails at 6:00 P.M.
Dinner at 7:00 P.M.
Dinner cost is \$35 per person

The hotel is located in the southeast quadrant at the junction of I-580 and I-680. Take the Hopyard Road exit from I-580, or the Stoneridge Drive exit from I-680.

Dinner entrée choices: Filet Mignon sliced and served on a grilled Portobello mushroom enhanced with a Cognac demi-glaze, or Cornish Game Hen filled with wild rice accented with a Cabernet sauce. All dinners include the following: baby lettuce salad, roasted seasonal vegetables, duet of roasted potatoes with shallots, garlic and parsley, and a pecan turtle tartlet for dessert.

Please reserve in advance by calling Tim or Sue Fleming at (916) 985-4142. Make checks payable to "PCA-Zone 7," and mail to 107 Cobb Court, Folsom, CA 95630. All checks must be received by January 10, 2005.

There is a special room rate of \$72 plus tax; call (800) 445-8667 or (925) 463-8000, and be sure to mention Porsche Club of America. *Rooms will be released on December 31, 2004.*



2005 Zone 7 Calendar

Date	Region	Event	#	Title	Location
1/15/05	Zone	President's Meeting		Presidents Meeting	Pleasanton (TBD)
1/15/05	Zone	Awards Banquet		Awards Banquet	Pleasanton
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
3/20/05	LPR	Autocross		Region Autocross	Marina
	RR	Autocross	#1	Zone Autocross	Sant Rosa Airport
	Zone	Autocross	#2	Zone Autocross	Santa Rosa Airport
4/2/05	SVR	Autocross		Region Autocross	Stockton Fair
4/8/05	GGR	Time Trial	#2	Time trial	Thunderhill (Tent.)
4/9-10/05	GGR	Time Trial	#3	Time trial	Thunderhill
4/9/05	GGR	Autocross		Region Autocross	TBD
	MBR/LPR	Drivers Ed		Coastal Driving School	Thunderhill
	RR	Autocross		Region Autocross	Santa Rosa Airport
	Zone	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
6/24/05	GGR	Time Trial	#4	Time trial	Buttonwillow
6/25-26/05	GGR	Time Trial	#5	Time trial	Buttonwillow

Diablo Region Calendar: 2004/05

December, 2004

- 3 Pizza and Porsches
- 4 "Holiday in the Vineyards" Tour
- 7 Board Meeting
- 16 Thursday Dinner Out
- 31 New Year's Eve Party

January, 2005

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



With consecutive botches of the *Advocate* mailing procedure, the fond memory of the excellent work by Kathy and Gary grows.



This time, it is the turbos that bond and unite against "normal" Porsches.

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

April, 2005

- 1 Pizza and Porsches
- 5 Board Meeting
- 21 Thursday Dinner Out

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
At Patrick'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.



356s at the Berkeley Alehouse Porsche Fest, 10/10/2004

Zone 7 2004 Concours Results

Provided by Dean Tanaka, Zone 7 Concours Chairperson

Class	Name	Region	Place	Points
356 Full*				
911/912 Full	Gary Lieber	GGR	First	1490.50
W/C Full	Andrew/John Strom	Sierra	First	1240.00
Competition & Special Interest	Nanci Bishop	LPR	(below)	
	Paul Seidel-Smith	GGR	First	1214.50
356 Street*				
911/912 Sreet*				
W/C Wash & Shine	George Grialou	GGR	First	795.76
900s Wash & Shine	Tim Trudell	GGR	First	791.50
914 Wash & Shine*				
356 Wash & Shine*				
911/912 Street	Alan Berman	Diablo	First	994.25
	Dean Tanaka	GGR	Second	980.25
W/C Street	Norm Swanberg	YOS	First	1233.76
914 Street*				
356 Wash & Shine*				

***None qualified: Four scores/events are required.**

Jon Dugan of Diablo placed second in class at the Ledson event; Brian Pihl had a score of 243 at the PartsHeaven Concours. Vic Raziano, Jun Ignacio, Ed Gervasoni and Rick Ebojo also earned points at PartsHeaven and Ledson shows.



A Night Before Christmas: Porsche Style

By Paul Rossmo, Canada West Region

Porsche Timberline



'Twas the night before Christmas
and all through the shop,
the project was finished,
the pounding had stopped.

"At last a new sled"
said the jolly old elf,
who had smudges of grease
all over himself.

"By tomorrow morning
the whole world will know,
I've finally built
a sled that will go!"

The sled was wild,
It had all that it takes:
A three-point-six turbo,
nine-seventeen brakes,



A body by Kremer,
the runners were Koni,
big flares and a tail,
Boy, old Santa has money.

When he fired it up,
the power was awesome,
when it came on the boost
we just about lost him.



But he was heard to exclaim
as he roared out of sight:
"Merry Christmas to all
and to all a goodnight!"

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What I Did This Summer: The Le Mans Race

by Steve Smith, June 2003

Leaving Saumur, we went on to our next place of lodging, The Chateau des Sept Tours. It is an old chateau (with seven towers, hence the name) that has 46 rooms. The accommodations are a mix of old and new, where aesthetics and ambience are balanced with modern amenities. We shared the Chateau with a group of people from Compuware, who provided sponsorship for the Corvettes at the Le Mans. The race warrants an entire story of its own, but I will keep it as short as I can.



Friday, we drove to the track and met Robin Donovan, a driver with fourteen Le Mans 24-hour races under the belt of his Nomex

suit. Our group was treated to a private driving tour of the public portion of the 8.4 mile track with Robin. His comments were a mix of technical discussions of the corners, braking points and anecdotes from his many races. If you get the opportunity, be sure to ask him about the year he drove a Porsche 962 with Derek Bell. Lunch was at the Auberge de Mulsanne, which is forty feet off the Mulsanne Straight. After lunch, we took a familiarization tour of the facilities which included: our seats over the pits on the start/finish straight; our base camp (the hospitality tent for the Franz Konrad Saleen team); a walk in the pits, gawking at the cars; and a general wandering about, soaking in the sun and trying to comprehend that we were in fact at Le Mans. Dinner that night was a pool-side picnic at the Chateau. On Saturday, it was back at the track standing on the grid 30 minutes before



the cars were to take the green flag. Three of us were grinning ear-to-ear when one asked, "Can you believe we are standing here doing this?" The moment was documented with a photo and then we watched the formation lap and start from our seats. After a bit, we were driven (it is 8.4 miles per lap, and much is private property) to various vantage points around the track including a chicane on Mulsanne; the crucial corner at the end of Mulsanne; the Indianapolis corner; and a secret private spot. At that spot, we were twenty feet from the track, there were no fences, and the cars were accelerating to 200+ mph.

Three of us stayed after the main group



retreated to the Chateau so we could see the cars at night. As the sun went down, we stood at the Dunlop Bridge with the cars, headlights on, hammering past. There was the thumping of the Panoz V-8, the eerily quiet Bentley, the signature, high-pitched wail of the V-12 Ferrari, and the bellow of the 7-liter Corvette that was ten feet from the Ferrari's bumper. Each disappeared into the black, a few turns away from entering the Mulsanne Straight at where speeds reached 220 mph. Sadly, just before we left, the Konrad Saleen left the race. The next day, after hearing what the driver told the public, a few of us chatted casually with Franz Konrad and heard what really happened.

Sunday we were back at the track again. The Bentleys just kept going. The Audis gave chase, waiting for a misstep. This day was punctuated by a helicopter ride over the track. Lift off and ascent were better than any theme-park ride, and we saw a beautiful view of the cars below. We chased them, closing on them as they slowed for the chicanes, only to have them pull away from us again on the straights. We did a 90-degree bank turn pursuing a car into and out of the turn at the end of Mulsanne. There were more trips to various cor-



ners and viewing points; then we were back in our seats for the 4:00 PM finish. The Bentleys did it, finishing first and second. Personal enjoyment for me was the Champion Audi R8 finishing third overall, since the Team Director is a friend. We returned to the Chateau for a Fastlane Travel victory dinner. Awards were presented, toasts made, and a good time was had by all.

Monday, we took the TGV (bullet train) to Paris and settled into our Champs Elysées Holiday Inn. An afternoon of shopping preceded the traditional dinner on the Bateaux Mouches while gliding on the Seine. We then enjoyed another fine meal while watching the sunset and the lights of Paris.

On Tuesday, we walked to Montmartre and then had a guided tour at d'Orsay Museum, the home of Impressionist Art. That night was the final evening together. Since it was the finale, it was done in grand fashion. We had dinner and saw the show at the Moulin Rouge. Wednesday we took our respective flights home.

To say that the ten days spent with Peter was first class is to grossly understate it.

I can't think of an adjective that would fairly describe it. As you would guess, there is a price for such excellence. At some point, however, you have to defend your enthusiasm for cars to someone who blurts out, "A car just gets you from point A to point B. Why would you spend all that money on a Porsh (pronounced with one syllable)?" That person will never understand that you will pay the premium required to drive a Porsche or Ferrari because of the experience and the satisfaction it provides. Traveling with Peter isn't "just a trip" any more than your Porsche or Ferrari is "just a car." If you know how to differentiate between price and value, this is an experience that provides terrific value.



So, was Peter successful in crafting that perfect adventure? I can't think of how it could have been done any better. As we parted with the other couples, Eddy Yates, who was on his 18th adventure, jokingly said, "Peter, I guess I am just going to have to keep coming back until you get it right." Eddy had already signed up for his 19th Porsche Fest trip, the Fall 2003 Porsche Fest, just to see if Peter can get it right this time!

Editor's notes: *This is the final segment of an article covering the "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. Having been on Peter's Le Mans tours, I am delighted to share this report.*

Sad additional note: *Saturday, 11/13, I met with Peter as he attended the funeral services for a loved one. I was pleased that I was able to show support for Peter in his hour of need.*

2004 Autocross Results

by the Editor

Twenty-nine Diablo members earned GGR points in the 2004 Autocross season and this is at least eight more than in 2003. An additional few, e.g., Chris Paterno, participated in an



autocross school. Eleven of the twenty-nine total competed in enough events (5) to be eligible for a trophy compared to only six who ran enough events last year. Of those who were not eligible for a trophy, some did, however, accrue top points for a particular event with a first in class finish. Members not qualified for a trophy, but who won one or more events were: Ted French, Mikaleagh Stewart, Ed Dugan, Jon Dugan, Gary Schultz, Alan Kingsley, Milo Dorr (Milo won 3 events), Eugenie Thomas and Sergio Meza



Others who earned points were: Anthony Hsieh and Howard Thomas.

Drivers who expect to take home hardware from the December awards banquet at Blackhawk are: Michael Sondel, first in Hp ('67 911); Ralph Ligons, second in Gm; Mike Quinn, first in K ('81 911 SC); Rob Aldenhuysen, first in L; Alan Kingsley, second in M (94 911); David Anderson, second in Ni, and Tim Stewart (993) and Ron Leppke (2002



Boxster S), tied for third in Ni, Keven Mehlberg, first in S; Mike Vorkapich, third in T; Lavergne Thomas, first in TL; and Joe Yang, first in Tp.



Congratulations to all Diablo 2004 autocross participants, and especially those who were able to win an event and/or a trophy



2004 Zone 7 Rally Series

From Al Armellini & Rik Larson

The Zone Series finished the season in October. There were eight events presented. Based upon the Zone 7 Competition Rules, an entrant must run five or more of the eight events in order to qualify for awards. This year, the Toney's (SVR) had a perfect five of five for 100 points. As supplied by Zone 7 Rally Chairperson Al Armellini, the final standings show Al (Diablo) and Rik Larson (SVR) next with 96 points while Hubert and Jenny Lee (GGR) had 92 points.

The 2005 Zone 7 rally schedule is being established and appears that it will feature 6 events with the first rally scheduled for February 19, 2005. Stay tuned for additional information.

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Diablo Region/PCA presents:

New Year's Eve & Newcomers Party

**Kiss the old year Goodbye!
Welcome 2005!!!**

Wear your dress-up Porsche clothes or semi-formal attire.



Time: 9:00 PM

Location: Pat and Linda Schmidt's home,
7695 Sunwood Dr., Dublin

Cost: \$5/person. (No charge to Newcomers)

RSVP: Pat or Linda, 925.829.4329,
<schmidt.patrick@comcast.net>
by December 10

Extras: Beer/wine/champagne/ham to be supplied
by Diablo Region.

Guests with last name beginning with A through M, please
bring finger foods; N through Z, please bring a dessert.

Coffee and Espresso available throughout the evening.

Check your Porsche library or other Porsche memorabilia
and bring a selection to "Show and Tell."

Happy New Year hats and favors included!

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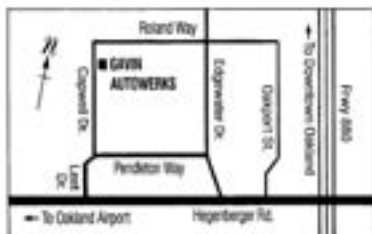
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DentPro Day

by Joe Ramos

It was a beautiful day to get out those nasty old door dings and minor dents in our beautiful cars. Great to get that sheet metal back to its pristine condition. Once done, the bright sun reflected off smooth door panels and hoods, and unmarred quarter panels.

Over the past 12 years, it has been my privilege to work with Roger Scala of DentPro, San Jose. I've arranged these DentPro Days for the Bay Area RX-7 Club of which I was a member until this year. In May, I sold my '93 RX-7, purchased a '96 911 Turbo (993), and joined the Golden Gate Region of the PCA.

Having the need for Roger's services, I decided to organize a joint-club, two-marque event for the Golden Gate, Diablo and Loma Prieta Regions of the PCA, and for the Bay Area RX-7 Club. This was held on Saturday, November 6th. We had an excellent turnout of 17 cars.

For those unfamiliar with DentPro, they provide an excellent alternative to body repair shops. Taken to a regular body shop, a door ding can be an expensive proposition requiring not only the body repair, but also a likely repaint of the damaged panel. We're talking hundreds of dollars here. With DentPro, it's \$90 for the first dent, and \$45 for any others. (And at the event, we received an additional 10% off.) In most cases, no repaint is needed. In my opinion, it's well worth the time to visit a DentPro shop to see if they can do the repair.



I arrived at Roger's new facility at 3700 Thomas Rd., Santa Clara, just at the 9 AM starting time. There were already 3 cars in the bay being scrutinized by the DentPro crew. I am always amazed how meticulous these guys are. You will bring the car in for the one or two door dings that are apparent.

When done, the seven or eight dings that were on the car will have been repaired. Joe, the head technician, is dedicated to providing the best service possible.

I won't describe all the repair activity of the day, but the highlight was the repair of George Vacaro's 1967 912. This unrestored car with its original paint has been seen at many local concours. It is a beauty. George is the original owner having taken delivery at the factory. He was there to meet a friend with no intentions of having his car worked on. (Ed: George won his class and the special Blackhawk award at the 2003 Blackhawk Concours)



However, he had previously considered using DentPro, and after a group of us gathered around his car in the parking lot, Roger came out to see what all the excitement was about. He talked with George, and convinced him to give it a shot. When George left after getting 8 dings taken out of the car, he was a very happy camper. His original beauty was that much closer to perfection!!

Everyone with whom I spoke was quite pleased with the quality of repair, and for the hospitality Roger showed us. To start the day, he had provided bagels and smears. He also had drinks for us to soothe our throats as we bench-raced and told lies about our cars. At noon he provided a tasty lunch of tri-tip and hamburgers. Some made sandwiches; some just ate the meat along with the potato salad and chips. Cookies were available for dessert. And a Starbucks is right next-door for the caffeine addicted.

I want to thank all those who participated for making the event a success, for your cars and for Roger's business.

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.<r8k12b92@cs.com> 510-792-3733

For Sale: Bell Helmet, Tourlite Ultra, M95, 7 3/4, White, Snell Approved DOT, Original cost \$188, **New lower price: \$99**, 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>

For Sale: 1967 911 passenger side window frame with original sekurit glass. Chrome is in excellent condition. Asking \$175.00 Phil Grosskopf (925) 634-0430 <bighead@inreach.com>

For Sale: 1967 Porsche 911 muffler. Asking \$50.00 Phil Grosskopf (925) 634-0430 <bighead@inreach.com>



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