

**January  
2005**

# **The devil's Advocate**



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

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## Cover Photo

How many PCA Regions meet every Saturday for breakfast and have done so for more than twenty years? In addition, how many already have had two 997s at an event of similar nature?

Diablo does indeed have a unique heritage that continues to draw the newest and the exceptional cars, along with the fine people who own and admire them.

I had a great cover photo of these new 997s, but changed my mind in favor of one with a bit more artistic and creative zest, i.e., Denny's parking lot versus a historic building with a lovely setting and a beautiful '99 996 belonging to Ann Meyer.

Either of the cover photos would likely have been the last hurrah for my Olympus C-750, which was sold a few days ago to one of my students. The selected image was programed for depth of field, had a 3.2 f stop, the ISO was 50 and the focal length was 9.9 mm.

Several of the smaller photos in this edition were taken with my new 8 MP Olympus E-300 EVOLT, with many more to come.

## 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.*

## Ted's Tidbits

*By Ted French, President*

As I sat down at the computer to write my first President's message, I tried, with no luck, to think of opening with a few comments that would show to everyone how glib of tongue, yet serious, I can be. So, let's just take a trip backwards and look at 2004 for a brief moment. The war in Iraq, the Peterson trial, and the election surely need to be looked at, but not here. The events we should focus upon are those the Club provided this past year, large or small; all of them were great. Just a few moments to refresh some memories: The Occidental tour; the San Francisco Cable Car Tour; our winery tours; the Wash & Shine; the Blackhawk "car wash"; the new member parties; and last, but by no means not least, our autocrosses (don't get me started) and driving events. What a fine year; my congratulations to our out-going President, Patrick, for guiding us through such an enjoyable twelve months. I also want to mention the retirement of Brian Cameron as our Treasurer. For many years he has stepped up and volunteered (10 or 12 years ?) to handle our finances. Thanks to both Patrick and Brian!

Now it is onward; 2005 is looking to be another exceptional year with new board members and some fresh ideas. Already in the works as possibilities: one or maybe two wine country tours, a Yosemite overnigher, tech sessions, a Sacramento River drive and large picnic, another great Wash & Shine, our Blackhawk Concours, more than 20 autocrosses, and many other events other than bacon/eggs and pizza. I don't know about you, but I am excited about these planned activities and hope you will be also. In closing, I just want to say "Thank You" for the opportunity to be your President. I look forward to 2005 with high expectations for great fun, outstanding events, and wonderful people. Drive safely,



## Big Shoes

*By Rob Haitsma, Vice President*

I start this New Year with some nervousness about not being able to accomplish what I would like to accomplish, and with expectations of how previous people have handled the position. I have been nominated and have accepted the post of Vice President of the Diablo Region PCA.

One of the reasons that I had in purchasing my 928 over other cars was that the Porsche offered a chance to become involved in really well-organized, "marque-centered" club. Up until then, I had never been in a car club before. Honda Accords and Civics don't really lend themselves well to having a following (although that is changing now).

My first drive with 928 NorCal was almost a life changing experience. Here was a group of individuals all having a common thread. What a rush it was to not only be blasting down some canyon road, but also to be just one of about 50 other 928s idling through town!

When I started being active in the Diablo Region PCA, it just made the feeling that much more satisfying. Drives, breakfasts, parties and autocrossing to me, make my life much more rewarding. I have met some really great people and have gotten to know and regard many of you as friends that I have known for years. Friends that also share the same passion in experiencing what it feels like to be driving the cars we do. In that, we are extremely lucky to be part (even in a small way) of a heritage that goes back many years with Porsche.

In that same way, I am lucky to be able to step into a position that the previous V.P., Ted French, administered so well. Those are pretty big shoes to fill.







## Welcome: New members



**Warren Gardner, Jr.**

<warrengardnerjr@comcast.net>

### From the Board of Directors:

*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.*

New Members (Nov.)	8
Transfers in	2
Current renewals	N/A
Multi-year renewals	N/A
Late/delete renewals <sup>1</sup>	N/A
Transfers out	N/A
Non renewals	N/A
Dual members	11

**Total membership 548**

<sup>1</sup>Previously deleted, now renewed

### New members for November:

Name	Affiliate	Porsche	Year	City
Yobie Benjamin	Valerie	996	2001	Fremont
Richard Cabral		911	1984	Castro Valley
Pat V. Daly	Claire	911	2000	Danville
Monica R. Greene		Cayenne	2005	Concord
Robert Ibarra	Kelly	911	1986	Danville
Andrew M. Jones		911	1999	Pleasanton
Zoltan Palmai		Boxster S	2004	Dublin
Andreas Schmidt	Shannon	914-4	1970	Oakland

### Transfers in during November:

Name	Affiliate	Porsche	Year	City
Martin Baker		914	1974	Fairfield
Pablo J. Marquez	Paige	911SC	1981	Danville

*The difficulties associated with a membership system crash at the national level before a new and better system had been fully implemented have been documented in this space for months. This time, the picture is a bit brighter at our local level if only because we have a fresh view coming from Warren Gardner. Judy has worked hard and well and thus very deserving of our accolades for a job well done. After two years as the Membership Director and with PCA national implementing a new database in 2005, Judy felt it was a good time to step down. Warren, on the other hand, apparently enjoys the challenge of using FileMaker Pro with the new system. Warren's affinity for challenge is exemplified by his track history with his Porsches (and a Ducati) on many US and international circuits.*



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## Ron for the Road

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

I am excited about this new year for our Diablo Region. We have the typical change of leadership positions, and thus the infusion of fresh ideas and new skills. The real prospect of a mini Parade minutes away is one of the new ideas that is part of the excitement.



Joan Duran will attend her first board meeting as a Director this month. It will be interesting to see if Joan's non blonde perspective differs from that of Eugenie Thomas when it comes to the women's view of Porsche participation. (I admit to throwing in a feeble attempt at humor that reeks of male chauvinism so hold back on your flames).

I expect another very strong instillation of new skills and perspectives from Warren Gardner, Jr. as he steps in to help us attempt to regain sanity with the membership database that has been so drastically altered and upset by the poorly implemented system change at the National level. Warren brings a perspective of multiple Porsche club memberships in Europe and Asia, associated with his more than 27 years in diplomatic roles for our country and travel in 53 international locations. He also brings his awareness of driving both Porsches and Ducatis on many major race tracks around the world and across the us. Being Chief Judge of the French Porsche Club's Concours d'Elegance program is an example of his experience with Porsche clubs. An MBA (Finance emphasis) from the University of Alabama and an enthusiastic use of Apple computers as a software consultant are also part of the Gardner package.

The European castle photo at the top has at least two connections to 2005, in addition to the welcome displacement (to some unnamed critics) to the 2002 S Boxster. The '84 glacier blue Carrera was a factory delivery as part of one of Peter Sontag's very delightful Porsche Fest tours. It was a privately owned

castle, and Peter arranged this exclusive visit with the owner. Fastlane Travel, see page 23, is one of our sponsors and, having just been selected as the official provider of the PCA Treffen, has increased their support of our Region with a beautiful and larger ad.

It is my continuing pleasure to highlight "first Porsches" across the page, and, in the case of the '84 above and left, it was number five in the sequence of Porsches that started in 1959. I offer this evidence of my affection for air-cooled, rear-engined 911s to any who may feel alienated by my many Boxster references.

Having just purchased a new 8 MP camera with raw capabilities, I am one of the strongest supporters of the Heidelberg press and glossy paper publication process of this newsletter. These technologies allow quality photos nearly full expression, but there is, quite literally, a price. The price of quality glossy paper and plate printing exceeds the income available from ads and from the per-head membership rebates from PCA National. When Brian, our renowned treasurer, provided a graph of the Region bank balances covering about two years, there was a slope and it was downward.

As a board, we looked at some less costly print alternatives, but the quality was not there. The issue is not just a matter of esthetics, but is also related to attracting new sponsor ads. One of the first comments a prospective advertiser makes when viewing our publication is that it looks professional and has good quality.

From my editor's perspective, there are at least two things that members can do to help: Assist Francisco Cabrito, me and/or other board members to secure new ads from you, your employer or any of your favorite merchants or Porsche resources. Secondly, continue to seek out our sponsors for your Porsche goods and services and then thank them for their support. Even if you are not spending money with them, find opportunities, e.g., look for the Roger Kraus Racing at Laguna or Infineon, to say "Thanks."

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

## My First Porsche



Lyn Austen receives her '04 Wash & Shine trophy in her first Porsche, a 914. Her excellent recently-restored '69 912 was acquired later.

## Perfect Porsche Parking



Here we go again!, My Boxster photo means you are not supplying perfect parking photos of your cars. This is Bayfair Mall in San Leandro.

# 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	Santa 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: 2005

## January

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

## February

- 1 Board Meeting
- 4 Pizza and Porsches
- 6 Super Bowl Party
- 17 Thursday Dinner Out

## March

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



3rd Thursday at Roccos: Like the sign says, "Best East Bay Pizza" and much more.\*

## April

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

## May

- 3 Board Meeting
- 6 Pizza and Porsches
- 20 Thursday Dinner Out



A 3rd Thursday Rocco's regular, John Evans, always has two wines and an espresso as he explores the fine dinners.

## 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  
Usually 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.



Debating the question: to tour or not to tour.

# Holiday Wine Tour

*By Patrick Schmidt*

Thanks to all who joined the tour to the "Holiday in the Vineyards" hosted by the local wineries. After gathering for the driver's meeting, a parade of 16 Porsches and close to 30 people headed out to enjoy 70 miles of East Bay Porsche backroads. With a 9:30 AM start, the roads were dry and the sky was partly cloudy, resulting in great driving conditions. Living in the East Bay over the past 20 years, I was surprised to learn that my wonderful spouse and navigator, Linda, had never been on Norris Canyon Road! This was our first stretch of canyon roads: over eight miles of twisties and no cross roads. That made me wonder how many of the other Porsches behind me had never enjoyed Norris Canyon. We were just getting started, and already you could see the smiles of the other drivers in the rear view mirrors.

Leaving Castro Valley, we enjoyed the 18-mile stretch of Redwood Road, a well-named road with many wonderful, and sweeping, banked curves. After about 15 minutes of curve after curve, I looked over and announced, "Now we get to the twisty part." Linda's response was "Oh, Goodie." Linda's motion sickness bracelets were in place and doing their job. Thank God!

After climbing the last curves of Redwood Road, we turned onto Skyline Drive and an incredible view of San Francisco. A few miles up the road, we pulled into the Chabot Space Center and enjoyed a "photo-op" of 16 Porsches parked in their traffic circle.

Heading out of the Chabot Space Center lot, I expected the long driveway to lead us to Skyline, so I turned left. Brian Cameron made the correct turn and turned right to head to Pinehurst Road. After one more turn, I realized we needed to circle back to get onto Skyline, then Pinehurst. After a long wait at Pinehurst, Brian thought maybe we got there before him, so he descended Pinehurst and proceeded to try to catch up. Brian picked up his pace, as he could not find any Porsches on Pinehurst.

After a quick trip down Pinehurst, then Redwood Road, Brian made his way to Chiounard Vineyard, half way down Palomares Canyon Road. Finding no Porsches at Chiounard, Brian deduced that we must have finished our agricultural inspection and moved on to Elliston Vineyards in Sunol. Not finding any Porsches at Elliston, Brian drove back down Niles Canyon with sweeping 45 mph curves and up Palomares Canyon again to Chiounard Vineyard. As Brian screeched to a halt, I could feel the heat from the pipes of his supercharged Boxster. Not only did Brian enjoy the extra 20 miles, I'm sure he used his driver's skills to keep a clean line through the turns!

Actually, I think Brian knew I was staying pretty close to the speed limit and his Boxster would enjoy the trip more if it could travel at its normal supercharged Boxster pace.

Brian also had the opportunity to check out the only restaurant in Sunol to find out the restaurant was open, but it did not have its liquor license and could only serve food. With Brian's awareness of "food only" in Sunol, it became an easy decision to invite anyone who was hungry to join us at Coco's, our old breakfast meeting place in Dublin. No longer named "Coco's" but large enough for our group, it was a "Hoot!"

Thanks again for all who participated. It's not the cars or the food, it's the people!

## *Editor's addendum*

I was on the other end of the Brian saga. As the last in line, it was my job to keep everyone in front of me and to stop for stragglers or problems. Using my radio feverishly, I tried to get the group to slow down and/or wait for the one Porsche that remained in the Space Center garage. This futile effort left the two of us many minutes behind everyone. Having noticed no Skyline sign at the intersection where the arrow points left and the instructions say right, I went back to the last Skyline sign to wait for the group. After a very long time and many miles behind, I took off and literally road-raced all 18 miles to finally catch them at Castro Valley Blvd.



## **Holiday Wine Tour Saturday Drive**

**Organized by  
Patrick Schmidt**

**Saturday, December 4, 2004**



See all 41 photos full size and in color at:  
<<http://homepage.mac.com/leprd/PhotoAlbum144.html>>

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# Sonnen > Porsche



## Goodbye Tim-Hello Larry

By Tim Fleming

As you read this column, it is a New Year (or close to it) for you and PCA. It is also the end of my term as Zone 7 Representative. It has been a lot of work, but a very worthwhile experience. I have spent the last four years traveling across Northern California and up to the Reno-Carson City area, having a great time, and meeting great Porsche people. Zone 7 has ten regions and over 4,000 people. Each region is a bit different, and in the last four years, I've seen each region try new activities, welcome new members, and transition to new leadership. It's been my privilege to work with 26 different Presidents, and many more region officers, editors, and webmasters. In these four years we've had a number of new National policies and procedures, and we've tried different things in the Zone competition series. The regions' leadership has been very creative and cooperative, and I thank them. I have made great friends, and I hope they've enjoyed the experience as much as I have.



also would like to thank the Zone chairpersons for their efforts, particularly the team that has been active over the past two years, including Dean Tanaka as Concours, Dean Thomas for Autocross, Al Armellini for Rally, Ken Short for webmaster, and Masuo Robinson and Doug DeVetter for running the Club Race. These folks did a great job, Please thank them personally if you get the chance.

Finally, I'd like to thank my family for understanding when I missed a few basketball games, scouting trips, etc.

Thanks especially to Susan, my better half, for taking a number of phone calls when I was working late or traveling, and for taking the lead on the Zone 7 banquets.



The ZR position has been a two position job, and Susan certainly deserves credit and thanks for a job well done.

Deadlines being what they are, my replacement has not been formally confirmed yet by the PCA Executive Council. However, barring hanging chads or a major scandal, Larry Sharp from Golden Gate Region will be the next Zone 7 Representative. Larry has been GGR President multiple terms, and has been an active participant in the Zone 7 competition series, even doing some concours events this year. Larry is experienced and knowledgeable with respect to drivers' education, which will continue to grow in importance to PCA and Zone 7. Please welcome Larry in his new assignment!

The Year 2005 will be a fun year for PCA with several events of note. The highest profile event will, of course, be the 50th Porsche Parade in Hershey, Pennsylvania. Two other West Coast events of distinction will be Marque Madness, a gathering of car clubs at the US Sports Car Invitational at Laguna Seca, plus the first ever "PCA Escape to Wine Country"; the "PCA Escape to \_\_\_\_\_" activity is a new National program that will offer a four-day social weekend, rotating around the country, with the very first event to be hosted by Redwood Region. Mark your calendars for August 25-28, 2005 (week after the Monterey Historic Races). All in all, 2005 promises to be a great year for Zone 7.

## The PCA Spirit

*by Terry Zacone, GGR Region*

This story is hard to believe, but true. Brad Zucroff and I drove down for the Zone Autocross weekend at Millerton Lake in October, he in his 2002 Turbo, and me in Marcel, a 1968 911L Targa. Friday afternoon at about 4 PM, as we were crossing Shaw Avenue in Fresno, I felt a cv joint go. I was able to coast to the left turn lane in the middle of this busy main street. Brad helped me push Marcel across and park (Yes, I know, lots of people have pushed Marcel across America).

Brad took me to the hotel and I called all around, looking for an axle assembly. Of course, nobody has on hand an axle assembly for an old short-wheelbase 911. So there went the weekend. Two Autocrosses. Rats! Then we went to dinner with a group of other Zone 7 folks. As I was bemoaning my misfortune, Kevin and Debi Molineaux looked at me and said: "Don't worry, we'll take care of it after dinner." It turns out that Kevin has a shop and he just happened to have an axle assembly from the race



car he was building! So, after dinner, I had AAA tow Marcel to Kevin's shop where he installed the axle. I was in bed by 11:30! I was able to Autocross and drive Marcel home.

I don't know about you, but I find that incredible. Even more impressive was the fact that, for Kevin and Debi, it was no big thing. It's just the way they are. Kevin and Debi are the finest example of the quality of association you get in Zone 7.

Thanks to everybody who helped, and thanks, Brad, for helping with the rain (but that's another long story).

## More Porsche Spirit

*by the Editor*

My Chevy/Ford buddies sneered at my Porsche purchase back in the '50s and asked what I would do when the '57 broke down, i.e., "What will you drive during the six months while a boat brings parts from Germany?"



Over a year later, it konked out in the San Fernando Valley on a Sunday. What happened next was my first experience with Porsche comradeship. Almost immediately, a Porsche stopped and the owner began to find the problem on my behalf. When he discovered the fuel pump was not working, he fashioned some protection between our two coupes and pushed me to a motel. In contradiction to the prognostications of my hometown buddies, a VW/Porsche dealership where I purchased the \$2.50 diaphragm and repaired the fuel pump was closer than any Ford/Chevy parts place.

I had another similar experience while watching an autocross on Stockton (E-brake on a city street to U-turn and go back). Wyn Robertson, SVR driver in the competition, took time out to fix an accelerator cable on the '57 coupe.



## Election Results

*by the Editor*

The election was conclusive in spite of ballots arriving after the due date in some cases because of the delays in the *Advocate* printing and mailing. All three candidates were selected on each ballot and there were no write-ins.

The three new Directors elected for two years are:

### Joan Duran

(shown on the right with her husband, Frank)



### Ron Leppke

Ron will continue as both a Director and the newsletter editor.

### Eugenie Thomas

Eugenie will continue as the Autocross chairperson and will add voting as a Director as well.



Among the continuing Board members, Ted French will be the President, Rob Haitsma will continue as our Webmaster and will add being Vice President. Mike Vorkapich takes over the financial books from Brian, and Joan may try her hand at being the secretary.

Please visit page three to view the list of officers and their respective duties. Please also think about joining us in one of the the jobs not currently being handled.



Eugenie and our two top leaders working on 2005 ideas at the Sat-

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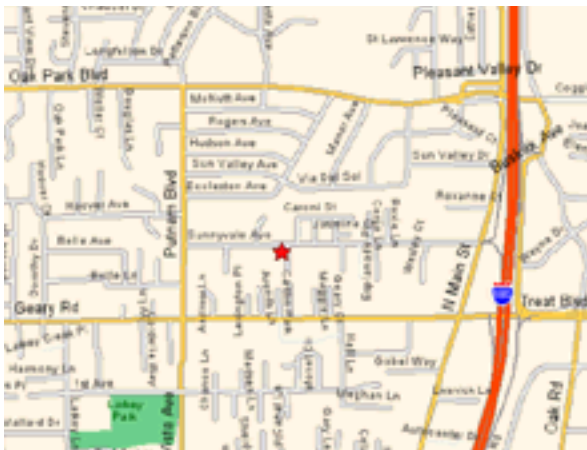
**Location:** 1086 Bellamy Court, Walnut Creek  
**Phone:** 925-274-0671  
**E-mail:** [LaVergneAnn@aol.com](mailto:LaVergneAnn@aol.com)  
**RSVP by:** January 12  
**Cost:** \$5/person plus munchie, salad or dessert.

Please call or e-mail Vern (925-20671, <[LaVergneAnne@aol.com](mailto:LaVergneAnne@aol.com)>) to let her know what you wish to bring.

### **Directions:**

The orange road on the right of the map is actually interstate 680.

For those of you traveling south on 680, take the N. Main exit. Turn left onto N. Main to Geary (one block), turn right on Geary, right on Putnam and right again on Sunnyvale. Bellamy Court is on the right, just past the bike trail.



If you are traveling North on 680, exit left off of Treat. Turn right onto North Main, left onto Sunnyvale. Bellamy Court is on the left just after the white church.





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# GA Gavin Autowerks

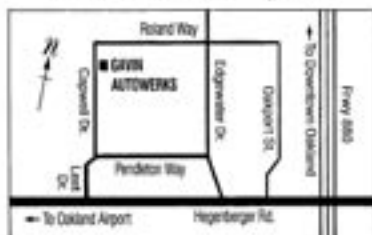
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## Coastal Driving School

*By Hank Watts*

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



Last year a PCA organization was formed as a combined effort of Loma Prieta and Monterey Bay Regions. The Coastal Driving School was chartered in 2004 to provide safe, accessible and instructed track time to the Porsche community. Reacting quickly, we picked up a spring ThunderHill date on short notice. In the summer, we had a weekend at Laguna working in collaboration with the 356 Registry. For all driving days, we filled all available slots, damaged no cars and had a wonderful time. We had rave reviews from the first-timers and the responses from experienced people were also very positive. All said they liked the friendly and supportive atmosphere that CDS provides.

Formed by a team of PCA members with years of experience at tracks all over the nation, CDS has three key objectives. First, to provide a substantial amount of track time and to promote maximum fun, learning and camaraderie. The second objective was to minimize the cost, and, third, attract the best possible instructors in Northern California. We maintain an absolute emphasis on safety. While there are always certain risks in driving on racetracks, our safety record has been excellent so far. To optimize track time, we run only four run groups. This means that each driver gets a fourth of the track time that is available for the day. Depending on the hours that can be run at the specific track we're using, this can be as much as 2 hours of track time spread over 5 sessions during the day, or up to 4 hours for the weekend. To assure that the events fill (which is essential to keeping costs down), we welcome any suitable car at our events, not just Porsches. However, Porsches have priority on enrollment until 3 weeks before the event. So far

we have had mostly Porsches but always a scattering of other interesting cars. So, if you'd like your friend with the Honda S2000 to be able to join you at the track, it might be possible. (For those familiar with time trials, we do not spend Sunday afternoon doing timed runs; practice continues.) Participants who are interested in their lap times as a way to gauge their progress can use in-car timers for this purpose. Where possible our events are for the weekend, but are run as two separate events, so participants can enroll in either day or both. To further reduce costs to participants, our safety standards are tuned to PCA driver's education recommendations: we do not require fire bottles, driving suits, 5-point belts or rollbars (except for convertibles with no factory rollover protection.) We have extremely good instructors and one of the highest instructor to student ratio of all clubs operating in California. A Drivers' Handbook is posted on the website. It includes a full description of all aspects of the events --preparation, operation and follow-up.

All of our events so far have been covered by photographer Dave Wong, himself an ex-track junkie and founding partner of Watts-Wong Wacing. He takes wonderful photos which he can provide in print or CD formats. 2005: Our schedule for 2005, so far is: 26-27 March at Buttonwillow; 14-15 May at Fernley (an interesting new track 30 minutes east of Reno. This will be the first PCA event at this track.) And, very late in the year we have a mid-week day (Thursday, Dec 15th) at Laguna Seca. We will also be having a ground school this spring for people who want to learn as much as possible before coming out.



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

## Garage Sale

**For Sale: Hand painted center caps.** Caps to fit Fuchs, Cookie Cutter, Phone Dial or 5 and 7 spoke wheels. Both ring-type caps for Fuchs and Cookie Cutter wheels as well as flat caps for Phone Dials and 5/7 spoke wheels. \$150/set + \$6 shipping or trade-in your existing center caps for hand painted ones. \$130 + \$6 shipping. Steve Rosenzweig 510.701.8998 or centercaps@comcast.net. Pictures at <http://home.comcast.net/~srosenzweig/centercaps.html>

**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>

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