



MAY 1995

PRIETA POST

VOLUME XXV NO. 5

ON THE INSIDE: Apple Country Picnic & Good Time Gathering
• Multi-Region Spring Tour • Looking Back: Pinnacles Tour
• Loma Prieta Region's 25th Anniversary Celebration



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What's Happening

MAY

2 - LPR BOARD MEETING

At the home of Kirk Hegemier. Everyone is welcome. Time: 7:30 PM sharp. Prez Larry will once again lead us down the LPR business road. Call (408) 265-7235 if you need directions.

6, 7 - ZONE 7 AUTOCROSS

SCHOOL
Hosted by LPR at Candlestick Park. We still need help with some behind the scenes stuff. Call Hank Watts (408) 245-4040 if you can help.

13 - APPLE FESTIVAL & BBQ/GTG

In the Santa Cruz mountains at P.J. Zima's home. Apple fritters, apple pasta, apple pie, cow pies, etc. We hope you can join us for the day. Call P.J. to RSVP (408) 353-4065 by May 11th.

21, 22 - SPRING

MOTHERLODE TOUR

Follow Rudi on a weekend of fun and frolic. Ride the train and get your mother loaded. The deadline is April 30th. Call right away.

27 - LPR AUTOCROSS #2

At Candlestick Park. See info in this month's *POST*.

JUNE

3, 4 - LPR & RR ZONE

AUTOCROSS #1 AND #2

See info on autocross flyer in this month's *POST*.

6 - LPR BOARD MEETING

At the Heraufs.

JUNE 10 - GTG/PHOTO

SCAVENGER HUNT

At the Swenssons.

11 - LPR ZONE CONCOURS

& SWAP MEET

At PartsHeaven.

24 - LPR TECH SESSION #2

See this issue for information.

24 - LPR MT. WINERY TOUR

Led by Pete and Diane Siemens.

25 - LPR AUTOCROSS #3

At Candlestick Park.



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Tom and Sandy Provasi's 356 Cabriolet in front of Silver Creek Valley Country Club.

Photo by Carole Goodwin

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On The **OPEN ROAD**

President
Larry Goodwin



The 25th Anniversary, A Great Time

I am still hearing comments about how great the 25th Anniversary Party was. I can't remember when we have been to a party that great. Many thanks to the committee for all their planning and organization. It was a lot of work and it showed. It sure was good to see all of our old LPR friends again; some new ones too. You can relive the evening in this month's *POST*.

Coming Up

Spring has sprung and May 13th brings us to PJ's house for the Apple Country Picnic. The multi-region Motherlode Tour is May 20 and 21.

Off Came The Dust

Sunday April 9th was the day of our first LPR autocross at Candlestick Park. I think they used to play baseball there. The day started out with Henry designing the course by throwing out the cones and telling us to stand them up. That is all there is to it. The course was so long you could see the cars disappear and then reappear 30 seconds later. SCCA was just next door so some people got to run both LPR and SCCA. We had a great turnout including some of the GGR greats. We divided into odd and even groups. After taking three runs each in the morning we started the afternoon session that included three more runs. Then we had two hours of fun runs. Many thanks to all the people who helped out to make this a great event. Our next autocross is May 27, two weeks after the autocross school. It should be another great turn out. See you there.

Porsche's U.S. Sales Increase 68 Percent In First Quarter of 1995

*Courtesy Porsche Cars North America, Inc.
Bob Carlson, General Manager Public Relations*

RENO, NEVADA, April 5, 1995 — Porsche Cars North America, Inc. (PCNA) announced its first-quarter sales of new vehicles in the U.S. increased 68 percent over the same period in 1994. PCNA sold 1,474 cars in the first three months of 1995 compared to 875 automobiles marketed in the U.S. during the same time last year. This figure represents Porsche's highest first-quarter U.S. sales total since 1990.

Porsche's U.S. sales increase comes at a time when most of its competitors are reporting sales declines. As a result, Porsche's share of the U.S. market segment for sports cars priced over \$40,000 has risen from 22 percent last year to 31 percent at present.

The major reason for this sales increase has been the market acceptance of the 1995 Porsche 911 Carrera. Introduced in U.S. Porsche dealerships in March of 1994, 5,031 units of this new model have been sold during its first full year of availability. Included in these figures is the 1995 911 Carrera 4 which was launched in the U.S. last fall. Not listed in this total is the 1996 Porsche 911 Turbo which will be arriving in U.S. Porsche dealerships later this month.

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POST talk 2

Editor
Carole Goodwin



Color Cover At Last!

Well, we finally got to do the long awaited color cover for the *POST*. I hope you like it. It was uncertain whether we would even get to take the photos or not. Because of all the rain we had in January and February (when the photo was taken) it was difficult finding a dry day to get the cars out and do some work. Anyway, I'm pleased we finally got the chance to present it to you. It was perfect for this issue to commemorate our 25th anniversary. We have loads of pictures for you to see this month, as well as a terrific article by Ken Iles. Check it out and read what you missed if you didn't go; relive the memory if you did!

Nice To See You

I was pleased to see so many old friends from LPR's past turn out to help us celebrate. It was also great to get some of our newer members to join us for what surely is one of the best events we've ever put on. Don't let this be the last thing you come to. Now that you've gotten a chance to experience us, make it habit to join us for a lot more fun. In order for a region to keep alive and growing, new people need to become involved and pick up some of the work load. You will gain a lot in personal satisfaction from volunteering your time for the club. Everyone is busy these days, but each person has a little bit of time to lend. And some people have more than others. We hope that our old members decide to reactivate, and that this event creates some interest amongst our new members to become active. You'll be glad that you did. The club has so much to offer for all facets of Porsche ownership. There is truly something for everyone.

Unanswered Pleas

I am still looking for a writer to help out with our (missing) Pet Porsche feature. We have not been able to run a story about one of our members and their cars for a long time because we have not had anyone available to write them. In a club newsletter it is fun and interesting to read about our members. If you can help out with this feature, please give me a call.

I also seriously need a replacement editor. My work load has increased twofold, and I'd like to train someone soon to make sure the *POST* is being taken care of. The nice thing about working on the newsletter is that you have the freedom to publish it in any manner that you like. If you use IBM computer software, you can continue using that. If you only want to type it, that works too. You don't have to own a Macintosh to get the job done. If you do happen to have one of those you'll receive the club's copy of QuarkXpress to produce the newsletter with. Also, there are many people who help out every month. Their names are listed on page 2 under *POST* staff. They will continue to do what they're doing for the *POST*, and this certainly helps a lot. The Bennett's put together all our photos each month, John Reed coordinates all the photography efforts. Michael Herauf does the proofreading, and Tom Provasi helps with all the final put-together and loose ends. Then after it's printed, Ward Zitzer takes over for the mailing. Let's keep this going...give me a call!

The deadline to turn in articles for the June issue is May 10th!

Apple Festival & BBQ

Saturday, May 13th, 2:00 PM

Apple cake? Apple pie? Apple fritters? Apple cobbler? Apple Betty? Apple dumplings? Apple Spam loaf?

Spring has sprung, the days are getting longer, the swallows are back in San Juan Capistrano, and this month LPR will migrate to the wooded estate of P.J. Zima for an Apple Festival & BBQ. P.J. has over 100 apple trees on his property. Come out and walk the grounds and breathe some clean, mountain air. There will be some mild competition at this event, so get with the spirit and join in.

We need dessert volunteers to bring an apple-oriented entry for judging, as well as volunteers for apple bobbing. A third competition will be an apple carving contest. Rare and valuable treasures will be awarded as prizes for these events.

The menu for this barbecue will include steaks, chicken, and only the best jug wines, beers, and sodas that we can find. Plates and utensils will be provided. All this fun, food, and frolic for only \$8.00 per person. Kids ages 5-under are free, and 6-12 half price.

RSVP to P.J. by Thursday, May 11th, with your apple dessert or side dish that you will bring. Specify, also, your entree choice. Phone 408-353-4065 or 415-962-4730 (voicemail). Children welcome!

Where: 25230 Adams Road, Los Gatos. Take Highway 17 to Summit Road Exit. Go east over highway to stop sign on Summit Road. Turn left onto Summit, then travel 4 miles approximately to turn right on Skyland Road (shortly past Summit Center). Turn left on Adams Road (1 mile approximately) Turn right at Quail Ridge Road (this is a private road and will have a sign "P.J." by mailboxes). Drive in about 1/4 mile to the festivities.

LPR AUTOCROSS SERIES CONTINUES!

SATURDAY, MAY 27, CANDLESTICK PARK

SUNDAY, JUNE 4, SANTA ROSA

Come out and play May 27th as we continue the fun. It's a small-time series, lots of runs in an easy atmosphere. At the first event 40 drivers got 6 shots each at a 50-second course, and there was time for fun runs at the end. We don't even know what the series means or if trophies will be awarded; come share in the drama and intrigue. For people new to autocrossing, small events like this are just the right time to try this out, without all the pressure of lots of cars and people. We have excellent instructors who will help you drive like a seasoned expert and make sure that your car is happy with the experience.

The June 4 date at Santa Rosa is part of the Zone series, and an excellent chance to meet drivers from around Northern California.

May 27: Registration opens at 8:00. Driver's meeting at 8:45, first car out at 9:00. \$20 per driver. All drivers must also work. Helmets are required.

Directions to Candlestick: 101 to Candlestick Park, just south of San Francisco. Take the first available entrance into the main Candlestick parking lot, and then immediately turn right.

June 4: Registration opens at 8:30. Driver's meeting at 9:45. First car out at 10:00. \$20 per driver. All drivers must also work. Helmets are required.

Directions to Santa Rosa: North on 101 through Santa Rosa. Take the River Road exit. West on River Road to Slusser (3.5 mi.). Right on Slusser to stop sign at end (1 mi.). Right on Windsor Road. Go straight 100 yards to site entrance gate. Make sure to close gate behind you if no one is working at the gate.



Porsche Shows New 911 Turbo at Geneva '95

Information provided with permission by Paul Negyesi, Hungary_____



1996 911 Turbo.

The 65th Salon international de l'automobile was held in Geneva, Switzerland, from the 9th of March until the 19th of March, 1995. Porsche exhibited three new interesting versions of the 911: The 911 RS, 911 Turbo, and the 911 GT2. This article describes the Porsche 911 Turbo — the finest in high tech — packed with power.

The world's first standard sportscar with a turbocharged engine, the Porsche 911 Turbo is the epitome of high performance and advanced automobile engineering. Nevertheless, the top model of the 911 range not only excels in terms of the tremendous performance available but also cushions its driver in luxury and comfort. These features are combined to produce a charismatic sportscar with excellent long-distance performance.

The new Porsche 911 Turbo, to be introduced on international markets in April 1995, will be packed with high technology. Some of the main features are:

- 1) 300 kW (408 DIN HP) engine with two turbochargers;
- 2) OBD II (on-board diagnosis II) as a standard feature worldwide;
- 3) a new six-speed gearbox and four-wheel drive;
- 4) a new competition brake system;
- 5) hollow-spoke aluminum wheels produced by a new process;
- 6) distinctive styling with improved aerodynamics and high-performance Litronic dipped-beam headlights available on various markets.

Two Small Turbochargers For Dynamic Thrust

The power plant of the new 911 Turbo features excellent power delivery and acceleration behavior. In addition to meeting the world's most stringent exhaust emission and noise regulations, the engine has a continuous exhaust emission monitoring system for all relevant components, OBD (on-board diagnosis) II. It is the first twin-turbocharger unit to be fitted with air mass control.

The air-cooled flat-six of the Porsche 911 Turbo is based on the 3.6 litre engine of the 911 Carrera and produces 300 kW (408 DIN HP) at 5,750 rpm with two turbochargers. As a result of the increased power available, performance has again been improved; the new model accelerates to 100 kph in 4.5 seconds and reaches a maximum speed of 290 kph. Early turbocharger action and the overall design of the system already provide con-

■ Porsche Shows...

siderable power at the crankshaft in the low to medium engine speed range. At 2,500 rpm, the engine already develops 450 Nm, or 83% of the maximum torque figure of 540 Nm, produced at 4,500 rpm.

In the new-generation Turbo power plant, the intake air stream is split and flows to the left and right KKK-K16 turbochargers. The compressed intake air passes through two intercoolers which have been optimized for low pressure losses before the cooled air streams are then joined again and flow through the throttle valve and the low-resistance plastic intake manifold to the cylinder heads.

As the intake air is split into two streams, small turbochargers with low moments of inertia can be used, allowing for a significant improvement in throttle response over a single-turbocharger unit with the same power output.

The air mass control system optimizes the torque curve. Porsche controls air flow by means of a bypass valve (boost pressure control valve) integrated in the turbocharger. The mass air flow measured by a hot film sensor is compared with the required value stored in a performance curve. Using the Bosch Motronic M5.2 system, air mass control has been implemented on a Biturbo engine for the first time. In order to optimize efficiency and response and to program a power characteristic, air flow must be controlled as a function of a number of variables. The control unit logs throttle valve position, engine speed, boost air temperature, ambient pressure and knock. The wide control range available means that the engine can also be operated on 95 RON instead of 98 RON fuel if necessary.

The exhaust system is split into two subsystems, one for each cylinder bank. After passing through the turbochargers, the exhaust gas flows through two independent metal-carrier catalytic converters. Four oxygen sensors (one upstream and one downstream from each catalytic converter) ensure optimum monitoring and control of the exhaust gas composition by the motor management system. The highly complex design adopted results in minimum pollutant emissions even at full load. Pollutant output is already significantly lower than the limits in force in the EU from 1996 onwards.

Continuous Monitoring For Cleaner Air

A continuous monitoring system for all components affecting exhaust emissions, used for the first time worldwide in the new Porsche 911 Turbo, has a significant contribution to make to environmental protection. The OBD (on-board diagnosis) II system monitors the catalytic converters and oxygen sensors, the functioning of the tank ventilation system with activated carbon filter, the secondary air injection system and the fuel system. It also registers any misfiring. OBD II, already required by law in the USA, calls for extensive development work and an extremely complex motor management system. To date, emission measurements have only been made at two-year intervals in Germany. A monitoring system installed in the vehicle can detect any deviation from the specified limit immediately. In addition, an on-board diagnosis system can cover significantly more parameters than the instruments used for the conventional exhaust emissions test.

New Six-Speed Gearbox For Improved Engine Speed Adaptation

The 911 Turbo is fitted with a new six-speed gearbox built to take the considerably higher power and torque developed by the new model and to allow for better adaptation of engine speed to road conditions. In addition, double-cone synchromesh on first and second gear perceptibly improves gear-shifting comfort, with the force required reduced by about 40%. A hydraulic assist system has also lowered the force needed for clutch

■ Porsche Shows...

operation by about 25%, and clutch pedal travel is about 15% less than on the previous Turbo. In stop-and-go traffic, these improvements make life much easier for the driver. An accumulator maintains the hydraulic assist level even when the engine has been stopped for some time.

Four-Wheel Drive Brings The Power Onto The Road

On the Turbo, the advanced lightweight four-wheel-drive system installed also combines effortless handling with a maximum of traction. Power distribution from the rear to the front axle is by means of a viscous clutch with a transaxle shaft to the front axle. In addition, the rear axle is fitted with an asymmetrical mechanical limited-slip differential.

The automatic differential brake (ABD), operating on the rear wheels, recognizes the slip on individual wheels from the output of the ABS sensors. Up to a speed of 70 kph, any wheel which is about to slip is braked to ensure ideal power distribution.

With a total weight of only 50 kg, the complete four-wheel drive system, ensuring optimum traction under all road conditions, is one of the lightest on the market. Above all, it distributes the high power developed by the new 911 Turbo to the wheels in an ideal fashion without any intervention by the driver and warrants high driving stability.

Running Gear Based On The 911 Carrera

The front axle of the Turbo is based on the design used for the 911 Carrera, with spring struts control arms and stabilizer. More caster and the negative steering offset improve straight line running and braking stability. The rear axle is based on the new LSA system (Lightweight design, Stability and Agility) of the Porsche 911 Carrera. The multi-link axle with sound-deadening subframe is sufficiently strong for motorsport use without any modifications.

The sporting Turbo running gear is tuned for driving stability, low pitching and yawing and remarkable long-distance comfort. High lateral forces can be built up by minimal changes in camber, allowing for a maximum lateral acceleration of over 1 g, one of the highest figures obtainable.

In combination with the Porsche four-wheel-drive system, the carefully tuned complex running gear of the new 911 Turbo makes it a very safe and harmonious vehicle to drive, with extremely high traction. The dynamism and driving pleasure of the 911 Turbo are not impeded in any way. The accurate response of the power-assisted rack-and-pinion steering also contributes to the agile feel of the car.

The Best Brakes Available – As A Matter Of Course

A standard Porsche feature is a braking system designed for extreme loads and fit for racing use. Cooling air supply, the brake system, the wheels, tires and ABS are all designed for exemplary stability. The four-channel ABS 5 system fitted ensures short braking distances even on difficult surfaces. On the rear wheels, 322 mm discs are now fitted instead of the 299 mm units used on the previous model. The electro-hydraulic brake booster now installed makes for even better brake control. Effective cooling for the ventilated, perforated brake discs is provided through openings in the rear of the vehicle and the open styling of the wheels, designed for optimum heat rejection.

The maximum braking power available (from 280 kph, kerb weight plus driver) has been calculated as 1427 kW (1941 HP) almost five times the engine power output of 300 kW (408 DIN HP). It is therefore possible to brake a Turbo from 100 kph to standstill in 2.61 sec. as against the 0-100 kph acceleration time of 4.5 sec.

■ Porsche Shows...

Exclusive Hollow-Spoke Wheels For The New Turbo

To make aluminum wheels even lighter, Porsche has developed a new production process allowing the use of hollow spokes. This new technology is being used for the first time in series production for the wheels of the 911 Turbo. A new 18" wheel with a width of 8" is some 2.6 kilograms or 23% lighter than a conventional wheel of the same size. The weight of the ten-inch wide rear wheels has been cut by 2.9 kg or 20%. The total weight of all four wheels has therefore been reduced to 40.8 kg, some eleven kg less than before. In the new process, the wheel rim and spoke assembly are two separate components joined permanently by a special friction welding method. As the two components are produced separately, the width of the rim can be varied almost at will. New 8 Jx18 wheels with 225/40 ZR 18 tires are fitted at the front, with 10 Jx18 wheels and 285/30 ZR 18 tires on the rear axle.

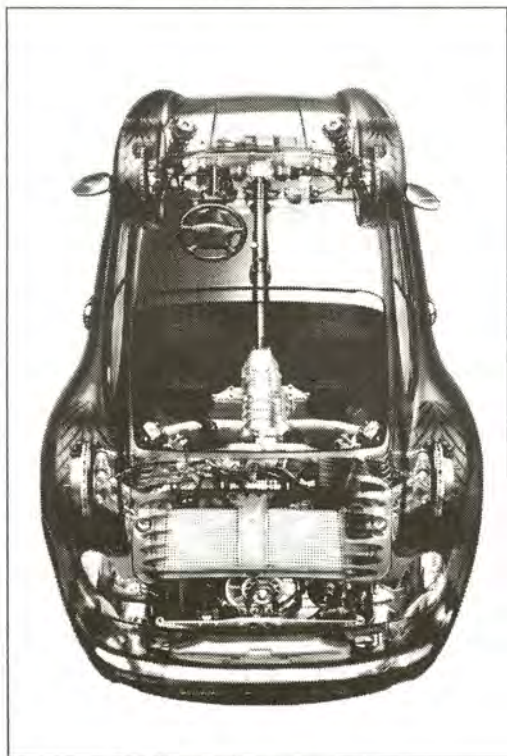
Greater Torsional Rigidity For The Turbo Bodyshell

Dynamic, restrained styling is a characteristic feature of the new 911 Turbo. The front end, with its large air intakes and modified sills integrated in the side parts, 25 mm wider rear wheel housings on both sides and a modified rear with fixed spoiler, clearly distinguish the Turbo from the 911 Carrera. The roof cover at the top edge of the rear window not only underlines the styling but also serves as a mount for a third brake light in countries where this is required by law.

A significant indication of the quality of the new Turbo bodyshell is the 20% improvement in torsional rigidity over the previous model. The support structure warrants high energy absorption at the front, rear and sides, combined with a very sturdy passenger cell offering optimum protection for its occupants. Fully galvanized body panels, already used by Porsche for almost 20 years, ensure longevity and high crash stability over the long term. The bodywork of the Turbo is based on the 911 Carrera.

Newly Developed Lights For Greater Safety

911 Turbos delivered to some countries will have the new Litronic dipped-beam headlights as standard equipment. This complex lighting system uses high-performance gas discharge lamps, a lens with diaphragm (as in a slide projector) and a poly-ellipsoid reflector. A ballast unit provides the voltage of 10 kV required for lighting the lamp. In continuous operation, the voltage needed is 85 V. Gas discharge lamps use about 30% less current than conventional headlights with halogen lamps.



A look inside the 1996 Turbo.

■ Porsche Shows...

Exclusive Features

An exclusive color combination is reserved for Turbo customers. Elegant arena red metallic paintwork and Rubicon gray leather are no-cost options.

Full leather trim is standard, as are comfort seats with full power adjustment functions. Sports seats especially developed for the Turbo are available as a no-cost option. These seats feature excellent lateral support, reclining, adjustable backrests and power height adjustment. Anthracite seat buckets underline the sporting styling.

Since model year 1991, all Porsches have been equipped with two airbags. The standard features of the new Turbo also include a fully automatic air conditioning system and an automatic cruise control. Effective theft protection is provided by an alarm system including interior monitoring, central locking and an immobilizer, meeting even the most stringent requirements of motor vehicle insurers. The radio fitted, either the standard Bremen RCM 43 with cassette deck or the optional Munchen RD 104 with CD player, is connected to a high-performance sound package which also provides the basis for the optional DSP (Digital Sound Processing) system.

Technical Specifications

Body: Two-door coupe with monocoque bodywork, steel body panels galvanized on both sides, fixed rear spoiler.

Engine: Aircooled six-cylinder opposed-cylinder engine, one overhead camshaft per cylinder bank, two valves per cylinder, dry sump lubrication with separate oil tank, DME (Digital Motor Electronics), 2 turbochargers with integrated bypass valves, intercoolers, three-way metal-carrier catalytic converters with oxygen control system (separate systems for each cylinder bank), On-Board Diagnosis II, fuel grade Euro Superplus, unleaded, RON 98.

Bore:	100 mm
Stroke:	76.4 mm
Displacement:	3,600 cc
Compression ratio:	8.0:1
Power output:	300 KW/408 DIN HP at 5,750 rpm
Max. torque:	540 Nm at 4,500 rpm
Timing gear:	Electronic-map ignition system, electronic motor management, hot-film sensors for load detection, knock regulation, air flow regulation
Fuel/air mixture:	Sequential multi-point intake pipe injection
Fuel grade:	Euro Superplus, unleaded, RON 98 RON 95, unleaded, with restricted performance (without misfires, covered by knock regulation)
Electrical system :	Battery, 75 Ah, alternator 115 A/ 1,810 W
Transmission:	Rear engine and six-speed gearbox, torsionally elastic drive shaft between rear and front axle final drive in transaxle configuration, variable power distribution by viscous coupling, transaxle drive via double cardan shafts to front and rear axle, hydraulic single-plate dry clutch, limited slip differential with 25% locking under load and 40% locking under deceleration.
Ratios:	1st gear 3.818 2nd gear 2.150 3th gear 1.560 4th gear 1.212 5th gear 0.973 6th gear 0.750 Reverse 2.857 Final drive 3.444

■ Porsche Shows...

Suspension: Front axle: independent suspension with spring struts and control arms, each wheel with one coil spring, one twin-tube gas shock absorber and one stabilizer.

Rear axle: double control arm axle, each wheel with coil spring and internal shock absorber, twin-tube gas shock absorber and stabilizer. Brakes: Hydraulic/mechanical dual circuit brakes with anti-lock system and brake pad wear indicator, red four-piston fixed aluminum caliper disc brake system with ventilated, perforated discs at front and rear, asbestos-free brake pads, dual circuit system split by axles.

Steering: Power-assisted rack-and-pinion safety steering system.

Wheels and tires: 18" light alloy hollow-spoke wheels:

Front: 8 J x 18 with 225/40 ZR 18 tires

Rear: 10 J x 18 with 285/30 ZR 18 tires

Weights: empty weight 1500 kg, gross vehicle weight 1840 kg.

Dimensions:

Wheelbase 2,272 mm, track front/rear 1,411/1,504 mm, length 4,245 mm, width 1,795 mm, height 1,285 mm, ground clearance (loaded) 90 mm, turning circle 11.74 m.

Capacities: Engine oil (incl. filter) approx. 11.5 litres.

Transmission (with differential) front axle 0.6 l, rear axle 4.3 l.

Fuel tank approx. 73.5 l (92 l available as option)

Windshield and headlight wash system: approx. 7.3 l.

Performance: Acceleration 0-100 kph 4.5 sec., max. speed 290 kph, standing kilometre 23.0 sec.

Fuel consumption: Euromix: 13.2 l/100 km

90 kph : 8.2 l / 100 km

120 kph : 10.3 l / 100 km

urban cycle : 21.0 l / 100 km



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LPR Tech 95-2

Saturday, June 24

at

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Opening with refreshments at 8:30 AM and the session starts at 9 AM.

Subject: Presently, It's open, but being considered is splitting into sub-groups e.g. that will permit any or all of the following:

*With a technician (WAT), you inspect and examine your vehicle, and you receive a written report of the results and/or;

*WAT, you examine and learn about timing and belt adjustment on the liquid cooled units and/or;

*WAT, learn about the care of an air conditioning system (including refrigerant level, drive, clutch etc.) and how to recharge your unit and/or;

*WAT, learn about door panel removal that provides access to window lift and door lock/opening mechanisms, personal restraint systems and/or;

*WAT, receive guidance on all manner of "do-it-yourself" elements (you ask the questions)

*We are not limited to what we may do—just that a few decisions make a more meaningful session. Take a part in this great opportunity and call Ralph Maines with your input (408) 246-3649. As a courtesy to the dealership, your RSVP is requested. See the June *POST* for the selected subject.

Meet Tom Hiser New Service Representative from PCNA Reno. and greet the latest from the Factory — 911 Turbo that develops 400 horsepower.





Loma Prieta Region
Porsche Club of America
and
PartsHeaven Inc.



5th Annual Porsche Swap Meet & Zone 7 Concours #4 Sunday, June 11th



6:30 AM Registration for Swap
7:30 AM to 2:00 PM Swap Meet
8:30 AM to 2:00 PM Concours

Spectators: Free admission
Swap Meet: \$10.00 per stall
Concours: \$15.00 per entry

Information:

Swap Meet: Duane Harp (408) 268-1806
Concours: Dick Cottrell (415) 692-2100
PARTSHEAVEN (510) 782-0354



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1680 W. Winton Ave., Hayward

CHARITY FEATURE

LPR Is Cookin' Something Up For The Penny Club

By Penny Brisson

Just as five and a half years ago (after the Loma Prieta earthquake) when the St. Francis Penny Club was a refuge and a resource for those families in need, Fr. Chris Woerz and his staff have stepped in again with help after the floods this winter. Twice a day since the Santa Cruz County Fairgrounds was turned into a camp for flooded-out evacuees, the Penny Club vans have brought groups of children stranded there back to the church to take advantage of the swimming pool, sports and group activities. To help cover the cost of this still on-going program, LPR will donate the proceeds from the food sales at the June 11 concours and swap meet at Partsheaven in Hayward.

This is always a fun day of browsing among the parts and other Porsche paraphernalia, enjoying an array of shiny Porsches, and meeting friends. You can help by offering to shop, cook or sell. We need help from early morning on when we'll start by selling coffee and donuts and then fire up the BBQ for the lunchtime crowd.

We'll also need customers! So come on up and join the Porscheophiles at Partsheaven. Come for breakfast and stay for lunch; it's for a good cause! If you have questions or want to be part of the food crew, call Penny at 408-241-5207 or Duane at 408-268-186.

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Kirk Hegemier
Membership Director



Welcome Our Newest Members!

Paul Kim is a computer consultant who owns a red 944 turbo coupe (1987). Paul and his wife (and affiliate), Christine, are San Jose residents who have expressed an interest in technical sessions. Welcome!

May PCA Anniversaries

Ed Ducey and Richard Stephens - 19 Years

John & Carolyn Shea - 17 Years

Noel Petersen - 16 Years

Charles & Denise Davis - 7 Years

Kenneth & Irene Mort - 6 Years

Jon Glickman - 4 Years

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Thomas & Yvonne Mager - 3 Years

Chris & David Bang - 3 Years

Jim & Celeste Monaco - 1 Year

William Robertson - 1 Year

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CELEBRATE!



“An Enchanted Evening In Grand Style”

By Ken Iles



Past President Donn Murphy converses with long time members Ron and Bea Reak.

Loma Prieta Region appears to have some special relationship with the elements. Not only has a major Californian earthquake been named after us, but after weeks of rain, devastating floods and mud slides, the weather finally gave us a brief respite for the entire weekend of our quarter-of-a-century celebration event, only to resume with continuing storms on the following Monday. Maybe Kershaw is right—he always did maintain, albeit irreverently, that God Himself drives an “S.” So how can we lose?

Be that as it may, there is no doubt that the Loma Prieta Region of Porsche Club of America is a very fortunate and successful region. Think about it, over these last 25 years we have seen the fortunes of many other regions rise and fall, but LPR never falters, and grows a little better with every passing year. I am indeed privileged and proud to be part of it, as each and every one of us should be, and if by chance you have taken LPR for granted, and that the sheer continuing success of the region has never occurred to you, this 25th celebration event alone will surely have made it obvious.

For several months the “25th Committee” prepared for this event with two principles in mind, these being that it should be a swanky top-drawer first-class affair, yet still fun and not pretentious or stuffy. Our thanks go to event chairman Tom Provasi, Carole Goodwin, Sandy Provasi, John and Kathy Reed, Ken and June Iles, and Kevin Bennett, who met on many occasions to plan it all. But in all fairness, the bulk of this effort was made by Tom and Sandy, and especially Carole, who was responsible for all those wonderful sprinkly invitations, and all printed and artistic effort.

Even the approach to the Silver Creek Valley Country Club gave a clue to the high caliber of the surroundings to come; a beautiful clear winding road in lush green hills, a friendly wave through by the security gate guard, with palm trees and waterfalls at the luxurious entrance to the Country Club. On entering the foyer we were greeted by one or more of the committee hostesses, seated at a table with place cards for every one of the 140 guests attending. The place cards were beautifully inscribed, with a little red rose on them for the ladies, while the gentlemen had a tiny black bow for, after all, this was a dressy black tie affair. Also presented at this time were silver inscribed envelopes containing dinner and door prize tickets.

Proceeding past curving stairways and through elegant doors into the dining room, we were treated to beautiful 8 and 10-place tables adorned with silver balloons. Each place setting had a complimentary bottle of wine and black stemmed wine glass, each of these with commemorative LPR event logo printed on them, and a special unique PCA car

■ "An Enchanted Evening..."

sticker, compliments of PCA National, bearing a commemorative surround of LPR's 25 years. Also included at the place setting was a 28 page "History of the first 25 Years of LPR," containing photographs and details of each year from LPR's inception to the current date. And the view from the room of the surrounding hills and countryside was absolutely magnificent. Everything looked mega-bucks, and really made a statement that LPR was a classy region, well-heeled, and who knew just how to put on an affair of this nature. In fact, a member of another region, that shall remain nameless, confided she "wished other members of her region were here just to see how it should be done!"



Party-goers doing the infamous Chicken Polka.

Turning left took us into the bar area where in addition to our usual libation source, hors d'oeuvres were laid out for our nibbling pleasure. Many scrap-books from previous years were available to view, as well as newsletter awards, trophies, and photo-boards containing pictures spanning all of our 25 years. Everyone seemed delighted with this. There were so many photos and so well chosen that practically anyone who was ever in LPR at any time was in there somewhere. And all the time screams of pleasure at seeing old-time friends and acquaintances were heard as they met once again after so many years of absence for some reason or another. Forgive me, but an event of this magnitude makes it impractical to make mention of them all by name or this article would never finish.

Finally, the time came for us to sit down for dinner. Background music was played by Joe Cannazaro, one of the best disc jockeys that I have heard. He seemed to have just the right music, played just at the right volume so that we could enjoy it yet still converse, a rarity these days. The food was excellent, gourmet prepared and served, and a credit to the Chef as gourmet banquet meals served all at once are not usually given the care and attention to those on an individual basis. And immediately after the dessert, Joe announced that the show was about to begin and welcomed everyone to Loma Prieta Region, Porsche Club of America's 25 year celebration, pre-empting Tom Provasi as this was going to be his opening remarks.

Tom as Zone 7 Representative and event chairman took the podium mike, welcomed everyone, thanked them for their attendance, and first recognized the event committee, handing them each a souvenir framed photo of themselves in appreciation of their efforts.

Introductions were then made of the only charter members present, these being Bob Wagner, Ken and June Iles, and Jim and Esper Kershaw.

Next, Tom introduced presidents of other regions in attendance, including Greg Peart of Sacramento Valley, and Horace Searcie of Diablo Region.

Following this, our VIP guest was Bob Miller, PCA National's Secretary, who talked in



More Festive Good Times



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ANNIVERSARY



... LPR's Gala
25th A



Photos by John Reed, Debbie Bennett, Carole and Larry Goodwin



a Anniversary



Layout by Kevin and Debbie Bennett



LPR 25 year Celebration



■ "An Enchanted Evening..."

glowing terms about LPR and its growth, and how perfect this event was to even fall on the eighteenth of March, the exact day our Charter was granted 25 years ago. Bob presented LPR with a 25 year certificate, and Tom reciprocated by presenting Bob with an LPR car badge.

Next came Bob Wagner, our very first president, back with us as a member after nearly 25 years. Bob recalled how seven designs of the club badge were submitted, six by Ken Iles and one by Don Wallace, the latter being the one chosen. He felt that our badge is the best he has ever seen. You really know how to hurt a guy Bob.

And then on a lighter note came Ken Iles to present a dummkopf award to Jim Kershaw. This turned out to be one of the highlights of the evening, for Ken, recognizing that Jim is one hell of a story teller, invited Jim to tell this mother-of-all-dummkopf stories himself. And what a story it was. And what a story teller! Jim really missed his calling as a stand-up comic, and kept us all laughing for about 20 minutes relating how he drove his newly refurbished 924 straight into the deep wet concrete of a brand new road in a short-cut attempt to keep a 'nooner' date, even though the road had 'road closed' signs everywhere. Ken presented him a dummkopf award consisting of a concrete brick with a model Porsche car half embedded in it, the whole thing on a wooden base with a nameplate bearing the inscription "Kershaw's Koncrete Kalamity."



*The ultimate Dummkopf—
Jim Kershaw and his
"Koncrete Kalamity."*



*Michael Herauf says,
"The conga line forms to the rear!"*

After all the laughter subsided we had door prize drawings, with some very nice prizes donated by several sponsors. Since there were so many prizes, it was decided to start dancing and partying, and to take another break for more door prizes later.

Again disc-jockey Joe had wonderful music for the occasion, ranging from pops around 25 years ago to current stuff. Not only did Joe play appropriate music for every taste, but he actively got everyone dancing in conga lines, involved us all in a dance where everyone danced with someone else, and even taught the chicken polka to those who didn't know it. Little did he know it is almost LPR's theme tune!

More door prizes, and dancing resumed again, everyone having the traditional LPR good time. The ladies looked wonderful, and the gentlemen all appreciated it, for they all had great smiles on their faces as they

■ An Enchanted Evening...

admired some of the dresses there. It was just like old times, dancing until the place closed down rather than take off for home early. One of the last dances was a line dance, the Electric Slide, with a rather exuberant Sandy Provasi shouting a "one, two, three" count to the music was hilarious! I only wish I had a camcorder there to record it.

And so, finally the last waltz came, and we all said our goodbyes, and very reluctantly left one of the best evenings ever put on by LPR. I believe even surpassing our very luxurious 10th celebration at the Los Altos Country Club which has for years been the yardstick of elegance to match.

Our "Enchanted Evening in Grand Style" as Carole coined it, could leave no doubt in anyone's mind that Loma Prieta is not only known as the "Good Time Region," but quite justifiably may now also be known as the "Ritzy Region." It certainly would be an epithet richly deserved.

25TH ANNIVERSARY THANK YOU

Laurels For Loma Prieta

By Margot Novak

The silver anniversary bash held by LPR was more than just another "good time" for Good Time Region folks, it was a shining example of why LPR is "Region of the Year" every year for those fortunate enough to be part of this great group of friends.

Pete and I are just a couple of good timers who returned to the fold for an outstanding evening of sociability that LPR is so famous for. From the classy invitations to this special event, to the gorgeous setting and elegant decorations complete with commemorative wine glasses, this evening was punctuated by excitement.

It was wonderful to hear from LPR's first president, Bob Wagner, and to hear messages sent by other presidents who were not able to join us that night, but without a doubt, the man of the evening was Jim Kershaw. His acceptance speech for the "dummkopf" award, recounting how he won this dubious honor, brought down the house. The man is definitely ready for the comedy club circuit. He has a style uniquely his own.

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After the delectable dinner had been polished off and all the commemorative remarks finished, a cool DJ had us rockin' the night away with a great selection of tunes.

It was just one more special moment in LPR history to be savored, but I will reiterate that what is so very special about LPR is the wonderful members belonging to this region. A special thanks to Ralph Maines, who not only met us at the airport, but lent us one of his beautiful 356s to use so we could feel like real Porsche people coming to this truly memorable event. We are deeply grateful to him and to all the members who worked to make the evening another LPR triumph.



LOMA PRIETA REGION
Porsche Club Of America
25th
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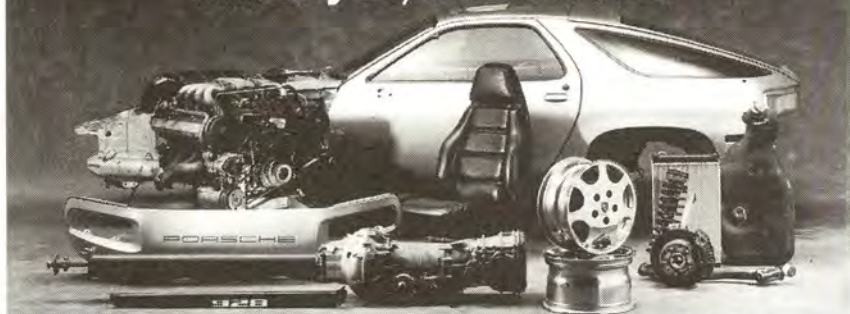
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1995 CALENDAR OF EVENTS

T O M P R O V A S I • National Representative

- Sat/Sun, May 6-7** **Zone 7 Autocross School**, hosted by Loma Prieta Region at Candlestick Park, San Francisco. For fee and information call Henry Watts at 408-245-4040.
- Sunday, May 21** **Zone Concours #3 and Lunch**, hosted by Yosemite Region at Wine and Roses Country Hotel, Lodi. \$15 entry for judged cars and \$16 for lunch. For information call Norm Swanberg at 209-368-3596.
- Sunday, May 28** **Diablo Wash & Shine Concours**, held at Danville Livery Mercantile, Pleasanton. For more information call John Kinsfather at 510-831-8109 (days) or Tony Orsini at 510-462-0279 (evenings).
- Sat/Sun, June 3-4** **Zone 7 Autocross #1 & #2**, hosted by Redwood and Loma Prieta Regions at Sonoma County Airport, Santa Rosa. Fee is \$20 per driver. Saturday (RR) run sequence is White, Green, Blue, Red. Sunday (LPR) run sequence is Red, White, Green, Blue. For more information call Tom Provasi at 408-947-0980.
- Saturday, June 10** **Zone 7 Rallye #3**, hosted by Yosemite Region, starting at Delta College in Stockton. Fee is \$10 per car. Registration opens at 8:15 A.M. For more information call John Clever at 209-835-4100.
- Sat/Sun, June 10-11** **Drivers Education & Time Trial #3**, hosted by Golden Gate Region at Laguna Seca. For fee and information call Pattie DeMartini at 510-606-8543.
- Sunday, June 11** **Zone Concours #4 and Swap Meet**, hosted by Loma Prieta Region at Partsheaven, Hayward. \$15 entry for judged cars and \$10 per swap stall. For information call Duane Harp at 408-268-1806.
- Sunday, June 18** **Zone Autocross #3**, hosted by Golden Gate Region at Candlestick Park, San Francisco. Fee is \$20 per driver. Run sequence is Blue, Red, White, Green. For more information call David Kimes at 408-779-5988.
- Sunday, June 25** **Zone Concours #5 and Swap Meet**, hosted by Sacramento Valley Region at Niello. For fee and information call Jim Phillips at 916-773-3042.

Notices of zone-wide interest to be included in this calendar must be received by the zone representative no less than 45 days prior to the date of publication. Send info to Tom Provasi, 1339 Glen Dell Dr., San Jose, CA 95125. (408) 947-0980. Fax (408) 280-1853.

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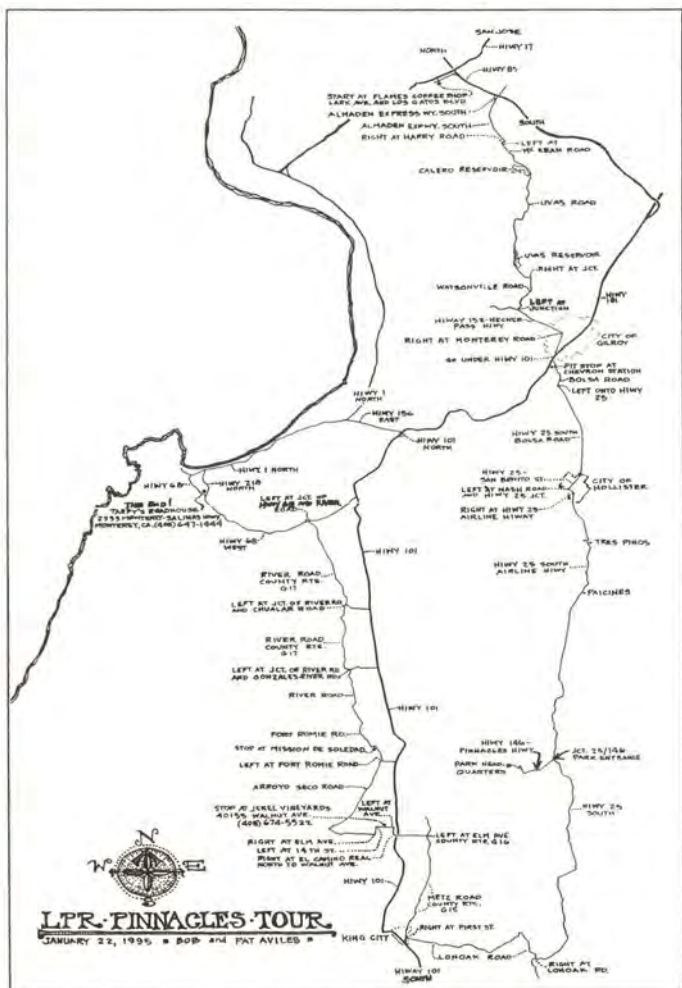
By Pete Siemens

If At First You Don't Succeed

Twelve cars worth of us met in March at the Flames in Los Gatos for our postponed tour (the rained out one in February ended up at the Discovery Museum instead—typical LPR flexibility). Forecast was for clear weather and a few clouds; surprise, it came true. After a short jaunt down 85 we headed down through the Almaden Valley past Uvas toward Gilroy. Bob and Pat Aviles had provided us with excellent directions and the tour continued with 'top down' temperatures, green hills and abundant wildflowers. A loop through Gilroy (where we were joined by the Petersons) with a short pit stop to get rid of excess coffee, and we were onto the backroads toward Highway 25 and Hollister (Earthquake Central). From Hollister to the Pinnacles it's 28 miles of Heaven for Porsches, assuming no traffic. We lucked out with little to no traffic and were able to test suspensions and generally reaffirm our original purchase decisions.

We Arrived

It was a surprise, after so little traffic, to find the Park busy and a need to park and take the Ranger shuttle to our picnic area—guess all the rock climbers got an early start. Lunch was next to a beautiful creek; lots of water, and included the usual picture taking and schmoozing. The Pinnacles is a part of the remnants of an old volcano that occurred nearly 200 miles southeast of it's present location. This section moved north to its present location (for now) with the help of the San Andreas



The tour route.

■ Pinnacle Porsche Perfection...



A line up of Porsches at the park entrance, and Porsche people ready to picnic and explore.

ally was impressed; although driving at speed on a roadway such as Sears Point causes no trepidation, I am very uncomfortable at any height over six feet. The reservoir was worth the hike. There was a good sized waterfall courtesy of still abundant runoff. Departure from the park was a bit late caused by shuttling and late hikers.

Onward – OOPS: Washout

Continuing our beautiful spring drive we looped down and around through King City on the way to our next stop, the Jekel Winery. Fortunately the Aviles had checked before we left and rerouted us around two road closures (floods anyone?). Unfortunately the winery (changed to Hyde?) was unable to do a tasting for us, a consequence of earlier than expected closing, our late arrival, and the person doing our presentation having to leave. C'est la vie. However we are now back on schedule for dinner.

Flood Residue

More backroads and then onto River Road and Highway 68 toward Monterey—we now begin to see more flood evidence as we get down along the

fault. We learned this and other things from a friendly ranger who gave a talk during lunch (lots of good questions from the group). She also informed us that the caves are closed because of too much water.

Some Like It Strenuous

While several previously injured or inclined-to-leisure members stayed to enjoy the ambiance of the picnic site, others opted for exploratory walks. I joined the Petersons, Reeds and several others for a walk up to the reservoir taking the 'high road' as the caves were too wet to explore. The scenery was spectacular, and each turn of the trail seemed to yield another group of spiders equipped with webs and hanging from precarious places. I personally



A group goes trail walking.

■ Pinnacle Porsche Perfection...



Jack Wallace discovers water!

ers! After passing Laguna Seca and dodging traffic leaving an event, we arrived at Tarpy's Roadhouse. This is an old landmark constructed by one man out of rocks, which some of us remember as a ruin for a number of years, and later renovated into an upscale restaurant. We had an good dinner with interesting conversation, a fitting end to a typically excellent LPR tour, thanks to the Aviles (their maiden voyage as it were).

Post Script

We split into several groups to return. The Siemens, Vanacores, and Mike Lommatzsch opted for the route up Highway 1 and over the Summit. On the way we noted a to-remain-unnamed member family in a 928 having an impromptu meeting with the driver of a very un-Porsche looking two-toned vehicle. Condolences.

Zone Seven Concours and Lunch

Hosted by Yosemite Region, PCA and the Mercedes-Benz Club

Sunday, May 21, 1995

Wine and Roses Country Hotel and Restaurant

2505 W. Turner Road, Lodi, CA

Registration 8:00 A.M. to 10:00 A.M. • Judging 10:00 A.M. to 1:00 P.M.

Lunch Break • Awards Presentation after Lunch

Fee for judged car - \$15.00 • "Display Only" is free • Lunch - \$16.00

For information, Call Norm Swanberg at (209) 368-3596

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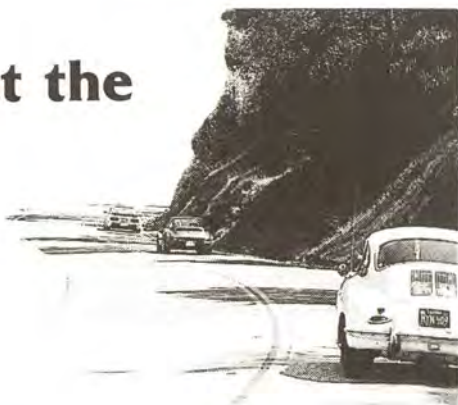
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A Sunday at the

Pinnacles



Photos by John and Kathy Reed



Layout By Kevin and Debbie Bennett



**We Peeked
at the Peaks . . .**







SERIES '95
AUTOCROSS • CONCOURS • RALLY

Redwood and Loma Prieta Regions

Present
Zone Autocrosses #1 & #2

**Saturday & Sunday,
June 3rd and 4th
Sonoma County Airport,
Santa Rosa**



Run/Work Sequence

June 3rd	Grid Times	June 4th
White/Green	Inverted*; closes at 9:45 A.M.	Red/White
Green/White	Inverted*; closes at 9:45 A.M.	White/Red
Blue/Red	Opens at 12:30 P.M.; closes at 1:30 P.M.	Green/Blue
Red/Blue	Opens at 12:30 P.M.; closes at 1:30 P.M.	Blue/Green

* Inverted grid opens after grid area is established. First car on grid parks at rear of grid. Successive cars line up in front of first car. Last car on grid runs first.

Due to local noise restrictions, grid times have been changed.

Note: Saturday also counts for RR series points and Sunday counts for LPR series points.

Additional Information: Registration and tech open at 9.00 a.m. Fee is \$20.00 per driver. Score cards must be completed and car must run-ready *before* entering the grid for tech. Helmets must have a 1980 or later Snell sticker. All drivers are required to run and work following the schedules listed above to earn series points. Course walk times approx. one hour before the first and third run groups. At present, overnight camping is not allowed. Food and water are not available at the site, it is suggested that you bring your own.

Classes In Run Groups:

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Green: A, Ai, Ap, B, Bi, Bp, F, Fi, Fp (all 356, 912, 914, 914/6, 924)
Blue: C, Ci, Cp, D, Di, Dp, E, Ei, Ep, G, Gi, Gp, H, Hi, Hp, J, Ji, Jp (all others)

Directions:

North on 101 through Santa Rosa. Take the River Road exit. West on River Road to Slusser (3.5 mi.). Right on Slusser to stop sign at end (1 mi.). Right on Windsor Road. Go straight 100 yards to site entrance gate. Make sure to close gate behind you if no one is working at the gate.

Redwood Region AX Chairman:
Loma Prieta Region AX Chairman:

Ken Roscrow 707-763-7396
Henry Watts 408-245-4040

Autocrossing with Loma Prieta



By Henry Watts



Autocross School

The Zone 7 Autocross School, hosted by Loma Prieta and presented with the gracious and extensive help of GGR, is fully enrolled. Ninety students are enrolled and there is a waiting list of fifteen. There are currently almost enough instructors signed up to instruct (which is like having almost enough room to stop the car) and I'm hoping the remaining few needed will check in in the next few days. It should be a grand time for all. There will probably be enough interest to run another school in the fall. Whoever runs this is going to need help. Wanna help? Call me.

LPR Autocross

The first LPR autocross came off just fine. Forty drivers, 6 runs each at a 50-second course, plenty of time afterwards for fun runs. I think those who had the stamina must have gotten a total of fourteen fun and official runs. Top time was Rich McClelland at a blistering 46.349. In addition to a number of traditional and newcomer LPR folks, the DeMartinis showed up, as did old timers and current SCCA powers Stacey and Jeff Reitmeir (Jeff beat Stacey this time, but it doesn't always work out that way). The weather was great and the SCCA autocross running next door provided spectator opportunities involving a number of interesting cars. Though they have the truly big-bore autocross cars (Vettes, Ken Mitchell's Camaro, etc.), they tend to set up courses that are somewhat restrictive. We, on the other hand, were watching 911 autocrossers learn how to shift from 2nd to 3rd on an autocross course. The course was a bit bumpy, but provided plenty of challenge. By way of example, the fourth run for expert autocrosser Evan Williams said simply "Big DNF." Someone find out from Doug David why he saves his best runs for the fun runs. Pictures here in next month's POST.

Other Autocrossing

GGR ran their second series Autocross at Oakland on April 2. It was a great event. Bill Newlin designed a very open course that challenged everyone. He wanted to do a replica of the course that will be used at Parade in Portland, but there wasn't room. Redwood has had their fun run opener and their first series event. The course was designed by Soren La Force and featured two passes through the Go Kart. Despite what you must be thinking, Soren does not drive a 914. Masuo Robinson has had a tough time getting Sacramento Valley's autocross series going. The first event was heavily rained out. Before the second event, Mather, which is going through a jurisdiction change, called and said that they didn't think there was a lot of autocrossing in their future. Masuo is scrambling for alternate sites/dates and should have a good series when it gets rolling.

The Autocross Shootout

Eleven Zone 7 autocross instructors have begun the process of determining an overall winner. The Round 1 battles will be completed by the end of May, and we'll be down to the final eight. I guarantee that there will be some ferociously competitive battles during the year. If you're not autocrossing, you're missing some of the best fun your Porsche can provide. Come try the water.

SACRAMENTO VALLEY REGION PORSCHE CLUB OF AMERICA

4th Annual Swap Meet And Zone 7 Concours

NIELLO BMW/PORSCHE
2020 Fulton Avenue, Sacramento



Sunday, June 25th

Zone 7 Concours Hours

Position Cars — 8:30 a.m. to 10:00 a.m.

Concours — 10:00 a.m. to 2:00 p.m.

Entrance Fee — \$15

Door Prizes

Swap Meet Hours

Setup — 8:00 a.m.,

Open — 9:00 a.m. to 2:00 p.m.

Swap Meet space — \$10

Limited Space adv. reservations

display cars—vendor booths



—More Information—
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FOR SALE: Factory Fuchs forged alloy wheels for Carrera or 911SC. Two 9 x 15 and two 8 x 15, all wheels polished with polished center caps and lug nuts. Excellent condition. Asking \$1000 for the pair of 8 x 15 and \$1400 for the pair of 9 x 15, or \$2000 for all four wheels, OBO. Call Matt (work) (408) 721-4679 or (home) (415) 851-4282. 5/95

FOR SALE: 1985 Carrera, factory Turbo-look coupe, WP0AB0919FS121813, silver blue metallic, tan full leather, sunroof, power seats, all options, suspension, upgrades, beautiful condition, no dings or accidents, 60K highway miles, \$29,995, OBO. Call Matt (work) (408) 721-4679, (home) (415) 851-4282. 5/95

FOR SALE: 1976 911S Targa, Copper Brown, leather seats, 7" alloys. Competition suspension (torsion bars, sway bars, etc...). Car is ready for autocross or time trials. Many extras included! \$9,750. Call Dick (209) 333-0161. 5/95

FOR SALE: 1963 Porsche 356B Cabriolet Tg S-90 #157466, body and transaxle restored, needs paint, interior and engine rebuild, includes hardtop and many new parts. \$17,900. Also 1956 Porsche 356A engine, #62987, partly disassembled, \$600. Call Marty (805) 968-3065. 5/95

FOR SALE: 1981 928, VIN WPOJA0928BS821294. 142,000 cared for miles. Copy of MSRP list of attributes upon request. \$9,500, OBO. FAX: (408) 374-8355. 5/95

FOR SALE: Porsche collectables. Over 20 years of everything and anything Porsche. Includes 70 Factory posters from the early 80s. Toys, literature, manuals, etc. Send SASE to Wes Morrill, 2815 Mesquite Drive, Santa Clara, CA 95051. 5/95

WANTED: 1973/4 914 1.7/1.8L in good/excellent unmodified cond. Also wanted, K & N air filters complete for Solex 40PII in any usable condition. Call Shep, (805) 528-7043. 5/95

FOR SALE: 1976 911S Targa, Copper Brown, leather seats, 7" alloys. Competition suspension (torsion bars, sway bars, etc...). Car is ready for autocross or time trials. Many extras included! \$9,750. Call Dick (209) 333-0161. 4/95

FOR SALE: 1973 911S Coupe #9113301270. Blue/BLK, sunroof, air, mech. fuel inj. elec. windows. Factory leather sport seats, CA and Texas only. No rust but needs paint. All numbers match. \$15,000. Call Bill (210) 698-3686 after 6:00 PM & wkends. 4/95

FOR SALE: 1973 914 2.0 white/BLK int. Has German comfort kit with the 5 Fuchs wheels, center console (3 gauge), very clean, no rust CA car runs but has soft intake drive. \$5,000. Call Greg (916) 684-6678. 4/95

FOR SALE: 1962 356B T-6 Super 90 Coupe, sunroof, #210807, Engine #805660 Factory documented, CA black plate. Complete bare metal restoration. Champagne with dark brown leather, tan German carpeting, Leitz, Blaupunkt, clock, Talbot. 2400 miles on 1720 kit, rebuilt brake system, 6" chromes, new Michelins, compensator, Konis. Award winner 356 Yosemite. \$23,500. Call Shep (805) 528-7043. 3/95

Unclassified ads are available at no charge to PCA members. All ad copy must arrive by the 10th of the preceding month. Ads will run for 3 months on a space-available basis. Please notify the editor when you sell your item, or if you want to re-run your ad after 3 months. Non-members fee is \$10/month per ad. Checks should be made payable to LPR/PCA. Send ads to: Carole Goodwin, 1168 Prentiss Drive, San Jose, CA 95120, or FAX (408) 268-1427.

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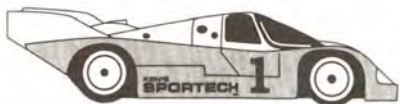
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MINUTES

The Following Minutes Are Unofficial. For The Official Minutes, Contact Any Board Member.



The April 4th, 1995 meeting at the home of Ralph Maines was called to order by president Larry Goodwin at 7:45 PM. Board members present: Larry Goodwin, Pete Siemens, Kevin Bennett, Tony Vanacore, Kirk Hegemier, John Reed and Michael Herauf. Committee chairs present: Ralph Maines, Henry Watts, Penny Brisson, Tom Provasi, and Duane Harp.

Directors' Reports

President Larry Goodwin

- A. Corrections/additions to last month's minutes. None.
- B. Additions to agenda. None.
- C. Correspondence Received: National check for special rebate, ad for Concours Italiana on 8/18, Auto. Atlanta ad, Letter from T. Zombek (National Historian) requesting a LPR car badge for Parade display, February minutes from National board and executive council meetings, NCSCC February minutes.

Vice President: Michael Herauf

- A. Next GTG is Pasta Nite at the Bennett's on 4/15.
- B. Serra Park has been reserved for the Family picnic on July 16. This will be a joint event with GGR.
- C. Discussion of year awards banquet/ Christmas gift exchange party.
- D. The May apple picnic is still on.

Treasurer: Kevin Bennett

- A. Passed out treasurer's report for March.
- B. The 25th Anniversary celebration club subsidy was well under the amount that had been authorized.

Activities: Tony Vanacore

- A. Pinnacles tour still on for March 26th.
- B. Insurance is OK for Autocross School, but each event insurance verification has been very slow in coming (sometimes the day before).
- C. Winery tour/picnic in June is backed up one day to Saturday, June 24th.

Membership: Kirk Hegemier

- A. New members proposed: Paul Kim, wife Christine; Herauf moved, Reed seconds, unanimous vote to accept.
- B. We now have the club display board for California Motorsport.

Member-At-Large: John Reed

- A. John has volunteers to help with the scrapbook and continues to have meetings.
- B. Application will be turned in to Photo Drive-Up so the club will get a corporate discount on photos, reproduction, etc. Club board members will be authorized to order work and the treasurer will be billed.

Committee Reports

Prieta POST: Carole Goodwin (Larry substituting)

- A. Entry for the newsletter has been submitted.

■ Minutes...

B. Extra April newsletters will be available late but soon.

C. Carole is not able to continue as editor after this term, so a new one must be found preferably by November in time to be trained.

Tour: Penny Brisson

A. Pinnacles tour turned out 13 cars; only glitch is that Tarp's unexpectedly charged extra for the room; the consensus was that the club would reimburse the Aviles as they should not be out-of-pocket.

B. June winery tour moved back one day to the 24th.

Autocross: Henry Watts

A. The first LPR autocross for this year's series is still on for 4/9 at candlesick.

B. The trailer still needs to be checked for supplies.

C. Interest in a second autocross school is high.

Concours: Duane Harp

A. Publicity flyers have been sent for the concours/swap meet on June 11th for PartsHeaven to use as handouts. Duane will arrange for trophies.

B. There is a plan gelling to have a wash-and-shine event later this year, also to include membership opportunities.

Public Relations: Tom Provasi

A. An article for the *Panorama* on our 25th celebration is in the works.

Technical: Ralph Maines

A. Tech session planned for 6/24 will probably conflict with the new winery tour date.

B. Next tech on April 29th will deal with how to repair 911 sunroofs. We now have two volunteer cars to choose from; Jim Cox will sub for Ralph on the 29th.

C. The plan is to have a turbo 993 on display at the next tech session (June 24th).

PorschEmporium: Tony for Kris Vanacore

A. Sold some stuff at the 25th celebration, but where's the money?

Rallye: Tony Vanacore

A. Reed reported a rallye tidbit - it seems the Danville Corvair club wants to know how to run a rallye.

Safety: Larry Goodwin

A. No report.

Charity: (still need a chairperson)

A. Penny Brisson reported that many Penny Club patrons are still camped out in the county fairgrounds and the Club is looking for help to cover a \$1400 shortfall.

B. Penny Club tour scheduled for Dec. 17th.

Old Business

A. 25th year banquet was a resounding success! There are about 2 dozen extra wine glasses left for sale at \$3 each. Provasi will also see if the supplier has even more as there may be member interest.

B. Harp is donating a PCA banner for club use.

There being no further business, the meeting was ended at 9:25 PM. The next board meeting will be held at Kirk Hegemier's home on May 2nd, 1995 at 7:30 PM.

Respectfully submitted: Pete Siemens, Secretary





SERIES '95
AUTOCROSS • CONCOURS • RALLY

Golden Gate Region Presents Zone Autocross #3

**Sunday,
June 18th
Candlestick Park,
San Francisco**



Run/Work Sequence

	Grid Times
Blue/Red	Inverted*; closes at 8:45 A.M.
Red/Blue	Inverted*; closes at 8:45 A.M.
White/Green	Opens at 11:30 A.M.; closes at 12:30 P.M.
Green/White	Opens at 11:30 A.M.; closes at 12:30 P.M.

* Inverted grid opens after grid area is established. First car on grid parks at rear of grid. Successive cars line up in front of first car. Last car on grid runs first.

Note: This event also counts for GGR series points.

Additional Information:

Registration and tech open at 8.00 A.M. Fee is \$20.00 per driver. Score cards must be completed and car must be run-ready *before* entering the grid for tech. Helmets must have a 1980 or later Snell sticker. All drivers are required to run and work following the schedules listed above to earn series points. Course walk times approximately one hour before the first and third run groups.

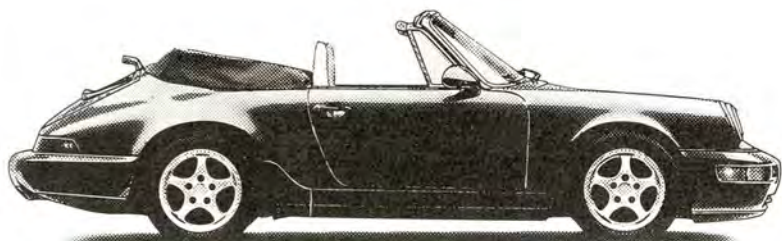
Classes In Run Groups:

- Red: All Super Production, Proffied, Street Modified, Modified and Exhibition
White: K, Ki, Kp, L, Li, Lp, M, Mi, Mp (all 75 and on 911 and 930)
Green: A, Ai, Ap, B, Bi, Bp, F, Fi, Fp (all 356, 912, 914, 914/6, 924)
Blue: C, Ci, Cp, D, Di, Dp, E, Ei, Ep, G, Gi, Gp, H, Hi, Hp, J, Ji, Jp (all others)

Directions:

From highway 101 south of San Francisco, take the Candlestick Park exit. Look for the open gate to the parking lot and follow to the autocross trailer.

Golden Gate Region AX Co-Chairmen: David Kimes 408-779-5988
Matt Orovitz 408-623-2231



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