

The devil's Advocate



Spring into your
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April, 2009

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FUTURE DIABLO REGION EVENTS

Feb 1 ➤	Super Bowl party
Feb 21 ➤	Awards Dinner
Feb 28 ➤	Powder Coating discussion
	Lunch & Wine tasting
Mar 21 ➤	Lodi Wine Tour
Apr 18 ➤	Bocce Ball and Lunch
Apr 25-26 ➤	Yosemite Tour
Apr 27-May 1 ➤	Ladies Mexican Cruise
May 24 ➤	Wash 'N Shine
May 31 ➤	Newcomer BBQ
Jun 20 ➤	Napa Tour
Jun 13 ➤	Mystery Tour
Jul 18 ➤	BBQ
Aug 22 ➤	Tour de Jour
Sep 12-13 ➤	Paso Robles Tour
Sep 19 ➤	Tour of Canepa Design
Sep 26 ➤	End of Summer BBQ
Oct 3 ➤	Oktoberfest
Oct 17 ➤	Coastal Tour
Nov 14-15 ➤	Feather River Tour
Nov 20 ➤	Planning Meeting
Dec 5 ➤	Holiday Party
Jan 30 2010 ➤	Anniversary Award Dinner
Feb 13 2010 ➤	Go Carts
Feb 27 2010 ➤	Dublin Ski Trip
Mar 14 2010 ➤	St. Patrick's Day Party

PCA / Zone 7 Region Events

Mar 27-29 ➤	DE/TT/ClubRace
Jun 28-Jul 5 ➤	Parade
Aug 11-16 ➤	Monterey
May 2-3 ➤	Autocross
May 17 ➤	Concours
May 17 ➤	Rally
May 17 ➤	Corral
May 30 ➤	Autocross

GOLDEN GATE REGION AUTOCROSS

SCHEDULE

Mar 21	Aug 22-23
Apr 18	Sep 26
May 16	Oct 24
Jun 20	Nov 21
Jul 25	

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The Inside Line
by Steve Jones



I sat down to write this column shortly before the 57th running of the 12 Hours of Sebring reached the halfway mark. I've been watching for a while now, and it occurs to me that the styling of the Audi R8 is not at all enhanced by the placement of a small lightbar on the roof of the pacecar. Lots of great racing, especially as one-time Porsche factory driver Allan McNish traded qualifying-pace laps with a Peugeot coupe. But I must say that it's disappointing not to see any Porsches in the higher classes when the RS Spyder took the overall win here in 2008.

In other news, Porsche quietly produced the 250,000th Cayenne during March. This is a staggering milestone, especially given economic conditions over the past twelve months. We can only hope that this is a sign of the success in store for the new Panamera when it finally hits the dealer showrooms in the October timeframe. Certainly 2009, with all its challenges, is shaping up to be a notable year for Porsche.

And it's a notable year for Diablo as well since this is our 25th year as a PCA region! Our annual Wash 'n Shine is returning to The Livery in Danville this year, so please keep an eye out for requests for volunteers to help staff the event – it's going to take a lot of us working together to make this event the showpiece for the region that it should be. Look for that request soon, and for teams of volunteers focused on different aspects of the event to start meeting regularly thereafter.

A special Diablo 25th anniversary celebration is being planned for July 18th, so keep that date clear on your calendar as we get ready to share more details. And if you haven't heard otherwise, there may still be a room available for our Yo-

semita Tour on April 25th-26th. Your best bet is to contact Jack Kuhn

Note that Porsche is the featured marque for both the Palo Alto Concours on June 28th at Stanford, and the Monterey Historics on August 10-16th at Laguna Seca. Monterey Bay region is organizing a Corral for the Historics that will accommodate many hundreds of cars and include a private catered lunch on BBQ Island. More details on this, including pricing and volunteer opportunities, will be available shortly. There should also be a Corral for the Grand Am race at Laguna Seca, and we may yet see something organized for the ALMS race...

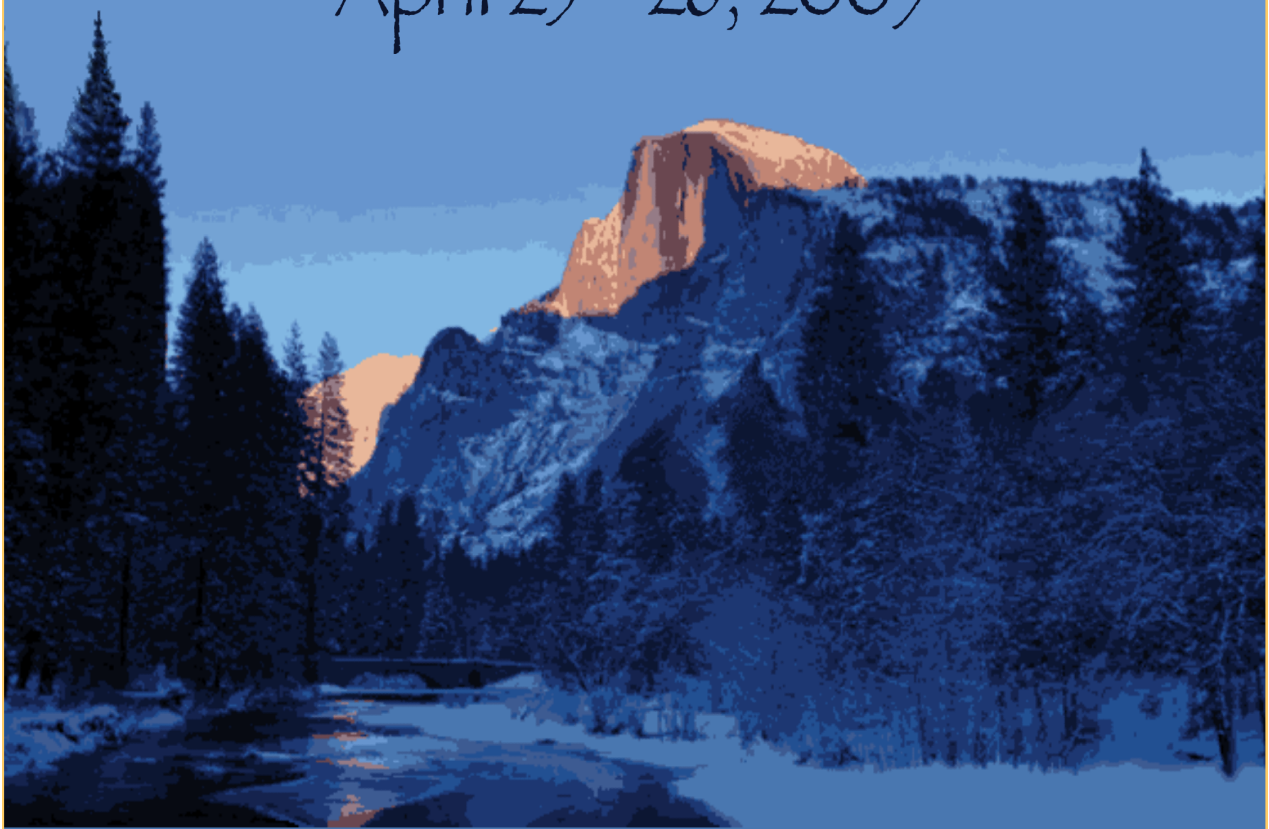
By the time you read this I should have managed to post the revised region by-laws that reflect the changes voted on last Fall, and the changes to the annual photo tour contest for 2009. I'll leave the details to that announcement, but the photo tour changes are intended to allow participants more creativity in selecting landmarks and composing photographs, and National Parks will be allowed as well as towns and cities. Both documents will be available for download from our web site and links will be included in the announcements.

Even though we've got two dozen events on the calendar already, I'm expecting confirmation of one or two additional events in the next couple of weeks. With all this I'm expecting a tremendously exciting 2009 that will be remembered and talked about for years to come.

Drive safely, *Steve*

Yosemite Tour

April 25 - 26, 2009



COST: \$450 PER COUPLE; \$370 PER SINGLE

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Deadline to get your check in: Feb. 28. Make check payable to Jack Kuhn and mail to 1767 Latour Ave, Brentwood, CA 94513.

Any questions can be directed to Jack Kuhn at 925-351-7207.

THE TOUR IS LIMITED TO 25 COUPLES. DIABLO REGION IS BEING GIVEN THE FIRST OPPORTUNITY TO SIGN UP.

The car described as the “Greatest Racing Car in History” celebrates its 40th birthday

Submitted by Jill Beck, PCA Newsletter Committee Chair

Atlanta - March 9, 2008 - Forty years ago on March 13, 1969 at the Geneva International Motor Show, today's Dr. Ing. h.c. F. Porsche unveiled a car that, even by today's standards, is underestimated when it is described as the “super sports car”: The Porsche 917. It became a legend as one of the fastest and most successful racing cars of all

time.

Porsche fired the starting shot for Project 917 in June 1968, after the international motor sports authority or FIA had announced a class of “homologated sports cars” with up to five liters cubic capacity and a minimum weight of 800 kilograms. Under

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Typ 917 at Zuffenhausen (c. 1969) courtesy Porsche AG

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the supervision of Ferdinand Piëch, the stipulated 25 units of the new racing car model were completed by April 1969 so that the 917 could begin its racing career in the same year. After it initially dropped out of its first three races due to technical problems, the 917 success story began in August 1969 at a 1,000-kilometer race at the Österreichring with a victory by Jo Siffert and Kurt Ahrens.

The engine configuration of the 917 was just as unusual as its different car body versions: Behind the driver's seat extended an air-cooled, twelve-cylinder engine with horizontal cylinders, whose crankshaft designated it as a 180-degree V engine. The 520 HP engine had an initial cubic capacity of 4.5 liters. The tubular frame was made of aluminum, the car body out of glass fiber reinforced synthetics. Porsche engineers developed different car body models to best meet the different demands of different racetracks. The so-called short-tail model was designed for heavily twisting roads in which a high contact pressure was necessary for fast cornering. The long-tail model was designed for fast racetracks and a high final velocity. Then came the open 917 Spyders, which were used in the CanAm and Interseries races.

At the end of the 1970 race season, Porsche confirmed its superiority with the 917 and 908/03 models, winning

the Racing Series World Championship [Markenweltmeisterschaft] in nine out of ten possible victories. This series of victories began in Daytona and continued in Brands Hatch, Monza, Spa, on the Nürburgring racetrack, at the Targa Florio, in Le Mans, Watkins Glen and the Österreichring. However, the season's high point was the long-desired overall win of the Le Mans 24-hour endurance race, a trophy that Hans Herrmann and Richard Attwood brought home to Zuffenhausen on June 14, 1970. Their 917 short-tail model painted in the Porsche Salzburg colors of red and white with the start number 23 not only successfully defied its competitors but also the heavy rainfall.

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As in the previous year, the 1971 season was dominated by the 917 model so that the Racing Series World Championship [Markenweltmeisterschaft] went to Porsche again with eight out of ten race victories. And once again, a Porsche 917 was victorious at the Le Mans 24-Hour race – this time with Gijs van Lennep and Dr. Helmut Marko, who set a world record with an average speed of 222 km/h and 5,335 kilometers driven, a record that still stands today. One special feature of their 917 short-tail model, visually characterized by its “shark fin”, was the tubular frame made of magnesium. A 917 long-tail coupe model set a further record

in 1971: On the Mulsanne straight stretch, which is part of the route in the Le Mans 24-Hour race, the sports car with the start number 21 recorded the highest speed of 387 kilometers per hour. Another Le Mans racecar achieved major recognition: The Porsche 917/20 was a mix between the short-tail and the long-tail models and was notable for its broad proportions. Although the pink colored racecar, nicknamed “the Pig”, dropped out half-way through the race, its unusual paint color made it one of the most famous Porsche models ever.

When the European FIA regulation for the “five-liter sports car” expired at the

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end of the 1971 season, Porsche decided to enter the Canadian American Challenge Cup (CanAm). In June 1972, the private Penske race team in motor sports used the turbo-charged Porsche 917/10 Spyder for the first time. With a performance of up to 1,000 HP, the Porsche Spyder dominated the race series and won for Porsche the CanAM championship with victories in Road Atlanta, Mid Ohio, Elkhart Lake, Laguna Seca and Riverside. In the following year, the 1,200 HP 917/30 Spyder had its racing premiere. The superiority of the monster car driven by Mark

To date, the reputation of the 917 is legendary. Therefore, 50 international motor sports experts from the famous British trade magazine "Motor Sport" nominated the 917 as the "greatest racing car in history". All in all, Porsche built 65 units of the 917: 44 sports cars as short-tail and long-tail coupés, two PA Spyders as well as 19 sports cars as CanAm and Interseries Spyders with up to 1,400 HP turbo engines. Seven of the most important 917 models – among them the Le Mans victory cars from 1970 and 1971 and the 917/30 Spyder – are currently on exhibit in the new Porsche Museum in Stuttgart-Zuffenhausen.



Donohue was so obvious that the regulations of the CanAM series had to be changed in the end in order to exclude the 917/30 from competing further in the 1974 season. Typical for Porsche: The technologies for increasing performance developed for these races were successfully transferred to the on-road sports car. That's how the 911 Turbo, with its side-exhaust turbocharger, began its career in 1974 and has been, since this time, a synonym for the performance capacity of the Porsche sports car.

Strizzis Locations:

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3456 Camino Tassajara, Danville

Downtown Livermore—925.456.2200

2205 First Street, Livermore

Fremont—510.797.9000

2740 Mowry Avenue, Fremont

Check the Diablo Region Calendar

Just a reminder to continually check the Diablo Region calendar at <http://dia.pca.org/>. Look under the events tab. You will not only be able to view Diablo Region events, but also some special events our neighboring regions have asked us to publicize on our web site.

Remember to check often as we are constantly updating the calendar so you can schedule events that fit your calendars.

Great weather is here and there are many exciting activities coming up.

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Event & Race Photo sites:
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Travel Information



PowderCoating for the Masses: Diablo Region Visits E-Tech Powder Coating Inc. in Walnut Creek

By Warren Gardner

On Saturday morning, February 28, after a hearty breakfast from Marie Callender's kitchens, a stalwart group of 20 plus Diabloites convoyed just a few blocks down the street for a "show and tell" tech session courtesy of E-Tech Powder Coating Inc. at 2141 North Broadway. Blessed with a clear, crisp and marvelously sunny morning, the proprietors of E-Tech were waiting to greet the Porsche crowd as we pulled into their parking lot, piled out of our cars and re-grouped. Initial introductions were made whereby we quickly found out that Ron and June Ewing were the owners of E-Tech and our generous hosts for the morning's event.

Surrounded by colorful displays of pieces, parts, and automotive paraphernalia in a rainbow of colors and finishes, Ron and June gave an extended presentation on the variety of services their firm offers and the general pros and cons of what to consider when powdercoating is an option under consideration. Key selling points are the extraordinary durability of the final finish (up to ten times longer life than paint) and the low environmental impact of powdercoating versus traditional paintbooths. After their basic presentation, the Ewings opened the floor to a question and answer session. Nobody had questions? To the contrary, it seemed like everybody had a question or two and most everyone seemed genuinely intrigued by the technology of the process. By this time, even more Diablo members were starting to drive up, park and join the group that eventually totaled about 20 cars and over 25 members.

During the course of the presentation, we saw a firsthand demonstration of



Applying the powdercoating

how the powdercoating process was applied to parts, which in this case were some automotive window frames. As Ron had explained earlier, it was apparent that the paint application process was relatively easy but the hard work was the amount of "taping off" that had to be done to areas where you didn't want the paint to reach. We then watched as the painted parts got wheeled into their enormous baking



The finished product after baking

Photos provided by Ken Wu

ovens to be subjected to a timed bake at about 392 degrees Fahrenheit.

While this was going on, we also got treated to a surprise visit of two new 2009 Porsches from Stead Motors who are located just down the street from E-Tech. The Ewings had contacted Stead and as a surprise to Diablo we got to see a new Boxster and a new Cayman

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up close and personal. Stead Motors even had some freebies to pass out and several people walked away with the super duper concentrated Porsche windshield wiper fluid for their personal vehicular consumption.

After about an hour and a half (time flies when you're having fun!) the event drew to a close and we thanked the Ewings for hosting our visit and they reciprocated by thanking Diablo for showing up. In conversations with them later, they remarked what a nice group of people we had been and we were certainly welcome to come back to do another tech session at some later date. All in all, a great visit! Immediately thereafter, the control of the group was turned over to Patrick Schmidt and Frank Duran who then conducted the group out to the Livermore area for some liquid refreshment after all the dry talk of powdercoating! But that's another story! Thanks to all who attended the thoroughly entertaining powdercoating tech session!

WELCOME NEW MEMBERS

New Members

Davenport, Frederick L. Patricia Davenport (Wife)	2000 996—Silver
Farrell, Lee D.	1974 911—White

Total New Members: 2

Transfers In

Henderson, Robert M. Julie Henderson (Wife)	1989 911—Silver
Schulze, Dietrich Christine Dietrich (Wife)	1991 944

Total Transfers In: 2

As of February, 2009

Primary Members: 564

Affiliate Members: 414

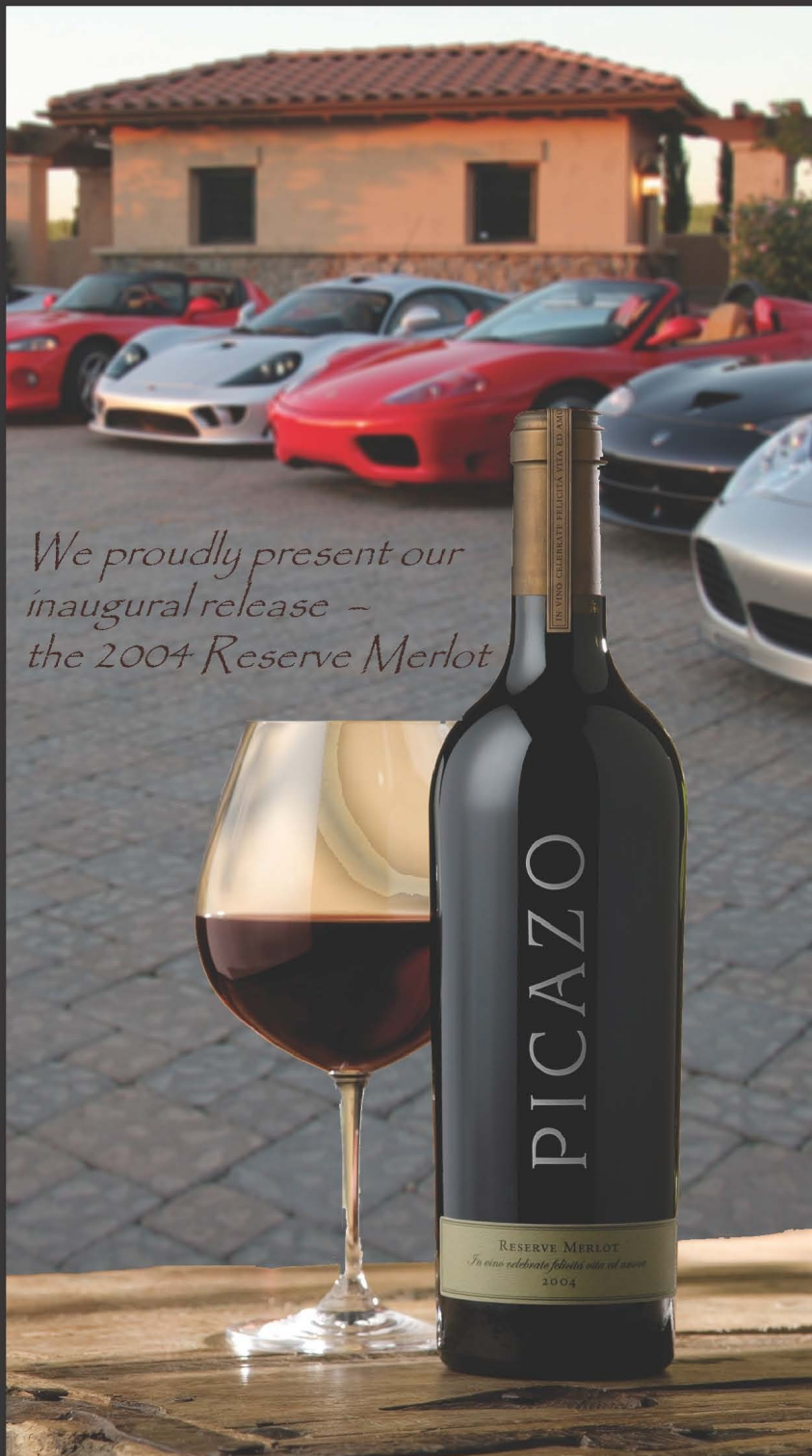
Total Members: 978

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Bocce Ball Challenge

April 18, 2009

Players and Cheerleaders are all welcome to sign up and attend

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We will then venture over to Campo di Bocce for a light lunch and a game of Bocce Ball.

Cost: \$25 per person

Make checks payable to PCA—Diablo Region and mail to Mike and Paula Ciopyk at 6756 Paseo Catalina, Pleasanton, CA 94566

RSVP: Paula Ciopyk at ociopyk@comcast.net

Deadline: April 11

There may be a limitation of participants due to court availability so signup soon.

NOTE:

Need to know more about the game of Bocce Ball? Check out this link:

<http://www.campodibocce.com/Livermore/bocce/index.html>





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Creating a Tour Doesn't Have to be Painful

By Kay Maloy, The devil's Advocate editor

As a somewhat new member of the Diablo Region (about 18 months), I fondly think back on that fateful night at the Planning Meeting on December, 2007. I remember Steve Jones, asking for volunteers to set up tours during the upcoming year and other members saying how much fun tours were and how easy it was to put one together. The next thing I realized I had raised my hand and said I would do a tour in April.

After the ink had dried on the sticky note placed on the calendar board, I thought "What have I done?" Thank goodness Ingrid French took me aside and said I have a document that walks you through the process. Ingrid was right. The document did help me realize just what it takes to put on a tour.


So why am I bothering to write a short article about creating a tour if there is a document that walks you through the process? Because there are some points that don't just jump out at you and get your attention as something you need to do sooner than later. Plus, as the editor of the newsletter, I selfishly want to be sure you get a flyer to me in a timely manner. Sorry about putting in my own plug!

- ♦ One of the most important things is to get the information about your tour out to the members so they can sign up. This needs to be done very early in the process.
- ♦ A flyer needs to be submitted to the editor of the Advocate 3-4 months in advance of the event to ensure the members can have ample time to sign up for the tour.
- ♦ The flyer also needs to be submitted to the individual handling the calendar on the web site 2 months in advance of the event.
- ♦ If there is a cost to be incurred by members, it needs to be presented to the Board and approved.

So if you have a tour anytime during the year, be sure to go to the link for the "How to Host a Tour" document located at the bottom of the web site for Diablo Region (<http://dia.pca.org>).

Remember, there are always other members willing to help you to make sure your tour is a success. All you have to do is ask...


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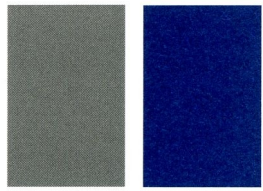


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The Brembo Debacle or How to Devote an Enormous Amount of Time and Effort on a Brake Rebuild

By Warren Gardner, Diablo Region
Part 3 of a 3 Part Series

(Parts 1 & 2 published in earlier 2009 issues)

Last installment covered the repainting and sanding process, plus the attachment of the Porsche stencil. This final installment covers clear-coating process, installation on the car along with a new rotor, plus the results of actual use to include a day at Thunderhill raceway.

Seen below is a photo of the two calipers after they have been clearcoated with numerous coats of high temperature clear spray paint which I sourced



from Kragens. Great care was taken to assure complete paint coverage (i.e., front, back, sides, etc.), however the initial coats of paint were relatively thin to assure quick drying and to preclude the possibility of overly thick wet paint causing a softening (and the unfortunate "crazing") of the underlying paint. Fortunately this part of the process

went smoothly and straightforward so there were no bombshells waiting to explode. The end results speak for themselves.

Flashback! You will likely note the word "Porsche" is nicely centered on the face of the caliper in it's dedicated raised area. That centering was accomplished only after the Porsche stenciled was carefully relocated a couple of times to get the positioning correct. Unfortunately, "careful measuring" did not get the stencil in the right place and ultimately trial and error placement is what carried the day. While the stencil itself was relatively easy to move around, the tiny "dots" on the inside of the letters P, O, and R are what caused the painstaking efforts to get everything aligned.

The following photo shows one of the newly refinished calipers installed on the rear of my 964 chassis, along with a brand new rotor. Sharp eyes will note the presence of some unusual machined "cut out" slots on the bell or "hat" area of the rotor. Having experienced a recent issue with wheel bearing looseness in the left rear wheel, it was deduced that a potential culprit in the premature failing of the



wheel bearing could have been excessive heat buildup inside the "hat" area

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which comes from heavy track day use. It was felt that slotting the hat area could afford more access to cooling air and likely increase wheel bearing life and also draw more heat from the rotor face down to the cooler hat itself. Further validation of the concept of excessive heat buildup was provided when the mechanics discovered the parking brake pads, which reside inside the hat area, had largely disintegrated (again prematurely) and warranted replacement along with the other parts mentioned.

Flashback! Once the machining was completed on the brake rotors, the exposed iron/steel metal had to be painted to make sure rust didn't form and therefore ruin the parts or the finish. Back to Kragens for some high temperature gray undercoating spray paint, then followed by the process of masking off the areas I didn't want painted. Once the paint had dried, the rotors were put into my home oven and cooked for a couple of hours at about 200 degrees Fahrenheit which it was hoped would help cure the paint before it hit the racetrack. (Bottom line; that didn't work so well as we'll see!)



The last picture of this article reveals a shot of one of the calipers after a pretty heavy track day at Diablo Region's January DE day at Thunderhill which had been sponsored by Kahlers. While the cosmetic restoration of the calipers had taken a great deal of worry and effort, nonetheless the principal concern was whether the new calipers were more functional. So the big question was whether the rebuilding process of the new seals would prove effective while assuring that the new larger calipers would do a better balanced job of stopping the car from high speed.



The results of the new caliper/rotor assembly, which got heavy use on that mild January track day, was generally favorable but unfortunately not perfect. What was remarkable was the noticeable increase in overall stopping power which came along with improved brake balance between front and rear wheels. Rarely did the old bad habit of premature ABS brake cycling show itself; the absence of which greatly improved both stopping distances and driving confidence. Furthermore, as long as the car stayed at speed on track, the brake system remained consistent and the driver enjoyed a solid brake pedal.

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Continued from page 19

However, there was little doubt the rear brakes were getting a real flogging while doing some serious brake work.

Keen eyes will note a couple of key differences from the earlier photo of the new brake caliper/rotor assembly. First of all, the caliper stencil of the word "Porsche" is no longer the pure white it once was, and secondly the high temperature painted grey rotor hat suffered a band of heat-induced discoloration that was unexpected. Taken together, it shows the rear caliper was working hard and taking a great deal of heat abuse. So much abuse, in fact, that the problem of excessive "heat soak" and spongy brake pedal started to show up just as soon as the car started to come off the track. Several efforts to bleed the brake system of some excessive air managed to find and clear some pockets of air in the brake system, but on that day we never completely got rid of the spongy brake pedal problem that would show up at the end of each track session.

Bottom line; the brake project still is not over. Two things remain to be addressed. First of all, a complete rebleeding of the brake fluid system to find and purge all remaining air. Second, a creative approach to directing more cool air to the rear rotors and calipers must be considered and accommodated. (Note: even the new 997 Porsche chassis has rather small but very real air dams underneath the chassis to direct air to the rear calipers!!) Perhaps a later installment will address what the final solution will be, but meanwhile I have enjoyed sharing the trials and satisfaction of a major brake component restoration and I trust you have found the articles entertaining if not informative.

Cheers to all!

Get ready for Steve's next Breakfast Bash!!

When: Saturday, April 25th

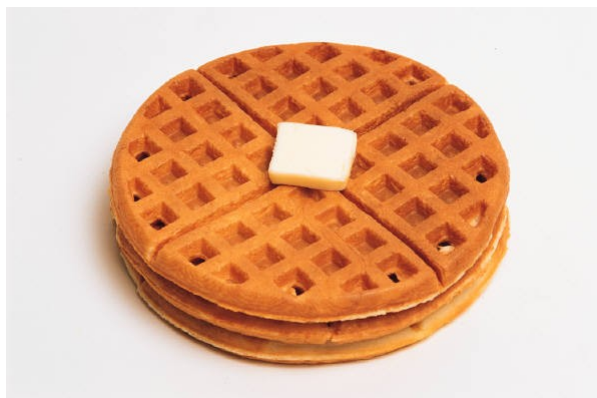
Time: 9 —11:00 AM

Where: Country Waffles

1803 Holmes Street

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This is an opportunity for members in the Southern portion of the Region to get together with Steve Jones as your host.

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Parade for the Non - Competitor

By Wendy Shoffit

So you say you have no interest in competing in anything Porsche related. Maybe competition is just not your bag, baby. That doesn't mean you have to avoid the Porsche Parade altogether. Really! Being a type-A competitor myself, I have a hard time imagining not feeling the pull to be the best. However, I know there are plenty of you who just enjoy the ride.

During the week, there is so much to see and do that will never involve a box of q-tips, a rally computer, race tires, or a sharpened #2 pencil. It all starts with the spectacle that IS the concours d'elegance. What better way to view some of the most spectacularly well kept cars, historical or current. Imagine... you didn't have to clean even ONE of them! You just get to stroll along for as long as you want, taking in the beauty that is Porsche.

Toss out the questions for the gimmick rally and just enjoy the journey. The

rally master will take you through some of the most spectacular roads in the local area. How better to see the roads of Colorado than on a guided path, knowing you won't be lost? Take your time, stop for lunch, and enjoy what there is to offer along the way. Friends of mine went to Parade a few years ago and decided to have fun while being lost on the TSD rally. Rather than stress about maxing out that leg, they bought a birdhouse from a local wood carver. Made for one of the best rally stories I've heard!

Be a social butterfly, if you choose, at all the banquets. Enjoy the local cuisine that is featured. Spend time at the happy hour before the dinners, enjoying just being with the people who share your passion. You don't have to feel the need to flog them in the auto-cross. Dinners are always a "No Flogging" zone. Ooooh, and the ice cream social is always tons of fun. Enjoy your frozen treat while watching everyone else coming off the TSD rally telling their war stories, cursing that one missed sign, while you sit back and

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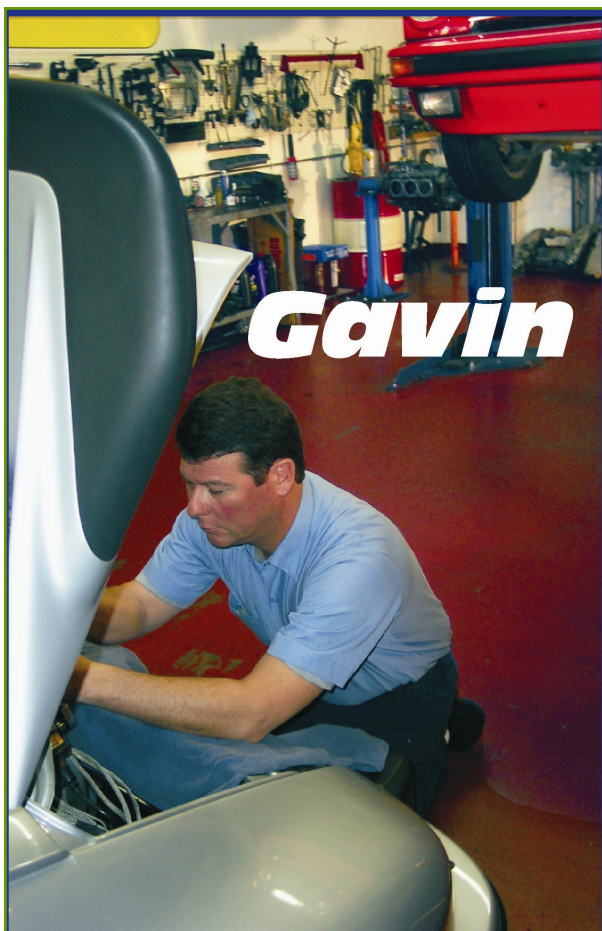


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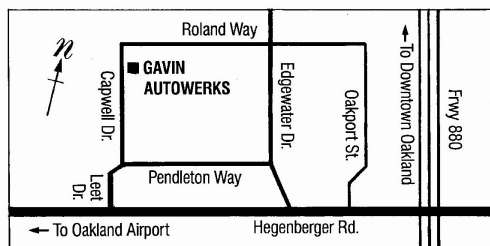


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Continued from page 22

enjoy your stress free view.

Feeling like socializing even when it's NOT at a banquet? Well, then spend your afternoons in the Hospitality room. Casually check your email in a computer station, find out about the latest tire advancements from the event sponsors, or just sit back and enjoy the free drinks and snacks. Sit there long enough and you're sure to run into a friend or two or hundred. Sooner or later, everyone at Parade goes to Hospitality. Don't be shocked to find a margarita party or wine tasting is going on there. Those hospitality chairs are always full of surprises.

Everyone also seems to find himself or herself in the Goodie Store, looking for great deals. Current Parade merchandise is there, along with PCA and Porsche stuff, as well. The assortment is always best in the first few days, but the deals are always best the last few. Take your pick!

Add to all this, the local area tours that get set up each year. The Charlotte Parade had a tour bus to take you to the fabulous Biltmore House. Discount tickets AND available transportation... how can you beat it? Don't feel like leaving the hotel all the time? Well, check out the art show that is usually set up in the host hotel. Our fellow PCA'ers are some amazing artists. Maybe you have a talent you'd like to display and don't care a whip about winning a ribbon. You can even choose to sell your work of art and contribute to a local charity. It's up to you.

The past few years' Parades have also held spectacular Porsche Historic Museum type displays. Brush up on your history, drool a little over the offerings, and simply enjoy being around some vehicles that you may never again get to stand next to. Take your time, it's usually open several days during the week. Amazing cars abound. Not only are there amazing cars around, but there have been some

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amazing guest speakers, complete with autograph sessions. Vic Elford, Norbert Singer, and Kevin Buckler... to name just a few. Have you always wanted to meet Peter Porsche? He's attended well over 20 Parades so far and has no plans to miss them in the future. He's always so nice and personable and not at all pretentious.

If all this sounds too structured for you, well... toss out the schedule (at times) and branch out on your own. Take in the local sites (even if there's not a tour offered there), shop in the local stores, and just enjoy the local flavor. Everywhere you look you can find it. Just don't too distracted and forget to attend the final Victory Banquet. That's when they draw for the trip to Germany. While everyone competes for it, all it takes is one little door prize slip with your name on it and that you get included with your meal.

So, come to Colorado. Relax with friends and enjoy ALL the spectacular views, Porsche and not.

Hope to see you there! I might just have to take a day off from competing to smell some of the roses along the way.

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PORSCHE FIGHT FROM BACK OF THE PACK AT SEBRING

Submitted by Jill Beck, PCA Newsletter Committee Chair

STUTTGART - March 21 - With a sensational charge through the field, Joerg Bergmeister (Germany) gave spectators a gripping show with his works driver colleagues Patrick Long (USA) and Marc Lieb (Germany) at the season-opening round of the American Le Mans Series in Sebring (Florida). After a collision early on in the race which resulted in a twelve minute pit stop for repairs, they continued without any problems in the 450 hp Porsche 911 GT3 RSR run by Flying Lizard Motorsports until 1.10 hours before the end of the race, turning one fastest lap after the other. However, after Marc Lieb had overtaken his competitor Ian James in the Panoz

Esperante, James hit **"...the new 911 GT3 RSR is even better than its predecessor."** the back of Lieb's Porsche and nudged him into a spin on the finish line. In the

end, last year's winner was classified fourth. Darren Law, Seth Neiman and Johannes van Overbeek (all USA) claimed fifth with the second Flying Lizard racer, and as the best GT2 vehicle was awarded third place in the environmental classification "Michelin Green X Challenge". In this special category, average speed and fuel consumption are taken into account.

At the start, Joerg Bergmeister got away well from the first row. In the second lap, however, a competitor hit the Porsche 911 GT3 RSR of last year's winner. The replacement of the toe link cost a total of twelve minutes. From the back of the field, Bergmeister and his team mates Patrick Long and Marc Lieb took up the chase with a spirited drive, turned the fastest race lap with 2:02.494 minutes and one hour and

ten minutes before the end moved into third position. But then the No. 45 Porsche spun and crashed into the wall. "I had already passed Ian James but he simply didn't leave me any room," said Lieb annoyed. "What a huge pity," said Joerg Bergmeister. "Third would have been crucial for our championship." Patrick Long added: "We did everything possible to bring home points. It was an incredible effort from the whole team."

During the early phase of the twelve hour race in Sebring it initially looked as though the pole-setting Porsche 911 GT3 RSR of Farnbacher Loles Racing would be the car to beat. Start driver Dirk Werner (Germany), who shared the cockpit with Porsche works drivers Wolf Henzler (Germany) and Richard Lietz (Austria), began to pull clear of the field lap after lap and by the time

he came in for his first pit stop had already put around 25 seconds between him and the fastest Fer-

rari. But several laps later the team not only lost the lead position but also had to relinquish all hopes of a podium result. Damage to the power transmission cost the team 1:48 hours to complete the complicated repairs. "In the end we just wanted to complete the minimum distance to score points toward the championship," explained a visibly disappointed Wolf Henzler. "Although our position in the fight for the championship looks much worse now compared to after our win last year, we will definitely not be giving up." His team mate Dirk Werner added: "Our goal is and remains to defend the GT2 class title." Richard Lietz stayed positive after the race. "Although we had bad luck here today I know that the new 911 GT3 RSR is even better than its predecessor. That makes me confident for my season in


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the European Le Mans Series."

"Of course we would have been thrilled if our customer teams could have repeated their win from last year," said Porsche's head of motorsport, Hartmut Kristen. "But racing luck was definitely not on our side today. As far as the performance of our new 911 GT3 RSR is concerned, I'm very pleased. The car ran well this weekend under all conditions and set the fastest lap times. With this in mind, we have a good starting point for the rest of an undoubtedly exciting season."

The second of ten rounds of the American Le Mans Series takes place on April 4th in St. Petersburg (Florida).



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Looking for places to go or things to do?

Be sure to check the Diablo Region calendar to stay on top of our activities
(<http://calendar.diablo-pca.org>).

**The Saturday Morning Breakfast every Saturday at 8AM at
Marie Callender's in Walnut Creek at 1101 S. California Blvd.**

**The Third Thursday Dinner held the 3rd Thursday of every month at
6:30PM at Strizzi's in Danville at 3456 Camino Tassajara.**



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PCA Diablo's Afternoon Delight New Members BBQ

Sunday, May 31st, 1 p.m. - 4 p.m.
Nedra and Tom Marinshaw's place
721 El Cerro Road, Danville 94526

All members are invited to come help us welcome our new members

- You are a new Porsche owner and want to meet other owners.
- You have joined the club for a year or two but like to find out what other events may interest you.
- You want to find out more about this DE or Autocross you read on our web site.
- You want to detail your car or maybe enter the Concours but don't know how to start.
- What is a Rally and how do you avoid strangling the navigator?
- You have done a few events and really want to show the new members why they should join you.
- You are going to Germany and want to visit the Porsche factory, has any member been there before?
- You also want to turn your 914 into a portable BBQ and be the King of the next club tour; therefore, want to find out which local shop has the parts and technology?
- You just want to relax among friends, grab a burger and b.s. about cars.
- **Please come join us at Nedra & Tom's backyard!**



Cost: \$15 per person

Free for New Members who joined on or after Oct. 2008

There will be reasonable amount of "beverages" available. You are welcome to bring your favorite adult beverages if you like.

Please email me at membership@diablo-pca.org Before May 26
to let us know that you are coming

And mail your check, made payable to: PCA- Diablo Region
c/o Jim Edmunds, PCA Treasurer
634 Francisco Court,
Walnut Creek, CA 94598



Porsche Club of America- Diablo Region 25th Annual Porsche Wash and Shine

All Porsche owners and auto enthusiasts- Come celebrate our silver jubilee Wash and Shine anniversary with fellow enthusiasts!



Memorial Day Weekend
Sunday, May 24, 2009
The Paddock
at the
Danville Livery Shopping Center
400 Sycamore Valley Road West
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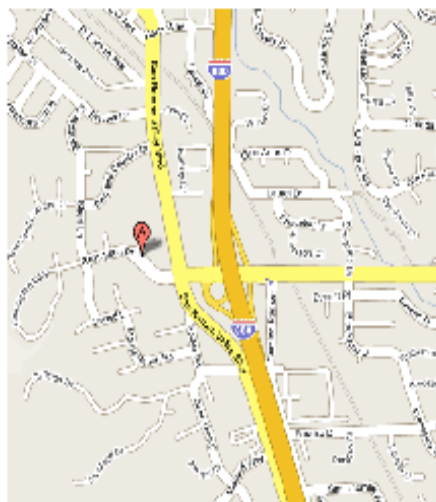


Registration starts at 8:00 AM
Judging starts at 9:30 AM
10 Award Categories
Entry Fee: \$20

No fee to Park & Party and join the fun!
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Private Diablo Porsche Run Group at World Famous Infineon Raceway!

Saturday, July 4th Diablo Region Porsche drivers, and guests with Porsches have been offered a reserved, private run group during this exciting Hooked On Driving weekend at Infineon. Diablo Region member (David Ray, Boxster S) and sponsor Hooked On Driving are managing both days, and have held this opportunity for us to drive our Porsches as a part of their event. Intermediate and Advanced drivers only, please. Beginner? Would you like to prepare for this event? Go to www.hookedondriving.com to check their schedule – OR – join the Diablo Region PCA's event on 6/5 at Thunderhill to gain the required experience. Limited to 25 cars. No charge for guests.

PRIVATE WEB ADDRESS TO REGISTER: www.hookedondriving.com/diabloPCA09

(Note: If you've been to the HOD website recently, you may need to refresh your screen to see this private page)
Then just click on register and follow the instructions. For questions, call: 925-552-8112



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Registration Opens: April 20

Fees: \$230 per driver if payment received by **May 22**

\$270 Late non-refundable payment if received after May 22

\$60 for instructors who will also be driving

Make checks payable to PCA/Diablo Region and mail with Registration form to Thunderhill Event Registrar, Attn: Mike Ciopyk, 6756 Paseo Catalina, Pleasanton, CA 94566 (email: ciopyk@comcast.net)



Free Tech Inspections

Tech Inspection is scheduled for Saturday, May 9 at Porsche of Fremont in Fremont from 10-12. For directions to Porsche of Fremont, go to their web site at:

<http://fremont.porschedealer.com/>



For more information on registration: contact the Event Chairperson, Luis Soler at 925-784-5344 or at email: soler_luis@yahoo.com

OR

Check the Diablo Region web site for registration & tech inspection forms at <http://dia.pca.org/>

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