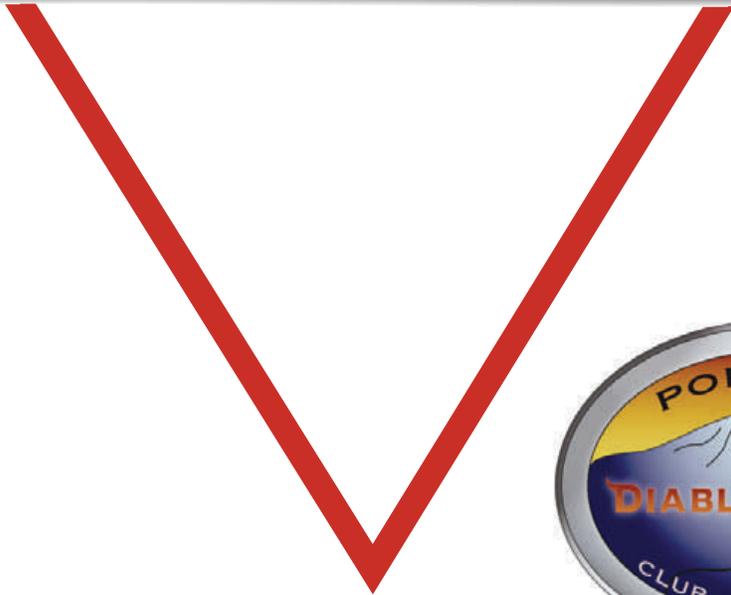


# The devil's Advocate



February, 2009

# 2009 Diablo Region Board of Directors

President	Steve Jones	<a href="mailto:president@diablo-pca.org">president@diablo-pca.org</a>
Vice President	Warren Gardner	<a href="mailto:vicepresident@diablo-pca.org">vicepresident@diablo-pca.org</a>
Treasurer	Jim Edmunds	<a href="mailto:treasurer@diablo-pca.org">treasurer@diablo-pca.org</a>
Secretary	Kay Maloy	<a href="mailto:secretary@diablo-pca.org">secretary@diablo-pca.org</a>
Director	Linda Boyd	<a href="mailto:events@diablo-pca.org">events@diablo-pca.org</a>
Director	Francisco Cabrera	<a href="mailto:advertising@diablo-pca.org">advertising@diablo-pca.org</a>
Director	Phil Eskildsen	<a href="mailto:nametags@diablo-pca.org">nametags@diablo-pca.org</a>
Director	Jerry Torres	<a href="mailto:publicity@diablo-pca.org">publicity@diablo-pca.org</a>
Director	Ken Wu	<a href="mailto:membership@diablo-pca.org">membership@diablo-pca.org</a>

## Special Advisors to the Board

Past President	Eugenie Thomas	<a href="mailto:pastpresident@diablo-pca.org">pastpresident@diablo-pca.org</a>
Zone 7 Representative	Sharon Neidel	<a href="mailto:sharonneidel@yahoo.com">sharonneidel@yahoo.com</a>

## Committee Chairs and Other Positions

Autocross Chair	Eugenie Thomas	<a href="mailto:autoxchair@diablo-pca.org">autoxchair@diablo-pca.org</a>
Charity Coordinator	Open	
Chief Instructor	Scott Pope	<a href="mailto:chiefinstructor@diablo-pca.org">chiefinstructor@diablo-pca.org</a>
Concours Chair	Open	
Membership Chair	Ken Wu	<a href="mailto:membership@diablo-pca.org">membership@diablo-pca.org</a>
Merchandise	Kelli Camara	<a href="mailto:goodiestore@diablo-pca.org">goodiestore@diablo-pca.org</a>
Name Tag Guy	Phil Eskildsen	<a href="mailto:nametags@diablo-pca.org">nametags@diablo-pca.org</a>
Newsletter Editor	Kay Maloy	<a href="mailto:editor@diablo-pca.org">editor@diablo-pca.org</a>
Rally Chair	Open	
Track Chair	Luis Soler	<a href="mailto:trackchair@diablo-pca.org">trackchair@diablo-pca.org</a>
Track Registrar	Mike Ciopyk	<a href="mailto:trackregistrar@diablo-pca.org">trackregistrar@diablo-pca.org</a>
Webmaster	Anthony Mendoza	<a href="mailto:webmaster@diablo-pca.org">webmaster@diablo-pca.org</a>

Mailing Address: Diablo/PCA  
P O Box 30667  
Walnut Creek, Ca 94598

## FUTURE DIABLO REGION EVENTS

<b>Feb 1</b> ➤	<b>Super Bowl party</b>
<b>Feb 21</b> ➤	<b>Awards Dinner</b>
<b>Feb 28</b> ➤	<b>Powder Coating discussion</b>
	<b>Lunch &amp; Wine tasting</b>
Mar 21 ➤	Lodi Wine Tour
Apr 25-26 ➤	Yosemite Tour
Apr 27-May 1 ➤	Ladies Mexican Cruise
Apr 18 ➤	Bocce Ball and Lunch
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 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

Jun 28-Jul 5 ➤	Parade
Aug 11-16 ➤	Monterey

## 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

It's January as I write this column, and the media is awash in stories about the end of the Bush era, the legacy of Martin Luther King Jr, and the inauguration of Barack Obama. I'd like to be able to tell you that this was an excellent month for snowfall in the Sierra Nevada, but so far it's had the lowest total in many years. Summer water restrictions aside, we did have a nice Zone 7 awards brunch on January 10<sup>th</sup>, and the Zone 7 region presidents met afterwards.

Our new Zone 7 Representative, Sharon Neidel, is settling into her new responsibilities. The Zone calendar is slowly coming together, and if the deadlines cooperate you may see updated events listed elsewhere in this issue. A few highlights from the presidents' meeting: A Zone concours judging school is tentatively scheduled for the beginning of April; there will be no Porscheplatz at the ALMS race at Laguna Seca; several regions are (still) trying to find new autocross venues. There will be another Zone presidents' meeting in late March, and I'm hopeful that something more than two such meetings a year will help foster a more active cooperation between the leadership of the regions.



PCA National appears to have a primary theme or issue they wish to pursue at the beginning of each year. Last year the focus was on event insurance, and this year it appears to be incorporation of all zones and regions. Some of the smaller regions in the Zone haven't incorporated, and neither has the Zone itself. This will be one of the topics at the meeting in March, I'm sure.

Our Annual Awards Dinner will be held on February 21<sup>st</sup> at the Hong Kong East Ocean restaurant in Emeryville. Perhaps many of you don't get to Emeryville that often, but I'm looking forward to a great nighttime view of the Bay as well as the great company you can always count on at our Diablo events. And for those who can't make that event, there's still the weekly breakfast Saturdays in Walnut Creek, our monthly dinner in Danville on the 19<sup>th</sup>, and get this: two breakfasts, a tech session, and a tour on the 28<sup>th</sup>. And hopefully all of us that got together for the Superbowl party on the 1<sup>st</sup> had a great time.

Well, time to get back to work. I hope everybody's having a great winter, and look forward to seeing you all at a Diablo event soon.

Drive safely,

-Steve.



Golden Gate Region Presents

# Rolling Thunder

Thunderhill Raceway Park, Willows, CA • March 28 and 29, 2009

<b>Saturday</b>	<b>Sunday</b>
Practice, Qualify, Race	Practice, Qualify, Race

On Friday, March 27<sup>th</sup>, there will be race and start practice sessions.  
(Required for Rookie License Candidates)

Space is limited. Registration opens on Friday, January 30<sup>th</sup> at 7:00 P.M.  
PST at <http://register.pca.org>.

All entrants must be PCA members and have a PCA Club Racing license  
or approved License Application. Go to  
<http://www.pca.org/clubrace/docs/forms> or call 847.272.7764.

Registrar: Andrew Forrest [gmacereg@gmail.com](mailto:gmacereg@gmail.com)



Porsche Club of America – Diablo Region

# SUPERBOWL

SUNDAY, February 1, 3:00PM



**Walt and Jacquie Lietz House**  
**920 Cochise Ct., Walnut Creek**  
*Hwy. 680 N, Exit Ygnacio Valley, turn right.*  
*Hwy 24 East, Ygnacio Valley, turn right .*  
*Hwy 680 S, Exit S. Main St, (continue on Main St.)*  
*turn left on Ygnacio Valley Rd.*  
*Drive Ygnacio Valley past John Muir Hospital*  
*Turn right on Wiget Lane*  
*Turn left on Quiet Place*  
*Turn right on Natchez Lane*  
*Left on Cochise Court – white house w. four columns*

**Come out to cheer your team**  
**& enjoy a chili dinner by Jacquie,**  
**Refreshments and, of course, the usual**  
**Diablo Region camaraderie!!!**

**Cost: It's free – bring an appetizer....**

**RSVP: Walt or Jacquie at 925-256-7620**

**[walter.lietz@yahoo.com](mailto:walter.lietz@yahoo.com) by January 30.**

## 2009 Porsche Parade Announcement

The joint regions of Rocky Mountain and Alpine Mountain will be hosting the 54th Porsche Parade beginning June 29, 2009 at the Keystone Resort in Colorado. Colorado has played host to five past Porsche Parades, so our history is tried and true.

The 2009 Parade Committee is proud to be involved and is planning to make this a truly memorable event. One way to ensure an outstanding 2009 Parade is to invite the regions to contribute, rather than merely attend and participate. Many regions compile photos and videos of local club events that take place throughout the year. Some regions also have unique videos or maps of their local race tracks which may be of interest to your fellow Porsche enthusiasts. New for the 2009 Parade, we will have a large video screen in the Gastlichkeit Centrum (Hospitality Center) to display these pictures and videos. We believe this is an excellent opportunity to show off your region and contribute to the success of the 2009 Parade.

We have also received a number of requests to bring back the scrapbooks and historical items which have been absent from some recent Parades. This is another excellent opportunity for regions to contribute.

We invite you to submit any pictures and videos you feel may be appropriate. We would appreciate receiving them as soon as possible, but ask that we receive them no later than June 1, 2009. Please send them via CD or DVD to the address below.

You may also send your historical and scrapbook items to the same address, although if you prefer to bring these items with you to the Parade, you are welcome to do so as long as you contact us first so we have space available. Please e-mail Dave Keeley ([davekeeley@msn.com](mailto:davekeeley@msn.com)) with any questions or to notify us of your participation.

We look forward to seeing you in Colorado!

Best regards,  
Dave Keeley  
552 St. Andrews Dr  
Longmont, CO 80501

## “Register for Parade - 101”

### 54th Porsche Parade

### Keystone. CO.

June 29<sup>th</sup> – July 4<sup>th</sup>, 2009

While talking with some of our PCA members during the regional Holiday parties, it occurred to Kathleen Lennon and I that some of you really didn't have a good idea of what registering for the Porsche Parade is all about. We thought we should take a moment to explain just how the process goes. Here are some of the basics for you to think about:

When you register for Parade 2009 online, you must first have access to the PCA National website. Some of you may already have access to [www.pca.org](http://www.pca.org) and have a password set up for its access. For those of you who do not, please contact Vu Nguyen, PCA Executive Director at [vun@pca.org](mailto:vun@pca.org) He will assist you in gaining access to the National site, where you will be registering for our 2009 Porsche Parade.

Have a copy of the 2009 Porsche Parade's full schedule of events at hand. It will help you when you are in the registration process, and you can find the full Parade schedule on [www.porscheparade2009.com](http://www.porscheparade2009.com) . It will list the four major competitive Events, Special Activities and Banquets plus all their dates and times for your convenient selection. The Parade registration process will take you approximately 30 minutes on line.

The 54<sup>th</sup> Porsche Parade registration fee is \$165.00, and covers basic admittance to the Parade for the entrant, a co-entrant, and one car. The co-entrant may be an unaffiliated PCA member, but must share the same car with an entrant. An exception applies if the registered Porsche is not legal for street use, in which case a second Porsche may be registered for use in the TSD rally only.

Beginning with the 54<sup>th</sup> Parade, we have lowered the registration fee, but will be charging entrants additional fees for the four major competitive events, if you choose to enter any or

all:

Concours - \$20 per car; Autocross - \$20 per driver; TSD Rally - \$10 per car; and Tech Quiz - \$10 per person.

Additional fees apply for banquet/meal tickets and for selected other activities such as the spectacular driving tours, golf tournament, 5K walk/run and some Parade kids' activities.

#### **There are three ways to register for the Colorado Parade and all its activities:**

- The fastest, easiest way to register is online at [www.pca.org](http://www.pca.org)
- Before you can do that, you must be a registered user on the PCA website, as I have stated above. If you aren't already registered, please do that now so you are ready to go at Registration time. If you are already registered, please make sure your information is up to date.
- If you are not comfortable using the online method of registering, please go to the Colorado Parade site directly at [www.porscheparade2009.com](http://www.porscheparade2009.com) to download the registration form. Fill it in and mail it on or after March 3, 2009.
- If you do not have Internet access, call Kathleen Lennon, Parade Registrar, at 719-487-2842 or 719-330-1525 and request that a paper registration form be mailed to you. Requests for paper registration forms will be accepted beginning February 14<sup>th</sup>.
- Mailed registrations and online registrations will be treated alike. There is no advantage to registering either way, beyond your own convenience.

As in the past, there is no early registration. The online registration site will be available starting **Tuesday, March 3<sup>rd</sup>**. All online registrations submitted on **March 3<sup>rd</sup>, 4<sup>th</sup>, or 5<sup>th</sup>** will be treated equally as first day registration and paper registrations postmarked the same days.

Paper entries received with an earlier postmark will be rejected. There is no rush to register on past Parades. You

*Continued on page 8*

Continued from page 7

may also register later but your options may be somewhat limited.

As you can see, Parade registration has its rules, as do many regional events we all register for. If you are still confused or simply worried you won't do it right, please feel free to call Kathleen Lennon. She will hold your hand through the process **prior** to our actual registration dates.

Kathleen and I hope these hints and things to think about will help you with your registration for the 2009 Parade. Once you are registered, you will receive a confirmation of registration from the registrar and the Parade code to help

you with your selection of Keystone Parade lodging. Whether you choose a hotel or a condominium, you will need this Parade access code to obtain the Parade rates. Check our regional Parade website for a lodging map of the Keystone area [www.porscheparade2009.com](http://www.porscheparade2009.com)

Walt and I will also be available to answer any Parade questions you may have. Our e-mail is [katfricke@msn.com](mailto:katfricke@msn.com) or call 303-499-6540.

Welcome to the registration process for the 2009 Porsche Parade.

Kathleen Lennon - Parade Registrar

Kathy and Walt Fricke - Parade Chairs

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Suncoast Motorsports - 5005 S. Tamiami Trail - Sarasota, FL 34231 - [parts@suncoastmotorsports.com](mailto:parts@suncoastmotorsports.com)

## **Porsche Reports Decrease in North American Customer Deliveries in the 2008 Calendar Year**

from Jill Beck, PCA Newsletter Committee Chair

**Stuttgart.** Deliveries to customers in North America in the 2008 calendar year by Dr. Ing. h.c. F. Porsche AG, Stuttgart, amounted to a total of 27,717 units. Out of this overall figure, the USA accounted for 26,035 cars, Canada for 1,682. Compared with the previous year with record sales of 36,680 units, this represents a decrease by 24 per cent in terms of volume.

Particularly the 911 and Boxster sports cars were affected by this drop in sales, with customer deliveries decreasing in each case by about one-third. Apart from the US economic crisis, the changeover to new models in both model series was responsible for the decrease in sales. While the new generation of the 911 has been introduced into the market in the meantime, the new Boxster and Cayman mid-engine models are still awaiting introduction in March 2009.

By contrast, the Cayenne model series, down by 11 per cent, remained remarkably strong in the difficult market environment.

The first signs of stabilization in sales in December 2008 provide good news from the perspective of the Stuttgart-based sports car manufacturer: Sales in the last month of 2008 in North America amounted to 2,249 units, with 2,154 units in the USA and 95 cars in Canada. While this still represents a decrease by 25 per cent compared with the same month a year before, these figures offer reason for hope compared with the far weaker figures in previous months.

Porsche's best seller in December 2008 was the Cayenne accounting for 917 units sold, representing a decrease by 30 per cent. Customer deliveries of the 911 model series accounted for 645 units, down by 26 per cent. The number of mid-engine Boxster and Cayman sports cars delivered to customers was down by 16 per cent to 687 units, the Cayman and Cayman S accounting for a total of 328 units sold.

**ALL CAR CENTRAL . COM**

**WWW.AllCarCentral.com**

Racecars - New Cars - Old Cars

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**Photos and Statistics for many, many Car Makes:**

**Car Event Calendar:**

**Event & Race Photo sites:**

**ALM Photos**

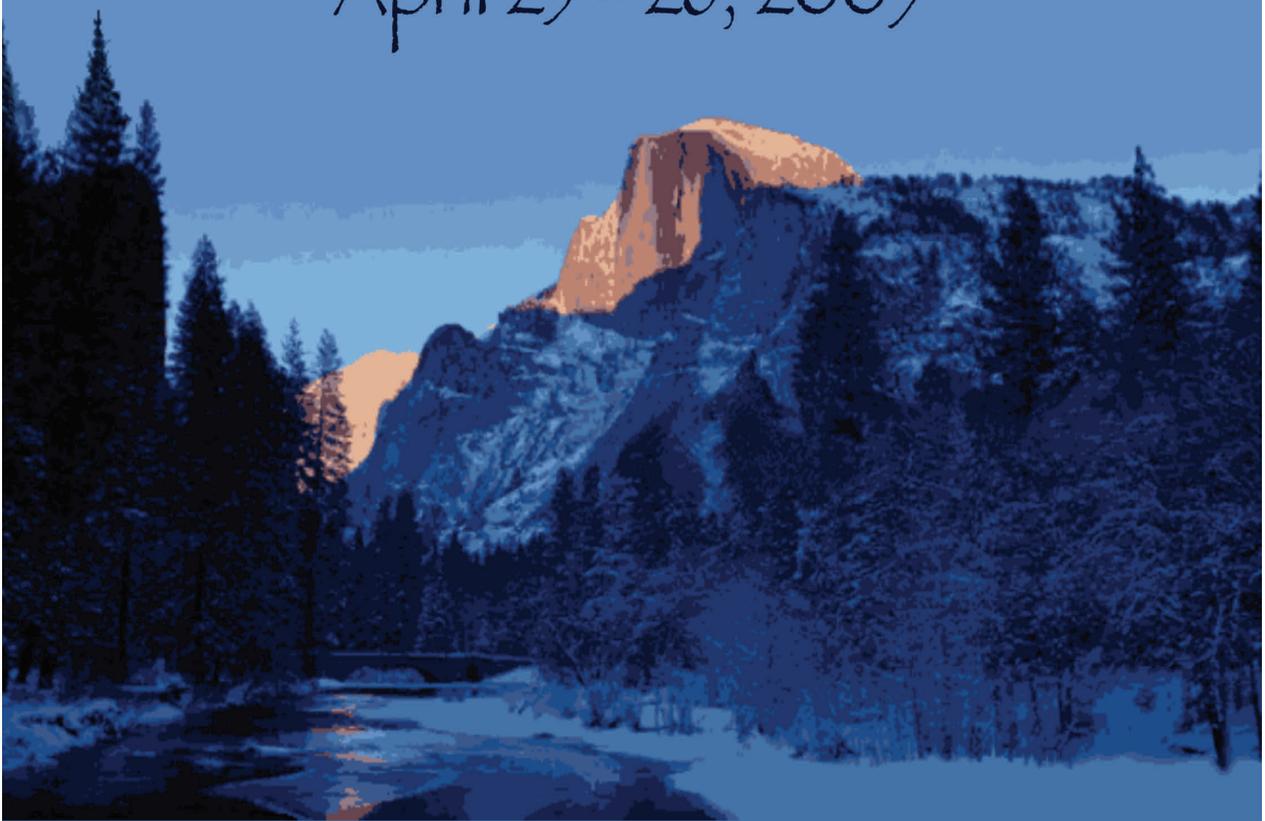
**Over 5,000 Photos**

**Many Car Site related Links  
Travel Information**



# Yosemite Tour

April 25 - 26, 2009



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

**COST PAYS FOR THE LODGING AT WAWONA LODGE AND THE APPETIZERS, DINNER AND WINE THE NIGHT OF 4/25.**

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.**

# NAMETAG ORDER FORM

If you are interested in ordering a nametag, please fill in the following information. Nametags are mailed from our vendor and usually arrive within 10-15 business days. It's always nice to have your nametag on when attending events so everyone can put a name with a face. We also have periodic drawings at our breakfast and other events for those who are wearing their name-tags.

Please enclose a check made out to "PCA-Diablo" and mail to:

Phil Eskildsen  
1028 Miller Avenues  
Berkeley, CA 94708

Pin-on nametags are \$8.00 each  
Magnetic nametags are \$10.00 each

Name (s) to be engraved on tag (s):

\_\_\_\_\_  
\_\_\_\_\_

Mail completed tags to:

Street Address: \_\_\_\_\_  
\_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_ Zip: \_\_\_\_\_

Contact Phone Number for questions: \_\_\_\_\_

# WELCOME NEW MEMBERS

## New Members:

Cavin, Lyle C.	2009 Carrera S - British Racing Green
Khiar, Karim	2007 Cayman – Cobalt Blue
Landgraf, Peter	1955 356 - Red
Mack, Scott Affiliate: Jamie Bolt-Mack (wife)	1982 911 GP – White
Maddox, Kelly	1997 Boxster – Silver
Olivas, Omar	2006 Cayman S – Silver
Parmley, James L. Affiliate: Craig Parmley (son)	200 911S PRG
Privari, Bela	2006 Carrera S – Seal Gray
Schaefer, Eric Affiliate: Heatehr Schaefer (wife)	1989 Carrera - Blue

## Total new Members: 9

## Transfers In:

Adcock, Paul J. Affiliate: Fiona Adcock <i>Transfer from Maverick (MAV)</i>	2007 911 C2S - Blue
Everett, Steve Affiliate: Leslie Silvers <i>Transfer from Sacramento Valley (SCV)</i>	1981 911
Maddox, Kelly <i>Transfer from Golden Gate (GG)</i>	1997 Boxster - Silver
Osborn, Christopher Affiliate: Bayard Osborn <i>Transfer from Golden Gate (GG)</i>	1984 911 - Black
Rooks, Charles L. <i>Transfer from Orange Coast (ORC)</i>	2001 Boxster – White

## Total Transfers In: 5

As of December, 2008

Primary Members: 572

Affiliate Members: 422

Total Members: 994



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# Annual Awards Dinner

**When:** February 21, 2009

**Time:** 6:30 No Host Cocktails

**Where:** Hong Kong East Ocean

3199 Powell Street

Emeryville, CA

**Cost:** \$45 per person. Send your check payable to Diablo PCA to Diablo PCA, PO Box 30667, Walnut Creek, CA 94598 by February 13

**RSVP:** Linda Boyd at [events@diablo-pca.org](mailto:events@diablo-pca.org) by February 13  
Special dietary needs should be indicated when submitting your RSVP

**Note:** There is a No-Host bar and a corkage fee of \$15

## Important Action Required:

Your nominations for the categories listed on the following page need to be submitted to Linda Boyd at [events@diablo-pca.org](mailto:events@diablo-pca.org) by January 31, 2009.



# **Nominations Needed for our Annual Awards to be held February 21, 2009**

Forward your nominations to Linda Boyd at [events@diablo-pca.org](mailto:events@diablo-pca.org)

-

## **Categories:**

- Most Enthusiastic Member
- Most Enthusiastic Family
- Best Event
- Rookie of the Year
- John Clever Award (member who goes beyond in dedication and contribution)



-

## **Here is a list of the 2008 Events to help you with your nominations:**

**Jan**—New Years Rally, DE Tech Inspections, DE Instructor School at Thunderhill

**Feb**—Annual Meeting & Awards

**April**—Havana or Bust Tour, Fioli Gardens Tour, DE Tech Inspections, Drivers' Ed at Thunderhill

**May**—Wash N Shine, Newcomers BBQ

**June**—Half Moon Bay Tour, Covered Bridge Tour, Diablo Mille

**July**—Zone 7 Gimmick Rally

**Aug**—Tour du Jour #12, Summers End BBQ

**Oct**—Oktoberfest Party, DE Tech Inspections, Drivers' Ed at Thunderhill

# AUTOBAHN ADVENTURES

## The Ultimate European Driving Experience

*Story and photos by Garey Cooper ( PCA – Orange Coast Region )*

*It all began with...* It all started at the Porsche Club of America, Orange Coast Region's Christmas Party in December 2006. There was a silent auction (no nimes were harmed) and one of the items was the Autobahn Adventures tour of Germany for 2007....hmmm, what driver didn't ever dream of driving the Autobahn in a Porsche? Hey, I thought; let's take a chance. How far would you go to drive a car on a highway? Of course it's a nice highway but it's a highway nonetheless. All right, it is the AUTOBAHN, famed in story and legend and it is true, there are times and areas where there is NO SPEED LIMIT.



*Somewhere across the sea...* Fast forward to September 2007 and we are on a jet to Germany, that would be Stuttgart (or Lourdes to the faithful), home of the flat six and the driving passion that is Porsche. In Stuttgart you not only have Porsche but Mercedes Benz, talk about a town with pedigree. With some American pride I might call it the "Detroit of Europe", but for the fact that in the tides of business it seems that Detroit is in thrall to Stuttgart



Our first stop was at the Kempinski Hotel Neu-Isenburg in Frankfurt. Here we were greeted by Mark and Tina Trewartha of Autobahn Adventures, who would be our hosts for the trip. And in the most exciting preamble, out in the parking lot there was a shiny row of Porsches. Imagine a kid of 12 walking into a candy shop and being told, "take one, any one" and, well, you get the idea. Escorted by Mark and Tina we each had to choose our new 911 for the next 10 days. Just like Henry Ford said, "take any color you want so long as it's black." In fact, they were all black. We selected a Carrera 4S that was, you guessed it, black!

Our Porsche was outfitted with all the options you could want including a navigation system. Programmed in English it became our "Passport tout" to every nook and cranny of Germany, and Switzerland that we visited. And boy did we visit some amazing places.

*Continued on page 17*

*Ventura Highway...*The Autobahn system is unique. It was the inspiration for the US Interstate system and was a national highway system that in early conception was meant to mobilize troops to one frontier or another. Only the Romans were better road builders; they got it and so did the Germans in the first half of the twentieth century. While gasoline is expensive there, the taxes go for the infrastructure and sad to say almost any German road is better than its USA counterpart. Smoother, better marked, and better engineered. Their allure to the USA-based driver is the open areas that have virtually no speed limits. And I mean NO SPEED LIMITS. We'll give you a moment to let this sink in, yup; put the pedal to the metal and go till she won't go no more. There is a distinctive sign that signals it's time to let the petroleum byproducts loose and fly and that's what people do. You'll see station wagons at 250+ KPH with kids in the back coloring. At the same time you might think you're flying when suddenly in your rear view mirror a Renault wants by you! My advice is to move right on over and let them by. They know the roads and you don't; don't let your "macho" get too loose here. At high speeds, really high speeds, things are different. Be aware and take care is my best advice; increment up to the speeds and be respectful of local knowledge. A fender bender at 250 KPH has a whole new meaning. By the way I was just kidding about the Renault, none of them passed me!



*Nurburgring, Green Hell...*The Dorint Novotel Am Nurburgring (did I forget to mention that ALL our hotels were five star?) was our next stop. And nearer to "car guy" heaven you can't get. The hotel rooms open right upon the "new ring" and I awoke to the sounds of cars squealing their tires right under our balcony. Just in the distance one could see the fabled North Ring; built in the 20's and the playground of Nuvolari, Rosemyer, Schumacher, Stewart, Clark, etc., etc. The best part of the whole trip was the chance to put a toe into these very same waters! AUTOBAHN ADVENTURES had set us up for one afternoon at the Nurburgring, not in our rental cars (they do have insurance rules in Germany) but in modified BMW's rented from a local race-car-hire company. I had opted to select the BMW 1.8 liter race-prepared car for the day. There were other bigger cars available, but this one had the five-point harness, was stripped and road race prepared. She was all momentum, maybe 180 horses tops, but what a flying shingle. We got her just over 150 KPH on the straight pulling all the way before shutting down, but a more responsive car you wouldn't find.

Now some words about driving on the Nurburgring on track days...everyone runs! That is EVERYONE. You will see minivans filled with families (I did), a little delivery truck with about a 25 horsepower motor and 1" wide tires (I did), and a full blown modified GT-3 driven to the absolute limit (I did), and all on the same lap! Everyone that shows up with a driver's license and the track fee can go out, which is pretty much what everyone does. There are motorcycles roaring around the place with the leather clad riders leaned over so far you wonder how they stay on; sometimes they don't. Now I expect what you would like to hear is that everybody gets along and respects each other and accidents are rare, but that in fact would be untrue. Sadly accidents are NOT RARE and most days the track is shut down and running cars are stopped as some unfortunate is helicoptered out to the hospital. Hospital sounds so right in German: *Krankenhaus*.



Continued from page 17

The Nurburgring is also long, very difficult to remember and is filled with blind turns. If you imagine a mountain road twisting and turning with dips and depressions, you will have the correct picture. Probably the most photographed turn is the "Carousel". This is an almost, but not quite, 360° banked bowl that really fast cars dip down into, and after traveling around the bowl are flung out with increased momentum like the marble in a roulette wheel. Incredibly all of the turns have names (whoever had the time to go through there and name all of these I don't

know). Some of them are self descriptive like: *flug platz*....others obscure and known only by the locals. But in my time on the track it certainly earned its reputation and nickname. You do have to drive with one eye in the rear view mirror as there are incredibly quick cars mixed in with the proletariat. I shared my driving with Steve, a fellow traveler and he and I agreed to act as spotters for one another, which worked out well.

After our day on the track, we retreated to the bar at the hotel. This bar had autographs filling every square inch and all of the patrons were encouraged to add their names to those who had gone before. So the walls are covered with signatures of the famous, near-famous, and infamous, as well as yours truly. After some excellent German beer we were all bragging about how fast we went and I began to make up names for corners and asking people how the others had driven them: "say, Keith how fast did you take *Schnigglefritz*? Keith Verlaque of San Diego is a fellow PCA member and a driver of note down that way and he gave me a blank stare and said: "where's that corner?" "Oh," I replied, "two kilometers past *Bunzenbreaken*." Keith didn't recall them so I just said, "I just go flat out and hope for the best!"

*But Wait, There's More...* You can't stay too long at the Nurburgring in my book, but some people like Mrs. Cooper disagree so we had to leave the next day and generally continued heading south. Each evening the Trewartha's had scheduled stops at beautiful hotels with great gourmet dinners. Days were mostly on our own exploring local roads, or in our case, golf courses. Mrs.

Cooper usually travels with her suitcase which we in the family have named the "widow maker". Though she stands just an eyelash over five feet, her suitcase is a little taller than she is. As far as weight is concerned, let's just say I've seen experienced bellmen, and cab drivers turn and run upon first sighting our luggage. So my wife's first challenge was packing enough to wear with a golf bag. I am sure some physics laws were violated along the line but she did manage to accomplish her packing mission. And although my right arm is now longer than my left arm and I can tie my shoes without bending over, we managed to drag, haul, and cajole all of



that gear into our Black Carrera from stop to stop. There were a couple of problems like when I bought a pack of gum and had to take it out of the wrapper to fit it into the car, but most of the time we were fine.

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*In Switzerland...* Part of the wonderful itinerary planned by Mark and Tina was the Alpine region of Switzerland around Lake Lucerne. To say this area is beautiful is almost an injustice, it truly is beyond that. The lake itself is spectacular enough but the backdrop over the lakes of those high mountains comes right out of central casting for everything you think should be right about Switzerland. This was one of the occasions where we had a planned daytime outing. We were scheduled to go up the Alpine passes and cross over one to come back down into Lucerne. Armed with our navigation system, walkie-talkies,

and maps, our brave little group took off and believe it or not got lost! How with all of that technology did we manage this one might ask? It seems that there had been some recent road construction in the area and some of the maps had not been updated. The result was near hilarity as one by one, the cars were separated and slowly drifted out of radio range, like an episode of *Lost* (without the commercials). I ended up with one other car, that of our tour leader himself: Mark, who I figured had at least an inkling of where we were headed. So, he and I craftily got ourselves re-routed and finally, near the mountain top, met up with the rest of our party who had beaten us there by about half an hour! We carried on over the pass and the views were breathtaking. It is hard to describe looking out over the mountain flank with the road one long ribbon of asphalt winding down into the valley with towns and ultimately the city of Lucerne lying far below. Not a place for the faint of heart or those who get car sick easily.

While in Lucerne Mrs. Cooper and I had our other "navigation incident". We were looking for the Lucerne golf club and had duly programmed the address into our system. It got us right to the smallest road you ever saw and said: "take the road." So, take the road we did which went straight up the hill and grew ever narrower the further we got. Ultimately we began to lose confidence as I realized the only way back down was to...back down! When we finally saw people pushing golf carts past us giving quizzical looks as we drove up to a tee box, we understood that some mistakes had been made. I used the tee box to get the car pointed down the hill again, shouted "*fore!*" and we trundled back down the hill, past dazed looking golfers where we realized the entrance road was only about one-quarter-inch wider than the golf path and about two feet past it! In spite of it all we still were allowed to play there, although I don't believe they appreciated my California yodel on the elevated tees: "yodel-lay-he-a, golf ball on the way!"

*And Now Back to Reality...* Ultimately all good things must end and so our Autobahn Adventure ended as well. After a wonderful 10 days we pointed our Porsche back towards Frankfurt where we had to return the car; this hurt. Would I go again? You bet. In a heartbeat. If you are a Porsche/Car enthusiast you will definitely not be disappointed as my narrative here only touches upon all of the activities and sights we saw ! ..... If you want to know more don't hesitate to contact Mark and Tina on 714.964.0280 or visit their website at [www.autobahn-adventures.com](http://www.autobahn-adventures.com)



## Ken's Corner

### What makes a Porsche a Porsche

By: Ken Koop—The Yellowstone Region (Old Faithful Newsletter)

What makes a Porsche a Porsche? That little question can conjure up all sorts of opinions from people who love Porsches. We have all read comments in magazines and have heard them in discussions many times before; that ***the last true 911 built, ended when Porsche switched from the air (oil) cooling to water cooling.*** That ***any water cooled car can not possibly be a Porsche.*** That ***914's and 924's were just impostures.*** That ***Porsches are too heavy.*** That ***a real Porsche can only be a two seat sports car.*** That ***real Porsches have to be built in Stuttgart.*** Then came the Cayenne! Holy Moly, an SUV! Surely ***the Cayenne can't be a Porsche!*** What's next, a Sedan? (We'll save that one until 2009 with the Panamera). Well, let us look at each one of these statements to see if any of them really hold up to the historical facts.

***The last true Porsche was air (oil) cooled.*** Sure the 550, 917, 906, 356, 904 and many other air cooled Porsches were wonderful cars. But that statement would mean that the 959's, 962's, 996RSR's and GT1's, all of which had some form of water cooling, could not be true Porsches. But each of those cars were not only good cars; they were iconic Porsches. Don't forget, it wasn't Porsche who ended the era of the air (oil) cooled engine. It was emission control, noise regulations (cooling fan related) and just managing the heat from higher and higher horse power engines. So how could being air (oil) cooled, be the only criteria that makes a Porsche a Porsche?

***The 914's and 924's were impostures.*** Sure, these cars did use some non Porsche parts. And they were supposed to be VW's or Audi's from the onset. But these cars were designed by Porsche for a low cost entry into the sports cars arena. Porsche saw their potential, and after VW and Audi passed on building them, Porsche kept them for their own. As far as their performance on autocross or race tracks go, they do extremely well. If you ever happen to see a 914-6 on a track,

*Continued on page 21*

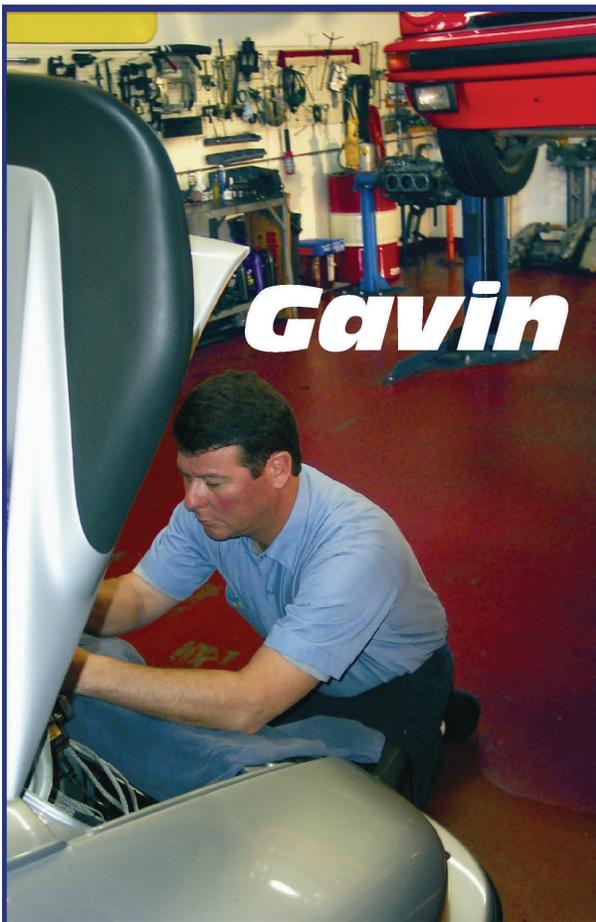


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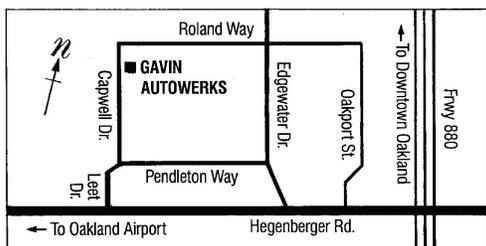


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you will come away with a new opinion of how fast and well mannered these cars can be.

**Porsche's are too heavy!** Every car manufacturer is saddled with the same government regulations. And every manufacturer fights to avoid an increase in weight from year to year. Most Porsches now have six airbags, eight in the Cayenne, a side impact bar, roll over bars, six computers, crash zones, ABS, ASR, ABD, PASM, PSM, PCB, PCM, Variable Valve and Variable Ram Air Runners just to mention a few of the features that are packed into each car. All of these features are added for safety, performance or fuel economy reasons and they have one thing in common; each one adds just a little more weight to the vehicle. Even by going to exotic materials like carbon fiber, it is difficult to get the cars weight much below 3,000 lbs. Unfortunately; the days of the **safe** 2,000 lb car are over. However, if you judge the cars on their performance, then the new cars look pretty good. Every new model is designed to out accelerate, out brake and out corner their predecessors. Porsche has to be doing something right to make this happen.

The statement that **a Porsche has to be a two seat Sports Car** is just crazy. Don't those people ever look behind their own 911 sports seats to notice that there are two seats directly behind them? According to Porsche sales, it still appears that the 911 is still a fairly sought after **Sports Car**. Their assembly line runs two shifts per day, and if you want to order a new 911, you will be waiting twelve months for delivery. Pretty good for a sports car after more than forty years of production and four seats.

• **To be a real Porsche, the car has to be made in Stuttgart.** Well, from the beginning, Porsches haven't always been made in Stuttgart or in Germany or even by Porsche. Gmund, Austria was the location of the first 356 production before moving to Stuttgart. I don't think many

Continued on page 22

would consider these cars to not qualify as Porsches. Then came the 924-944's. These cars were produced by Audi about 50 miles north of Stuttgart. Only the last of the 944's were actually produced in Stuttgart. Today, the majority of Boxsters and Caymans are made in Finland. Their build quality is at least as good as the ones being produced in Stuttgart. When someone buys a used Boxster, they do not check the VIN # to see if it has an S for Stuttgart or a U for Uusikaupunki and then discount the price accordingly. No, they look for the Porsche Crest, and that is enough to verify the authenticity.

Saving the best for last, the heresy of all heresies, a four wheel drive SUV! Ugg; the Cayenne! Well, think back a few years ago to an event called the Paris-Dakar Rally, that Porsche won twice. Porsche used a vehicle that could leap sand dunes because of its high ground clearance. It could withstand the extreme desert heat because of water cooling. It could churn through the desert sand with its four wheel drive. Gee, that vehicle sounds very much like the current Cayenne, but in reality it was the predecessor to the exotic 959. Or just maybe, it **was** the predecessor to the Cayenne. Porsche was as usual, just ahead of its time.

What then, really is a Porsche? Is it a vehicle that is engineered by Porsche, or assembled by Porsche, or have the engine built by Porsche? Or, does it need the Porsche "look" and quality? Or maybe, it has to have a sufficiently high level of performance? Well, the answer is rather simple; a real Porsche carries the Porsche Crest and the acceptance of its customers (us).

Porsche understands it must do certain things to maintain its image.

- First and foremost Porsche knows it needs to stay profitable to invest in new vehicles, and to continue to build the quality cars we expect of them. Porsche, by the way, has been the most profitable

car company in the world for the past seven years.

- They need to continue to build the best performing cars in their class. Just look at the current models of the Boxster, Cayman, 911, Cayenne and Carrera GT. All of them represent the top level of performance and quality in their respective class.

- Porsche must use premium materials in their vehicles and produce vehicles that are trouble free with low maintenance costs. Porsche is doing this by going to better quality materials inside the new Boxster and 911's models. They also are increasing service intervals to save on maintenance costs.

- Lastly, Porsche needs to stay true to their roots by continuing to produce excellent Road Cars. Historically Porsche has built Road Cars, modified their cars for racing, sold them to customers and then let those racing results help to sell more Road Cars. This has always been the Porsche Mantra, and from the sounds of things in Stuttgart, I'm sure this will continue into the future.

So what **really** does make a Porsche a Porsche? That decision, I will leave up to you. Everyone will have their own personal favorites and maybe even models they dislike. For me, it's the sound, the touch, the shape, and the feeling I get when I am close to one. Any one! It really doesn't matter what model it is, because they are still all members of an exclusive family. And wouldn't life be just a little bit boring, if every member of its family was the same.

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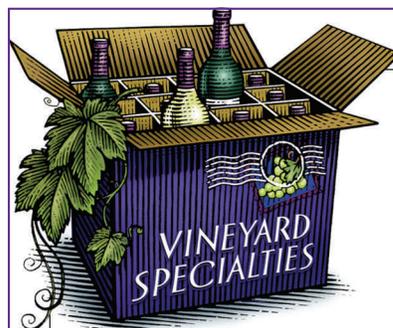
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## The Brembo Debacle

By Warren Gardner, Diablo Region

### Part 1 of a 3 Part Series

Fellow Porsche owners and "Do It Yourself" Masochists, join me as I describe and depict the various stages in a ridiculously labor-intensive project I've come to call "The Brembo Debacle". Little did I know what I was getting myself in for when I set out to rebuild and change the paint color on a set of Brembo brakes for my Porsche 964.

The project started because I wanted larger calipers (meaning larger piston sizes) in the rear of my car, which already had nice "Big Red" brake calipers in the front. While finding the right caliper is easy enough, the basic frustration is that Brembo never made this Porsche caliper in red, but rather only in black.

For a variety of reasons I decided to undertake the project rather than farm them out to be powdercoated red. I did talk with a company that refinishes calipers and I found that they sandblast the caliper in order to get their paint to stick for the powdercoating. That bothered me a bit because I suspected sandblasting would cause a certain loss in the casting's detailed shape, plus they were fuzzy about what they did in regard to dismantling and masking off the brake cylinders, etc. I had anticipated that I could strip the calipers chemically to get the paint off, and then have someone paint or powdercoat the calipers from there. Unfortunately however, I was never able to locate a company that would do that, or at least a company in Northern CA. So that's how I got started down the wrong path from the outset.

Courtesy of eBay, I had managed to find a nice "low mileage" set of used brake calipers just like I wanted (they're actually the front brakes off a 964, but I'm going to put them on the rear of my 964!). Silly me, I figured that because they came from a PCA guy they'd be in

good shape. Well, either he lied or he didn't have a clue what he was talking about. Some weeks later, when I finally got around to checking on the integrity of the pistons, I found that four or five out of eight pistons had tears in the dust boots; presumably from improper use of tools when changing out the brake pads, or even possibly when the calipers were removed from the donor car. Perforated dust boots means the pistons will inevitably stick in their bores and the next thing you know you've got a seriously compromised brake system. (Believe me, I already know about cause and effect in this area because I've already previously rebuilt my front calipers and I know pretty well the culprit who ruined the dust boots on those!) Well, that meant that I'd have to rebuild both calipers. So, I ordered the appropriate brake rebuild kits through FVD down in Florida and fortunately those guys still do a sizeable business in sourcing Porsche spare repair parts. I've also learned that Porsche Dealer Service, for example, no longer repairs brake calipers as it's too labor intensive, so instead their customer has little choice but to buy a new caliper when it proves necessary.

*Continued on page 26*

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Now to dive in. The first part of the project was to strip the paint, so I got some "deluxe" paint stripper at Home Depot. It worked, but not too well. The problem was not the strength of the stripper (it pretty much melted the nylon applicator brush) but rather the hardness of the paint itself. It took multiple-multiple applications of the stripper and it was a mess to remove the paint from the endless cavities on the Brembo casting. My major working tool? How about an old plastic hotel room "credit card" door key. I went thru two. Fortunately they were



harder than softened paint but softer than anodized aluminum. This shot depicts one caliper after it's gone thru 2 or 3 stripper applications already. It is not readily apparent, but the caliper had a clear overcoat. What is readily apparent is the black anodized body underneath the heavily stripped area, particularly below the word Porsche. What remains a mystery is just how Brembo actually applies the word Porsche onto the caliper. It looked as though the white word Porsche was immediately on top of the anodized aluminum, with no paint underneath. Yet there was no evidence of a decal transfer for the word Porsche. So just how did they get the word Porsche onto the caliper with no paint underneath it, yet surrounded by black paint and with clear over the top of everything? I still don't know the secret to their technique but I can assure you the word Porsche was te-

naciously holding onto the caliper and it took a lot of stripper to finally get it erased.

Now that the caliper is fully stripped of paint, the next step is rebuilding/refurbishing the pistons, seals and dust boots. The generally accepted technique to remove the pistons is with compressed air blowing into one of the bleed nipples or the brake fluid inlet. I went with the latter. Not having an air compressor in my garage at my disposal, I was forced to "MacGyver" a solution. I found that an emergency tire pump running thru a car's cigarette socket would provide the necessary air and I used a plastic adaptor to pressurize air into the caliper. Too little air pressure and nothing moved. Too much air pressure and the car's fuse for the socket would blow from overload. I went thru four or five fuses altogether before I really got my technique down pat. To my great surprise, but not amusement, I initially found the technique sufficiently robust that it not only blew out one of the four pistons, but it also immediately sprayed me and everything around me with left-over brake fluid. Hmmm. Hadn't quite anticipated that. (Good thing I was working out of the back end of my Jeep and not anywhere near the Porsche!) Below you see my "rigged" caliper with the one piston in view that is slotted to be blown out. You have to blow one piston at a time, then go and rebuild that piston, then go back and block off

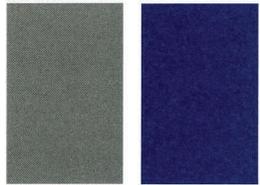


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that rebuilt piston so you don't reblow it before you move on to the next piston. It was initially all guesswork, and slow, and messy, and fuzes were blown, etc., etc., but eventually I got the hang of it and could do a blow and rebuild cycle for one piston in about 15-20 minutes.

Fortunately I'd learned most of the pitfalls in this rebuilding process when I'd redone my front brakes earlier, so the rear brakes with relatively smaller pistons were somewhat easier to do. I did have an initial concern that I wouldn't be able to reinstall the dust boots on the biggest pistons because the brake pad locator plate was in the way. Look carefully and you'll note that the stainless steel brake pad locator plates are still in place. I never tried to remove them and chose to leave them in place. Conventional wisdom is that they are effectively locked in place from countless heat cycles and industrial strength locktite. Supposedly there are advanced techniques to burn them out, made easier when the two caliper halves have been split apart. Like I said, I chose to leave them in place and work around them. **To be continued...**



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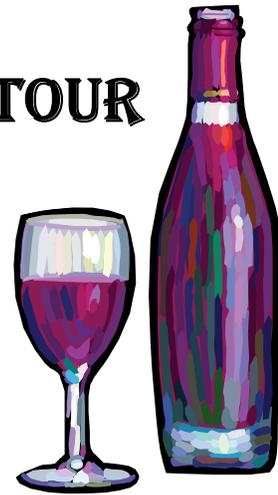
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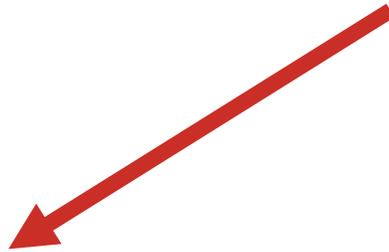
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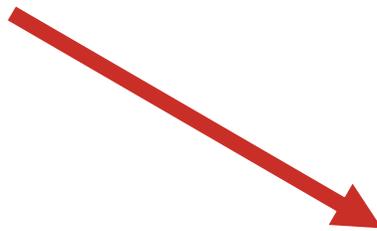
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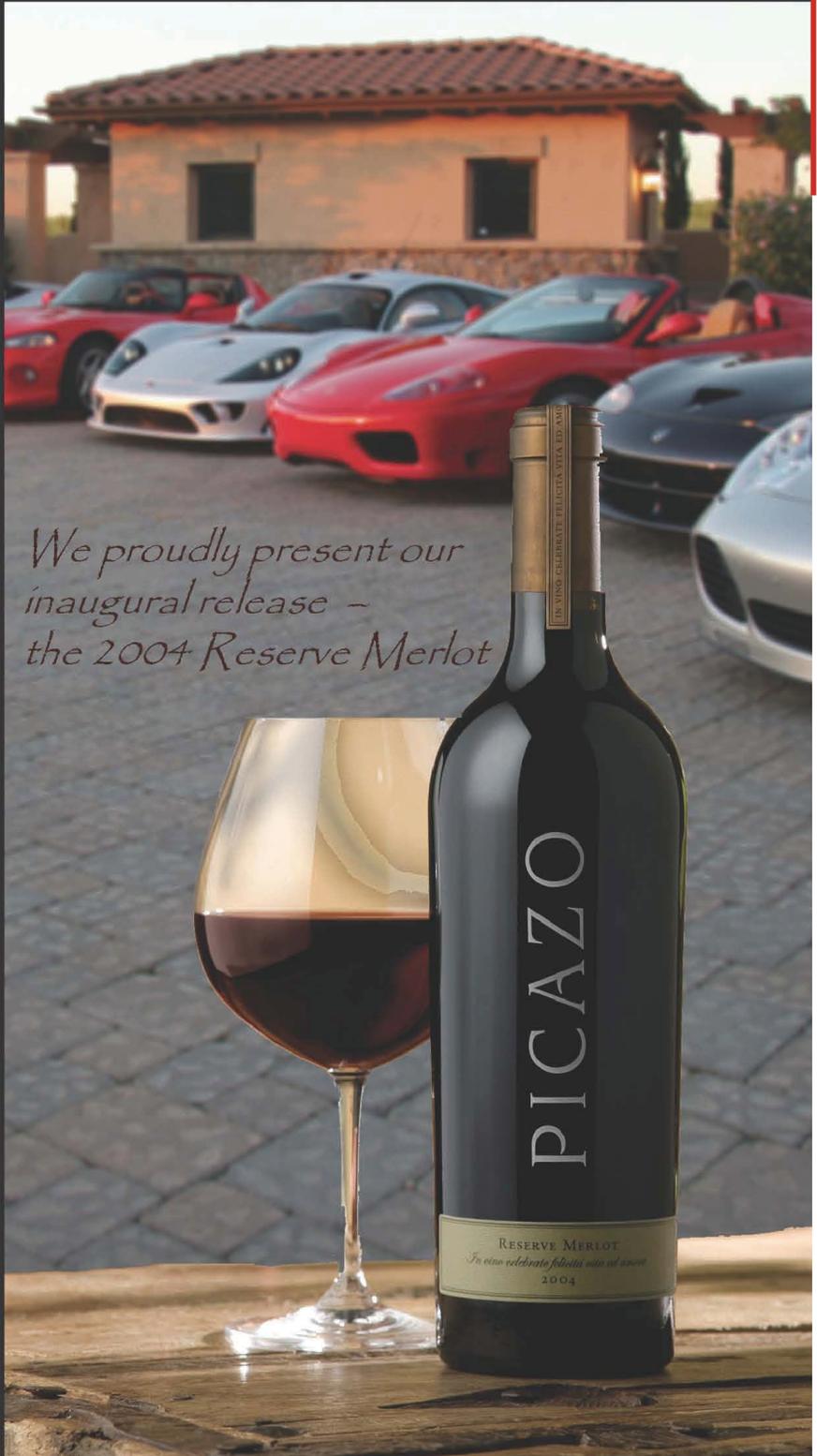


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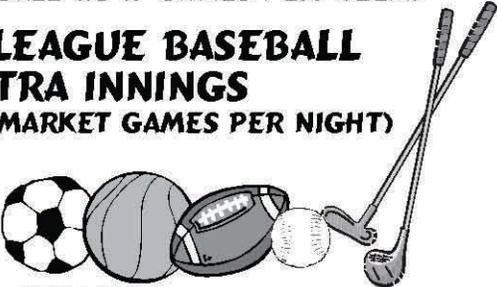
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