

October 2008



Diablo Region PCA

The devil's Advocate



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The poster has a red and yellow background. At the top, there are two beer mugs. The word "Oktoberfest!" is written in a large, white, stylized font with a red outline. Below it, the text "Kommen Ein. Kommen Alle!" is written in a smaller, white, stylized font. The date "Datum: Saturday, October 4th" is written in a white, stylized font. The time "Zeit: 6:00 - 9:00 PM" is written in a white, stylized font. The location "Platz: Jacquie and Walt Lietz' home, 920 Cochise Court, Walnut Creek, CA 94598" is written in a white, stylized font. At the bottom, there is a row of red beans. The text "Please bring a side dish or dessert to share" is written in a white, stylized font. The cost "Cost \$15, but free for members who've joined Diablo since May 31" is written in a white, stylized font.

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Diablo Region

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Warren Gardner	Vice President	vicepresident@diablo-pca.org
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Jerry Torres	Advertising	advertising@diablo-pca.org
Ken Wu	Membership	membership@diablo-pca.org

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Larry Sharp	Zone 7 Representative	larrysharp@comcast.net

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Ballots for Elections

Will be mailed very soon! Look out for them in the mail and please cast your vote and return before the deadline, so your vote will count!

- In addition to the 5 votes you will cast, also note there is an area at the bottom for you to vote on Accepting (or not) the changes to the Bylaws.
- You can see the changes we are requesting in the September Advocate.

Postage has been paid, so [PLEASE VOTE!!!](#)

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***The Porsche of Fremont* Thunderhill Driver's Education Event**

Notification and Invitation – Friday, October 31, 2008 at

<http://www.thunderhill.com/index.html>

Hosted by Diablo Region – Porsche Club of America (PCA)

Sponsored by Fletcher Jones Porsche of Fremont <http://porscheoffremont.com/>

Summary: This Driver's Education (DE) event will be a non-competitive single day outing at Thunderhill racetrack, run under PCA National Drivers Education Guidelines expressly for Porsche cars and PCA members. We are very pleased to announce that local premier dealership Fletcher Jones Porsche of Fremont is overall Sponsor for this 2008 event. The event's objective is to provide the opportunity for Porsche Club members, including those having little or no track experience, to safely learn the techniques of driving a high speed road course while operating under expert supervision and instruction.

Only Porsche cars will be permitted on track.

Price Structure: Regular registration runs from September 19 until October 27 with a fee of \$205 (includes lunch). After October 27, late fee pricing will be \$240 (includes lunch). The registration fee for qualified PCA Event Instructors (who also drive) will be \$60 before October 18. After October 18, Instructor registration will be \$80 (lunch included). Qualified PCA Instructors not registered to drive may still instruct at no cost and lunch will be provided gratis.

Featuring: This DE event comprises traditional Novice, Intermediate, and Advanced Run Groups. Openings for pure Novice drivers are expected to be limited, so Novice drivers are encouraged to register as early as possible. Per PCA guidelines, pure Novice Drivers will be paired with an Event Instructor/s until the Novice has demonstrated the skill sets necessary for solo track driving. Special Note for Novices: "Ground School", or rather the PCA requisite pre-event safety and procedures briefing, will be provided at the track the morning of the event. Novices, regardless of PCA affiliation, therefore are not required to have attended prior classroom activity before this track day.



Instructors Needed: Applications from interested and PCA qualified Instructors are solicited now. Instructor applicants may submit their driving and/or instructor related resume, application or bio directly to the attention of the Event Chairperson or Chief Instructor. PCA DE Instructors need only provide their name and National PCA DE Instructor number.

Tech Inspection: In accordance with PCA Guidelines, “the car owner must certify that their car is safe to run on the track and that the car has been inspected by a regionally approved person or shop within thirty days prior to the event. A regionally approved person need not be in the business of commercially preparing cars, but must have recognized skill in the preparation of cars that he/she inspects.” Updated Tech Inspections from the year’s earlier GGR Annual Tech inspection will be acceptable. Further guidance on Tech Inspection forms and requirements, and the event REGISTRATION FORM may be found on the Diablo website. <http://dia.pca.org/> Please direct comments, inquiries, and suggestions back to the Event Chairperson via e-mail, if possible, to the attention of:



Event Chairperson – Warren Gardner 510-440-1269

warrengardnerjr@comcast.net

Chief Instructor – Scott Pope

drspope@popedental.com

Registrar – Luis Soler 925-784-5344

Soler_luis@yahoo.com

Thank you very much, and we look forward to seeing you there!

FYI

In conjunction with the Porsche of Fremont Thunderhill DE Event, we will have available for DE participants two (2) different Tech Sessions during the month of October. The first Tech Session will be at Kahler's Werkstadd in Dublin on Wednesday evening October 8 beginning at 6:00pm. The second Tech Session will be at Porsche of Fremont on Saturday October 18 beginning at 9:00am and running until noon at the latest. Advance registration for people who expect to attend either or both Tech Sessions would be greatly appreciated via RSVP email back to the DE Event chair. Hope to see you at the track or the Tech Sessions!!

Thanks to all!

Warren Gardner
Driver's Education Chair



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Monterey Sports Car Championships is a series of races held at Laguna Seca Raceway in Monterey, California. The series is one of the most prestigious in the world, featuring some of the best drivers and cars in the sport.

The series is held over a three-day period, with races taking place on Friday, Saturday, and Sunday. The races are held on the 2.23-mile Laguna Seca Raceway, which is known for its challenging layout and historic significance. The series is a must-see event for any motorsport fan, and it is a great opportunity to see some of the best drivers and cars in the world in action.

Summer BBQ

The following pages are pictures from our Summer BBQ at John and Rosmary Places home . Great food and great people! Our thanks to the Place's for opening their beautiful home to the Diablo Porsche family.







Who dressed these guys?



Warren counting the votes for
Cleanest car and dirtiest car





And the winners are..




Steve Jones won for dirtiest car



Ingrid French won for cleanest car



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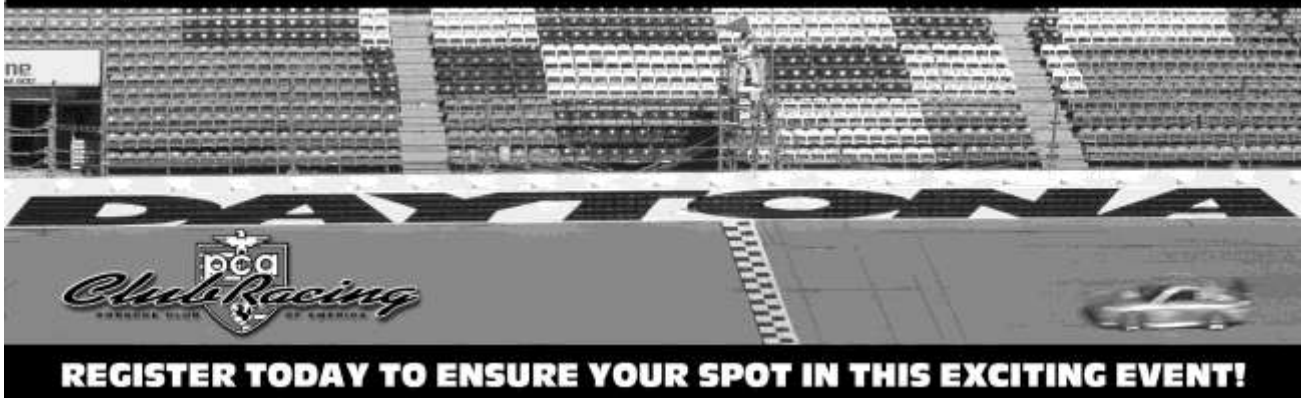
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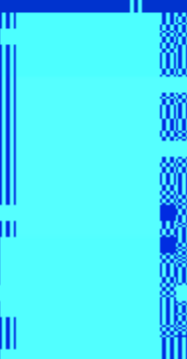
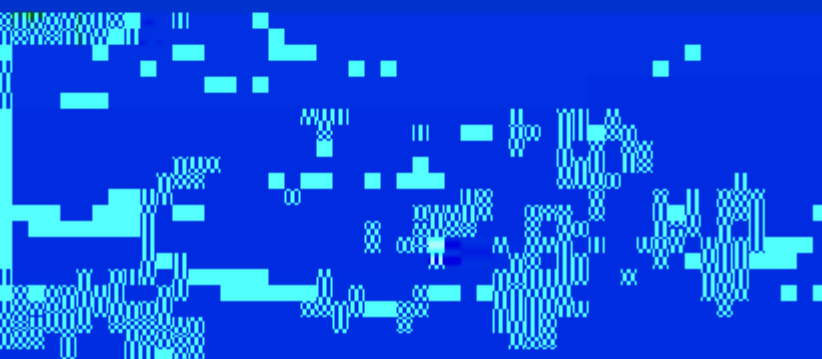
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——*AND*——

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6:30 Cocktails and talk—Dinner at 7:00PM

See Website for address's

<http://dia.pca.org/>



The Rare 912D

By Jim Pasha, Diablo Region PCA

Many years ago, an old acquaintance of mine, Miss Felicia Ferndock, purchased her first Porsche. She informed me that she had purchased this car from a certain Ing. B. Kiboshki in Stuttgart. She related that Dr. Kiboshki had been very fond of this car and quite reluctant to part with it. My curiosity raised, I went to her home and spotted a Porsche 912 sitting in the driveway. A quick inspection revealed that it was in very nice condition.

I spent the better part of the afternoon going over various documents that had been given to Felicia. The Dr. Kiboshki was none other than Dr. Bentschaft Kiboshki, brother of Dr. Stuelpnagel Kiboshki of Porsche KG whose legendary exploits in the design of Nadella half-shafts, early Targa zippered rear window, 1972 911 oil filler location, and the "foolproof" 356 front hood hinge release mechanism, among others, were well-documented by Frank Barrett, Rocky Mountain Region. I had always admired his design of the 1973 911 shifter mechanism. Bentschaft himself had attained equal stature by adapting the non-whipping curved drive-shaft first used on the Pontiac Tempest for use on the 924 and had collaborated with his brother, Stuelpnagel, to develop the non-shrinking rubber used on early 356 trim.

Inspection of the service instructions confirmed that this 912 has the much-rumored but never publicly seen Type 401 engine installed. I rose from my seat on this discovery and made for the car. I pulled the engine compartment release, hurriedly raising the lid to see it sitting, installed in a car, the Type 401 diesel engine.

It was a marvel! On first glance it appeared like any other 356-based engine. Nestled next to the generator stand was a small Kugelfischer pump with steel lines leading to where the spark plugs would be. Injectors resided in their places. Electrical leads for the glow plugs were neatly routed over the satin-black shrouds. A single throttle butterfly replaced the elegant Solexes I was use to. The intake tract disappeared downward into the base shroud. I got on my hands and knees to see a small turbocharger nestled to the left of the valve cover.

Then it hit me. This engine had overhead cams! Not the four cam marvel of Dr. Fuhrmann, two cams! Closer inspection of the lower case revealed that it was the same as the type 547 case. Bevel gear drive, no less!

I rose and continued my silent inspection. Felicia was amused. "I've never seen you get this excited about anything," she remarked. "Can I drive it?," I asked, knowing that it was rude to ask a Porsche owner that question.

She dangled the keys in front of me. I took them. I got in, shutting the door and putting on my seat belt while I waited for the glow plug light to turn off. It went out, I turned the starter. I was rewarded with the din only a diesel would make and recalled a similar sound had emanated from the 912 of Ed and Marsha Wilson. The small turbo whistled as I ran the throttle up and down.

We drove around the Oakland hills for an hour. The 912D had more power than a normal 912 for climbing the hills. The turbocharger gave the car incredible passing power until it hit it's 4000 RPM redline. Dr. Kiboshki had put a 5-speed in this car, I observed 97 MPH on the speedometer. Felicia told me later that she had been getting 28 MPG around town and 34 MPG on her trips to Lake Tahoe.

A couple of quick runs through the gears yielded a 10.5 second 0-60 mph, much the same as a gasoline 912.

My ride was over much too quickly. I didn't get to see either Felicia or the 912D again for sometime. I did get a chance, however, to talk to the great Dr. Bentschaft Kiboshki.

Dr. B. Kiboshki was amused at my interest in the Type 401 engine. He stated that it was merely an exercise in the mid-fifties for a more economical engine for a Porsche customer. I wondered whom. He informed me that an American manufacturer was very interested. Nash. They had discretely engaged Porsche to design a car for them as they had for their arch-rivals in South Bend, Indiana. It had to be the cheapest thing in town to drive and win the Mobil Economy Run. Porsche did so. But then the market research crew discovered that most Americans hated diesels, so Porsche was paid and given the rights.

When the 901/911 was first designed, engines were in short supply. So Dr. B. Kiboshki arranged to fit an updated Type 401 engine in a chassis with a 5-speed. He said it was a ball literally smoking many Mercedes drivers with the 912D, as the prototype was christened. He sold the car when a new prototype Porsche was made available to him, the 914-5 (it had an Audi 5-cylinder in it).

I didn't see the car again for almost 15 years. I was at an autocross, and I saw what looked like a normal 912 rattling and smoking around the course. I spotted the emblem on the engine lid: 912D it proclaimed. After the run was completed, I walked to the car and approached the driver. I asked if he knew the significance of this particular 912. He replied that it was the only one he'd ever seen that would run on the same fuel as his John Deere farm tractor.

We spoke for sometime, he was very surprised at the significance of the find. He said he had to overhaul it once after marrying the gal to get the car. He complained that the damn fool parts-people have told him he had a Volkswagen engine and all sorts of other things in the car. The valve covers had a big "N" in the middle. So he went to Ray Litz to get some "big squish" pistons for the 19:1 compression the engine had. Richie Lukes figured out how it went together, overhauling the injection system and all the other parts.

Seems he had married Felicia some years prior and they were both his favorites. I found out the guy has a collection of Porsche farm tractors to go with the car.

Felicia? Well, she bought this 914 with an Audi 5-cylinder in it for commuting. And Dr. B. Kiboshki? Although it is not yet generally known, the great Bentschaft is busy using his advanced training in zipperology to adapt his brother's Targa zippered rear window design to the new Porsche Boxster.

(Editor's Note: Jim Pasha wrote many serious articles for national magazines including EXCELLENCE and PORSCHE PANORAMA. But this spoof on the 912D, written in 1994 and distributed to PCA regional newsletter editors for reprint by the internet-based PCA Editors Mail List, illustrates Jim's wry sense of humor and was inspired by the sights and sounds of a 912 owned by Ed and Marsha Wilson, Diablo Region, PCA.)

Jim Pasha will be greatly missed

Poker Rally Results



As promised there was a special drawing among the first ten teams entered.
The winning team was:

Jerry & Maureen Torres

12 participant teams in the Poker Rally had poker hands of a pair or greater.
The lucky winners were able to choose their own prizes from a large assortment of goodies displayed by Phil Eskildsen and Jack Carpenter at Francesco's Italian Restaurant where the 38 rally participants enjoyed a fine luncheon.

Winning teams in winning order were:

1. Brian Pihl & Lara Speyer
2. Dan Spisak & Marsha Trial
3. Francisco Cabritta & Jerry Bennett
4. Pat & Linda Schmidt
5. John Bradley & Kathy Chin
6. Jim & Mary Lew Edmunds
7. Warren Gardner & Mary Jane Hodges
8. Kaveh Pazdel & Kevin Bleier
9. Ted & Ingrid French
10. Frank & Joan Duran
11. Jerry & Maureen Torres
12. Tony & Mai ko Mendoza

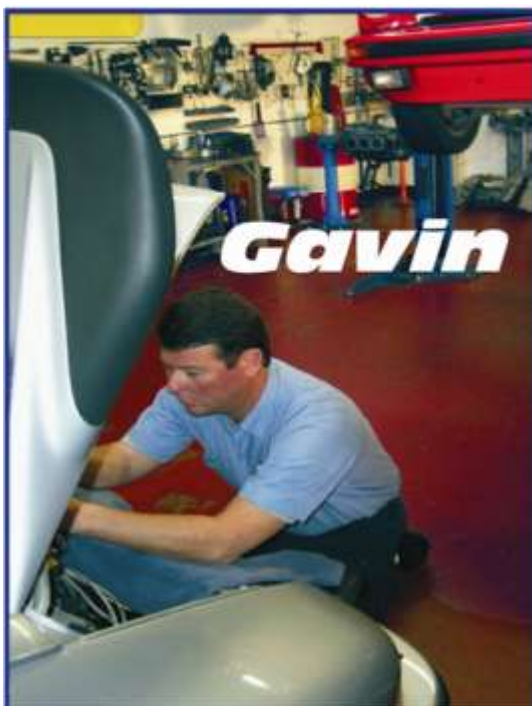
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Details

dia.pca.org/docs/2008/Thunderhill_PCA_DE_Event_Oct-31__2008.pdf

THUNDERHILL Driver's Event

Forms

dia.pca.org/docs/2008/Thunderhill_PCA_Drivers_Ed_Tech_Form_Oct08.pdf
http://dia.pca.org/docs/2008/Thunderhill_Reg_Form_Oct31.pdf



Details

Save these dates!!

Annual Planning Meeting
Scheduled for December 6th

Come and help plan next years events!

More information in NOVEMBER ADVOCATE



Holiday Party

*Holiday Party planned for Dec 13th, and will be at Porsche of Fremont .
Times, Prices and more information will be in next months Advocate.*

Save these dates!