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Planning Meeting Results

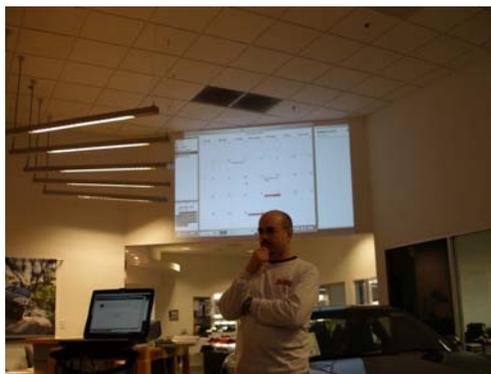
The Diablo PCA Planning Meeting held in December at Porsche of Fremont Dealership was a great success! We were set up right in the showroom, and approximately 45 members showed up to give input on what they want to see during the year, and give some suggestions. We went through the entire year, month by month and filled in various tours, Tech sessions, Drivers Ed sessions and much more. This year looks great, and we still have dates we can add if you think of something.

Porsche of Fremont provided Pizza and soda for all, and after the calendar was filled, they generously raffled off many items. One lucky gal got a boxster for the weekend! A big ,BIG "Thank You" goes out to Gunter and the entire gang at Fremont Porsche.

We will be working on putting the calendar on the Web site soon so all can see the upcoming events. Some of the tours we are planning sound wonderful! I will be getting more information on what is being planned in the next newsletters, after we finalize things more. In the meantime, check our web site often.

<http://dia.pca.org>

Thanks to all our members that joined us for a very successful planning meeting.



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Phil Eskildsen		510-710-4490
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Linda Boyd		925-414-4114
Jerry Torres		925-427-0349
Ron Leppke		

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Larry Sharp	<i>Zone 7 Representative</i>	

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Membership Chair	Ron Leppke	
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Social Events Chair	Linda Boyd	925-414-4114
Track Chair	Warren Gardner	
Webmaster	Thomas Sullivan	925-299-8917

WINTER STORAGE AND MAINTENANCE TIPS By: Ken Koop

The Yellowstone Region

Everyone wants to keep their Porsches in the best possible shape they can. Living in this part of the country requires a little extra preparation before winter to have a car that will be ready for the road next spring. Even though you're not using it, storing your car for six months can still be hard on it. With some preparation, your Porsche will look beautiful in the spring and be ready for the road. Here are some suggestions before putting your cars away for the winter. Wash your vehicle. Be sure to thoroughly clean under the car as well as the wheel wells. After washing, don't forget to open and dry door sills, sun roof sill, engine and trunk compartment. Wax the car if needed. Clean interior and trunk. (Never use cleaners with ammonia in them for the windows) Treat all leather with a good leather conditioner every two years. Apply a tire treatment

and clean the rims. Change the oil and brake fluid if needed. Check all fluids for proper levels (coolant, power steering fluid, oil and windshield washer fluid--fill with a good fluid

that will not freeze). Check the battery fluid level. Using a flash, light look into each cell, if the water level is above the cells, the level is ok.

If the cells are exposed then add distilled water to bring up to the top of the cell.

Connect a battery maintainer. (Especially important for 1990 cars and newer). Top off the gas tank.

Inflate tires to the maximum pressure that the side wall pressure permits. Don't forget to readjust to the pressure before driving next spring.

For manual cars leave gear shift lever in neutral, for automatic cars leave in park.

Block tires with 2 by 4's or wheel chocks.

Do not set parking break! (This stretches the cable over long periods of time).

Cover your car. If at all possible leave in a heated garage around 62 degrees with low or no humidity.

Place "Decon" in your garage to keep mice from dinning on your rubber parts or nesting in unwanted areas. (If you have pets do not allow them into the area with Decon)

It is also a good idea to start the car for 10-15 minutes every month to circulate fluids. As the car is running, turn the air conditioner and heater on to circulate their fluids as well. Pump the break and clutch pedals 5-10 times to keeps those parts functioning. With this extra care, your Porsche should last longer and have fewer problems in the years to come.



"Inflate tires to the maximum pressure that the side wall pressure permits. Don't forget to readjust to the pressure before driving next spring."





Ron Leppke passed away suddenly at his home on Friday, December 28th of an apparent heart attack. Ron first joined the PCA in 1962 and had a long and distinguished history with the club. He was a charter member of Diablo region, serving as vice president and membership chair, and had been elected to a new term on the board in 2008. Ron was chief photographer for two Porche Parades and the official Zone 7 photographer, and many members will remember seeing him with his camera at various events.

Ron will be sorely missed by his many friends in Diablo and the rest of Zone 7. The Diablo board of directors extends the region's heartfelt sympathies to his family.

Details of the arrangements and any requests from the family will be communicated to the membership via email for those wishing to participate.



-FROM OUR PRESIDENT- STEVE JONES

When I joined the PCA in late 1997 I was a member of the Northeast region and started receiving their newsletter, The Nor'easter. I distinctly recall being impressed that each month just about every board member or officer had a column in The Nor'easter, and being amused at the names given to each column – Running In Red, Out In The Passing Lane, Upshifting, etc. I never imagined that in what seems to have been a very short time I'd be writing the first installment in a column of my own.

I want to thank all of the members who served on the board in 2007, both those who completed their term and those who are continuing on in 2008. The past couple of years have been a challenging time for Diablo, and the members who kept things going in that period did not have an easy time of it. It's a tough job even under the best circumstances, and you never see more than a fraction of what's needed to keep the lights on unless you attend the monthly board meetings and watch a lot of email go by. So the next time you run into somebody who's served Diablo in the past, please let them know you appreciate the work they've done for the good of the region.

The fact that Diablo was able to start a very popular and successful track program during this period is nothing short of remarkable. Warren Gardner deserves special mention for making that happen as track chair during this period, and I'm looking forward to working with Warren on all manner of things in the coming year. Diablo's expanding the number of dedicated track enthusiasts who help make these events happen, and in January we will run an instructor development event with certification from PCA National. This represents a tremendous opportunity for all regions in Zone 7, and I think this is a very tangible benefit to the Zone-wide instructor community for the generous support they've shown in helping us get our track program off the ground.

Looking ahead to 2008 I think we've got an exciting year ahead of us. We held our planning meeting on December 1st at Porsche of Fremont, and turnout was strong at over 40 members. Not only that, but many new faces were present and I gather that about half the people offering to organize events have never done so for Diablo previously. The board is going to do everything we can to support the organizers, including trying to arrange mentors who've put together similar events in the past for those new organizers who could use some guidance. Everybody who offered to organize an event should have received a preliminary message via email – if you haven't, please contact me or any other board member.

If you have an idea for an event or activity you'd like to organize or help somebody else put on, it's never too late to get involved. We need helpers for events that are already scheduled, and there are plenty of dates available for new events. In most cases no special skills are required, just a willingness to pitch in and have fun. Contact myself or one of the other board members to find out more.

I hope to see many of you at one Diablo event or another in the coming year. Until then, keep the shiny side up and the dirty side down.

--Steve.

Porsche's Hybrid Legacy Spans 100

Article from Porsche North America



Porsche®, a name long associated with engineering innovation, stunned the automotive world by introducing the world's first advanced electric car – a vehicle that also led to the world's first hybrid car. While this “green” alternative to petroleum-based transportation may be considered a mundane news story in the 21st Century when green technology announcements are a daily occurrence, a 24-year-old engineer by the name of Ferdinand Porsche developed, produced and raced such a car more than 100 years ago when horseless carriages were in their infancy. Working for Jacob Lohner & Co. in Vienna, Austria in 1899, Ferdinand Porsche – father of Dr. Ferdinand ‘Ferry’ Porsche who in 1948 founded the Porsche high performance sports car and SUV company we know today – developed and built the world's first automobile that used electric wheel hub motors rather than a fossil-fuel combustion engine and transmission to drive the wheels. It was called the Lohner-Porsche.

A Lohner Porsche and concept versions of the Hybrid Cayenne® SUV can be seen at the Greater Los Angeles Auto Show to be held Nov. 14-25, 2007.

Ferdinand Porsche installed his patented invention, the electric wheel hub motor, directly on the front wheels. Standard output was 2.5 horsepower at 120 rpm, but they were capable of 7 horsepower each for up to 20 minutes. This technology could provide speeds of just over 10 mph and a top speed of about 31 mph. Using a 44-cell battery with 300 ampere hours and 80 volts, Porsche's new vehicle had a range of about 30 miles.

Hailed as “the greatest invention of the age” by one trade journal because electric wheel hub motors eliminated the need for a transmission, gears, belts, chains, differentials and other moving parts and could be produced very quickly, this drivetrain was 83 percent efficient because there was no mechanical loss due to friction. Its debut at the World's Fair in Paris on April 14, 1900 hurdled Ferdinand Porsche to worldwide fame overnight and prompted Lohner to produce and sell well over 300 such vehicles.

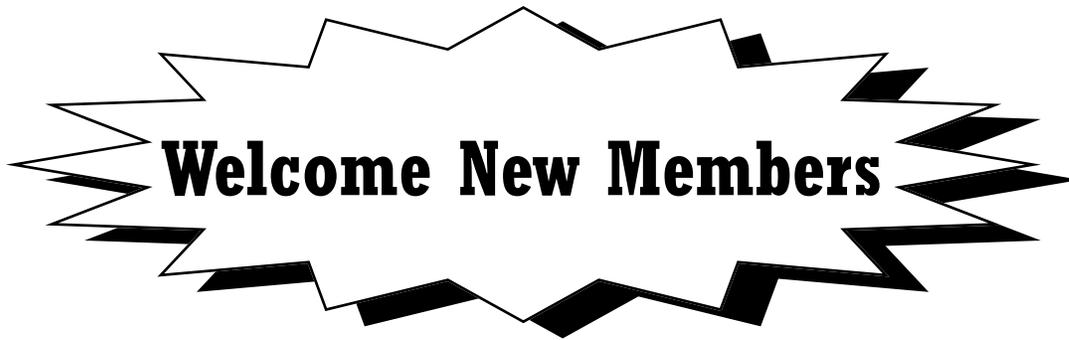
Soon after, Porsche took his invention to the race track. On Sept. 23, 1900 he fitted his electric wheel hub motor car with a larger battery and set his first speed record at Semmering, covering the 6.2-mile route in less than 15 minutes with an average speed of 25.5 mph. The best internal combustion engine powered car averaged 21.5 mph.

Later that year, Porsche fitted his wheel hub motors on all four wheels, thus producing the world's first all-wheel drive car. To give the car sufficient power and range, it required nearly 4,000 lbs. in batteries, proving to be the same challenge faced by today's engineers. He tried to solve this dilemma by fitting the all-electric speed-record car with two De Dion Bouton gasoline engines producing current for the electric powertrain. The result was the world's first hybrid.

He again surprised the automotive world when this new concept debuted at the 1901 Parisian Auto Salon. His design used the 3.5-horsepower combustion engines to drive dual generators to supply current to the two wheel hub motors on the front wheels. It also was possible to run the gasoline engines after start up to so that the electric motor functioned as a generator and kept the battery charged. If necessary, both the combustion engines and electric motors could be used in parallel. Porsche stepped up performance and created variations delivering 5 to 12 horsepower. And in 1902 he piloted his hybrid during trial runs at the Exelberg race, finishing first in the large-car class and third overall.

Porsche went on to develop automobiles for Austro-Daimler, Daimler-Motoren-Gesellschaft in Stuttgart, and Steyr-Werke AG in Austria before forming Dr. Ing. h.c. F. Porsche GmbH in 1931. He is most remembered as the inventor of the Volkswagen Beetle, yet his innovative work in the areas of electric and hybrid drive systems is substantial. His wheel hub motor resurfaced decades later when the concept was used to power the Lunar Rover during NASA's Apollo missions to the moon. Today, his innovative spirit lives on at Porsche AG's Research and Development Center in Weissach, Germany where the company is applying its engineering strength to develop hybrid systems for the Cayenne SUV and the upcoming Panamera four-door gran turismo.

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5 New Members

John Diemont—2007 Cayman S— Lapis Blue
Samer Khoury—2003 Boxster S—Blue
Brian Tanczos—1987 928 S4 –Brown
Eric Trager—2006 Cayenne– Grey
Richard Vallado— 2004 Boxster –Basalt Black

1 Transfer in

Charles Bettencourt—1972 911– Silver

Primary Members = 581

Allilate Members= 423

Total Members= 1004



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Memoirs of a Porsche Celebrity Autograph Hound, by Warren Gardner

OK, so maybe I've been at this a long time, but in my defense, my father started me down this tricky path of autograph hounding back when I was a kid. He made me do it, I swear. It's all his fault! Anyway, back in the 50's, it used to be that the New York Yankees took their annual spring training down in St. Petersburg, Florida. Now apparently that seemed reason enough in my father's mind for our family from Mississippi to vacation there. So that's how I came to be, a kid of nine, hanging on the cyclone fence watching these guys shag balls; the same guys I recognized and admired from the weekend TV ball-games! Suddenly a gate to the field opens, some players start passing through, and I get handed a baseball and told to "get Mickey to sign the ball, get Mickey to sign the ball". So I did. My dad still has the picture of Mantle signing a baseball with a young kid (me) nudged in front of him whose face is not in view. "Dang it, you've got to learn to pose with the subject, son." Oh well, there's always the next chance.

Now we time warp forward more than a few decades to present day Florida, but this time to the renowned motorsports venue known as Daytona International Speedway. The occasion being a recent trip to Rennsport Reunion III, a celebration of all things Porsche; a multiday festival that vividly promotes the company's racing heritage and those famous people who made it happen. As expected, it's Porsche celebrity heaven and autographs are ripe for the picking, but you've got to choose your targets well, plus it's just cool to have something unusual you want to get signed. You catch my drift, right? So my intended target of opportunity this time around was going to be none other than Jurgen Barth, Porsche racer extraordinaire. I had heard through sources that Jurgen was going to be at this Rennsport event, even though he'd been absent at the last one a few years ago, and he'd missed the last LeMans Classic in France where I had hoped to nail him earlier. The point of this crusade was to get him to autograph a 1:43 scale model of the Porsche 936 he raced to the overall win at LeMans in 1978 along with co-drivers Jacky Ickx and Bob Wollek. Now I had managed to collar Jacky Ickx at the prior Rennsport II and collected his autograph in a coffee table Porsche book, but that had been way too mundane. I wanted to ramp up the uniqueness factor quite a few notches this time around.

So there I am, wandering around the crowded Daytona paddock, carrying my scale model in a bag, and I'm looking for multiple time LeMans winner Jurgen Barth; a needle in a haystack. I see living legend Michael Keyser, of Toad Hall fame, author of "A French Kiss with Death", coming up to me on a golf cart and I flag him down by bravely jumping out in front. "Hey Michael", I say, "I'm looking for Jurgen. Have you seen him?" Having met Michael for the first time the previous evening in front of the local Hilton, whereupon we confirmed our mutual acquaintances including my ex-wife Sandra ("Sandi, she calls herself, he said), he must have felt some obligation to point me in the right direction. Now, never mind that I had been rude enough to break into his conversation with his fellow golf cart buddy Chad McQueen, (son of Steve) who's looking at me like a bumpkin for not recognizing who he was (even though I did cause I got his autograph at Rennsport II), so Michael says he's over by the Penske truck. I thank him and head off on my mission.

Over by the Penske truck, low and behold, there I spy Jurgen Barth, who's got his own golf cart thing going and he's about to plow me down at high speed so once again I used the tried and true method of simply jumping out in front. Jurgen knows brakes, so he does; and I get to keep my toes for another day. "Hey Jurgen", I announce in a loud proper tone. "My goodness, it's a small world Warren, how are you?" he says. "Doing great playing at being retired, etc." I reply lamely. "So hey, what have you heard from Sandi", he inquires. (Which is funny because the last time I spoke with her she still owed Jurgen money from a business deal, but that's another matter.) "Man, I haven't been in touch with her for the last year or so. What about you?". So Jurgen says he hasn't heard from her in the last six months and I reply, "Well, guess that means a new boyfriend, eh?" Laughing, Jurgen says, "Yep, must be so."

OK now, enough with the small talk, let's get down to business. I then show Jurgen the little Porsche model racecar and ask him to use my Sharpie to autograph the back of the beast.

(continued next page)

Memoirs of a Porsche Celebrity Autograph Hound (continued)

. "I'm going to get Jacky to sign the thing when I can track him down, maybe at next year's LeMans Classic. Anyway, I know I'm going to have a bit of trouble getting the final signature from Bob on the thing." "Yep", Jurgen says with that big old grin of his, "you're gonna hafta fly really, really high to get Bob's signature on that one!" With flair and a quick scribble, the autograph is done and the car is back in my hand. Chuckling to myself, and saying thank you, I wave Jurgen off on his rounds and tell him I'll catch up with him later. And then, it hit me. Dang. I'd done it again. "You've got to learn to pose with the subject, son". Oh crap, I'd gone and forgotten another photo opp. Oh well, there's always the next chance with the missing Jacky signature! LeMans Classic 2008, here I come!

RIP: "Brilliant" Bob Wollek - March 16, 2001 in a bicycle road accident at Sebring, Florida. (I should have gotten his autograph at the premier Zhuhai race in China with Sandra, but that's another story.)



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Around the Zone

Article by Larry Sharp, Zone 7 Rep

I am starting my fourth year as Zone 7 Rep in January. It seems that the last three years have passed faster than ever for me. I guess keeping busy makes time fly. The next big event is the annual Zone 7 Party on Jan 19th. The ads have been out for awhile so please see your local Region's newsletter or website for the details. We have a special guest attending; Kurt Gibson PCA National Vice President has agreed to attend our dinner and Presidents meeting. Now if snoozing with our National Leader isn't enough to get you to attend then please come help celebrate two special people. First we have Paul Christensen Sierra Nevada Region being put on the Zone 7 Wall of Fame. We also have Terry Zacone receiving the Zone 7 Lifetime achievement award. If you know or have met these two fine members of Zone 7 you know how well deserved it is. Please come out and help them maybe shed a tear or two. The very next day on January 20th, Diablo Region is putting on a DE Instructor school run by the National DE Chairman Pete Tremper. The event ad is on their Regions Website.

Being Zone rep takes a lot of time, and especially a lot of help. I want to let you know that Larry Adams, Rik Larson, and Susan Angebrandt have all agreed to continue helping me as Zone 7 Autocross, Rally, and webmaster respectively. The new person to step forward is Mark Gersh who will be our next Zone 7 Concours chairman. Thanks for helping out guys and girl... I can't do it with out you.

I hope everyone who has participated in our Zone events come out to receive their due rewards and trophies at the Zone dinner. It is the best feeling to receive such honors in front of your peers.

See you on the road

Larry Sharp
Zone 7 Rep



Come Join us!

Saturday Morning Breakfast Club

Marie Callendar's in Walnut Creek 7:30 AM

Join us each month!!!

Dinner at Strizzi's in Danville

Third Thursday of Every Month

3456 Camino Tassajara, Danville, CA.

6:30-Cocktails

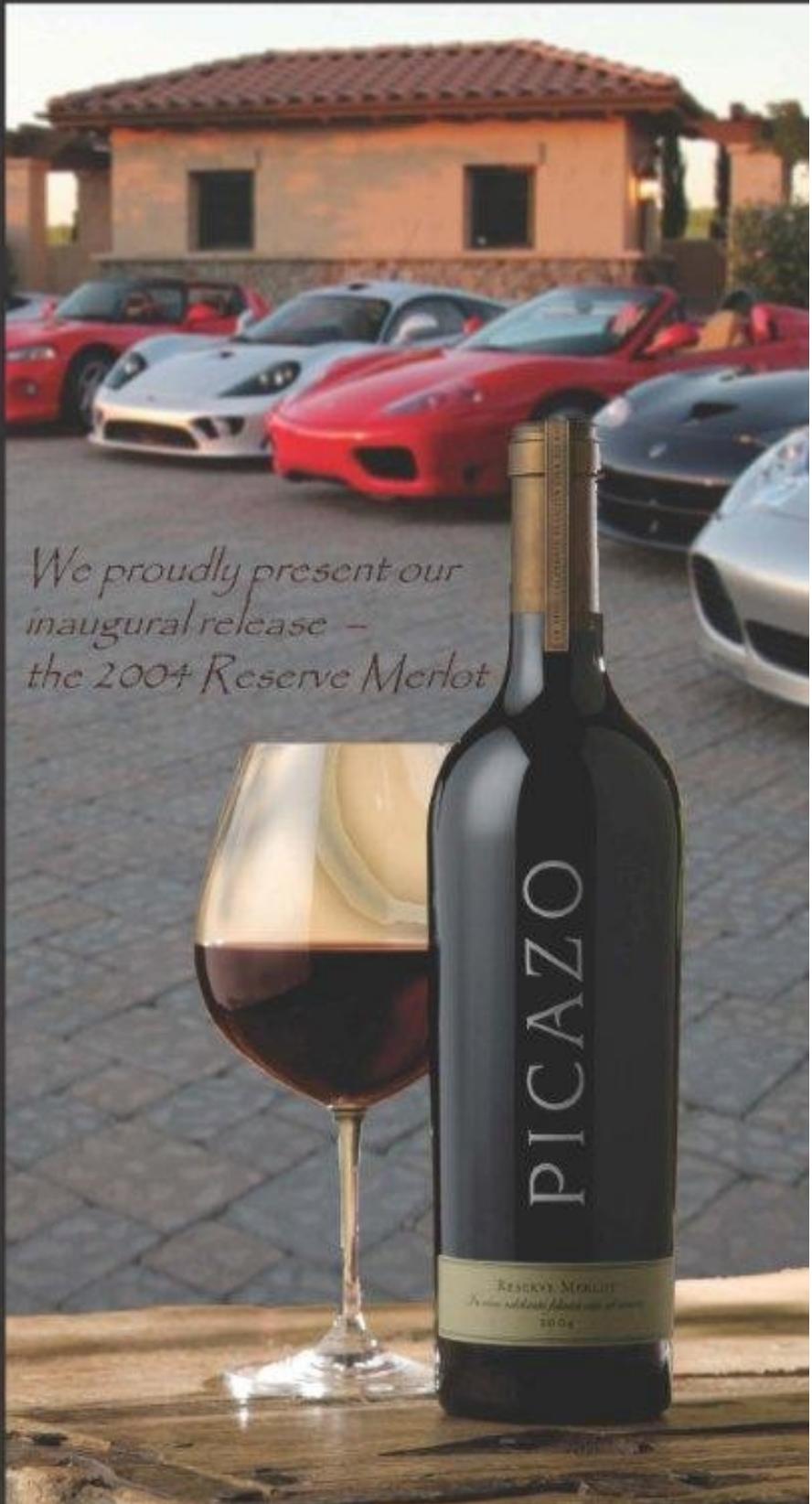
7:00- Dinner

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Christmas Party

December 15th, at John and Rosemary Place's Home



Christmas Party



The Christmas Party on December 15th was a wonderful success, thanks to Linda Boyd, our social director. The decorations were festive, the food delicious and the people that attended had a great time. Our Thanks go out to John and Rosemary Place, who so graciously welcomed us into their home. And, it was there 45th wedding anniversary that evening too! The setting was around so many classic cars, what a treat! The picture above, is a cake that was made by Paula Ciopyk. Each attendee brought a toy to donate to the "Toys for Tots".

Gunter Feldmeier (from Porsche of Fremont) and his wife were our honored guests.

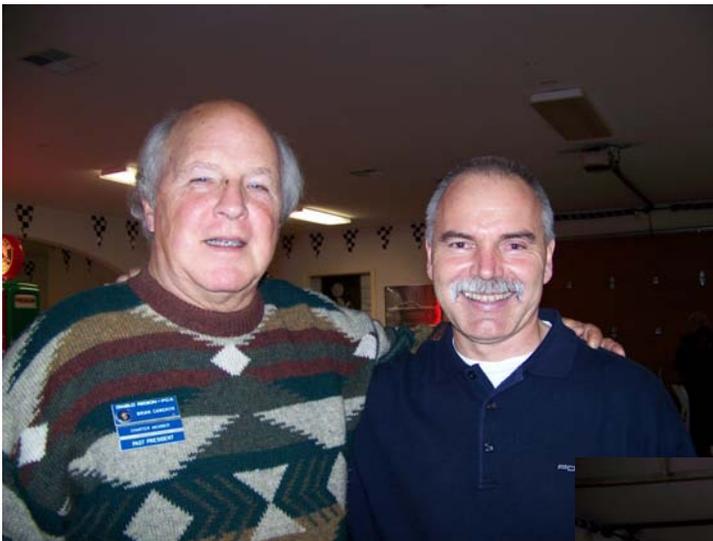


Photo by Ron Leppke

Christmas



Pictures submitted by Brian Cameron

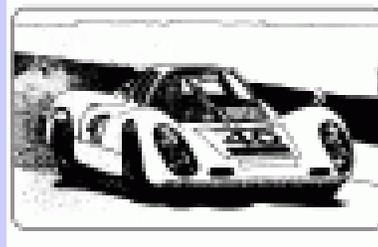


Thunderhill DE for Intermediate and Advanced Drivers —January 20th.

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Thanks to all of you that contributed during the year to the newsletter. The articles and pictures you sent me were greatly appreciated.

Please continue to send !

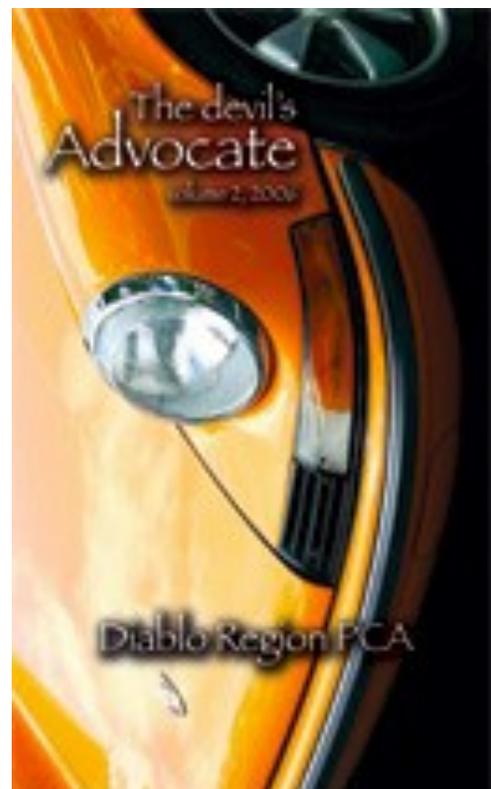
In addition, if you have items for sale, send me a description and a picture, and I will put it in our newsletter. I would like to start a classified section.

Contact me via email, at:

mollystravel@comcast.net

Thanks for a great year!

Maureen Torres
Diablo Region Newsletter Editor
The devil's Advocate



RESTAURANTE **ROCCO'S PIZZERIA**

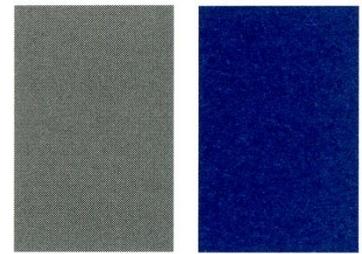
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> *Keep Feb 23rd open on your calendar....The Annual Party will be held at the Porsche of Fremont Dealership.....more to come in next issue.*

Sacramento Valley Region



You're invited to join us for two and a half days of fun, camaraderie and exhilaration of being part of the Premier Porsche Weekender - CRAB 34, April 18 - 20 - the only annual Zone 7 multi-region, multi-event weekend. CRAB is best described as two and a half days of partying, occasionally interrupted by tours and competitive activities, with fun and camaraderie as the most important ingredient.

Welcome Party and Registration. The Fair Oaks VFW Lodge will be the setting to start the weekend. Renew friendships and make new ones, while sipping and tasting. No-host adult beverages will be available. Door prizes will also be presented.

Funkhana. Test your driving skill in maneuvering your Porsche through a twisting course at low speed, while performing a series of tasks. The driver starts a timer entering the course, then may be asked to fold a map, shoot a basketball into a waste basket, back up through sections of the course and other devious tricks devised by Jon Kramer and Tom Sisson. And don't forget to shut off the timer.

Driving Tour. Doug Klein and Carl Brakensiek have planned two tours. Weather permitting, we'll travel the Sierras through historic Georgetown and Stumpy Meadows Lake (over 6,000 ft.). Lunch will be at the St. Pauli Inn with authentic German cuisine. If still icy, we'll explore lower elevations, adding Mosquito Road, two premium wineries and enjoy a picnic.



Walking Tour. Herb and Jan Hoover have added a new twist. You'll visit Folsom's most interesting and historic sites: a PG&E powerhouse, the Folsom Prison museum, historic Sutter Street, the Gekkeikan Sake distillery, the Folsom Zoo and three parallel bridges: the 1893 single-lane truss bridge, for horses, cattle and wagons, the two-lane 1919 Rainbow bridge and the four-lane 1999 Lake Natoma Crossing bridge.

Autocross. Everyone from box-stock first-timers to zoomie-car veterans will enjoy Matt Deter's course. Each driver will have 5 to 6 runs. Coaching will be available for first-timers.



CRAB 34 Banquet and Dance. This is the centerpiece of the weekend. Feast on crab prepared by Rudy's Hideaway (chicken will also be available) and dance the night away to the sounds of the CRAB 34 DJ.

Rally. Both novice and expert will enjoy Helen Ashuckian's tour/rally on Sunday morning. Never rallied? Not to worry: non-finishers qualify for the infamous "Lost Crab" award. The rally will end at CRAB headquarters at 10:00, just in time for the Concours.



Beer 'n' Brat Picnic. Wind down the weekend on Sunday at the traditional German beer and bratwurst picnic. Enjoy tasty bratwurst, sauerkraut, potato salad, cole slaw and dessert. Wash it all down with specialty beers, lemonade, wine and iced tea.

CRAB Concours. While sipping and munching, browse beautiful concours-prepared Porsches, ranging from polished to perfection to "what you see is what you get." Autocross, rally-tour, concours awards, and the Grand Door Prize will be presented.

For a CRAB 34 entry form or additional information, contact:
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or go to the SVR web site at www.derporsche.net