

# The devil's Advocate



*Diablo Region PCA*

December 2005

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## *Cover Shot...*

This photograph was taken at the recent American Le Mans Series race held at Laguna Seca (Mazda Raceway), in the paddock area.

It showcases one of the few (at this time) 997-based Cup cars that run in the IMSA GT3 Carrera Cup Series. There is more on this in an article you will find further inside this newsletter.

The weekend at Laguna Seca was a great return to sports car racing for Porsche. Porsche had waited until the last ALMS race of the 2005 series to debut it's LMP2 racer, the RS Spyder. The RS Spyder finished first in class (LMP2) and obtained a fifth place overall, beating a few LMP1 cars as well.

These photographs were taken by two of our members, Rich & Amanda.



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## *Presidents Column*

As I sit down to write this I must take a moment to reflect on the past year before going on to 2006. I said in the board meeting the other night what a great year 2005 has been.

Again, "It's not the cars but it's the people". That is so true. Just look back at some of our events throughout the year. The fantastic tour to the Roederer Estate put on by Warren Gardner; the tour to TRG (The Racers Group) organized by Ron Leppke; our wine tours; the Poker Rally that ended with such a great lunch overlooking the delta; our Newcomers parties in so many beautiful member's homes; just the whole year was such fun that it seemed we were doing something every weekend.

Actually we were. Our Saturday morning breakfast at Denny's has grown from about 15-18 people at the onset of 2005 to over 40 people this last Saturday. How gratifying it was to see so many new faces and to hear everyone having such a great time. I find it fitting now, to again thank Rob for stepping up and doing such a stellar job as not only our webmaster BUT also taking over the massive job as editor of the Advocate. I could go on and on, but I think it best to look to the future as living in the past is not my style. I'm sure 2006 is going to be just as great as 2005. We have a great Board of Directors at the helm now and they have so many fun ideas for 2006.

So, now it's time for me to move on. It's for that reason, I have made my decision not to run for the board again. I sincerely want to thank everyone for your great support you have given me but now it's time for me to pull over and let the club pass by.

Give me a wave now and again when you see me in my little silver 912..... I love you all.

*Ted*



## Last Chance! 50th Anniversary Merchandise

The PCA 50th Anniversary logo merchandise will be available until December 31, 2005. Please take advantage of this opportunity to share in the Anniversary celebration. See our ad on the PCA website and in the October issue of Porsche Panorama. Makes a great Christmas for any PCA enthusiast!

see website at [www.pca.org](http://www.pca.org)

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In 1922, Giovanni and Virginia Biale left the town of Savona in Genoa, Italy with their three young sons, Giacomo, Mario and Rudolfo to make a new life in America. With help from a cousin, they made their way to San Francisco and settled in the Italian section of Potrero Hill. Less than a year later, my grandfather, Giovanni, opened "*Biale's Meat Market*" on Connecticut St. To this day "Biale" is still tiled in the entryway of the building.

Giacomo "Jack", my uncle, stayed in the butcher business while Mario, my father, and Rudy went into the bar and restaurant business in San Francisco, Phoenix and Honolulu. Rudy owned and operated two "*Rudy's Italian Restaurants*" in Waikiki for 25 years.

I worked at Rudy's for 3 years with my brother Anthony. It was there I learned the importance of being a hands-on owner. People came from all over the world to visit "*Rudy's*", enjoying the food, the wine and the gracious host.

In the fall of 1999, I opened **Rocco's Ristorante & Pizzeria**. I have tried to maintain that same warm and inviting feeling my father and uncle provided for so many years. My family hopes you enjoy your visit and will come see us again!

*Rocco Biale, your host*

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# Zone 7 PCA Autocross

## *Calendar of Events*

Note: all event information is subject to change. Please consult the Zone 7 website or the host Region's website for details.

2/11/06	GGR	Beginner's School @ Monster Park
3/11/06	GGR	Autocross 1      Monster Park
4/8/06	GGR	Autocross 2      Alameda
5/13/06	GGR	Autocross 3      Alameda
6/10/06	GGR	Autocross 4      Alameda
7/8/06	GGR	Autocross 5      Alameda
7/22/06	GGR	Zone School      Monster Park
8/20/06	GGR	Autocross 6      Marina
9/9/06	GGR	Autocross 7      Alameda
10/14/06	GGR	Autocross 8      Alameda
10/28/06	GGR	Autocross 9      Alameda







# Diablo Region PCA

## *Calendar of Events*

### Special Events

**December 10th** - 2005 Diablo Region Holiday Party  
The party, which will start at 7:00pm is being held in John Place's fabulous new "home-sized" garage. Please RSVP to;  
Rob Haitsma • 925.939.6137 • sjshark2@ix.netcom.com

**December 31st** - Diablo Region New Years Party  
Linda & Patrick Schmidt will be hosting. Please RSVP to;  
Patrick Schmidt • 925.829.4329 • schmidt.patrick@comcast.net

**January 6th** - 2006 Diablo Region Planning Meeting  
Bring your ideas & proposals for new events.  
Location still TBD, see website for final info.  
• [www.pca.org/dia](http://www.pca.org/dia)

**January 28th** - 2006 Diablo Region Awards Banquet  
The Banquet, which will start at 7:00pm will be held at  
Zio Fraedo's in Pleasant Hill. Please RSVP to;  
Francisco Cabrita • 925.837.2200 • fcabrita@aol.com

### Recurring Monthly Events

Saturday Breakfast • 8am @ Denny's  
803 Camino Ramon, Danville  
Every Saturday (unless noted)

Pizza & Porsches • 7pm @ Pavlo's Pizza  
2408 Twin Creeks, San Ramon  
First Friday of every month

Board of Directors Meeting • 7pm @ the French's home  
First Tuesday of every month

Thursday Night Dinner Out • 6:30pm @ Rocco's Ristorante  
2909 Ygnacio Valley Road, Walnut Creek  
Third Thursday of every month

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photo by Bernd Pieffermann

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PS. Buy a Porsche from me in Dec and I'll put you on the track for a day.

# *October 29, 2005 Autocross*

by Mike Vorkapich

It was Halloween weekend. At 7:00 am Saturday morning, the pavement at Alameda Point was damp and there were puddles of water here and there. The geese must have used the place as a "flyover". What a mess they made on the autocross course. The course was outlined by hundreds of dirty orange traffic cones laid out on an empty parking lot.

Alameda Point is 1/2 mile long and 1/4 mile wide. The lanes are generally 20 feet wide. The objective was to drive from beginning to end as fast as possible without hitting a cone. Easier said than done.

The turnout was relatively light for a GGR autocross. I hoped that my group would not be first - the first ones out clean the course for those who follow. What luck, I was the seventh car onto the course. Eugenie Thomas was right after me. Where was that second loop? There it was just behind me. My first run was DNF (did not finish - "did not find the course").

The course was shaped like a ghost with two 360 degree loops for eyes. When I finally figured out the course, I found that I could floor the car in 2nd gear most of the way after the second loop. I had to slow down briefly to complete the two 180 degree turns (not shown) just before the finish. We usually have three run groups; red, green, and blue. Today there were only two run groups; blue and green. Green drove first and worked second.

After four runs, I worked in the trailer sorting driver cards for scoring. It's a hectic job, but I learned how to do it. I'd rather shag cones - it's more fun. Normally, with three run groups, lunch is during your break, and the course is hot all day with no stopping. With two run groups, we all got a one-hour lunch break. The course dried out in the afternoon and run times went down fast.

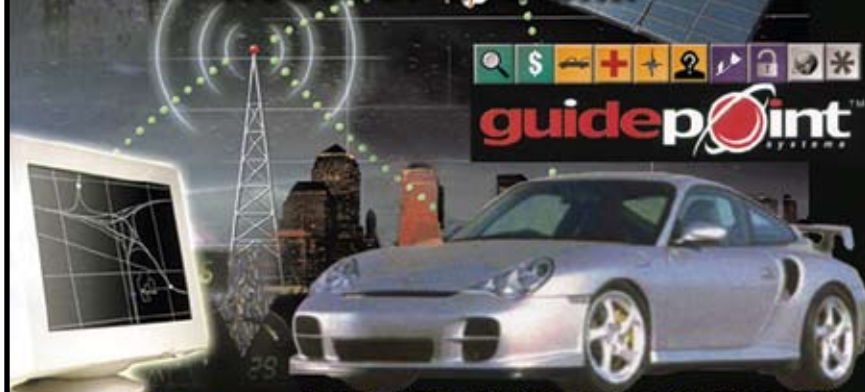
Thanks to Ted French's advice on braking, I went from a time of 1:18 to 1:12 for my last run of the day.

If you're interested in autocross, or just want to find out what it is, ask about it at breakfast any Saturday morning.



*Note: No expense was saved in bringing you this fine aerial shot using the latest in "spy-technology"... Ed.*

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## *IMSA GT3 997-based Cup Cars*

Braselton, Ga. - Building on the tremendous successes from its first year of competition, the IMSA GT3 Cup Challenge presented by Michelin has announced a seven-race schedule for the 2006 season.

The series, which pits semi-professional and gentleman drivers against one another in equally prepared Porsche Cup cars, will compete at some of North America's finest tracks in conjunction with the American Le Mans Series. New stops will include the season-opener at Sebring International Raceway, Mosport International Raceway and Petit Le Mans at Road Atlanta.

"This expanded schedule is appropriate for a series that is growing like the IMSA GT3 Cup Challenge presented by Michelin, while at the same time controlling costs," said Tim Mayer, COO of IMSA. "With a new 997 Cup car being introduced by Porsche for next year, and Michelin's continued partnership, the 2006 season is setting up to be one to definitely watch."

The purpose-built race cars, based on the Porsche 996 and new Porsche 997 body style, will have sealed engines and transmissions, providing for close racing where the driver's talents are exemplified. PMNA will provide technical support for the series with personnel, parts and expertise both away from and at the track.

The 2002-05 models will run in one class, and the 2006 edition will compete in the other class during the 45-minute races.

Jay PolICASTRO, in the No. 44 Orbit Racing Porsche, won the 2005 championship in the IMSA GT3 Cup Challenge presented by Michelin. Uwe Brettel, president of Porsche Motorsport North America (PMNA), is pleased this series has been accepted in such a short period of time. He also credits IMSA for its administration in a series where rules enforcement is a priority to keep competition equal.

"It has been our experience that it takes several years for a series like this to catch on, and IMSA has already expanded this series from five to seven races, and it looks like we'll have 30-40 cars at each event," said Brettel, whose experience as head of the Porsche Michelin Supercup series before he came to the U.S., has helped IMSA handle any start-up problems.

The first event at Road Atlanta attracted more than 30 competitors, with many Porsche race car preparers, including TRG, Farnbacher-Loles, Orbit Racing, Kelly-Moss, Vici Racing, AASCO Motorsports and Alex Job Racing preparing Cup cars for the amateur racers. Former Porsche Carrera Cup competitor Alfred Renauer (Germany) won the first event, hav-



ing entered for Vici Racing to help the younger drivers, but could not score points as IMSA considered him a professional driver. Brent Martini (USA), a former Grand-Am champion, earned the 20 points for first.

The Porsche 997 GT3 Cup Type 997 will be eligible for the 2006 IMSA GT3 Cup Challenge presented by Michelin.

Several racers who did well in the early events earned rides in the SPEED World Challenge Series before the year was out. Among them were college student Lawson Aschenbach (USA), who won at Mid-Ohio and scored a podium finish three months later at the SPEED GT race in Denver, and Ricardo Imery (Venezuela), who scored second-place points in the first two Cup races, and entered two SPEED GT events.

The one of the stars of the IMSA GT3 Cup Challenge series turned out to be Jay PolICASTRO (USA), who won in the Orbit Racing Porsche Cup at Portland, and finished four of the five races on the podium to win the points title. PolICASTRO finished second at Road America and Mid-Ohio, and was third at Road Atlanta.

The other star was Kevin Roush (USA), a Porsche tuner and Porsche club racer who earned the pole at all three races he entered, and won the final two events at Road America and Laguna Seca. Nathan Swartzbaugh (USA), a student, finished third in points with two podium finishes. Paul Orwicz, Tom Pank, Shawn Price, Chris Wally, Phil DeAngelis, Mark Hapfer, Warren Chang and Joe Kunz, all from the U.S., scored podium finishes, as well.

### **The 2006 Porsche 911 GT3 Cup car**

With its predecessor based on the "996" series – a high performance and competitive sports car which not only competes in the makes cups but has won various Gran Turismo championships – the new model marks a clear step towards a thoroughbred racing car. The 2006 GT3 Cup features a sequential gearbox with a power shift system. The suspension underwent modifications for higher precision and further improved driving dynamics.

### **2006 IMSA GT3 CUP CHALLENGE PRESENTED BY MICHELIN SCHEDULE**

March 17, Mobil 1 Twelve Hours of Sebring

May 20, American Le Mans at Mid-Ohio

July 15, Grand Prix of Utah

Aug. 20, Generac 500 at Road America

Sept. 2, Grand Prix of Mosport

Sept. 29, Petit Le Mans, Road Atlanta

Oct. 22, Monterey Sports Car Championships, Laguna Seca

All races will be contested at American Le Mans Series events

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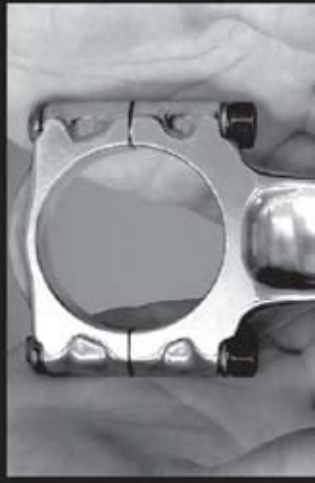


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# *IMSA GT3 996-based Cup Cars*



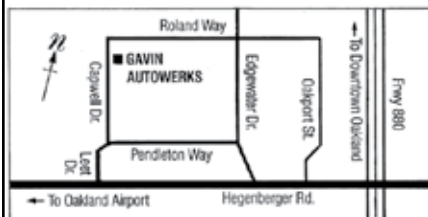


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## *Volunteering: Pebble Beach Concours*

I've been going to the Pebble Beach Concours d'Elegance since the general admission was \$25 and one could park anywhere and walk to the Lodge. I'll never forget how indignant I was when they changed everything and I was expected to park far away and ride a bus to the event. I was rescued from all of that by an old friend of the family that through his association with the Pacific Grove Meals on Wheels began volunteering to sell tickets. Ralph got my name on the volunteer's list. Thank you, Ralph.

The event has blossomed into what can be easily be described as the premier automobile show in the world. As Jay Leno described it, "At Pebble Beach, it's the billionaires verses the millionaires...and I think the billionaires have us out numbered." Unfortunately, the general admission has also blossomed up to \$150 and authorized parking areas are moving closer to Milpitas every year. These two reasons alone are enough for me to be very protective of my two volunteer slots with Meals on Wheels. I'm not kidding, if those folks asked me to wear my underwear on the outside my clothes I'd do it in *ein augenblick* to protect those slots. I've turned down jobs because I wasn't guaranteed time off for the Concours.

My anticipation starts about May, but my assignment letter with parking pass usually doesn't arrive until about a week or so before the event. Meals On Wheels works a little gate away from the main entrance so foot traffic is light and the two hour shift is easy. The parking pass puts the volunteers within walking distance to the gate, but there's a special shuttle that drops us off in front of the Lodge and volunteer's check in tent. No matter what time your shift is, one can pick up a volunteer's pass upon arrival. I've picked mine up as early as 0730. Judging starts at 0930 and the gates are opened to the general public about 1030. Early arrival is a plus.

It's most often clouded over, providing shadowless light and crowdless access to the cars, both assets to the photographer. It's pretty well the rule that if one doesn't get their pictures shot by 1000, forget it. By noon, the elbows of the amateur photographers are flying to the point where it looks like a scene from Roller Ball. Not my cup of tea. Most of the stars and celebs like to float around before the gates to the bastille are stormed, too. By 1300 they've settled into anyone of numerous private parties overlooking the golf course. I hunted up my afore mentioned friend, Sam. Actually, I knew exactly where he'd be; sitting on his folding chair in the middle of Fort Ferrari. He said he was organizing a race of vintage Alfa Romeos at Watkins Glen, so I put my spiked elbow pads on and shot a bunch of pictures of Alfa logos and their racing symbol, the four leaf clover. Sam said he may use them if time allowed



and he had posters or programs of the race printed.

For the past couple of years, a friend of mine from Tennessee has been flying out for the Concours. We got separated early. He headed for the souvenir tent and I had my pictures to shoot. While we were separated, I went back to the volunteer's tent and picked up my complimentary box lunch, program and poster. Being married with small children, Bobby is required to buy a quantity of souvenirs so he arrived at our assigned gate well loaded down with stuff for the Munchkins.

This year we pulled the last shift, so mainly we did nothing but stamp the hands of those on their way to porta potties. By 1700 it was over. I put Bobby on a plane Monday morning. The following Tuesday night, the United Way rents a Mexican restaurant down Carmel Valley road and throws a nice "thank you" bash for the volunteers. It was good. Actually, the whole weekend was good. We started with the Tour d' Elegance on Thursday, a run up to the wine country on Friday, the antique car races at Laguna Seca, Saturday and grand finale, the Concours on Sunday.

It was all good. Hmmm, well that's not entirely true. We stopped off at Moss Landing for a late lunch Saturday and TRIED to get something to eat at the Whole Enchilada restaurant. Big mistake. It's been close to 10 years since I've walked out of a restaurant because of poor service. I'm hoping it will be another years before I do it again. With that behind me, I've already contacted Stuart Pressman and Meals On Wheels to secure my position for next year.

Part two of a two part series on volunteering...

*Mike Minges*

*photo by Mike Minges*



# *Porsche Driving Tips*

Driving a Porsche well requires a certain understanding of physics and the black arts. Every now and then I'll try to share with you some of the science and magic that I have picked up over the years.

1. Had a student once tell me that going fast on the straights was easy. It was the corners that were hard. She wasn't driving a Porsche.
2. Treat the gas pedal as though it is the wing of a butterfly. Push it down gently, release it just as carefully. If you don't break the wing you have a good chance of staying out of the ditch.

*Ted Fisher*  
PCA Member,  
DE Instructor,





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#### **PCA To Stop Production Of Up Fixin'**

Due to strongly reduced member demand for Up Fixin', the club will stop producing new volumes of the books which contain the technical material which has appeared in Panorama over the years.

Additionally, we will make available to interested members, regions and zones for shipping and handling costs only, complete sets of the manuals until supplies are exhausted, or until January 31, 2006, whichever occurs first (approximately 900 sets). Subsequent to that date, any remaining inventory will be disposed of.

Members wishing to pick up a set at the National Office may avoid the shipping charges (please give several days notice). Distribution will be restricted to one set per member to facilitate the widest distribution of remaining volumes to our members.

Contact the PCA office to order a set. Once the sets have been spoken for, there are also single copies available of most volumes other than volume 6 - no restrictions on numbers requested. Shipping and handling is \$25/US, \$35 Canadian, \$50 International -- must be paid in advance by check or credit card.

A number of sets of the manuals will be retained for historical purposes.

**Diablo Region  
Annual Meeting  
& Awards Banquet  
Saturday, January 28th**



Zio Fraedo's  
611 Gregory Lane • Pleasant Hill

7:00pm Cocktails/Hor d'Oeuvres  
7:45pm Dinner (no host bar)

Entrees: Include salad, vegetable (no potato), coffee/tea and dessert.

- Prime Rib \$40
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# Diablo Region PCA

## *Garage Sale*

**For Sale: 1999 996 Carrera:** 5- speed Tiptronic-S, 54,283 miles, Arctic Silver Metallic with all leather Graphite Grey interior, sun roof, 14k miles on new Michelin Pilot OE tires, \$41,500.

Contact **Gary Oehrle (925) 449-9291.**

**For Sale: 2001 Porsche Boxster S:** Arctic Silver / Black Leather / 6-speed manual / 44,000 miles / Porsche certified warranty to March 2007 / 45,000 miles service done. Options: PSM / 18" Porsche Turbo look wheels / Xenon headlights with headlight washers / Full leather interior / Heated seats / Power Seats / Design package (aluminum & stainless steel trim, roll bar painted Silver) / Sport package (wind-stop, automatic climate control, AM/FM CD) Located in Walnut Creek, CA. Have a Cayman S on order. Contact **Geoff at (925) 933-1854 or email x.jenkins@gmail.com.** Asking \$32,000

**For Sale: 2000 996 Carrera Cabriolet:** 6 Speed transmission. 21,200 mi. Silver with metropol blue top and full leather interior. Hardtop, power seats w/memory, CD, wind screen. Transferable warranty to 60,000 mi or 2010 (whichever comes first). Absolutely perfect, VIN:WP0CA2996YS653715 \$47,900. Contact **Joel at (925) 838-0897**

**For Sale: 1996 Porsche 911 Coupe (993):** PCA member # 1998071771 \$41,000, Polar Silver, Gray interior. 32,000 Miles, always garaged and covered. Excellent condition. No accidents, dings. In dash Porsche CD player Porsche sound system. 17 Inch Porsche "Cup" wheels with colored Porsche crest center caps. Michelin Pilot Sport Cup Tires. Motor Sound Package. 6 Speed transmission. Colgan bra and mirror covers. Reasonable offers considered. Call **(510) 599-7750 Mike Ingegno (Oakland Hills)** or **mdivasc@aol.com mailto:mdivasc@aol.com**



# Diablo Region PCA

## *Garage Sale*



**For Sale:** '92 white w/ tan interior **Porsche 911 C2 Cabriolet** with less than 51,000 miles. Known to Diablo members as "TIP4DEB" (license plate), it has a tiptronic transmission, 17" wheels and new Bridgestone Potenza S-03 tires. The convertible top was replaced around a year ago. This C-2 could easily win a Concours! Call Debbie at (510) 996-2850.

**For Sale:** **1986 951** 76000 original miles, guards red, black full leather, very outstanding example, fastidiously maintained by older driver. must see this car to fully appreciate condition. \$12900. Contact Steve at 925-323-2750.

**For Sale:** **1986 911 Cabriolet parts:**

**Sold:** engine, brain box, tranny, wheels, brakes, gauges, sport seats, seat belts.

**Parts available:** Suspension upgrade for pre '86 cars: front/rear torsion bars, \$175. Suspension upgrade for early cars: Carrera rear trailing arms with hubs, \$500. Racer starting set: tub, stripped, nearly ready for dipping: \$295. Convert early 911 to power brakes: master cylinder, booster, pedal assembly: \$250. Convert a targa to a convertible: complete top, boot, key pieces: \$1995. 16" used tires, good rubber, \$80. Fenders, doors, hood, engine cover, flares, bumpers. Rear reflective Porsche banner, \$250. Factory-new interior floor carpeting (4 pieces), \$150. Full interior and trunk carpeting. Other electrical and functional pieces. Email hank@CAMDesigns.com or call 408-245-4040.

**For Sale:** **Hand painted center caps** - I have caps to fit Fuchs, Cookie Cutter, Phone Dial or 5 and 7 spoke wheels. I have center caps for the 1974-1989 Fuchs and Cookie Cutter wheels, 3-prong center caps for pre-'74 Fuchs wheels, as well as flat caps for Phone Dials and 5/7 spoke wheels. The crests are hand painted in authentic Porsche colors to match the hood crest. \$160/set + \$8 shipping. Pictures and more details at <http://home.comcast.net/~srosenzweig/centercaps.html>  
Contact Steve at 510.701.8998 or centercaps@comcast.net

**For Sale:** **73 1/2 911T** 82 911SC 3.0 European engine, 911 Carrera Suspension and Brakes, S oil cooler, rotary AC (needs charging), rebuilt trans, sun roof, S sport seats, S gauges, S trim. A fast nice car. Work done by Salerno Motor Sports. Has four Kumho Victoracer tires mounted on 911 FUCHS 15" rims and four street tires (two new) on 16" FUCHS rims. Race tires have about 4 AX's and one DE on them. Metallic blue with tan interior (both show some wear but look good at ten feet.) CD player radio. Original Sacramento Area car.  
\$13,950. Call Dennis @ 916-771-0880 or Tom @ 209-296-5352 Days.

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# Treffen



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