

# The devil's Advocate

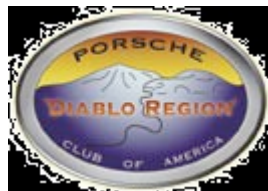
## From the Editor

Each month, the Advocate is becoming its long awaited newsletter again. Any article you want published please send it along to me via email, and I will do my best to get it in. I need pictures as well, so send them, along with any text you want included. My thanks go out to the people that helped me with this issue.

**Maureen Torres**

[mollystravel@comcast.net](mailto:mollystravel@comcast.net)

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COMING EVENTS.**  
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***THUNDERHILL, MARCH 30, 2007***

Cover Photo, Board member, Francisco Castillo. The picture was taken at the Thunderhill event. Francisco has graciously sent other pictures that I have posted later in this issue. Looks like the event was a success.

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## **The “Journey” By: Mike Ciopyk (His first Porsche purchase)**

I'm not sure when I first knew I needed to own a Porsche, but it was clear from early on that my life would not be complete until I did own a Porsche. I can't recall if obsession to own a Porsche came from all the car magazines I read as a kid, or whether it was the Porsche Carrera 6 Hot Wheels I owned. Maybe it happened after going to a local movie theater to see Steve McQueen's Le Mans masterpiece when it was first released. Or maybe it was in 1972 when I sent a letter to Porsche in Germany, as a concerned 13 year old, worried that Porsche would not meet the new bumper standards in the US, depriving me the chance to own a new Porsche someday. Or maybe it was when someone at Porsche actually took the time to write back to me, unknowingly creating my personal security blanket that I have been carrying with me for more than 30 years (copy of letter attached). It was probably a combination of all of these things, and probably even more that have been lost to memory. Whatever the mix was, the result was clear. I was destined to be a 'Porsche guy'.

While it took me some 35 years to own my first Porsche (a 2005 Boxster S), it's not like I haven't come close to owning one in the past. Attempt #1. It's 1983 and the 944 was just about to be released. I was a 24 year old computer engineer working way too much overtime, looking to save enough money to buy a Porsche. While the 944 was not the 911 that I had always lusted for, the Road and Track article I read on that front engine wonder had me endlessly dreaming of one. A deposit was made, my name placed on the order waiting list, and all that was left to do was wait. Unfortunately, time to think about owning my first Porsche was not time well spent. Reality showed up uninvited. Living in an apartment and keeping a new Porsche under a carport was not going to work. I reluctantly pulled my name off the order waiting list and decided it was more practical to buy my first home rather than my first Porsche.

Fast forward about 12 years to Attempt #2. I'm married, have two sons, and have managed to save up some play money. While I've owned a few fun cars up until then (a couple of Alfa Romeos), now was the time for a serious drive. I heard of a guy selling a 1979 Carrera in amazing condition (18 years old and only 18,000 miles!). Boy did I really really want that car. However the owner was not budging on what I felt was too high a price. I'd like to think that reality set in again, preventing me from buying an over priced car, but instead emotion took over and I went on to buy an under priced Ferrari. Another Italian car, but this one with a spending habit that far exceeded anything that two Alfa Romeos could ever generate. As you might expect, owning an old Ferrari is far from boring, and even farther from cheap. It was a lot of fun to drive and it definitely filled my need to 'play with my car', though I spend more time playing in the garage than on the road. However, owning the Ferrari allowed me to meet other serious car folk (ever see a Sunoco Porsche 917/30 and a 1962 Porsche F1 car in someone's private garage?), which led to the Jim Russell Racing School, then to silly amounts of money trying to make the Ferrari more track worthy. I remember one evening spending some time with my trusty HP calculator, sorting through a pile of parts and services receipts, figuring out that the Ferrari was costing me around \$9.00 a mile to drive. Am I insane or what? In the end, sanity did set in and the Ferrari was sold and replaced by a Miata. Don't laugh. Yes the Miata was way less horsepower, but at the same time it required way less maintenance and time, and honestly, was way more fun as a track day car than the Ferrari could ever have been without having the Ferrari F1 budget to tap into.

As much fun as the Miata had been, it was time for Attempt #3. Late in 2004 I had made a few dollars doing the software start-up gig. Long hours and short tempers, the perfect motivation to do something really nice for yourself. I've always been a fan of the Boxster and decided it's time to own one, to finally fulfill my Porsche dream. Initially I was set on buying a pre-owned 2003 or 2004 Boxster S, but when Porsche released the new Boxster, my days checking certified pre-owned lists were kaput. More horsepower, the PASM suspension, the Sport Chrono package, and a factory fire extinguisher option! Yep, that's what I needed. And that was the car I ordered, purchased, and drove home wearing probably the biggest grin in human history.

Needless to say, I love this car. The sound, the power, and the handling are just fabulous. I am an auto junkie and I am in heaven when I'm driving my Boxster S, whether it's a weekend drive with my wife, or a drive up to and onto Laguna Seca or Thunderhill. Someone please pinch me, this is just too good to be true. No, wait! If this is a dream, I don't want this to end.

I've been reading and drooling over the new GT3. The ultimate road and track Porsche. Somehow I think there may be another Porsche journey in my future. Hopefully this journey is much shorter than the first!



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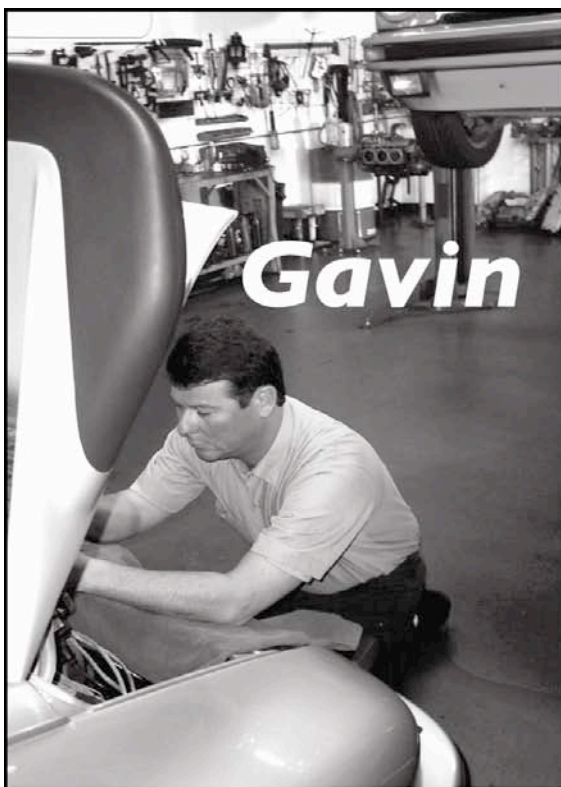


# Altamont Raceway

Pictures provided by Dave Dunwoodie





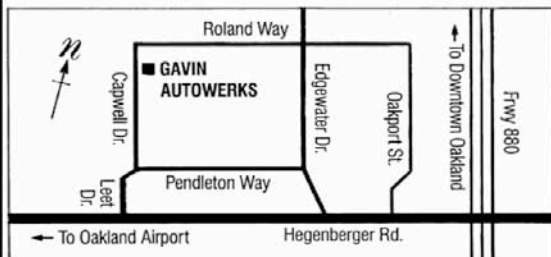


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In 1922, Giovanni and Virginia Biale left the town of Savona in Genoa, Italy with their three young sons, Giacomo, Mario and Rudolfo to make a new life in America. With help from a cousin, they made their way to San Francisco and settled in the Italian 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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# Thunderhill March 30th

Pictures provided by Francisco Castillo



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**Newsletter Editor** - Maureen Torres - 925.427.0349  
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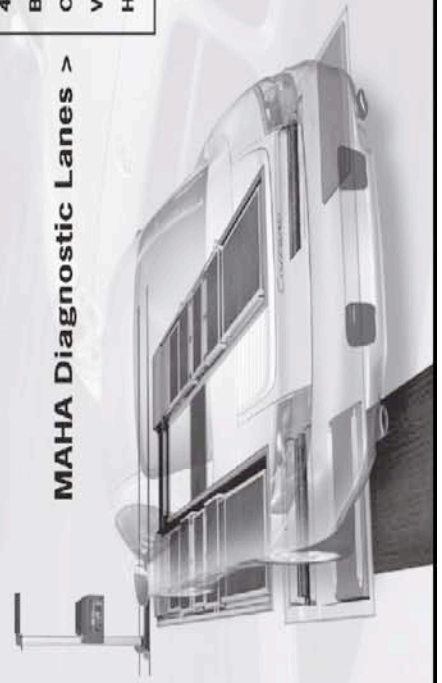
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# Membership

## Membership

Name	Car
Acosta, Alan	2007 Cayman– Silver
Atchison, David	2006 Cayman S– Seal Gray
Controulis, Stephen	2000 911– Silver
Cunningham, Nils	1988 911– Red
Fortune, Doug	2007 911– Blue
Gallishaw, Jeffery	1980 911SC –Red
Gonzales, Joe	1999 Boxster– Black
Guillory, Grand	2006 Boxster– Black
Gurrola, Allen	2002 911– Seal Grey
Holzrichter, Barbara	2004 911– Black
Hughes, Richard	1980 911SC– Peanut Butter
Lyddan, Angela	2007 911S– Black
Melton, Gary	1983 944– Black
Oyoung, Scott	2006 Carrera– Black
Pang, Chi	2004 Boxster– Black
Rizvi, Abbas	2002 CarreraT– Seal Grey
Scholz, Fred	2006 911– Black
Skeels, Wade	1983 911SC– Grey Met
Tee, Deborah	1986 930T– Azure
Waldron, Jeffery	2005 996– Silver
Zentner, James	1987 930T– Grey

Total Members—580

21 New Members



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***Attention!! New Event!!***

**Sunday, June 10<sup>th</sup> – Diablo Region AutoX**

**Altamont – 8:00 AM**

Contact is Ted French    [ingtedf@pacbell.net](mailto:ingtedf@pacbell.net)

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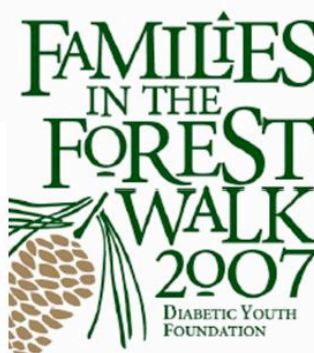
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[www.dia.pca.org](http://www.dia.pca.org)

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**Saturday, May 12**  
10am– 3pm

**Lake Chabot  
Regional Park**

**Cove Picnic Site  
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[www.firstgiving.com/dyf](http://www.firstgiving.com/dyf)



For more information or to register a walk team for Families in the Forest 2007, contact the Diabetic Youth Foundation at 925-680-4994 or visit [www.dyf.org](http://www.dyf.org)

Join us for the 22nd annual

# Wash & Shine



Diablo Region/PCA

Sunday, May 27<sup>th</sup> at Heather Farm Park in  
Walnut Creek.

Festivities begin at 9am. Judging will take place at 10am  
and awards will be presented at noon.

Spectators, families and enthusiasts welcome!  
For further information contact Eugenie Thomas @  
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# **Next Board Meeting May 8th**

Torres Home  
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For those of you wondering, we still have space available for the San Diego Parade. Hurry to register at

<http://www.pcasdr.org/parade/registration.php>

or call Susan Brown, Parade Registrar at (760) 707-6063 for alternative registration details. Parade dates are July 1-5th, with the much enjoyed Porsche Camaraderie, Competitive Events and Social Activities. We'll start the week with the Welcome Party and the Rockola Band and bid farewell for a year at the Victory Banquet on the distinguished USS Midway.

Registration Calendar:

Regular Registration: March 6 -- April 21

Late Registration: April 22 -- May 15 (\$50 Late Fee)

Registration closes: May 15

Sacramento Valley Region Presents



## Zone 7 Concours #3

Sunday, June 17, 2007

**NIELLO**  
PORSCHE

4525 Granite Drive • Rocklin, CA



Gate opens at 8:00 A.M. • Judging starts at 10:00 A.M.

Entry fee: \$25.00 • Lunch available on site for \$7.00

The site of this year's concours is again the new Niello Porsche dealership in Rocklin, CA. Last year's event was a fantastic showing of the area's best cars. This year's should prove to be just as good. There will be a special display of classic 356 Porsche models in the service bay area, as well as a showing of a select number of local race Porsches.

Trophies have been custom-designed and fabricated again by *Reflections in Glass*, which is owned by an SVR member.

Directions: From Sacramento and the Bay Area, take I-80 east, exit at Rocklin road, turn left on Rocklin Road, and then right onto Granite Drive. Niello Porsche will be on your right. From Reno/Tahoe Area, take I-80 west, exit at Rocklin Road, turn right onto Rocklin Road, then right onto Granite Drive. Niello Porsche will be on your right.



Loma Prieta Region and PartsHeaven Present

## Zone 7 Concours d'Elegance #2

### All Porsche Swap Meet

Sunday, June 3, 2007

No fee for spectators and buyers



#### Concours

8:30 A.M. To 2:00 P.M.

Judging starts at 10:30 A.M.

\$20.00 per entry

#### Swap Meet

Registration: 6:30 A.M.

7:30 A.M. to 2:00 P.M.

\$20.00 per stall (10'X20')

#### For Information Contact:

Concours - Bob Morgan at 408.410.3209 (cell) or e-mail [rjmorgan@aeht.com](mailto:rjmorgan@aeht.com)

Swap Meet - Jim Bryant at 408-937-5469 (home) or e-mail [jjbryants@hotmail.com](mailto:jjbryants@hotmail.com)

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## ***A DE Day at Laguna Seca***

Article by: Jim Edmunds

I've been going to races at Laguna Seca since the early 1960's. My most vivid memory is seeing the wings on Jim Hall's and Hap Sharp's Chaparrals disappearing behind the hills - I couldn't see the cars, only the wings. And I remember going to the vintage races and talking to Phil Hill and Henry Manney (of Road and Track fame) - the pits were open on Friday and we took advantage of it.

So when I found out that the Loma Prieta Region was having a Driver Education day on March 12, I jumped at the chance. I did our DE days at Thunderhill last April and October, and did OK, but I was approaching my day at Laguna Seca with a lot of respect and also trepidation. Both of which are good for the first time at a track with the famous Corkscrew.

The day was put on by Trackmasters, a group similar to Hooked on Driving, who put on our days at Thunderhill. Surprising to me, the teaching facilities at Thunderhill were better than those at Laguna Seca. Thunderhill has a large indoor room with lots of seating, Laguna Seca had a double wide trailer with chairs. The driver's meeting was outdoors under a cloudless blue sky and no breeze. But in the afternoon, a few clouds would have been welcome when the temperature climbed to 85.

The event was open to all; there were 5 drivers who traveled from Vancouver, B.C. to drive. There were cars of all types, from a Honda Civic to a new Ferrari with no plates and a GT 3 or two, a fast M3 and a really nice Mercedes 190 16 valve 2.3 that flew!

We had 5 sessions, each 20-25 minutes long. Laguna Seca is a 2.2 mile track, and I ended up doing over 100 miles for the day. My instructors were from the Golden Gate Region and were great. I had one instructor for the first three sessions and another for the last two. Having more than one instructor gives a different view on how to drive the track and is very helpful.

My track time was all that I had hoped for. Turn 2, the Andretti Hairpin, was hard for me. It was 180 degrees (hence the hairpin name) with a late apex and I got it right a very few times. It could be double-apexed in racing conditions, and I did a double-apex a few times, but not on purpose. We were warned that there were a few turns that could put us into a wall, and turn 3 was one of them, so I was careful, probably overly so, there. There is a short straight between turns 4 and 5, and I could shift into 4th there a lot of the times, depending on how I came out of turn 4. I waved the Honda Civic by on this straight, it was faster in a straight line than I was, as were many of the cars on the track. The Corkscrew (always capitalized and probably copyrighted) was fun, very blind and very downhill and very exciting to feel the car drop down into the exit and to power out of it. The turn after the Corkscrew, for me, was the most difficult on the track. You're still going downhill and have to move to the right to be able to apex the downhill turn to the left. I never did get it completely right. The last turn before the start-finish straight required hard braking and if you missed the turn, there was another of the dreaded walls. I used lots of berm, at the apex and coming out on the other side of the track.

Some drivers shifted into second here, I stayed in 3rd, but I did shift into 4th on the straight. For my 1973 911T, the track was mostly 3rd gear, with 4th on the start-finish straight and the straight between turns 4 and 5, if I took the correct line into 4. Slow in- fast out really works. I don't think that I ever got above 95 and spent lots of time with my arm out of the window, pointing cars by.

I left home at 5:10 AM and arrived at Laguna Seca at 7:15, drove about 100 miles on the track and left for home in Walnut Creek about 4:15. After stop and go traffic around Milpitas and Fremont, I arrived home at 6:45, really exhausted. I'm glad I did it, I'd do it again. I have to master turn 9 (and 2 and 3 and 11 and ...).

"All Porsches are race cars"