

June 2007

# The devil's Advocate

## Soquel Stomp

A great time was had by all , visiting 3 of Soquel's local Wineries. The drive was beautiful and the wine was great.



Cover-Soquel Stomp

>



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# Visit PCA Website

<http://www.pca.org>

To Enter Raffle....Hurry!



The advertisement features a large yellow Porsche 911 Carrera in the center, viewed from the rear three-quarter angle. The background is dark blue with vibrant, colorful fireworks exploding in the sky. In the bottom right corner, three smaller Porsche 911s are shown in red, white, and black. The PCA logo is in the top left corner.

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June 2007



If you have not entered, then a trip just to watch is just as fun. For more information, go to web site ;

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



## Why Concours?

Article and pictures by Dave Yertzley

"You're entering an event where you are paying someone to tell you how lousy your car is. THAT, my friends, is not normal behavior. Revel in your masochism and you'll be ok." - James Brackenrig

So the people who show their cars in concours must be a bunch of old guys who are afraid to drive them the way they were intended to be driven, so they hover and obsess around them with toothpicks and q-tips, right? Well, let's not jump to conclusions so fast.

I've got a 1972 911T Targa that I bought new. It's still mostly original, including the paint, and it looks pretty good, but no one would look at it closely and mistake it for a new car. But I know of a few cars as old or older which are also original and look like they could still be on the showroom floor. I wish my car looked as good as their cars do. How did they do that? But I'm getting ahead of myself here. Let me tell you a little bit about my own concours experiences.



You'll Learn New Ways  
to Look at Your Car

Linda and I joined PCA at the end of 2001, just after her new Boxster S had been delivered. The following year we went to the Boise Parade and, to get into the spirit of the event, we entered every competition. Never having participated in a Concours before, we spent a lot of time working on the car, trying to figure out where judges might look and coming up with ways to clean and prepare areas we had never even thought about before. We had a real advantage in that the car was relatively new, and, for beginners, we did pretty well, placing 4<sup>th</sup> in a field of 16 Boxsters. After we got back, we cleaned the car up again and entered the Santa Barbara concours in Wash & Shine, again doing reasonably well, but still with room for improvement.

## Why Concours?(continued)

Not too long afterward, we bought a 1973 911S coupe. I had wanted the car to drive, but it was in such fundamentally good condition that I thought with a little effort it would make a good show car, so we got to work on it. We entered it in Wash & Shine a couple of times over the next year. We also went to Zone 8 Judging Schools and to various seminars on car care given by vendors to see what we could learn. Finally we decided to progress to Street division, which adds the engine and storage compartments as judged areas. This decision brought with it a new set of challenges. Finish of the sheet metal pan around the engine not too good? Drop the engine to the floor, take out all that stuff and have it powder coated. How do you repair the carpeting in the trunk with its multiple thin areas and small holes? What a mess the gas heater compartment was! But we managed to figure out how to get those and other tasks done and entered more events, getting compliments about how much progress we were making with the car and with our own skills. This year, without really planning to do so, we ended up participating in most of the Zone 8 events, winning class and division championships.

So is all this really an exercise in masochism? At least once each time I'm getting a car ready for a show, I end up asking myself: "self, why in the world are you doing all this work?" And then recently I realized that in the process of cleaning, touching up paint, repairing that old carpeting that Porsche used to use (it's really not much more than compacted lint), waxing and polishing and so on, I'd acquired a really useful set of skills. Now I have some idea about how those people managed to keep their old cars not just well, but like new. When I approach a car to clean it, I look at all sorts of places which most people never even think of but which, in the aggregate, can make the difference between a car looking ok and looking really nice. I've worked out all sorts of little techniques and tricks for cleaning some of these areas.

Although it's not the only possibility, participation in the various events that make up the Zone 8 Concours program is an efficient way to learn, and also to have some good times with your fellow club members. At these events you'll have access to tremendous amounts of expertise and experience which you can take advantage of and, when the car is judged, you'll get lots of feedback about how well what you're doing is working, from people who have evaluated a lot of cars. You'll be able to take even greater pride in your Porsche, knowing that it's in the best possible condition.



(Continued)

So how best to get started? Read the new Manual for Zone 8 Concours Judges, posted on the Zone 8 website, and attend the Zone 8 Judge's School, scheduled this year for Saturday, March 3. You'll get additional insight into how a concours is conducted, along with more information about what judges look for when evaluating a car. Then start preparing your car and coming to events in the Concours schedule. With a little fun and effort, you can become an expert yourself in taking care of your car.



*The Result: a Well-Prepared Car*

\*\*\*\*\*

Join the fun next month! The more, the merrier!!!

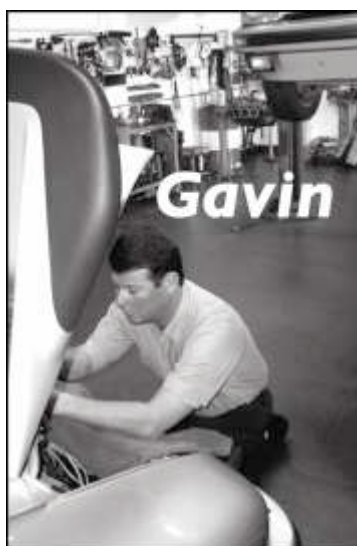
**Dinner at Strizzi's**

Dinner is on the third Thursday of each month.

Join us for lots of good food and fun on June 21st, and July 19th. Look for details on the web site.





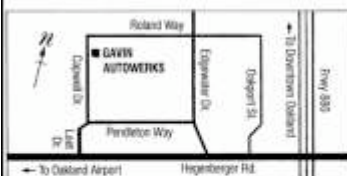


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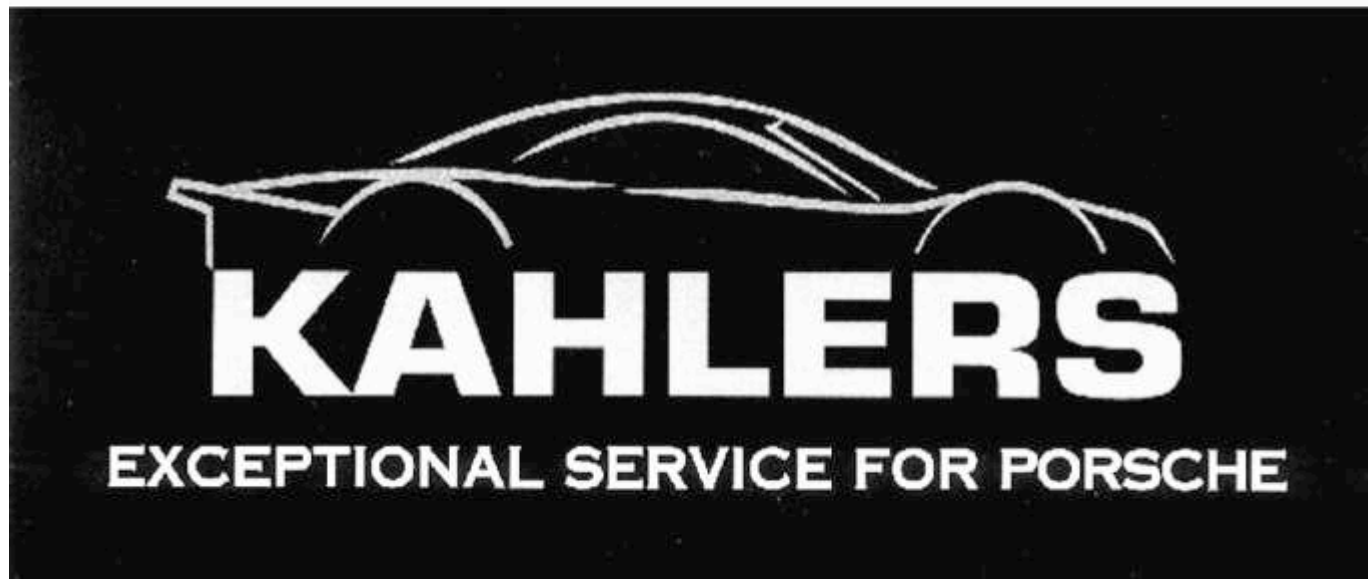
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Giacomo "Jack", my uncle, stayed in the butcher business while Mario, my father, and Rudy went into the bar and restaurant business in San Francisco, Phoenix and Honolulu. Rudy owned and operated two "Rudy's Italian Restaurants" in Waikiki for 25 years.

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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# New Members

**579 Total Members**  
**9 New Members**

- Forman, Erik– 2005 911T
- Gordon, Kent– 1983 911SC
- Jeong, Victor– 1984 944
- Lawson, Scott– 2006 911S CABRIOLET
- Pak, Johnny– 2005 911S CABRIOLET
- Pymm, Steve– 1999 996-C2
- Roszel, Don– 2007 CAYENNE
- Smith, David– 2007 CAYMAN
- Walker, Stephen

Welcome!!

# Editors Corner

Our Web site is full of information on the upcoming events and monthly breakfasts and dinners. The newsletter will be available to all the last week of each month for viewing. You can access it anytime, by going to our website and clicking on current newsletter. You can also look at back issues as well. Since the Web site has information at a glance, I am not going to repeat the upcoming events in the newsletter. Please visit it often.

[www.diablopca.com](http://www.diablopca.com)

Feel free to sending me any article or picture you want published.

Maureen Torres  
Editor

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

## Porsche Shows First Photos and Initial Details of its Top-of-the-Line 2008 911 Turbo Cabriolet

480 Horsepower Convertible Offers Super Car Performance Making It The Ultimate Open Top Sports Car From Porsche

ATLANTA (May 7, 2007) – There is nothing soft about this soft top.

Beginning September 8, sports car drivers who love extreme high performance and the whimsy of feeling the sun and the wind will be able to have the best of both worlds when Porsche unleashes its ultimate open-air 911 sports car – the new 2008 Porsche 911 Turbo Cabriolet.

Continuing the company's esteemed 20-year tradition of pairing a classic soft top with extreme Porsche 911 Turbo performance, this 2+2 seater can reach speeds of nearly 200 mph and accelerate from a stop to 60 mph in just 3.5 seconds. Starting at \$136,500, the all-wheel-drive 911 Turbo Cabriolet is available with the same 3.6-liter, six-cylinder, twin-turbocharged boxer engine that delivers 480 horsepower in the 911 Turbo Coupe.

The 911 Turbo Cabriolet uses a light, three-layer soft top that can be opened and closed at speeds of up to about 30 mph in just 20 seconds. Once open, the car boasts top-down beauty and sophistication in its extensive details: including hand-stitched leather, a high-performance Bose Surround Sound System stereo with settings ideal for top down driving, a wind buffeting system, Bi-Xenon headlights, 19-inch forged wheels with two-tone appearance and Porsche Communication Management (PCM) – a sophisticated entertainment and navigation system that seamlessly combines audio, navigation and timing features.

Still, the 911 Turbo Cabriolet not only has the competence and capacity of a true super sports car; because of its new turbo technology, its 2+2 configuration and ample compartments it is the perfect daily driver for business and pleasure.

In addition to extensive passive safety features, including six airbags and full rollover protection, the 911 Turbo Cabriolet other active safety features include a race-bred braking system, an automatic rear spoiler for high-speed grip in the rear, as well as an array of directional and traction control systems that work in conjunction with the car's secure all-wheel-drive system.





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## *Keep your calendar clear for Aug. 3rd*

Diablo Region is going to host our 2007 version of The Porsche of Fremont sponsored Drivers Education track event Friday, August 3 at Thunderhill. This is a Porsche cars only event for novices, intermediate and advanced drivers. We've got a great price for the day, which is \$180 (including lunch) if you register and pay before July 6, after which the price goes up. More information, including registration forms and tech forms, may be found on the Diablo web site. In support of this event, a free tech inspection session is also planned for Kahler's in Dublin Wednesday evening July 11 and there probably will be another one at Porsche of Fremont, but that's to be determined. Note that this DE event is closely followed on Saturday and Sunday by Golden Gate Region's DE/Time Trial series, so active participation from GGR drivers is also expected. Sign up early and we'll see you there!!!

*For more information contact Warren  
Gardner : [warrengardnerjr@comcast.net](mailto:warrengardnerjr@comcast.net)  
or 510-440-1269*





Next Board meeting will be at Ted  
**FRENCH'S HOME,**  
1107 Delta Way, Danville, Ca  
6:30- Cocktails  
7:00- Meeting Starts

***Keep your calendar clear for Aug. 3rd***

Diablo Region is going to host a track event Friday, August 3 at Thunderhill, in conjunction with Golden Gate Region's DE/Time Trial that following Saturday and Sunday.

For more information contact Warren Gardner :



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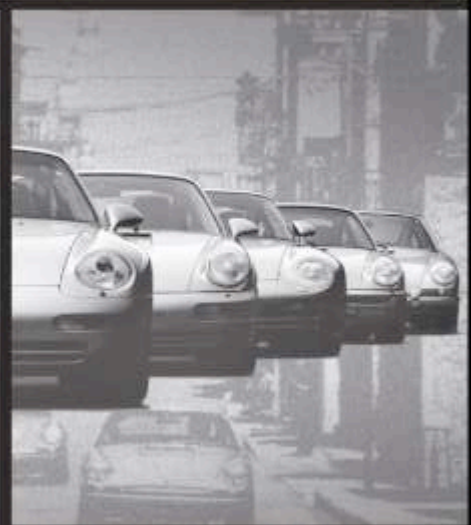


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March 24, 2007  
Canepa Tour

Patrick Schmidt organized this incredible tour to Canepa Design at Scotts Valley on March 24, 2007. More than 30 cars met at Marie Calendar in Walnut Creek in the morning to start the drive.

Canepa also specializes in making Porsche 959 "street legal". In the showroom, there is a beautiful red one on display. Before this tour, I have not seen a 959 live. At the service area, we are tripping over them. What an experience.

