

The devil's Advocate

March 9th—More Daylight Tour

Daylight savings starts this weekend, and our first Diablo Event is scheduled for Sunday, March 9th. The plan is, to drive to Berkeley Firestone, where the lot will be available to park your car. We would like everyone to meet between 11:15 AM - 11:30 AM latest, so we can gather and walk the one block to Bobby G's for lunch. Lunch is reserved for 12 noon-1:30 PM.

After lunch, we will all walk back to Firestone Tire & Auto Center where we will listen to Victor Jeong talk about tires, suspension and much more.

Learn more about how your tires work with your car's suspension! What happens to a tire when you take a corner? How does the behavior of the tire help keep your car planted, and what makes it slide?

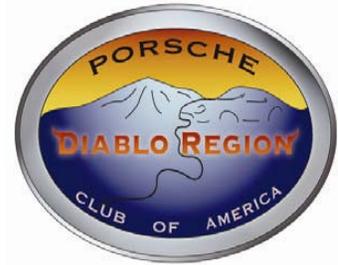
Hopefully, we can get a big crowd, so mark your calendar now and we will see YOU on Sunday, March 9th!

To get a quick head-count to insure we have reserved enough tables for lunch, please give **Tito** a quick email hit to let him know if you will be attending.

cidv@hotmail.com

Here is the address to Firestone in Berkeley:

Firestone Tire
1974 University Ave
Berkeley, California
94704
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**DIABLO
 REGION
 PCA**

March 2008

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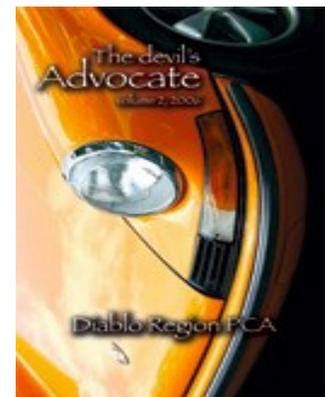
Porsche of Fremont DE –March 27

Thunderhill Raceway Park

Porsche of Fremont will be sponsoring a drivers' education day at Thunderhill, operated for them by Hooked On Driving. Diablo members are welcome to sign up for this non-PCA event.

See more details on Diablo calendar—

Calendar.diablo-pca.org



Diablo DE Instructors Receive National Training Certification

Article by Warren Gardner



As a result of the recent PCA National Instructors Training program at Thunderhill on January 20, our Diablo Region now enjoys a cadre of 10 Nationally trained/certified PCA Instructors who are now better poised to conduct the club's Driver's Education (DE) program with pure Novices and Novice/Beginners. Led by DE Chairperson **Warren Gardner**, the Instructor team included Diablo's Chief Instructor **Scott Pope**, along with two members who have been instructing for Diablo since the beginning of our program, i.e., **Chris Corcoran** and **Robert Tam**, plus last year's new coaches including **Joel Agnello**, **John Hua**, **Steven Jones**, **Thom Kalkman**, **Mike McDonald** and **Dale Miller**.

Diablo's sincere thanks go out to PCA National DE Chairperson Pete Tremper from the East Coast, along with National Trainer Scott Mann from Las Vegas Region, for making it possible to convene the class locally in the middle of winter. Of course our Instructors all clearly had a great time, polished up their instructing and coaching skills quite a bit at the Thunderhill track, and now feel charged up to do a splendid job instructing for our upcoming events. A further benefit is the fact that we've also effectively networked with our neighboring Sacramento Valley Region's Instructors who participated in the class as well. As a consequence, we can expect to engage their new certified Instructors in our future events as well.

A hearty note of congratulations goes out to each of the ten Diablo Instructors for a job truly well done and for being the very first PCA National trained Instructors in Diablo's history! Our overall DE program is in much better shape now to deal with Novices than we have ever been before, and that's a great benefit to Diablo members of course.

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LADIES TOUR

SATURDAY, APRIL 5TH

9:30 - 4:00

FILOLI GARDENS

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After a wonderful lunch, we will be guided on a tour of the beautiful garden estate built in 1917. The home contains 36,000 square feet of interior floor space in which there are forty-three rooms and seventeen fireplaces, the spacious major rooms have ceiling heights of seventeen feet, and the ballroom ceiling is twenty-two-and-a-half feet high.

We will also tour the sixteen-acre formal garden and is considered today as one of America's finest historic gardens. The garden is maintained by fourteen full-time horticulturists, student interns, and over one hundred garden volunteers.

COST: \$32.00 (includes lunch and guided tour)

Details of location of departure will be given after I receive your reservation.

This is a Ladies Tour (Men are welcome to join us, but ladies must drive. If you do not have a car to drive, or do not feel comfortable driving, I will make every effort to get you a ride in another car.)

Please make check out to PCA Diablo and send to me:

*Ingrid French, 1107 Delta Way, Danville, CA 94526
925-837-8545 ingtedf@pacbell.net*

*Space is limited and reservations must be received by March
22nd*

Diablo Calendar on Website!

You can type in your browser the following link to go directly to our calendar to review all upcoming events that are scheduled.

Calendar.diablo-pca.org

Or, just go to Diablo website and click on link to calendar. Visit often, there are things being added all the time.

www.diablo-pca.org

Diablo Tour

Havana or Bust!



Sunday, April 13, 2008

Let the Soler's guide you from Dublin through the windiest roads of the South Bay ***to a great meal in San Jose***. The destination of this tour is the excellent Habana-Cuba restaurant on Race Street in San Jose.

Meet in the parking lot of Mimi's in Dublin. (2:00 PM)

Don't be late!

(For further details, go to Diablo calendar.)

Calendar.diablo-pca.org

GTS to Offer the Best on-Road Characteristics of Any Cayenne Porsche

ATLANTA -- Porsche will add some spice to the 100th anniversary of the Chicago Auto Show by unveiling the Cayenne GTS to the American public. Already known for exceptional on and off-road prowess, the GTS has been formulated, tested and tweaked to offer the best on-road characteristics of any Cayenne Porsche has ever produced.

The Cayenne GTS features a 405hp 4.8 liter V-8 engine. Based on the same V8 found in the Cayenne S, this more robust powerplant can be coupled either with an automatic Tiptronic S or, for the first time in a Cayenne V8, a six-speed manual transmission for those who want to take full advantage of this new power and suspension package. The GTS gets its cornering prowess from standard 21-inch alloy rims equipped with 295/35 R21 tires and air suspension that features Porsche Active Suspension Management (PASM).

The Cayenne GTS front end is reminiscent of the Cayenne Turbo while the body has a lower stance and a striking new wheel-arch design that complements the new 21-inch rims. The interior boasts redesigned front and rear seats that offer a sportier look and feel with Alcantara to hold both driver and passenger in place during spirited driving.

The 2008 Cayenne GTS goes on sale in February and pricing for this new model is US \$69,300.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing.h.c. F. Porsche AG, PCNA employs approximately 250 people who provide Porsche vehicles, parts, service, marketing and training for its 212 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.





The above picture was taken last winter down at Barren Lake, Kentucky (just north of Nashville) during a Saturday after club breakfast drive. The picture shows a 1 HP shaker cart, towing a canoe, with Richard Collins (Diablo Member) and his 94 Amazon Green 3.6 Turbo (400 + HP) and Richard's brother behind him in his Red 89 930 (400+ HP as well) unable to overtake the slow moving cart.

Richard's '94 Turbo3.6 is one of 288 built for the US, has a bit over 20,000 miles. It resides at his other home in Bowling Green, KY, home of the Corvette! That's another story... He has owned it since 1998. Upgrades are minor: 1 Bar wastegate, GHL headers exiting Cat without muffler, H & R Sport springs, lowered and corner balanced. 390 HP and 402 lb ft torque at rear wheels. It would not be allowed in Calif as it would not pass visual, although it easily passes smog in other states I have had it in over the years.

Thanks for Sharing, Richard!!

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Welcome New Members

Charles and Tracy Cattaneo —1999 914 — Black

Anthony and Jana Guaimano — 2008 997T — Black

Joel and Shelly Gust —2006 Cayman S — White

Kirby Harris —2007 Cayman — Blue

Sanjay and Sheena Lakhotia — 2007 911S — Atlas Grey

Steve and Pat Rippon — 1987 911 — Diamond Blue

Bret Taber —2006 911C4 — Midnight Blue

Transfer In

Peter and Kristin Kuipers —1995 911 — Racing Yellow

Paul Rudnick — 2001 Boxter S — Silver

| | |
|--------------------------|-------------|
| PRIMARY MEMBERS | 586 |
| AFFILIATE MEMBERS | 426 |
| TOTAL MEMBERS | 1012 |



Sequoia Region

50th Anniversary Picnic in the Park

Saturday, May 17th, 2008

McNeilly Park (Private Grounds) in Clovis, California

From 11:00 A.M. to 6:00 P.M.

\$25.00 per person (includes lunch)

Beautiful setting on grassy grounds • Bring your Porsche for show

Lunch • Music • Raffles • Fun for all

Open to all Porsche pushers • All regions invited

Preregistration and prepayment required before May 7th – no exceptions



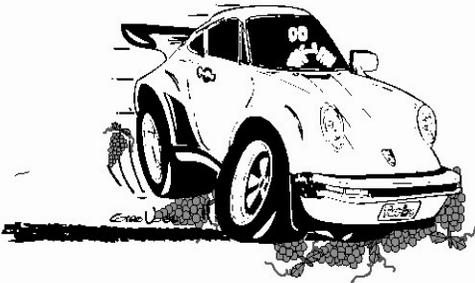
For information, contact: Glenn Pierce at (559) 281-6442, glenn@camotoringco.com or Mel Dias at (559) 446-0400 or Ken Brown at (559) 237-2590

Name _____ Porsche Year _____ Model _____ Type _____

Address _____ City _____ State _____ ZIP _____

Telephone _____ E-mail _____ Amount Enclosed: \$ _____

Remit to: Marilyn Pierce, 551 E. Menlo Ave., Fresno, CA 93710 • (559) 431-3289



Redwood Region and Zone 7 Present

Stompin' at the Schultz IV

Events #1 and #2 in the 2008 Zone 7 Autocross Series

Saturday and Sunday, April 26 and 27

Charles M. Schultz Sonoma County Airport, Santa Rosa

Gates open at 8:00 A.M. • First car out at 10:00 A.M.

Fee: \$30.00 per driver • No open exhaust, 92-decibel limit strictly enforced

Directions: Take Shiloh exit, a few miles north of Santa Rosa on Hwy 101 and proceed west for 1.5 miles. Turn left on Windsor Road and continue for 1.2 miles to the rear gate to the airport (on your left). Please drive safely and quietly.

Saturday night dinner at Charlie's Grill, 1320 19th Hole Drive, Windsor (5 minutes from the autocross site)

The following motels may offer discounts to PCA members; be sure to mention PCA when making your reservation:

- Courtyard by Marriott, 175 Railroad St., Santa Rosa; 707.573.9000; trailer parking in back
- Dry Creek Inn, 198 Dry Creek Rd., Healdsburg; 707.433.0330
- Flamingo Resort, 4th St. and Farmers Lane, Santa Rosa; 707.545.8530
- Fountain Grove Inn, 101 Fountain Grove Parkway, Santa Rosa; 707.578.6101
- Vintners Inn, 4350 Barnes Rd., Santa Rosa; 707.575.7350

For info, contact Kurt Fischer at 707.570.1858, e-mail truk50@ix.netcom.com



Golden Gate Region Presents
2008 Drivers Ed and Time Trial Series



Schedule:

April 18-20 at Thunderhill Raceway Park
May 24-25 at Buttonwillow Raceway Park
August 16-17 at Thunderhill Raceway Park
September 20-21 at Thunderhill Raceway Park

For more information go to: <http://www.pca-ggr.org/>

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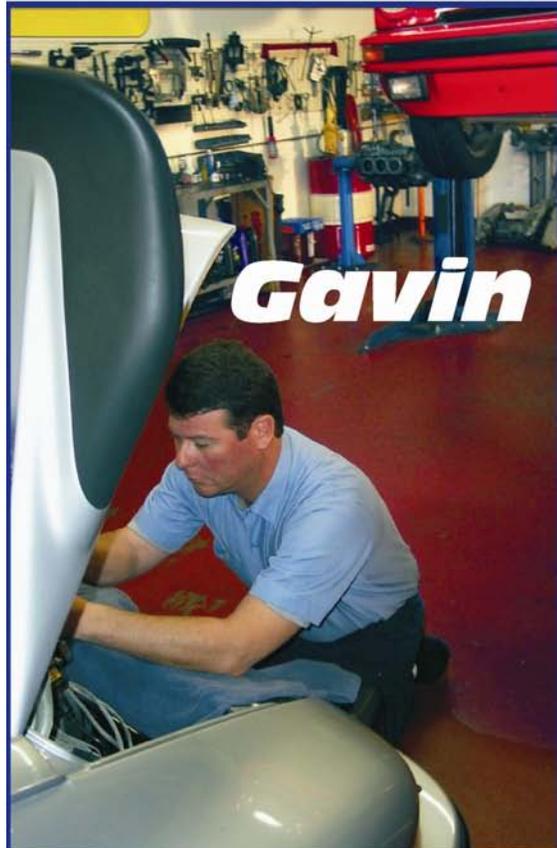
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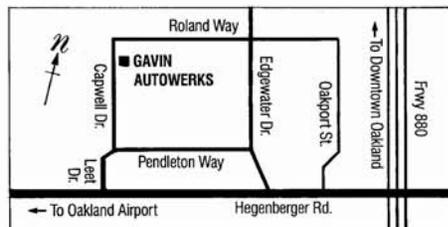


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The Inside Line

From the President



As I begin writing this installment, I'm just getting over a week-long bout with the latest strain of the flu. If I'm lucky, the weather will hold long enough for me to replace the rusted-out muffler on my 914 before work claims me again. It's amazing how many hours you can tolerate in a poorly lit, windowless interior of office when you can look forward to a refreshing run on a couple back roads...

Last month I wrote about opportunities for members to help with the operation of the region, and a few folks have stepped forward. My thanks to them, and we'll be introducing some of them elsewhere in this issue of the Advocate. However most of the positions listed are still available, and I encourage you to think it over, check that list again, and write to me at president@diablo-pca.org if you're ready to step forward and help Diablo meet our members' needs.

Having said that, we've been fortunate to have some very dedicated members who've been helping out all along, and I'd like to recognize a couple of them now. First up is Thomas Sullivan, who has been a board member and webmaster in recent years. Tom is deeply committed to Diablo – so much so that when we found ourselves without a webmaster, he took on the challenge of learning how to maintain the web site having never done any such thing before. That is truly a demonstration of Tom's willingness to pitch in and do whatever is necessary to help the club.

But you don't have to take on a challenging technical role to help out the club – which brings me to our second featured member. Gretchen Collins is an accomplished visual artist, but she has given her time at almost every drivers' education event that Diablo has run to staff the registration table. On those few days per year she shows up early, helps organize the registration materials, makes sure people sign the event waiver, and gives them the correct envelope of materials. Yet without Gretchen's diligent efforts those events simply could not have happened.

All too quickly the days of March will pass, and I'll find myself thinking less about skiing and more about what I was supposed to be doing with my cars over the winter. Fortunately there are plenty of dealers and independent shops in the area for the things I fail to get around to on my own. If you've had a particularly good experience having work done on your Porsche, please feel free to write and tell me about it – I'm always looking for happy endings related to Porsche repairs.

Well that's all I've got to say for now. It was great seeing everybody at the annual awards dinner, and I hope a good time was had by all attending. My thanks again to Gunter Feldmeier and all our friends at Porsche of Fremont for a great venue.

Until next time,
--Steve.

PS – Gretchen Collins is presently working on the American Conservatory Theater's production of Virginia Woolf's *Orlando*, playing February 28th through March 15th at the Zeum Theater in San Francisco. Details at <http://www.act-sf.org/orlando/index.html>

Brakes - An Inside Look

By Dean Lewellen

reprinted from *Going Places*, official newsletter of the Arizona Region PCA

Every Porsche owner lives and drives in the complete comfort of knowing that his or her Porsche is equipped with the very best automotive braking system available anywhere on this planet. Everything we have ever heard or read about Porsche brakes is always most complementary and positive. The one I like best is—the brakes on a Porsche work as if you had driven into a lane of wet concrete—I can mentally feel that level of effectiveness. I really appreciate the braking performance of my 993 after a week or two of driving our 20,000 pound motor home around the countryside and jumping on the brakes on that beast to regain control of the laws of momentum and my composure as well. The motor home does have a contemporary, power-boosted, 4-wheel disc brake system with ABS, but it certainly is no Porsche.

I think we all pretty much take the braking system for granted on all of our vehicles, Porsche or otherwise, until a system component fails or until we mentally fail in operating our brakes. Then it gets our attention immediately—like when it costs \$950.00 for new brake pads and rotors, or when we suddenly see the yellow light as we approach a busy intersection. For a moment or two, our vehicle's brakes become number one! To avoid these kinds of surprises, some basic understanding of your automobile's braking system might prove beneficial to your health as well as your wallet.

To understand the theory of braking, ask any of your physicist pals, and they will tell you that the brakes convert your vehicle's kinetic energy of motion into heat. Translation: Brakes stop the car—or more accurately, brakes stop the wheels. There is a big difference, because the most powerful brakes in the world will not stop your vehicle effectively if the road surface has little or no traction. Mash the brake pedal and the wheels will stop turning sure enough, but the vehicle will skid along happily down the road. You, on the other hand, will be a lot less happy. Many drivers tend to think of a skid as “brake failure, when in fact the situation is really a failure of the driver to understand the driving conditions and drive accordingly.

A typical brake system is relatively simple. When you step on the brake pedal, the force your leg exerts is applied to a device called a master cylinder. The master cylinder contains a piston that pressurizes a network of hydraulic lines that lead to each of the vehicle's wheels. At each wheel the brake fluid pressure operates the brakes by driving pistons that force the linings or pads against a rotating drum or disc creating frictional forces and heat. The friction force slows the wheel, and in turn, the entire vehicle. The heat generated by the friction force slowing the wheel is dissipated to the surrounding air aided by wheel spoke design and the design and materials of the rotating drum or disc hardware. All modern braking systems are many times more powerful than the vehicle's engine, so even at full throttle a very powerful vehicle can be easily stopped with the brakes.

Many engineering refinements over the history of the automobile have specifically improved the capability and reliability of braking systems. Power brakes are now standard on virtually all modern automobiles, using energy supplied by the engine to help power the brakes so your right or left leg doesn't have to do all the work. To eliminate the possibility of a sudden or complete brake failure, modern vehicles actually have two parallel brake systems with each system controlling two of the vehicle's wheels.

A significant advancement came in the form of all-wheel disc brakes, which are found on all Porsches since the Model 356C. Disc brake systems have a metal (or now an available composite) rotor that spins along with the wheel, and a stationary caliper that squeezes the disc with a replaceable pad when the brakes are applied. Additionally, the discs are usually internally vented to allow greater air flow for more rapid dissipation of the heat generated by the frictional forces of stopping.

Your vehicle's tires generate the maximum deceleration when braking forces are brought right up to the brink of wheel lock-up, but not beyond that point. Once the brakes lock and the wheels skid, the actual rate of deceleration is reduced and any directional control from steering is lost. Computer controlled anti-lock braking systems (ABS) have provided great advances in vehicle controllability and reduced stopping distances in most situations, particularly in bad weather or when cornering. ABS uses a combination of electronics and hydraulic controls to allow normal braking rates right up to the point of wheel lock-up, then the system steps in to reduce fluid pressures to the brakes to keep the vehicle deceleration rate at its maximum depending upon the road conditions.

ABS systems have speed sensors at each wheel that continuously feed back information to the ABS system computer. The computer uses this data to determine the overall vehicle speed and to detect when a wheel begins to lock-up. Each wheel is independently controlled (in a four-channel ABS on all Porsches) and the pressure is automatically limited or reduced to only the wheel that is locking up. ABS brakes have a significant advantage over non-ABS brakes. When one wheel locks up on a non-ABS car, the only way to allow it to spin again and regain full directional control is by the driver reducing the brake pressure, which reduces the braking force at all four wheels at once. ABS is capable of providing shorter stopping distances in difficult situations than non-ABS system even with an expert doing the driving.

Driving with ABS requires no special training, though you might need to “un-learn a technique that makes some sense with non-ABS brakes. With the old style, non-ABS, drivers were taught to “pump” the brakes when they were approaching lock up. This rule was meant to help the average driver avoid fully locking the brakes and skidding straight ahead without any steering control. With ABS, you very simply push on the brake pedal as hard and steady as possible to make the stop. If traction is marginal, you may feel a pulsing sensation through the brake pedal and/or hear a chattering noise, which is completely normal. Throughout the stop you have complete steering control, so you can swerve or turn if required to avoid an obstacle. The superb braking performance of our everyday and our track-day Porsches can be maintained at their peak levels by a few simple maintenance practices and routine inspections.

1. Drain and refill the complete braking system with fresh brake fluid every two years on your everyday car. Do this every year on your track cars. Bleed the brake system at each caliper port before and after each track day. After each track day is the most important.
2. Inspect the brake pad thickness at least twice yearly. Know the operational minimum pad thickness for your model. When replacing your brake pads, replace all the pads on a common axle.
3. Use the recommended brake fluid for your model application—don't skimp here.
4. Inspect all hoses, lines and connections for evidence of brake fluid leakage when you inspect your brake pads. Any leaking components must be repaired/replaced immediately.
5. Inspect pedal mechanism for smooth operation, free travel and cleanliness of the area.
6. Check stop lights for proper operation at least twice yearly.

Enjoy the superb stopping power generated by the braking system of your Porsche. Your brakes will stop the car faster than you can think ahead in a tight autocross situation—to use your brakes well takes practice and finesse. Happy braking!

Awards Dinner

The annual Awards dinner and installation of Officer's was Feb 23rd and the location was in the showroom of Fremont Porsche Dealership. 42 people enjoyed cocktails and Hors D' Oeuvres while surrounded by the cars we love the most. Then a beautiful buffet dinner of Prime Rib and Atlantic Salmon, with all the fixings was enjoyed by all.



The event was planned by Linda Boyd, along with Gunter Feldmeier.

After dinner, the awards were distributed by Past President, Eugenie Thomas.



The first award, was for **Most Enthusiastic Member**— and was presented to Warren Gardner.

Next, for **Event of the Year**, (in reference to the Thunderhill DE) went to Warren Gardner.

Family of the Year was a landslide— and went to Joan and Frank Duran.

Most improved Driver in Diablo— went to Vern Thomas.



Eugenie then presented a Plaque To Gunter, from Fremont Porsche for Outstanding interest and service to Diablo Region. We also announced that we were making him an Honorary Diablo Member and gave him his nametag.

A special Thanks was also expressed to Larry Sharp, our Zone 7 Rep.





Pictures provided by Ken Wu



2008 Board of Directors



(from left to right)

Phil Eskildsen– Nametag Guy/ Linda Boyd– Social Events Director/ Jim Edmunds-Treasurer/ Steven Jones– President / Eugenie Thomas– past President/ Warren Gardner– Vice President & Track Chair
Maureen Torres– Newsletter Editor/ Jerry Torres– Director of Advertising/ Ingrid French– Membership
(Missing) Thomas Sullivan– Webmaster

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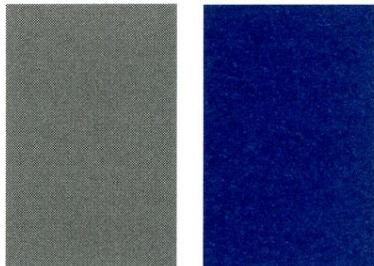
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RISTORANTE ROCCO'S PIZZERIA

A LITTLE HISTORY...



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

**2909 YGNACIO VALLEY RD., WALNUT CREEK
(CORNER OF YGNACIO AND OAK GROVE)
(925) 947-6105 • FAX (925) 947-6106
WWW.ROCCOSPIZZERIA.COM**

Weekly Breakfast Club

Every Saturday Morning....starting around - 8:00AM

At

Marie Callender's in Walnut Creek

1101 S. California Blvd.

Monthly Dinner

Strizzi's in Danville

Every third Thursday of every month!
(March 20th)

3456 Camino Tassajara, Danville

6:30 No host cocktails and socializing. 7:00 Dinner



*From the Editor,
Maureen Torres*

I was looking through some old issue's of The devil's Advocate from 1993, and 1994 (March issues) and noticed the "after Breakfast Parking Lot Session" was quite a hit way back when. Seems that was a big part of the gathering.....the showing off of the car! There are pictures of people looking under hoods, checking tires, and peering into the windows. Another picture was of a pretty clever license plate (owned by Diablo member Brian Cameron).....and just had to scan this one and share.



If you have an interesting picture, please send to me and I will put it in our Newsletter! Send to: editor@diablo-pca.org

For Sale

Hi there, we are members of PCA/Hawaii and have a beautiful '89 Carrera for sale here in Berkeley. The car has 38,000 miles, 2nd owner, all records, maintained by Valhala since birth, always garaged, driven in the rain 4 times. The color is linen (rare) w black leather. Truly a unique example of Porsche at its finest! Price \$35,000.

Many thanks Julie Henderson 510-219-4757 email kurrewa@aol.com

Yosemite Region Presents
CONCOURS ON CAMPUS
Sunday, May 18, 2008
San Joaquin Delta College, Stockton



Registration opens at 7:30 A.M. and closes at 9:00 A.M. • Judging begins at 9:30 A.M.
Entry fee is \$20.00 if received by May 1st, \$25.00 thereafter • The fee for display-only is \$10.00.
All proceeds go to CASA (Court Appointed Special Advocate) • Lunch will be available.

Directions: From I-5, take the March Lane exit and proceed east to Pacific Avenue. Turn left onto Pacific and proceed to Yokuts Avenue (approximately 1/4 mile). Turn left onto the campus and follow the signs. To get to I-5 from Highway 99, use Eight Mile Road West or Highway 4 West (Crosstown Freeway) to I-5.

Please complete and send to:

Paul Czopek, 904 Changason Way, Modesto, Ca. 95351 • Phone: (209) 531-1942, e-mail: p.czopek@clearwire.net

Name _____ Model/Year _____

Class _____ I will judge: yes no

Parade Charlotte...the Planning Continues

by Catherine Bonfiglio, Parade 2008 Communications Chair

The recent meeting in Charlotte of the Parade 2008 Team and PCA National representatives shed the spotlight on the Parade 2008 events, designed to promise excitement and fun. Here's an update on just a few of the events:

Concours

The Concours promises to be quite a spectacle with accommodations for up to 175 cars lining Tryon Street in uptown Charlotte. The event will also host 130 judges.

Paddock

To be held in conjunction with the Concours, the popular Porsche Paddock (aka Corral) will add another dimension to the days' events.

TSD Rally

The route for the TSD Rally has been finalized and will prove to be challenging yet rewarding for those participating.

Technical and Historic Quiz

The proposed quiz is complete and is currently being reviewed. This event should be great fun and challenging as always!

Zone Challenge

Sharpen your eye/hand coordination skills so you can participate in the Zone Challenge events which tentatively include a Racing Simulation, Tire Changing and a 'Mechanical Repair' Challenge.

Heritage/Historic Display

Approximately 80-100 cars will be coming in from all over the U.S. for the Heritage/Historic Display, celebrating **60 Years of Porsche**. Wanna get up close and personal with these cars? Display organizers are looking for volunteers to work the event, which will be held in the climate controlled confines of the Charlotte Convention Center.

Parade 2008 Needs You!

Last but not least ... another pitch for volunteers. The events are coming together nicely but they need people to make them successful. Join in the fun and be part of a great event. Whether you volunteer for a few hours or a day, it will be an experience you'll not soon forget. To learn about volunteer opportunities, contact the Chair of the area you wish to assist with at paradecharlotte.org.