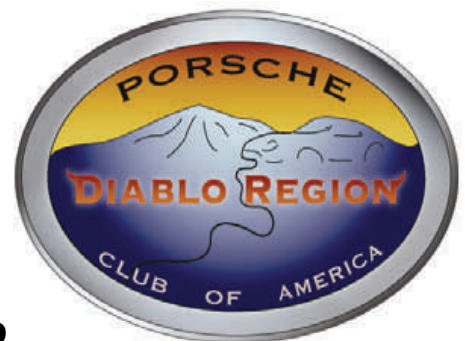
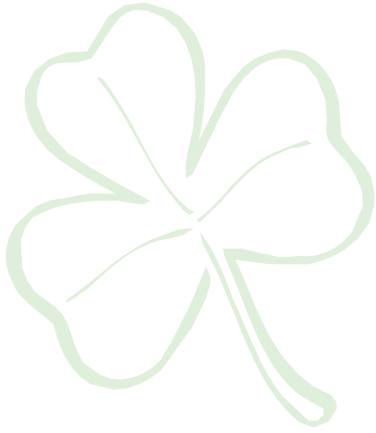


The devil's Advocate



March, 2009

2009 Diablo Region Board of Directors

President	Steve Jones	president@diablo-pca.org
Vice President	Warren Gardner	vicepresident@diablo-pca.org
Treasurer	Jim Edmunds	treasurer@diablo-pca.org
Secretary	Kay Maloy	secretary@diablo-pca.org
Director	Linda Boyd	events@diablo-pca.org
Director	Francisco Cabrita	advertising@diablo-pca.org
Director	Phil Eskildsen	nametags@diablo-pca.org
Director	Jerry Torres	publicity@diablo-pca.org
Director	Ken Wu	membership@diablo-pca.org

Special Advisors to the Board

Past President	Eugenie Thomas	pastpresident@diablo-pca.org
Zone 7 Representative	Sharon Neidel	sharonneidel@yahoo.com

Committee Chairs and Other Positions

Autocross Chair	Eugenie Thomas	autoxchair@diablo-pca.org
Charity Coordinator	Open	
Chief Instructor	Scott Pope	chiefinstructor@diablo-pca.org
Concours Chair	Open	
Membership Chair	Ken Wu	membership@diablo-pca.org
Merchandise	Kelli Camara	goodiestore@diablo-pca.org
Name Tag Guy	Phil Eskildsen	nametags@diablo-pca.org
Newsletter Editor	Kay Maloy	editor@diablo-pca.org
Rally Chair	Open	
Track Chair	Luis Soler	trackchair@diablo-pca.org
Track Registrar	Mike Ciopyk	trackregistrar@diablo-pca.org
Webmaster	Anthony Mendoza	webmaster@diablo-pca.org

Mailing Address: Diablo/PCA
P O Box 30667
Walnut Creek, Ca 94598

FUTURE DIABLO REGION EVENTS

Feb 1 ➤	Super Bowl party
Feb 21 ➤	Awards Dinner
Feb 28 ➤	Powder Coating discussion
	Lunch & Wine tasting
Mar 21 ➤	Lodi Wine Tour
Apr 18 ➤	Bocce Ball and Lunch
Apr 25-26 ➤	Yosemite Tour
Apr 27-May 1 ➤	Ladies Mexican Cruise
May 24 ➤	Wash 'N Shine
May 31 ➤	Newcomer BBQ
Jun 20 ➤	Napa Tour
Jun 13 ➤	Mystery Tour
Jul 18 ➤	BBQ
Aug 22 ➤	Tour de Jour
Sep 12-13 ➤	Paso Robles Tour
Sep 26 ➤	End of Summer BBQ
Oct 3 ➤	Oktoberfest
Oct 17 ➤	Coastal Tour
Nov 14-15 ➤	Feather River Tour
Nov 20 ➤	Planning Meeting
Dec 5 ➤	Holiday Party
Jan 30 2010 ➤	Anniversary Award Dinner
Feb 13 2010 ➤	Go Carts
Feb 27 2010 ➤	Dublin Ski Trip
Mar 14 2010 ➤	St. Patrick's Day Party

PCA / Zone 7 Region Events

Mar 27-29 ➤	DE/TT/ClubRace
Jun 28-Jul 5 ➤	Parade
Aug 11-16 ➤	Monterey
May 2-3 ➤	Autocross
May 17 ➤	Concours
May 17 ➤	Rally
May 17 ➤	Corral
May 30 ➤	Autocross

GOLDEN GATE REGION AUTOCROSS

SCHEDULE

Mar 21	Aug 22-23
Apr 18	Sep 26
May 16	Oct 24
Jun 20	Nov 21
Jul 25	

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The Inside Line

by Steve Jones



You may have noticed that 2008 was a challenging year for all of us, let alone the automakers. Porsche brought nearly 25% fewer cars to North America, though that represents an enviable staying power for a luxury brand under these circumstances. Add in the clever maneuvering that is bringing Porsche more control over the VW group and things are looking pretty good in Zuffenhausen – literally if you take into account the opening of the new museum on the Porschestrasse.

Speaking of premieres the new Panamera will debut at the Shanghai Motor Show in March, marking the factory's return to front engined, grand touring cars 14 years after the end of the 928 line. If people scratched their heads over the introduction of the Cayenne in 2002/2003, what must they be thinking about the introduction of a high end sports-luxury sedan in the midst of a global economic crisis? But it only took two years to ship 100,000 Cayennes, and perhaps Dr. Wiedeking will surprise us all by turning conventional wisdom on it's head again.

Some of you may have received posters or other promotions from Porsche AG showing the Panamera. Whether you have or not, I would highly recommend the interactive features describing the car available on the Porsche.com web site. Hopefully we can find a cooperative dealership and arrange an introductory event for our members...

Looking at what our club has done in the past year, I must say I'm pretty pleased. We've not only got new members turning up at events, a number of them have proceeded to step forward to volunteer in running those events as well as other club functions. And look at the record of those events – 18 in 2008, not counting the recurring events like the monthly dinners or Marie Callender breakfasts. We're looking

at an even more vital lineup of events for 2009, so there will be plenty of opportunities to enjoy your car and your club in the coming year.

There's a danger in naming names when you recognize people for their efforts that you'll forget somebody. And as lousy as my memory is, that's virtually guaranteed. Let me assure you that if I do leave somebody out it is an oversight and that I will happily correct it – it is most certainly not because we appreciate anybody's contributions one whit less than those of other members.

That said I'd like to take this opportunity to thank our continuing and new board members for their hard work week in and week out, all year long. I especially want to thank Maureen Torres, who completed her term on the board at the end of 2008 as well as serving as editor of the Advocate. And I'd like to thank Christie Bacchus for her efforts to support the club in 2008, despite many challenges in her professional and family life during the year.

I'd also like to mention a number of members that have stepped up to fill key roles in the operation of the region in the past six months.

Chief Instructor: Scott Pope
Track Safety & Pit Control: Randy Thorsen
Track registrar: Mike Ciopyk
Track chair: Luis Soler
Goodie Store Manager: Kelli Camara
Rally Chair: Jan Ahlman

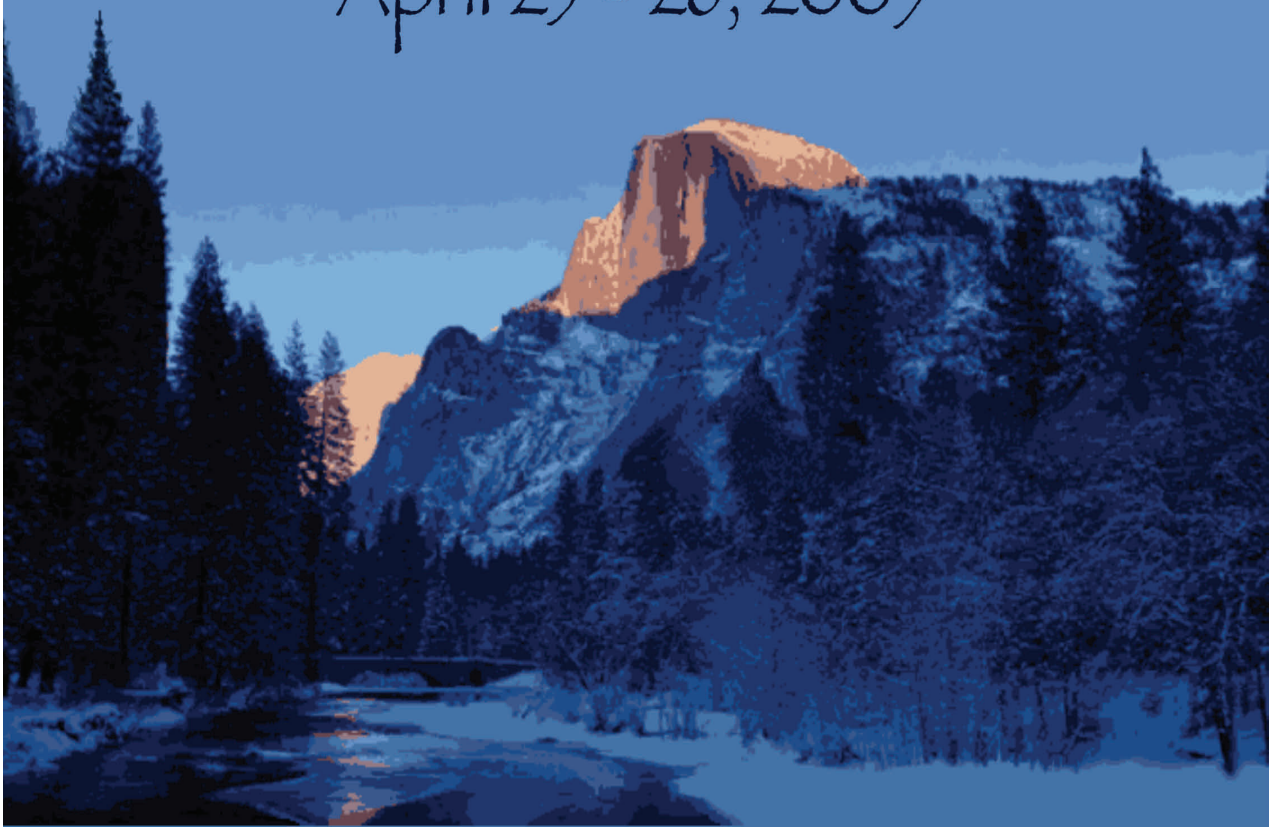
I'd like to thank the 40+ members that attended our annual awards dinner and made this fine event possible. Special thanks to Martin Steger of The Racers Group for sharing some of his experiences while working for Porsche early in his career, and to TRG for providing some door prizes for the event.

I'm looking forward to a great 2009, and with your participation and support I know it will be. Hope to see you at a Diablo event soon.

Drive safely, *Steve*

Yosemite Tour

April 25 - 26, 2009



COST: \$450 PER COUPLE; \$370 PER SINGLE

COST PAYS FOR THE LODGING AT WAWONA LODGE AND THE APPETIZERS, DINNER AND WINE THE NIGHT OF 4/25.

Deadline to get your check in: Feb. 28. Make check payable to Jack Kuhn and mail to 1767 Latour Ave, Brentwood, CA 94513.

Any questions can be directed to Jack Kuhn at 925-351-7207.

THE TOUR IS LIMITED TO 25 COUPLES. DIABLO REGION IS BEING GIVEN THE FIRST OPPORTUNITY TO SIGN UP.

Zone 7 Awards Brunch

Each year an Awards Banquet is held to recognize winners from the Zone Concours, Autocross and Rallye competition series.

This is a little belated, but we have to recognize some WINNERS from our own Diablo Region who received awards at the Zone 7 Awards Brunch held at Scott's Seafood in Walnut Creek on Saturday, January 10th. What an honor to be recognized by the next level of the Porsche Club of America organization!

The following were the Autocross Awards presented to Diablo Region members:

1st Place Autocross 8	Ken Jones
1st Place Autocross 13	Ted French
1st Place Showroom Stock 3	Howard Thomas
1st Place Showroom Stock 3 L	LaVerne Thomas
The Tenacity Award	Ken Jones

Other 2008 Awards:

Event of the Year: Redwood Zone Autocross weekend (Yosemite)

Enthusiast of the Year: Paul Czopek (Yosemite)

Wall of Fame Inductees: Dean Watts (Sierra Nevada), Harvey Weidman (Shasta)

Dick Cottrell Spirit of the Concours Award: The Gersh's (Golden Gate)

Autocross PAX Winner: Terry Zaccane (Golden Gate)

Zone 7 Lifetime Achievement Award: Gene Gilpin (Sequoia)

Congratulations!!

Improved Aerodynamics, Suspension, Braking Distinguish 2010 GT3

from Jill Beck, PCA Newsletter Committee Chair

ATLANTA --- January 29, 2009 Porsche will launch the fastest, most powerful 911 GT3 to-date at the Geneva Motor Show on March 3, 2009. The high performance GT3 is the latest in the new generation 911 series and carries over a wide range of expertise learned from motorsports – resulting in superb capabilities both on road and on track.

New Engine

The 2010 Porsche 911 GT3 raises the performance bar thanks to an increase in engine size to 3.8 liters and VarioCam technology now on both the intake and exhaust. The naturally aspirated six-cylinder boxer engine develops 435 bhp, 20 bhp more than its predecessor.

The new, larger engine offers a significant increase in torque at medium engine speeds, which is particularly important for everyday driving. Track performance is also improved; the new GT3 accelerates to 60 mph in 4.0 seconds and reaches a top track speed of 194 mph.

Improved Suspension

Driving dynamics have also been enhanced, and the new GT3 offers even better grip and stability. Porsche Active Suspension Management (PASM) has enabled Porsche's engineers to make the springs and anti-roll bars stiffer, thus ensuring even more precise handling in sport mode, while retaining a level of comfort suitable for everyday use in normal mode. For the first time, the 911 GT3 comes standard with Porsche Stability Management (PSM), with suspension mapping mirroring that of the GT2. The driver can disengage both stability control and traction control in separate steps.

Refined Aerodynamics

At high speeds, aerodynamic improvements have increased downforce at both the front and rear, more than doubling the effect of the previous GT3. At the same time, the new aerodynamics package, with larger vents in the front and

Continued on page 8



Continued from page 7

rear bumpers gives the GT3 a brand-new look, accentuated by standard bi-xenon headlights, LED rear light clusters and modified air intakes and outlets.

Innovative Engine Mounts

The new GT3 will be available with new and highly innovative dynamic engine mounts. Utilizing magnetic fluid, these inventive mounts automatically stiffen to create a more solid coupling between the engine and chassis when the car is driven energetically. This provides a sporting, rigid assembly on fast bends and winding racetracks yet allows for engine isolation and increased comfort while driving in everyday traffic. Traction is also improved when accelerating from a standstill.

Upgraded Brakes

With driving dynamics and performance at an even higher level, the brake system, following a long Porsche tradition,

has also been enhanced accordingly. Brake discs are larger and feature an aluminum hub to reduce weight. Increased brake ventilation ensures a high level of brake power over long periods, and the GT3 can also be equipped with PCCB ceramic brakes, developed specifically for this model.

Creative Front End Lift

A new lift system for the front axle is also available. By utilizing an on-board air compressor, the front of the car can be raised for steep driveways or inclines. The touch of a button raises the front ride height by 30 mm, or 1.18 inches and at speeds up to approximately 30 mph. New, lighter GT3 specific center lock wheels and ultra-high performance tires round out the functional and visual enhancement of the GT3.

The 2010 Porsche 911 GT3 will be available in the fall of 2009, MSRP \$112,200 US.

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Events in Other Regions

As we venture into 2009 and review all the events and activities the Diablo Region has scheduled (see page 2), and compare those dates to our individual calendars, it suddenly dawns on us that there are many types of events to select from and some may fit with our schedules.

Our neighboring regions have also scheduled many exciting events and have asked that their schedules be publicized to our members.

All the events are available from a link on our web site. Look for the following links:

- Yosemite Region 1st 2009 Concours Event—May 17
- Sacramento Valley Region Event Schedule
- Golden Gate Region Club Racing,
Rolling Thunder 2009 Events

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many, many Car Makes:
Car Event Calendar:
Event & Race Photo sites:
ALM Photos
Over 5,000 Photos**

**Many Car Site related Links
Travel Information**



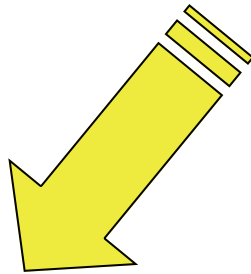
Join the February Finale Tour

When: February 28, 2009

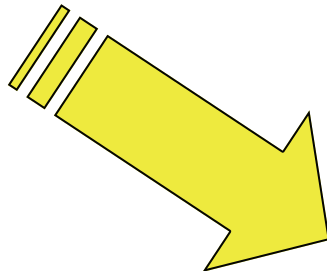
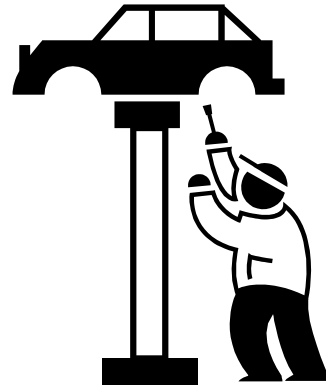
BEGIN



Breakfast at Marie Callendar's, Walnut Creek
8:00—9:30 AM



Powdercoating Tech Session at
E-Tech
2141 N. Broadway
Walnut Creek,
10:00—11:30 AM
Contact Warren Gardner at
vicepresident@diablo-pca.org



Livermore Wineries Tour
11:30—3:00 PM
Contact Frank Duran (925) 933-8817
FNJDuran@sbcglobal.net

END



NAMETAG ORDER FORM

If you are interested in ordering a nametag, please fill in the following information. Nametags are mailed from our vendor and usually arrive within 10-15 business days. It's always nice to have your nametag on when attending events so everyone can put a name with a face. We also have periodic drawings at our breakfast and other events for those who are wearing their name-tags.

Please enclose a check made out to "PCA-Diablo" and mail to:

Phil Eskildsen
1028 Miller Avenues
Berkeley, CA 94708

Pin-on nametags are \$8.00 each
Magnetic nametags are \$10.00 each

Name (s) to be engraved on tag (s):

Mail completed tags to:

Street Address: _____

City: _____ State: ____ Zip: _____

Contact Phone Number for questions: _____

WELCOME NEW MEMBERS

New Members:

Campbell, Mark	2009 911—Black
Christensen, Mark A. Affiliate: Tracy Christensen (wife)	1981 911—Silver
Coutelier, Christopher T. Affiliate: Christopher Coutelier II (son)	2008 Edition 1—Black w Racing
Ebrahimi, Joel	2001 911 996—Black
Felson, Victor R.	2001 911 – Silver
Hendrickson, Jerry B.	2001 911 Turbo – Black
Hirsch, Tom	2005 996 - Gray
Hsu, James	2007 Cayman – Black
Kline, Robert	1988 911 - White
Petrek, Jim	2006 Boxster—Red
Polly, Lam Affiliate: Philippe Kohn (Husband)	2002 Boxster—Silver
Sanchez, Luis	2005 Carrera—Midnight Blue

Total new Members: 12

Transfers In:

Gore, Mark J.. Affiliate: Ruthann Gore (Wife)	2001 996 Turbo - Black
--	------------------------

Total Transfers In: 1

As of January, 2009

Primary Members: 564

Affiliate Members: 413

Total Members: 977



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We give out awards each year in a number of different categories. For the few short years I've been involved this has been handled on a fairly informal basis, and it's worked out well. But I want to start by saying that I think for the coming year we will try to put a little more structure around the process, both in terms of publicizing the award categories, the criteria used, and the input of members. Look for more about this in upcoming issues of The devil's Advocate.

This year awards were made in the following categories:

- ♦ Best Event
- ♦ Rookie of the Year
- ♦ Most Enthusiastic Member
- ♦ Family of the Year
- ♦ 1st Annual Photo Tour

Best Event

Depending on what your definition of a club event is, we had about 18 of them in 2008 not including the weekly breakfasts and recurring monthly events. (We may have as many as 24 during 2009!)

The Best Event award is a reflection of event popularity with our members – which events are the participants still talking about months later? Which ones are they asking about the most for next year?

While we were fortunate to have a lot of enjoyable and memorable events last year, there is clearly one that a lot of members were still excited about months later, and I am still being asked if we're going to have this event again this year. That event is the Filoli Gardens Tour coordinated by Ingrid French.

Rookie of the Year

This award is difficult because we've been fortunate enough to see a number of new members in the past year with real enthusiasm for the marque and the club. There's also the issue of defining just what exactly a "rookie" is, especially if the award hasn't been given in the previous year.



However given the input of the membership, the activities of the individuals in question, and the timeframe in which one member in particular committed to contribute their time and energy on a regular basis I'm pleased to present the Rookie of the Year award to Kay Maloy.

Continued on Page 15

Most Enthusiastic Member

What is enthusiasm? In the case of this award I think you have to look not just at the candidate's excitement about club events in general, but at what they do for the club on a regular basis and their willingness to step up and get involved whenever a hand is needed. Again, we're fortunate to have a number of members who fall into this category -- it was not easy to choose just one person to receive this award. However in the end with the input from the membership it became clear, and I am proud to give this award to our Events Chair, Linda Boyd.

Family of the Year

I can think of a number of families that would be worthy recipients of this award, from long-time club supporters like the Carpenters and Durans to relative newcomers like the Mendozas and Solers. But there is one family that made a significant impression on the membership by participating in and hosting events in 2008. Therefore it is my pleasure to present the Family of the Year award to Jacquie and Walter Lietz.

Annual Photo Tour

This is a contest designed to encourage you to get out in your Porsche and explore the far corners of the state of California. Participants are required to submit photos of themselves and/or their cars in front of a landmark bearing the name of a particular town or city. An ideal submission would have a photo for each letter of the alphabet, such as Alameda for A or Berkeley for B.

As a new annual award we published rules early in 2008, and those rules stated that we would recognize a runner-up and winner. The winner is presented with a large award to keep for the following year, which has their name inscribed, and a smaller award that they can keep permanently. Look for a picture of that large award elsewhere in this issue of the Advocate.

Runner up: Jacquie and Walter Lietz

Winner: Augustino Kuo

Sponsor of the Year

Diablo benefits greatly from the ongoing support of a number of sponsors. These organizations offer to host events and support our activities in a very public way, but we're fortunate enough to have sponsors that also go out of their way to make sure our members are taken care of when there's no spotlight on them. While more than one sponsor falls into this category, there is one organization that has lead the way and I am proud to recognize Porsche of Fremont as our 2008 Sponsor of the Year.

Pictures of this wonderful event are displayed on the following page and were contributed by Ken Wu. Additional photos can be seen on our website at:

<http://picasaweb.google.com/pcadiablo09/20090221AwardDinner#>





BILL & FRANK'S CHOCOLATE AND WINE TOUR

March 21, 2009

\$10 per Person



Leave Marie Callender's at 9:30am.

Take a beautiful drive on some of the San Joaquin Valley's less-traveled roads.

TO:

CHOCOHOLICS IN CLEMENTS

Premium Gourmet Chocolates

Self Video Tour at Factory

VINO PIAZZA IN LOCKEFORD

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Tuscan Style Courtyard

Fossil and Mineral Exhibits

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Frank Duran (925) 933-8817 FNJDuran@sbcglobal.net

THE CAYENNE S HYBRID WILL DELIVER THE POWER OF A V8 AND THE EFFICIENCY OF A FOUR-CYLINDER

from Jill Beck, PCA Newsletter Committee Chair

ATLANTA – February 20, 2009

Porsche AG, the Stuttgart, Germany-based high-performance car and SUV manufacturer, shared more information about its Cayenne S Hybrid, which will debut next year. Using a parallel full hybrid design with the electric motor between the combustion engine and the transmission, Porsche engineers have been able to drive at speeds up to 86 mph without at all using the combustion engine.

This engineering achievement allows the Cayenne S Hybrid to roll freely – or ‘coast’ -- at highway speeds without the combustion engine on, greatly minimizing engine emissions and fossil fuel consumption. This differs from current hybrid concepts that deliver benefits mainly in city traffic. Porsche, in cooperation with Volkswagen, opted for the parallel full hybrid design as it also significantly improves acceleration, a con-

cept that matches the company’s philosophy of offering outstanding performance and efficiency. It also fits in the current Cayenne design with minimal alterations and without affecting interior space or luggage capacity.

When it comes to market in 2010, the Cayenne S Hybrid is expected to emit some 20 percent less CO₂ than comparable combustion engine vehicles with similar power output. Covering a 0-to-100 km/h sprint in just 6.8 seconds, it earns its ‘S’ designation by delivering V8 performance and four-cylinder efficiency, all while complying with the Ultra Low Emission Vehicle II (ULEV_{II}) emission standards.

The Cayenne S Hybrid uses a supercharged Audi 3.0-liter V6 engine with Direct Fuel Injection (DFI), 333 horsepower and 324 lb-ft of torque from 2,900 to 5,300 rpm. It is mated with 52-horsepower three- phase synchronous



Continued on page 19

electric motor that produces up to 221 lb-ft of torque and also acts as an alternator, and the combined power units are joined to an eight-speed automatic transmission. Also on board is a 154-lb. no-maintenance 38 kW nickel metal hydride (NiMH) battery. Measuring 13.7" x 24.9" x 11.5", it fits in the spare tire well, thus not compromising luggage capacity.

The Hybrid Manager is the Cayenne S Hybrid's "Heart"

The heart of these technologies is the powerful Hybrid Manager, which requires some 20,000 data parameters to operate (compared to a conventional engine control unit that operates on less than one-third of the data). Since a parallel full hybrid operates in three classic hybrid modes – power generated by the combustion engine and electric motor, power generated by the combustion engine only, and power generated by the electric motor only – the Hybrid Manager's main function is to seamlessly coordinate these modes to deliver optimal performance and efficiency.

With a clutch being the key connection between the combustion engine and the electric motor, the Hybrid Manager has the tough job of providing smooth but quick switching among the three hybrid modes without delay or a noticeable transition felt by the driver and passengers. For example, the Cayenne S Hybrid can motor along solely on electric power for up to 1.2 miles with the combustion engine off, and the Hybrid Manager will fire up the engine as soon as the driver presses the accelerator, increase engine speed appropriately and engage the clutch to transfer power to the transmission without the driver or passengers noticing what is happening. And, it does this within just 300 milliseconds.

When driving with just the combustion engine, the Hybrid Manager also will en-

sure the engine is operating as efficiently as possible in reference to its load. It switches the electric motor to an alternator mode, so the fuel consumed by the combustion engine not only efficiently powers the Cayenne but also generates electricity that can be 'parked' in the NiMH battery. Finally, when the driver presses the brake pedal, the Hybrid Manager feeds as much energy as possible from the electric motor (again running as an alternator) to the battery.

The Cayenne S Hybrid also has electrically driven ancillary components such as the air conditioning compressor and the power steering pump.

Unlike conventional Cayenne SUVs, the Cayenne S Hybrid uses an eight-speed automatic unit. Porsche engineers added to the conventional transmission oil pump a new electrical drive pump to shift gears smoothly and efficiently also in electric mode. Top speed comes in sixth gear, and the two higher gears serve to further reduce engine speed to enhance fuel economy. Eighth gear, for example, enables the driver to 'coast' along without the combustion engine at speeds up to 86 mph.

Porsche expects the Cayenne S Hybrid to consume less than nine liters of fuel per 100 kilometers in the New European Driving Cycle. EPA fuel economy figures are not yet available.

A similar hybrid system will find its way into the new Porsche Panamera® four-door gran turismo sometime following Porsche's fourth model line debut in late summer 2009



Bocce Ball Challenge

April 18, 2009

Players and Cheerleaders are all welcome to sign up and attend

Come join us for a fun afternoon of Bocce Ball at Campo di Bocce in Livermore! We'll plan on leaving after breakfast at Marie Calendar's in Walnut Creek. We'll take a tour through Livermore and visit a local winery. This will be an opportunity to purchase a bottle of wine to enjoy at lunch.

We will then venture over to Campo di Bocce for a light lunch and a game of Bocce Ball.

Cost: \$25 per person

Make checks payable to PCA—Diablo Region and mail to Mike and Paula Ciopyk at 6756 Paseo Catalina, Pleasanton, CA 94566

RSVP: Paula Ciopyk at ociopyk@comcast.net

Deadline: April 11

There may be a limitation of participants due to court availability so signup soon.

NOTE:

Need to know more about the game of Bocce Ball? Check out this link:

<http://www.campodibocce.com/Livermore/bocce/index.html>





Get ready for Steve's next **Breakfast Bash!!**

When: Saturday, March 28th

Time: 9—10:30 AM

Where: Brentwood Café in lovely
Brentwood

This is an opportunity for members in the Eastern portion of the Region to get together with Steve Jones as your host.

Come by and say "Hello" even if you can't stay and eat.

Check out the pictures below from Steve's last breakfast.



Parade for the Car-less

by Wendy Shoffit

Why on earth would you ever want to attend a Porsche Club national event without bringing your Porsche? What do you do if your beloved baby is older or fragile and can't make the trek across the country or if it's in so many pieces it can't even make it out of the garage? Does that mean you have to miss out on all the fun? The answer is a resounding "NO!" There are many ways for people without their P-Cars to participate and compete at Parade.

One of the big four competitions historically is the Tech Quiz. Come test your technical and historical knowledge of all things Porsche and PCA. Sign up for your favorite model and era. Perhaps the 914 is your bailiwick, so come show those other guys and gals how much you really do know about them! Since there are so many 911s around, that quiz is divided into eras. Check out the current year's Parade Competition Rules

(PCRs) for the complete list and start studying your copy of "Excellence was Expected." Not that there are many questions from there... it's just fun to read!

Relatively new to the Parade schedule is the Gimmick Rally. While it still requires some sort of vehicle, it doesn't have to be a Porsche. Your loaner hybrid will work just fine. Sign up and take in some of the most interesting roads in the area. See the sights, answer the questions, and have fun. If you just have to compete in the standard TSD rally, why not find a single driver out there? No, this is not a dating service... but there are always people who come to Parade without a navigator (and they can't compete alone). We'll do our best to get you a ride if you can't bring your own.

Another new competition is the Zone Challenge. This is an always changing set of events that test you in ways you never knew we would! Tug of wars, rapid tire changing, carburetor rebuilding, sandcastle building, virtual racing, you name it. Get together with others in your Zone to build

Continued on Page 23



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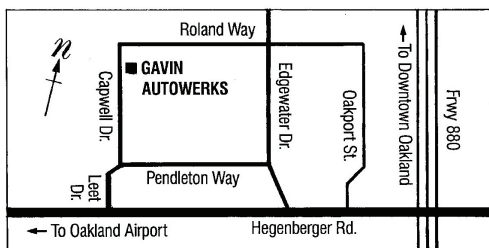


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Continued from page 22

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UNIQUE WINE DISCOVERIES

The Brembo Debacle

By Warren Gardner, Diablo Region

Part 2 of a 3 Part Series

(Part 1 published in the Feb, 2009 issue)

Last installment the caliper was stripped of paint and rebuilt. This installment covers the repainting and sanding process, plus the attachment of the Porsche stencil.

The picture below is the result of the first coat on two different calipers with two different paint preparation techniques. The top caliper looks the worst and that's because it was the first one painted. I no sooner starting painting the first caliper when I immediately ran into a problem I'd never encountered before in all the various paintwork that I'd ever done; i.e., the paint wouldn't stick!! Oh, and the paint was really fast drying so there was no going back and overpainting or even trying to wipe the paint off.

Well, I had been forewarned to a certain extent by a powdercoating company that paint wouldn't stick without initially media blasting the calipers, but I had just shrugged off the warning as laziness on their part. Wrong! Well, my first coat

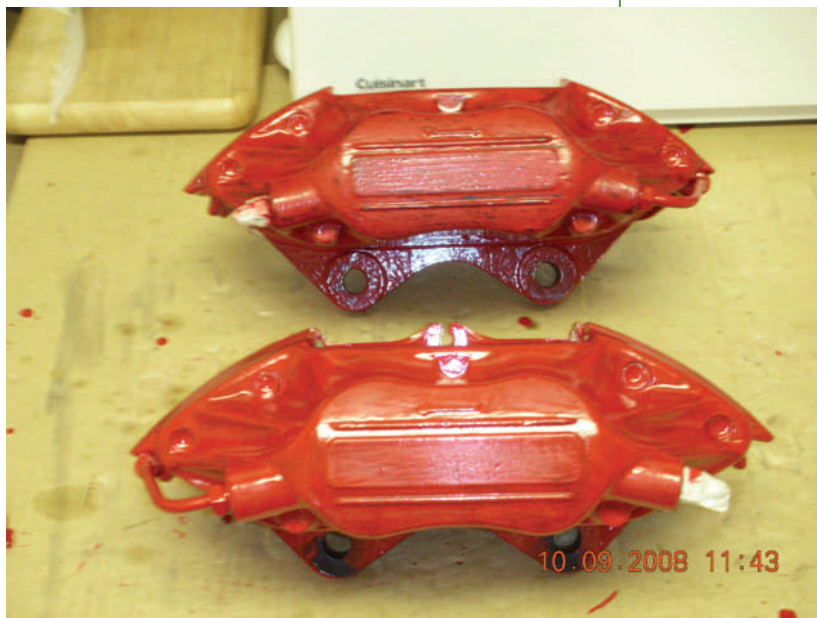
simply looked atrocious! I had found that this special caliper paint was pretty unforgiving in application technique. You had to use just the right amount of paint volume per brush stroke, your brush strokes needed to overlap, but you couldn't wait for more than a second or two from stroke to stroke because otherwise the paint had already started setting up! But what was the worst part was that the paint was noticeably rippled, even when it set and dried.

I knew from experience the next coat would probably make the overall finish smoother, but it would still be unavoidably rippled. I could have stripped it all off and started again, but decided instead to try to sand the offending finish down before applying the second coat. While that ended up working, nonetheless it resulted in an enormous waste of time having to sand, sand and continue sanding to get the overall surface back into shape.

Oh, and did I mention that all known red caliper paint available on the retail market DOES NOT match Brembo red. Caliper paint is red, and that's great, but it's too dark to match Brembo's red, which has a bit of yellow in it. So, how to get the caliper paint to match? Well, it's easy enough to know that what's needed is

yellow color, but how much and what type, etc., etc. After hitting a dead end trying to buy matching red paint, I found that I'd have to match my own, which also meant using liquid paint rather than "rattle cans". So I found myself at the local hobby shop buying a small bottle of yellow model paint. Logic dictated using as little of the extra

Continued on page 27



rogue yellow as possible in order not to ruin the original paint formulation. Some trial and error mixing followed, but I eventually came to a shade of red that seemed close enough to Brembo's red, and that was the end of that problem.

What came next in the process was a series of about 12 to 15 separate efforts to paint and repaint different parts of the caliper. In between these painting sessions were the inevitable sanding sessions where I was trying to get the surface as close to smooth and as even as possible without removing paint down to the base surface of the caliper. This was the nerve wracking part of the whole process because finding the balance between a thin coat of paint and a thick coat of paint resulted in either needing an additional coat when it was too thin, or needing additional sanding when the coat was too thick. It took a couple of disastrous heavy coats before I came to understand that paint too thick caused the underlying prior paint coat to buckle and crinkle, which in turn necessitated more sanding. Eventually I got both calipers evenly painted and now it was time to put the Porsche logo on the caliper. Two choices presented themselves, i.e., you could either put a decal with the word Porsche or you could stencil the word Porsche. Checking the Rennlist blogs on the subject, I had found both camps to have their advocates. I chose to go with the stencil and white high temperature paint because I thought that combination would be the least likely to suffer from heat scorching which would turn the white darker. I also thought that stenciling would permit putting a clear high temp paint coat over the body of the caliper and worried that a decal might be adversely affected by a clear coat.

Having chosen to stencil, I sourced a set of two Porsche stencils off eBay (of course you have to measure and order the correct length, now don't you?) and applied those to my caliper as best I

could in the right place. Having measured and remeasured several times, when it came time to put the stencils in place well I still got it WRONG!!! Darn, they just weren't centered. Fortunately with a little patience and trial and error, I was able to remove the stencil and reposition it on the caliper. But I was worried for a moment there that I'd have to re-order stencils and start the process all over again, but that part came out just fine.

I had bought some white high temperature paint and went ahead and painted one caliper with the stencil and used a bit too much paint so the paint on one caliper ended up being a bit thicker than the other. The end result appeared to be identical, but the end result as far as heat tolerance was concerned was noticeably different. Below you'll find a picture of a caliper with stencil attached and waiting for paint to be applied.

To be continued...



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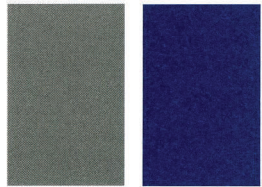
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Thunderhill Highlights

Just a few shots from the DE event held on January 17, 2009 and sponsored by Kahlers. Photos from Ken Wu. See more shots at:

<http://picasaweb.google.com/pcadiablo09/20090221AwardDinner#>

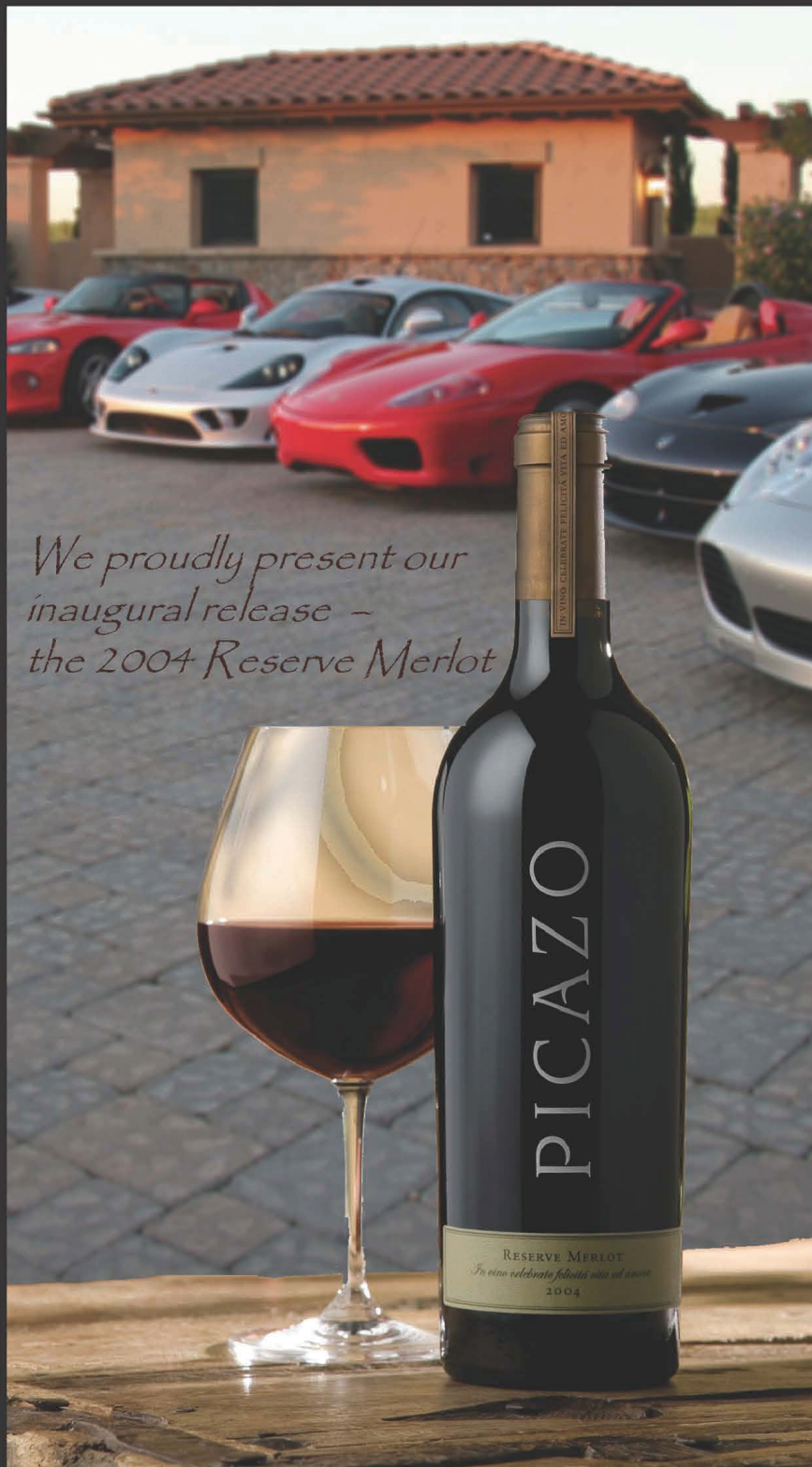


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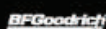
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