

The devil's Advocate

February, 2011



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Mailing Address: Diablo/PCA
P O Box 1047
Livermore, Ca 94551-1047

TENTATIVE FUTURE DIABLO EVENTS	OTHER EVENTS
Feb 6 > Super Bowl Party	Apr 29-30 > CRAB 3 Day Event (Sac Valley)
Mar 4 > DE Thunderhill	May 1 > CRAB 3 Day Event (Sac Valley)
Mar 12 > Canepa Tour	Jun 4-5 > Sonoma Historics—Infineon
Mar 19 > EMC Tech Session	Sep 15-17 > PCA Escape—Flagstaff
Mar 26-27 > San Juan Bautista Tour	IN THIS ISSUE
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Jun 12 > Newcomers' Sunday BBQ	PAGE 15 EMC Collision Tech Session Flyer
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Aug 13 > Pleasanton Breakfast Tour	PAGE 24 Pleasanton Saturday Breakfast
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Oct 15-16 > Holbrooke Hotel Tour	PAGE 29 Advertisers
Oct 22 > Castello di Amorosa Tour	
Oct 27 > DE Thunderhill	
Nov 6 > Diablo Football Tailgate	
Nov 18 > Diablo PCA Planning Meeting	
Nov 19 > SF Auto Show Tour	
Nov 27 > Sacramento Tree Deco Potluck	
Dec 3 > Holiday / Awards Party	
Dec 10 Folsom Outlets Shopping Tour	
Check for details for events on the web site calendar at http://diablo-porsche.org	



Words From Walt By Walt Lietz (Part 1)

I am pleased to return as your region President for 2011. The board of directors also appointed **Dale Miller** as Vice President, **Kay Maloy** returns as Secretary, and **Kathy Soler** has been elected Treasurer. The 2011 leadership team is looking forward to serving you but we can not do it alone. We do have a strong board of directors and with their help we will engage the rest of the members in preparing an exciting event schedule this year. All of us would love to hear from you, the members, on the events that you liked in 2010 and the events that didn't pique your interest.

We are setting a new focus on holding more joint events with other Zone 7 regions. Our driver education (DE) team will work with the Golden Gate Region to put on shared events. We believe we have a lot of expertise and instructors to contribute. The format may change a bit but overall we will have a much more cost effective program for our DE members.

Auto-cross will again happen at the regional level. I attended the Golden Gate Auto-X school at the Alameda Naval Air Station in 2010 as did a number of Diablo members. It is a great way to get your feet wet in this exciting sport. You don't have to go far, it is not expensive and it is competitive (your time on each run is announced as you cross the finish line.) It's a great way to learn how your Porsche handles and how well you drive it. Our members also attended auto-X events at Infineon Raceway and at Marina Airport near Monterey.

We are planning many more driving tours in 2011. Members have expressed a great interest in drives after Saturday breakfast. We are planning tours from our Pleasanton as well as our Walnut Creek location. The number of two day tours has also been expanded. Some of the tours are patterned after other Zone 7 drives and we are looking forward to seeing how they work for us. The first will be our San Juan Bautista tour under our new Social Chairpersons leadership (**Jacquie Lietz**.) Tours are not difficult to lead but do require some preparation. We are starting a mentoring program for tour leaders under the direction of **Ingrid French**. Helping tour leaders during an event is a great way to get ready to lead one on your own.

We are also establishing a self-guided tour program that will allow interested members to follow past tours on weekends that fit their own schedule. If you hear about a tour that interests you let me know and we can provide the route, rest-stops, and restaurants that we used. A great way to get away at your own pace.

The Diablo social calendar for 2011 is also shaping up nicely. Old favorites like Superbowl party, Oktoberfest and bocce ball are there but so are new events we would like to try out. We have scheduled a family picnic, a progressive dinner and holiday lights tour. We are also combining the 2011 Holiday party with the 2011 Awards dinner.

The 27th annual Wash N Shine will be a big effort again this year so plan on helping and on entering your Porsche. We are making changes to make it more fun, as well as a great way to raise money for the club.

I look forward to serving you in 2011 as does our entire board of directors. See you at the annual awards dinner on Saturday, January 29th in the new Walnut Creek Library.

As always - Have fun and drive safely! *Walt*



Words From Walt By Walt Lietz (Part 2)

As 2010 fades into the past, and the Awards dinner behind us, I am looking forward to warmer weather and a great schedule of events. February starts with a bang at our house for the Super Bowl Party. Don't miss it - it's free - it's chili and hot dogs - it's the last football game of the season.

Jacque and I are also getting ready for the Tour de San Juan in March. We only have 20 rooms and 10 are already taken. We took this tour with the Loma Prieta Region last Fall and had a great time. It's your chance to have lunch at the Inn at Spanish Bay, drive the 17 Mile Drive, dine at the best German restaurant in San Juan Bautista and stay at a wonderful hotel. All for \$225 per couple! Please think about getting a CB (citizens band) two way radio for this tour. It's a fun way to enjoy the ride and not get lost. See my article on CB radios; the make and model that we found most effective; and how to install it.

The Drivers Education program has been an outstanding feature of the region for several years but last year the DE program cost the club several thousand dollars. The board of directors continues to support the DE program but we are looking for a way to reduce the cost to the club. **Carlos Bocanegra** has agreed to become the DE Chairman and work with the board on two DE events. As a club we need to support the DE program so I want to encourage all members to try it out. Your Porsche was designed to run on the track, it is safe, we provide instructors for all novices, and you will have a great experience. Ask the board about it, ask Carlos or the other members of the DE team, look at the Thunderhill web site to take a virtual tour around the track and SIGNUP!

Looking past Spring 2011 consider joining the club in Pebble Beach in August for a three day weekend. Join Jay Leno at the Concours, see the Porsches race at the Historics on the Laguna Seca track, run the auto-x at the Marina Airport, enter your Porsche in Legends of the Autobahn, attend The Quail Motor Sport, and enter the Pacific Grove Concours-Parade-BBQ to drive up Ocean Avenue with the rest of us. Many members already have motel reservations at Motel-6.

In September many will be attending ESCAPE 2011 in Flagstaff, AZ. It is not too early to reserve a room at the Little America Hotel. Last year several members waited too long and missed a great PCA National event. Great tours and wonderful views are waiting for you in Arizona.

We have big events, little events and working events lined up between now and 2012, so don't just sit there - get in that Porsche - start your engine - and join us on the road.

As always - Have fun and drive safely!

Walt

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Super Bowl Celebration



It's that time of year again to enjoy the best of Friends, Food and Football.

When: Sunday, February 6

Time: Arrive at 3 for kickoff at 3:30

Where: The Lietz residence
920 Cochise Ct., Walnut Creek

Dinner and beverages provided. Bring your favorite appetizer/snack to share.

RSVP Jacquie Lietz at
ihl_online@yahoo.com

or 925-256-7620
by February 2



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New Members

New Members

Behrens, Matthew Heath Mann (Affiliate Member)	2010 997 Red
Mervin, John P.	1958 356 Black 1995 993 Blue
Patterson, Robert F. Suzanne Patterson (Family Member) Affiliate	2005 Boxster Black
Van De Pol, Jeff	1999 Boxster Black
Won, Edmun M	2006 Cayman S Black

Total New Members: 5

New Transfer-In Members

Hanachi, Shervin <i>Transfer from Northern New Jersey (NNJ)</i> Farid Hanachi (Member) Brother	1996 993 White
Pabros, Virgilio B. <i>Transfer from California Central Coast (CCC)</i>	2003 Carrera Black
Stafford, Delbert T. <i>Transfer from Riesentoter (RTR)</i> Kimberly A. Stafford Member (Wife)	1987 911 Blue
Townsend, Terry <i>Transfer from California Central Coast (CCC)</i>	2003 Boxster S Gray

Total New Transfer-In Members: 4

Primary Members: 574
 Affiliate Members: 420
 Total Members: 994

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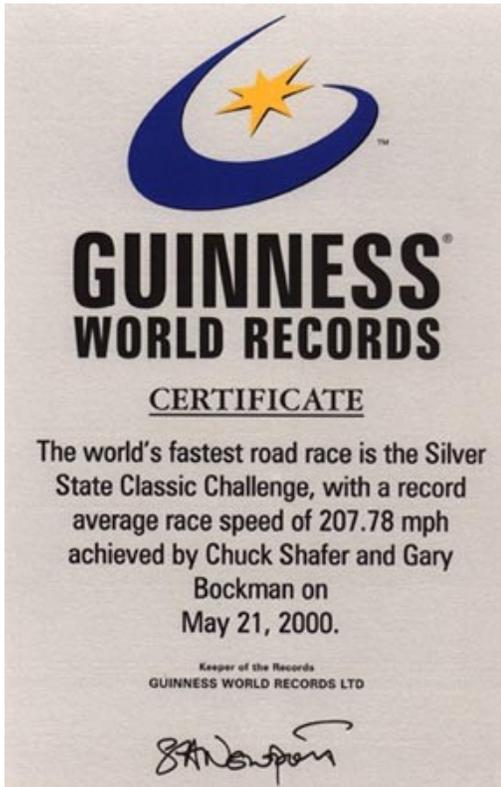
Downtown Livermore—925.456.2200
 2205 First Street, Livermore

Fremont—510.797.9000
 2740 Mowry Avenue, Fremont

Silver State Classic Challenge 2010

By Gerry McFaul gerry@qualdeval.com

In September the sun tracks noticeably lower in the sky, the days grow shorter, the leaves transition to amber, red and brown and with the halcyon days of summer behind us, many species on this planet begin their annual migrations. And what better way to spend a few, fun, Fall days than migrating 555 miles eastward with the species "good-friends" for the annual running of the Silver State Classic Challenge www.sccc.usthe fastest road race in the world.



WHAT, WHERE AND WHO? The Silver State Classic offers us the opportunity to drive at hyper-illegal, "go to jail, go directly to jail" speeds for 90 miles on a 2-lane public highway (Nevada 318), as well as the optional half-mile and one-mile drags, car show, parade, and a plethora of social opportunities. Home base for the 3-day event is the historic city of Ely Nevada www.elynevada.net, located at 6347 feet altitude near the cross roads of US 50 and US93 and activities conclude on Sunday night with the awards dinner in Las Vegas.

Traveling to Nevada this year were old friends Bob Dean (SL55) and Paul Lyons (NSX-T) and we were joined by Silver State rookie Stan Sutton (E63). Stan's son Mike came along to navigate for him and Bob's son Zach volunteered to navigate for me in the Porsche. Yes, empirical data shows that the gotta-go-fast gene is hereditary.



Bob, Stan & Mike, Ray, Paul and Gerry.

ENTRY REQUIREMENTS: The SSCC offers escalating levels of speed groups in which to run that in turn require increasing levels of vehicle and safety preparation and driver experience. The detailed rules can be found here <http://www.sccc.us/rules-1-index.htm>. In brief, the main requirement for speeds up to 110mph, besides normal D.E. safety equipment, is a hard mounted fire extinguisher. From 110 to 125 add in multi-point safety harnesses and from 125 to 150 add roll bars and fire suits. Above 150 you'll be bringing a full-on race prepped vehicle. This year we ran the Porsche in the 140mph group so a roll bar was required. The solution chosen was the Autopower bolt-in unit <http://www.autopowerindustries.com/>. The attraction of this particular model and configuration is that the diagonal brace and the horizontal harness bar can both be unbolted and removed for everyday driving and most of the utility of the 911's rear seat remains available. The downside is a slice of visibil-

Continued from Page 9

ity reduced along the top edge of the rearview mirror. Eric at Pacific Power Motorsports in Concord <http://pacificpowermotorsports.com/> did a super job of installing the bar - and while it looks sharp I am pleased to report that I cannot attest as to its efficacy.

WHY: The main event is held on Sunday morning and contestants depart Ely in the pre-dawn darkness heading for the start line near Lund, 20 miles or so outside of town. The course begins at an altitude of 5,500 feet and wends its way southwards towards Las Vegas, running through a series of mountain-lined, high-desert valleys, barreling down long straight-aways and around sweeping curves, threading through twisting red canyon walls and landing at the finish line almost 2000 feet below launch. The course lures us with its sparkling beauty and its siren song of high octane daring and danger and like the similarly judgment impaired pioneers of the wild west, drivers travel from all over the world to challenge the course, to test their skill and courage, and to seek their moment in time. And while some ascend to the podium of success, others return home on trailers, or worse, ... but all have a story to tell. When the driving is done and the awards banquet wrapped up, there's no one, but no one, who leaves without having felt some aspect of the mental and physical impact and elation that comes from running at hyper illegal speeds, for a full 90-miles on a public roadway running at hyper illegal speeds.

This year the stakes were raised again; having successfully competed in the 110mph group and the 125mph group it was time to step up another level. This year's challenge of achieving 140mph average speed penciled out to 38 minutes and 31 seconds to cover 90 miles. What better car than a Porsche to solve this equation?

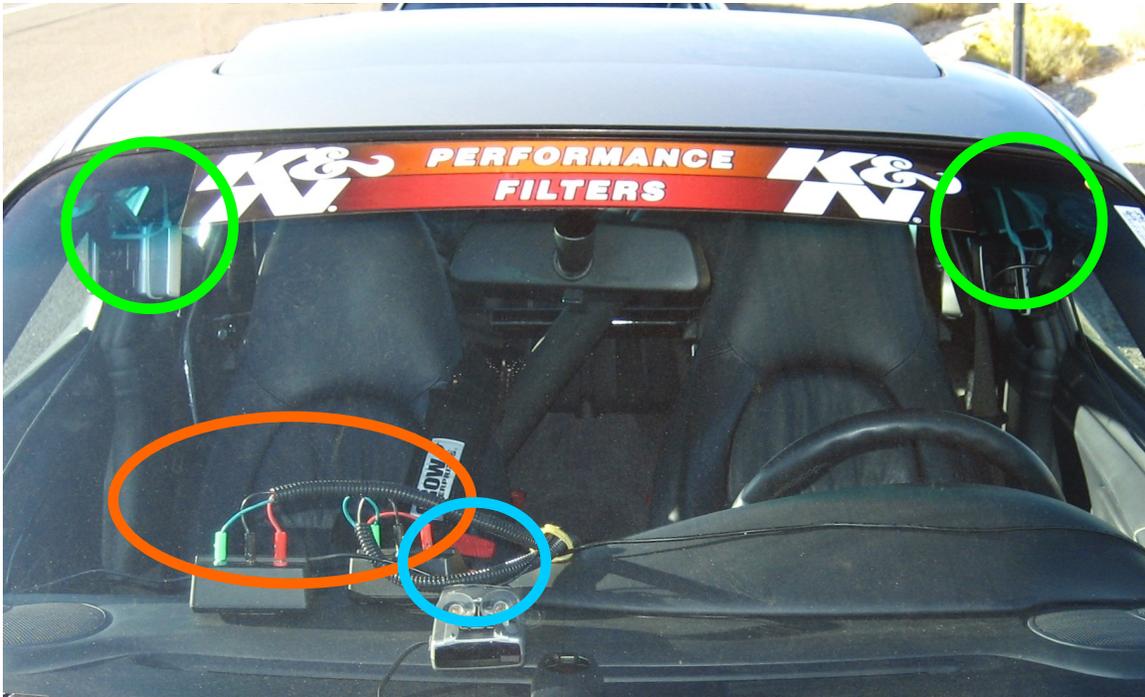


Ever taken a curve at 155?It was our first time too.

NAVIGATOR OR NOT: Thanks to Zach Dean volunteering his services, this was my first time running with a navigator - and it was a quantum improvement having another person keeping track of speed, time and distance. It freed me up to commit my full attention to mach-ing schnell and driving the line. Our speeds-to-run chart included some bends taken at 155MPH and having someone else read out speeds while hitting entry, apex, and exit points was BIG. We saw a peak speed of 167.2MPH according to my Garmin nav, but we never had any "moments" beyond the racing pulse and adrenalin rush at the start line (who needs drugs). After the first ten miles or so the cockpit conversation became read out speeds while hitting entry, apex, and exit points was BIG. We saw a peak speed of 167.2MPH according to my Garmin nav, but we never had any "moments" beyond the racing pulse and adrenalin rush at the start line (who needs drugs). After the first ten miles or so the cockpit conversation became remarkably relaxed and normal, including time to chat about the spectacular scenery and prepare for upcoming check points.

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EQUIPMENT: Benjamin Franklin is purported to have said “Failing to prepare is the same as preparing to fail” and a big part of the preparation for me is to drop off the car to Gunter’s guys at Fletcher Jones Porsche in Fremont <http://www.porscheoffremont.com> for a full dollop of love and attention (“....don’t want any bits departing company with the vehicle while making triple-digit speeds”); plus the safety gear (helmet, belts, extinguisher) gets a complete and thorough check out. Speed-to-run charts and course notes are studied and rehashed and studied some more and the tech gear is tested repeatedly for reliability and familiarity of operation. See picture below.



Green Circles = Twin (Failsafe) Garmin Navs for distance, speed and (approx) average speed.
Orange Circle = Twin (Failsafe) high accuracy digital timers – thanks to Mike McDonald.
Blue Circle = Radar detector (optional) – OK if you have heavy duty

RECORD ATTEMPT: Definitely the most remarkable entrant in this year’s event was Par-Arvid “Polly” Blytt from Norway who brought a 1986 Pontiac Trans Am that was reported to be making 1400 HP - thanks to some minor engine mods. Polly arrived with approximately 100 supporters from Norway and the title of fastest street car in Europe. He won the half mile shoot out on Thursday at 169mph and the one mile shoot out on Friday at 199mph.....just think about that for one moment – Zero to 200mph in 1 mile. Wow. However, Polly’s ultimate mission was to break the absolute record of 207mph average speed for the 90 mile race. Unfortunately, because of a delay (resulting from an off-road excursion by a Mustang in the 150mph group), a gusty wind had started blowing making for adverse conditions and despite clocking 207mph through the speed trap Polly will have to come back another year to break the world record for the fastest road race in the world.



Polly and some of his supporters

IS IT FOR YOU: If you like to drive fast but don't like to get tickets; if you get bored driving around and around the same loop of blacktop over and over; if you enjoy spectacular high desert scenery and the company of other petrol heads then start making plans now for the next running of the Silver State Classic Challenge scheduled for September 15-18, 2011. Do you have to drive a 2011 911 GT3 RSR? Heck no. Check out the event results for Dave and Linda Delbridge who averaged 110.002mph in their Cayenne S Trans Siberia edition. Challenge scheduled for September 15-18, 2011. If you're not sure about driving but you want to experience the speed and excitement, think about volunteering to navigate for a driver you *really* trust. Finally, if you'd just like to watch, you'll need to volunteer to be a course worker or a communications operator because they're the only people allowed out on course who are not racing. Volunteers are warmly welcomed.

Continued from Page 12

If there's anything I can do to answer your questions please feel free to contact me at gerry@qualdeval.com I'll be happy to share any data or insights I can offer.

RESULT: So, how did we do this year? Well, the car ran flawlessly but it was not our best Silver State result, mostly because of the loose nut behind the wheel who braked right at the finish line - we arrived 0.87 seconds late. We averaged a speed of 139.9473mph. We were 1/3rd of a second out of first place and we came in 5th. Did I mention how competitive some people can be?



Gerry's 2002 996 C2 outside of Ely Nevada

In conclusion, I can tell you that American-Muscle entries way outnumber the import crew but statistically speaking, German machinery produces superior percentages in the results table. By writing this report, it's my hope that more Porsche People will actually come to Ely in September, experience the joy of running their vehicles at Autobahn speeds on lil ole Nevada 318 and achieve the full deep down satisfaction and confidence of knowing that they drive some of the best engineered vehicles on the planet.



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997 dfi	\$1795	up to 50 hp	70 tq
Cayenne	\$1195	up to 50 hp	75 tq
Cayenne dfi	\$1495	up to 50 hp	75 tq

NATURAL Aspirated Models		Horse Power	Torque Gains
All BOXSTER series including S model	\$695	up to 20 hp	25 tq
All CAYMAN 987 series including S model	\$695	up to 20 hp	25 tq
ALL 997 MODELS	\$795	up to 20 hp	25 tq
ALL GT3 series including 996 99 & RS models	\$995	up to 25 hp	25 tq

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EMC Collision Tech Session



When: March 19, 2011

Time: 10:00 AM

Where: 41041 Albrae Street, Fremont
(Between Stevenson & Auto Mall Parkway)
510-651-8800



The Tech Session will include the following:

- Continental Breakfast (**WOW!**)
- Shop Tour including: automotive repair and maintenance services, ECU lab, new technologies and repair procedures
- Feature their Cellete bench Jig fixture for collision repair
- Describe Performance Enhancement Services, etc.
- Door Prizes (one MUM Sports ECU Custom Tuning package [available tuning only], one Detailing Package, and more
- Q&A

A drive after the Tech Session to a lunch destination will be announced by your Tour Guide, Doug Wiebe.

Please RSVP by March 11 to Doug at membership@diablo-pca.org.



Imagine your Porsche in the Paint Lab

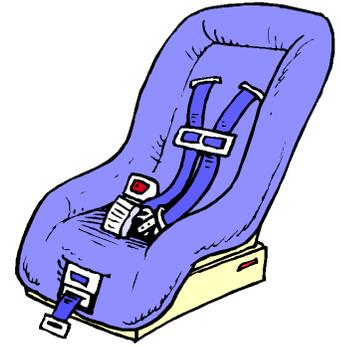


A GT getting repaired



Where Can I Put the Infant Seat?

By Walt Lietz



I was dropping off Scott (our 4 year old grandson) at pre-K when a young mom in an SUV stopped me and asked “Is it legal to have a child in the front seat? We have a 911 and we never take our child in it.” Since I had Scott in my Boxster in a child car seat, I said I believe it is miss, but I’ll check on it. As president of the Diablo PCA, I should know the answer so I asked around. Most people though it was against the law so I Googled it and here’s the law...

- All children 12 years and under should ride in the back seat if one is available.
- Children 6 years old or older or over 60 pounds must be in a seat belt.
- Booster seats should be used for children over 40 pounds.
- Forward-facing infant seats are for children over one year old AND at least 20 pounds.
- Rear-facing infant seats must be used for newborns and infants under 20 pounds.

But what about the front seat?

The following exceptions are allowed by law:

- There is no rear seat.
- The rear seats are side-facing jump seats.
- The rear seats are rear-facing seats.
- The Child Passenger Restraint System cannot be installed properly in the rear seat.
- All rear seat are already occupied by children under the age of 12 years.
- Medical conditions necessitate that the child not ride in the rear seat.

So there it is - while the back seat is best it is not against the law to ride in the front seat if you meet one of the exceptions listed above.

As always drive safely - even if it’s just you in the Porsche.....

Walt...

SEE: http://www.chp.ca.gov/community/images/back_is_best_en_large.gif



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A Day At Thunderhill—The Perfect **Valentine's Day Gift**

As February 14th approaches, one begins to think about their significant other and what heart felt gift one will produce. What better way than to reward your significant other than by presenting them with a Driver Education day at Thunderhill. No significant other? How about another member of the family or better yet, give your favorite Porsche or Porsches a track day? Get your loved one off the city streets and potholed freeways for an opportunity for some good old fashioned high speed, high revs moving along smooth pavement without your favorite radar detector. Instead of gliding along the highway, do some smooth riding at Thunderhill Race Park.

As the new DE Track Chair, I am being half funny as this is truly a wonderful event to try not once but at least twice, if not more. This is a 'Driver' + 'Education' event that is sometimes referred to as a Track Day – for YOU and your PORSCHE.

As you know very well Valentine's Day is an annual commemoration held on February 14 celebrating love and affection between intimate companions (like your Porsche). So for \$200, Diablo certified instructors and other region instructors will educate novices (you have never been on the track, or have been out just once or a long time ago) by sitting in the car with you until the time comes to let you go on your own (which may not be on this day). Instructors will be whispering in your ear all day long – ah the romance of the track.

Far too many members will not bring their 911's, GT, Cayennes, Caymans, Boxsters, 924, 928, etc, to the track. Dear me – did he say race track! Obviously, this will not appeal to the Concours de Elegance folks. Keep in mind that this is **not a race day event** though there are some similarities – safety at all times, cotton clothing (no fire suit, unless you have one) & helmet (leasable), tennis shoes, corner workers, working the gear box, using those fine Porsche breaks, sweating while learning and some all around great bragging at the end of each session. Sessions are broken down into 3 run groups based on experience and on promotion into intermediate and advanced groups. Dear me – did he use the word 'track-day?' The intermediate and advance drivers call this event a Track Day because they zoom-zoom zoom around the track with the grace of a sports car driver. From the start to the end of the day, this is really a Driver Education day, a day where you are one with your automobile. Ready grasshoppers?

Oh, but my tires! This is not an autocross event (and a fine and fun event they are). Your street tires are most certainly welcome – provided that you have been to a tech inspection for a written sign-off that you must bring to Thunderhill.

Well how about bringing your car out to the Tech Inspection day at Kahler's. This will be on Feb xx, at 6:30 P.M in Dublin not far from the 580 Fwy. When was the last time you looked under your car and had a slice of pizza at the same time? Check the tires, brakes oil, and the under carriage – just to say you looked beneath the car, and to find out, if you are track eligible or perhaps you may be inline for a little mechanical work? **All for free**, plus some good one-on-one discussion with many of the DE day regulars. Who will be at a tech inspection? Everyone will be there –newcomers, beginners, intermediate and advanced drivers along with those that want a free inspection or just a slice of pizza.

The event is Friday, March 4th at Thunderhill Park Raceway [Thunderhill.com] in Willows which is north of Sacramento. It may require you to have an overnight stay in Willows or to drive real early Friday morning March 4th. Can only make it part time? Then consider a taste of the track, where one of the instructors will give you a couple of laps around the track in the wild passenger seat for \$35.00. Mr. Toad's Wild Ride costs more and is much shorter. I recommend going to the track website and taking a virtual spin around the 3.5 mile track. ***This event is for you Diablo members, please support your Diablo Porsche Zone 7 Club by attending this event.***

So on or before or even after February 14th, lean over and whisper into some one's ear – "I got you a Driver's Education day at Thunderhill." Or, when polishing your car, checking the tire pressure or oil pressure pat the hard top or soft top and say "Baby we are going to have some fun!"

Did You Know...

- The new mailing address for Diablo Region is:
 - ⇒ PO Box 1047, Livermore, Ca 94551-1047
- All members are invited to come to the monthly Board of Directors meetings. February's meeting is on Tuesday, February 8th at Walt & Jacquie Lietz's home (920 Cochise Ct., Walnut Creek) at 7:30PM.



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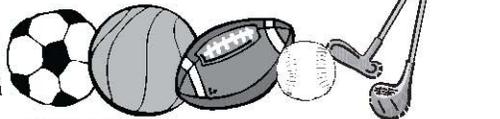
• **ESPN GAME PLAN**

COLLEGE FOOTBALL (13-17 GAMES PER WEEK)

• **MAJOR LEAGUE BASEBALL
EXTRA INNINGS**

(8-10 OUT OF MARKET GAMES PER NIGHT)

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Diablo Region

Tour de San Juan

Saturday—Sunday, March 26,27, 2011

Come join us on a fun weekend driving adventure:
An overnight tour only 100 miles from home!

Come stretch your Porsche's legs on:

- Scenic California coastal mountain back roads
- World famous 17 Mile Drive before and after lunch

Come enjoy:

- Panoramic ocean views
- Lunch at Roy's Restaurant at the Inn at Spanish Bay
- Dinner in historic downtown San Juan Batista at:
 - Joan and Peter's German Restaurant
 - Overnight Accommodations at the 4-star Posada de San Juan



We're shooting for a price of approximately \$220 per couple or \$165 single

This price includes: Lunch, Dinner, Continental breakfast, and Overnight Accommodations

Only 20 rooms are available.

RSVP at your earliest convenience and prior to February 20 to:

Jacquie or Walt Lietz at 925-984-7621 or jhl_online@yahoo.com

Make your check payable to: Diablo Region PCA and mail it to:

Diablo Region PCA
PO Box 1047
Livermore, Ca 94551-1047

Your tour guides Jacquie and Walt Lietz will make all reservations once payment is received by our treasurer.



It's About Getting YOU ON TRACK!



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- *LEARN FUNDAMENTAL SKILLS* and definitions of performance driving terms
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- *DRIVE LEGENDARY TRACKS, FREE FROM RADAR TRAPS!*



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Food & Friends

Can't get to a scheduled Diablo Region event, but still want to mingle with and get to know the other members? Try to attend one of the weekly Saturday Breakfasts at Marie Callenders in Walnut Creek. The group meets at about 8AM at 1101 at S. California Blvd. Sometimes there is an impromptu drive afterwards.

There is also a monthly dinner held the 3rd Thursday of each month at Strizzis restaurant at 3456 Camino Tassajara in Danville. The group meets at 6:30.

Great food and great people!! What more could you ask for! Make it a New Year Resolution to come to at least one foody gathering soon.



A recent gathering at Marie Callender

GOODYEAR  *as in Racing*

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Pleasanton Saturday Breakfast

If you can't get up in time to get to the Saturday morning breakfast at Marie Callender's in Walnut Creek, drive over to Pleasanton and join a few hungry members at Vic's All Star Kitchen. We meet each month on the 2nd Saturday at 8:30AM.

The next breakfast is scheduled for January 8th. We hope to see you there. Vic's is located at 201 Main Street, Pleasanton. We have tables reserved in the backroom. Check directions at:

<http://www.vicsallstar.com/about.htm>.

Please RSVP to Ira Madnick at: imadnick@sbcglobal.net so we can get a good headcount. See you there!!





Join us for a Tour to Canepa Design

When: Saturday, March 12, 2011

Where: Leave from Vic's All Star Kitchen after breakfast

Time: 10 AM

Destination: Canepa Design
4900 Scotts Valley Drive
Scotts Valley, CA
831-430-9940

Canepa Design houses a museum of exceptional classic automobiles and historic racing cars. They also create personalized cars, SUV's, hot rods and motorcycles. They also specialize in restoring all types of vehicles for concours competition, as well as racing events.

We will have a personal tour of the museum and the restoration area (most visitors are not allowed in this area).

After the visit to Canepa, we will drive into Santa Cruz for lunch. The location for lunch will be announced during the tour.

Any questions should be addressed to: Luis Soler at soler_luis@yahoo.com.

RSVP to Luis by March 9th.



Focused on Speed

Castle Air Museum Tour

April 9, 2011



Where: Castle Air Museum, Castle Airport, Atwater, California
(Atwater is several miles south of Modesto on Highway 99.)

Cost: \$5/person for Guided Tour.
ENTRANCE FEES: Adults: \$10.00, Seniors (60 & up): \$8.00

Meet in the parking lot at **Marie Callander's** at **9:30 AM sharp** on Saturday, April 9th. We will leave at 10:00 AM.

There are over 40 restored aircraft on the museum grounds that encompass flying history from WWII to the present. The outdoor exhibits sit on 11 acres of land and are complimented by the Indoor Museum which houses a fascinating collection of memorabilia including Army Air Corps and Air Force uniforms and military momentos. A gift shop features a unique collection of aircraft books, videos, and souvenirs. The aircraft include:

- B-25 "Mitchell" bomber (30 seconds over Tokyo)
- B-29 "Superfortress" bomber (and 2 variants: B-50 and KC-97)
- B-2 "Vulcan" bomber (not the stealth! This one is British from the Falklands and James Bond's "Thunderball")
- F-101 "Voodoo" fighter (a 1950s design that went Mach 2 plus)
- F-105 "Thunderchief" fighter/bomber (the legendary "Thud")
- F-80C "Shooting Star" (first operational U.S. jet fighter)
- RB-36 "Peacemaker" bomber (simply the biggest)
and . . .
- SR-71 "Blackbird" reconnaissance aircraft (faster than a speeding bullet: 3,500 feet per second or greater, all titanium)
plus many, many others.

For additional information visit <http://www.elite.net/castle-air/index.htm>.

Some details:

- Route maps will be distributed on the 9th.
- Late lunch or dinner location TBD and is not hosted.

RSVP to Dan Spisak at dspisak9@comcast.net by March 15th.

? ? Question of the Month ? ?

This is a new feature that will appear in the Advocate monthly. The goal is to hear the members' input on various questions posted. All responses will be posted in the following month's newsletter.

Last month's question was: **Why did you decide to buy a Porsche?**

Here are some member's responses:

- I need to start with a little history. The 3 cars I owned before the Porsche (one at a time) were 95 BMW M3, 99 BMW 540 Sport, 04 Audi S4. I was looking for not only a retirement "gift" but something lighter and more responsive. After two 4000 lb 4 door sedans (both were really nice and had their place), I wanted to get back to something more like my 95 M3. The newer M3's were much heavier and did not have the quick touch I was looking for. . There was some influence from family that also steered me in the direction of a Porsche. After reading many reviews of Boxster, Cayman and 911, I quickly narrowed my focus to the Cayman because of the top handling ratings. (I still have not driven a Boxster or recent 911.)
My 06 Cayman S is my first Porsche and it meets ALL my criteria for this change. It puts a smile on my face every time I start it up, or make minor steering inputs, or hit that apex just were I wanted to, or wind out 3rd gear a bit, or.....!
From Doug Wiebe
- I made the mistake of watching "Le Mans". I sold my C43 AMG to finance my first Porsche.
From Dan Spisak
- I bought a Porsche because I wanted an additional high performance car.
From Roland Smith
- My husband Luis bought a 2005 Black Carrera a few years ago and I drove it a few times to try it out. I took it to work and drove it around some and then gave it back to him with little or no feed back. He thought I didn't like it and it's funny but he still thinks that's the case. Even though I tell him otherwise he still insists that I didn't like driving his car. I just didn't want to get to like it too much because I'd want to drive it all the time. I'm in the car business and have always driven new cars, I'm a little spoiled in that regard.
So he had it for a while and then took it to Porsche of Fremont to be serviced and they gave him a loaner car. The loaner car happened to be a Speed Yellow Boxster. I got home from work and it was parked in the driveway. It was love at first sight. He asked me if I wanted to drive it and I said sure. We had it for a few days and I drove it as often as I could, with the top down of course.
I loved the way it drove, the sound of the engine and the wind in my hair.
So when he returned it and picked up his car we bought my first Boxster, Midnight Blue with Tan interior. I drove it for a year and 18,000 miles and then traded it in for an Aqua Blue Boxster S with Black interior and 310hp. I love the color, the speed and the way it tracks on the road. I drive it every day and love it. Luis told me that he couldn't do anything about the stress I had at work but he could make the ride in and the ride home
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From Kathy Soler
- Before my husband passed away suddenly, we had planned on buying a sports car and traveling around the US for a year. Shortly after his death, I was feeling depressed and happened to be driving past Porsche of Fremont and just stopped to look at the cars out front. About 2 hours later I drove away in my 1999 Carrera and haven't stopped loving every time I get behind the wheel.
From Kay Maloy

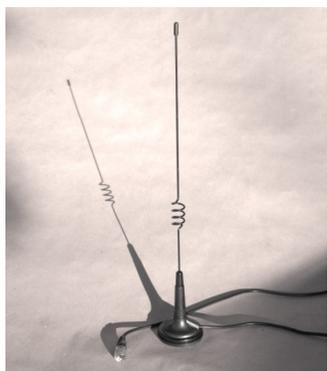
This month's question: **What is the craziest thing you have done while driving your Porsche?** Send your responses to Kay Maloy @ editor@diablo-pca.org.

CB Radios Are Great!!

Jacquie and I caravanned to Escape 2010 with five other Zone 7 members. In Oregon one of the drivers accidentally broke his CB antenna and the whole group panicked. They were on cell phones looking for a Radio Shack along the way and in Eugene we drove six miles off I-5 to find a replacement for Bigg John's broken antenna. It turned out that without a CB we missed all the jokes along the way, missed advice on the best roads to take, missed the dinner plans being made, missed their comments about us. So as soon as we got back to the Bay Area Jacquie wanted a CB radio of her own.

I ordered a Cobra 75WXST on eBay (about \$94), bought a Cobra antenna with a magnetic base at Fry's (about \$25) and an auto lighter plug (\$5) at Radio Shack and installed it in the Boxster. We were ready for our next tour with the Loma Prieta Region.

The Cobra 75WXST unit has the receiver, microphone and speaker all built into a single hand-held unit, it has a range of five miles and has many additional features. The unit is ideal for club use and you can store it out of sight in your trunk when not on tour.



The antenna has a magnetic base and fits right on to the Boxster's convertible top cover (it's steel however the rear trunk cover is not) and comes with a 10 foot coaxial cable that goes around the top and into the passenger compartment without drilling any holes. You just open the top half-way so you can reach around the top. One hint - The coax goes under the front of the convertible top cover NOT between the trunk cover and top cover. The coax fits right into the

junction box that comes with the Cobra CB.



The ENERCELL lighter plug has to be fitted to the power cord on the Cobra CB, you'll need a screwdriver. You can plug it into the power plug located under the center console and you are set to operate your CB radio.



So grab \$125 and fit your Porsche with a CB and join us on the Tour de San Juan. You'll hear all the directions, warnings about bike riders and Smokey hiding behind a bush. You'll hear about lunch, and hear lot's of jokes along the way.

Roger that, 10-4, over and out..... *Walt*....

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