

The devil's **Advocate**

**December
2003**



**The Official Publication
of the
Diablo Region/PCA**

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Cover Photo

Putting the Schwimmwagon, Type 166 on the cover of a Porsche Club newsletter is mostly an attempt to connect our fine Tank Tour to Porsche content.

The subject of tanks is, nevertheless, a valid part of Porsche lore. There are reports, for example, that Dr. Ferdinand Porsche "was a buddy" of Hitler and that he was also the head of the German Tank Commission. It has also been documented that 50 "Porsche Turret" Tigers were sent to the Western Front on June 27, 1944 and engaged in the battles of Normandy. Of those 50, only two Tiger II's managed to survive in the conflict near the River Seine.

Dr. Porsche apparently did design a super tank called Maus. It had a Daimler Benz 1080 hp V12 but only prototypes were built since the war ended any actual production. The Maus weighed an improbable 414,000 lbs plus (do the math for tons) and would collapse most bridges that it attempted to cross. The mpg was a bit of a problem and the top speed was about 13 kph.

It has been reported that two Maus prototypes were being tested when the Russians arrived; there is, therefore, a Maus in a Russian museum.

Diablo Region Web Site:

<<http://www.pca.org/dia/>>

The Advocate is the official publication of the Diablo Region of the Porsche Club of America. Opinions expressed herein are not necessarily those of PCA, the Diablo Region or of Porsche, AG. Contributions are welcomed. The deadline is one week after the board meeting. The editor reserves the right to edit any submission.

Brian's Beat

by Brian Cameron, President

This will be my last article for 2003. It sure seems like the time has flown by. Back in July, I mentioned a trip I would be taking to the Bonneville Salt Flats in August. We ran our car, went 215 mph, which is under the class record, so no trophy. Fortunately, no one else went faster so our goal next year is still 226 mph. The motor is rebuilt and ready to go back in. Now all we need to do is figure out how to squeeze another 12 mph out of the car.

It has been a busy two months since my last article. I have been to Hawaii, Mexico, and Lake Tahoe. Now it is time to settle down for the holidays. The club has been busy with Saturday drives and an Oktoberfest. If you didn't make these, you missed some great events.

The November *Advocate* included the ballot for three new Board of Directors members. I hope you all took the time to vote. The Board will elect new officers in December and they will be announced in the January newsletter.

December 6th is the Train Tour and Christmas Party. I hope you all attend. We will be having our traditional gift exchange, which is always fun. One of our most important events occurs at the January Friday Night Pizza. This is our 2004 Planning Meeting where the events of the year are put on the calendar. Please show up and give us your ideas. It would be great if some new people would step up to plan and lead some events.

The 2003 year was fun for me and I enjoyed being your President. I hope you all had as much fun as I did. I look forward to seeing you all next year.



Potpourri

by the Editor

The cover shows a Type 166 Schwimm-wagon. How is this (the caption states that Ferry Porsche is the driver) for evidence that it was developed by Dr. Porsche?



I enjoy humor now and then and have occasionally taken a few direct and some more subtle potshots at our President. Brian tried to get back at me during the Oktoberfest introductions, but he had only a handful of listeners whereas this newsletter reaches some 685 destinations plus the online visitors. Check Brian's photo (left, above) for my retaliation. We have also learned one more reason why Gloria is an important friend for Brian.

Guess who is the latest owner of a new Guards Red Boxster S? It is not Judy. Herb and Judy Schreib have a new Boxster, but it is blue. Gale and Kathy, our proof readers both have one of the other reds, for the relatively new Boxsters at their disposal. Mike and Gale's is not that old, but recently became a lot newer with an engine and transmission replacement. Mine is technically only a year old (a 2002 model) but now has an odometer showing 45,000 miles.

So what is the connection among these Boxster owners? We all currently either work on the *Advocate* or have been an editor in the past. This, of course, makes the answer about the newest Boxster owner totally obvious: our ex-editor, Ken Jones.





Membership

Welcome: New members

Please visit us at our weekly breakfasts or monthly dinners so we can get acquainted. It will be delightful to meet you in person.

After all, it's not just the cars. It's the people.

Diablo Region Board of Directors

New Members	3
Transfers in	2
Current renewals	11
Multi-year renewals	4
Late/delete renewals*	4
Transfers out	4
Non renewals	16
Dual members	9

Total membership 591*

**Previously deleted, now renewed*



**Judy Schreib,
Membership**

[<jhschr@tdl.com>](mailto:jschr@tdl.com)

New members this month (thru 11/6/03)*:

Name	Affiliate	Porsche	Year	City
Paul E. Kirchner	Denise	911	1986	Pleasanton
Philip E. Lindner	Rita K.	356 B	1961	Danville
Andrew M. Warrington		944	1986	Alameda

Transfers in this month (thru 11/6/03)*:

Dale E. Fredericks	Michael J.	911C4	1992	Walnut Creek
Timothy A. O'Grady	David	928S	1986	Pleasanton

***Editorial note:** Lest any of us become overly concerned about apparent declining membership, the National Executive Secretary reports that a software glitch left many membership applications unprocessed this month. A corresponding upturn is thus predicted for next month.

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From the Editor

by Ron Leppke <lepprd@mac.com>

After Patrick Schmidt, Frank Cunningham, and Aaron Waldon each did such a fine writing job last month, we have another exceptional contribution by Mike Vorkapich covering the Tanks Tour.



Those of us who have been around awhile, e.g., first Porsche in 1959, have that learned life's issues are rarely clear cut. Some sort of creative tension between options is often the pathway toward improved performance and growth. My two cents with respect to politics, for example, is that a stance that is purely ideological may miss a solution that works better because it is based on actual and current data.

The column thus takes to the slippery slope of the aforementioned tension between options. In this instance, it will be the three local Porsche dealerships and their support or non support of our newsletter through paid advertising.

My Boxster S is due for its 45,000 mile maintenance by a dealer and, in addition, it is the one just before the warranty expires. I had an excellent buying experience and, having purchased five new Porsches, rank the dealer salesman among the best. This puts him in a class with Ron Ferreira of Martin/Johnson in Oakland where I bought four new 911s. Ron won a Porsche Parade autocross trophy, was with the Garretson/ Dick Barbour Le Mans effort in 1978 and was thus about three notches beyond the typical Porsche dealer salesman's knowledge level for driving enthusiast like myself.

Ron assisted my own Le Mans trip with details of a Paris hotel and a pension 40K down the road from the Mulsanne straight.

My service needs at the dealership of purchase have been okay. Some calls have not been returned and some problems have returned, but basically I have no substantial complaints.

The other side of the tension is a dealership with really top notch equipment, that is the newsletter's biggest advertiser, and who has made personal invitations to several special events at their location. If I heed the admonitions of this column to show thanks and appreciation for sponsorship support, my 45,000 mile service will bypass all three dealers in our geographic region.

Lingering in the background, is a sub issue involving the Mercedes line. There is at least one report that Porsche sales, including the Cayenne, are carrying the dealerships tied in with Mercedes. Did anyone notice any Porsche dealership support for our Blackhawk event? I did see Mercedes involvement with other Blackhawk functions.

The several new Porsches in the last two years, as represented at our Saturday breakfast or among the people on page three (5 among Directors and chairpersons), suggest that, as a PCA Region, we are showing support and loyalty to East Bay Porsche dealers.

There is evidence, however, that a chasm between dealers and PCA Regions remains. This acknowledged problem led to the employment of Jack Bair as the liaison between PCNA and PCA. The problem, from a dealer perspective, has been identified as PCA being a bunch of old timers enthralled with 356s and classic 911s rather than hot prospects for the showroom models.

The creative tension is thus identified on two fronts. It is classic versus newest and blind dealer loyalty versus giving higher priority to better service and showing appreciation for Region support. I will make my choice today.

<<http://homepage.mac.com/lepprd/>>

My First Porsche, #9



Check out Rob Haitsma's November board candidacy statement to see how much he enjoys this 928S.

Perfect Porsche Parking



This one avoided door dings, but not a 20 inch "keying" on the front fender (Fry's Electronics, Fremont).

Christmas Party & Holiday Lights Train Tour

Saturday, December 6, 2003

NILES CANYON RAILWAY



Meet at the Sunol Train Depot at 6:30 P.M. The **Holiday Lights Train Tour** is from 7:00-8:00 (Limited to 40 passengers. If sold out, you are invited to join the **Christmas Gift Exchange**. The gift exchange (approximately \$20) and dessert/drinks will be at Jo/Bill Melton's residence at 7580 Driftwood Way, Pleasanton.



Train Tour: \$20/person
RSVP by November 21:
Brian Cameron, 925/743-0236 or
E-mail: brian554@earthlink.net.
Make checks payable to
Diablo Region/ PCA
Mail to 1960 S. Forest Hill Place
Danville, CA 94526

Zone Calendar: 2003-04

Date	Region	Event	Zone	Event Title	Location
1/10/04	GGR	Awards		Time-trial & Autocross	Alameda
1/17/04	Zone 7	Banquet		Awards Banquet	TBD



Our hero Tank Tour leader, Mike Vorkapich, (check out the tiny tank on his cap bill) and "Popgun."



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Diablo Calendar: 2003-04

December

- 2 Board Meeting
- 5 Pizza and Porsches
- 18 Thursday Dinner Out
- 31 New Years Eve Party

January 2004

- 2 2004 Planning Meeting
- 6 Board Meeting
- 15 Thursday Dinner Out

February 2004

- 3 Board Meeting
- 6 Pizza and Porsches
- 19 Thursday Dinner Out



Tank Tour participants join the regulars at Denny's on October 25, 2003.

March 2004

- 2 Board Meeting
- 5 Pizza and Porsches
- 18 Thursday Dinner Out

April 2004

- 2 Pizza and Porsches
- 6 Board Meeting
- 15 Thursday Dinner Out

May 2004

- 4 Board Meeting
- 7 Pizza and Porsches
- 20 Thursday Dinner Out

June 2004

- 1 Board Meeting
- 4 Pizza and Porsches
- 17 Thursday Dinner Out

July 2004

- 2 Pizza and Porsches
- 6 Board Meeting
- 15 Thursday Dinner Out



Continuing more than 25 years of weekly breakfast parking lot tire kicking.

Saturday Breakfast

8 A.M. at Denny's,
803 Camino Ramon, Danville
On 680, exit to Sycamore Valley
East; Camino Ramon is the first
right turn.

Pizza & Porsches

1st Friday, 7 P.M.
Pavlo's Pizza
2408 Twin Creeks,
San Ramon

Board of Directors Meeting

First Tuesday, 7 P.M.
Mostly at Brian's home

Thursday Night Dinner Out

3rd Thurs., 6:30 P.M.
Rocco's Ristorante*
2909 Ygnacio Valley Rd.
Walnut Creek

* Rocco's features 29 entrees,
including pastas, in addition to Pizza.



Part of the November, 2003 Friday Night
Pizza group at Pavlos in San Ramon.

2003 Autocross Results by the Editor

Twenty-one Diablo members earned GGR points in the 2003 Autocross season, and six competed in enough events to be eligible for a trophy. Although derived from early unofficial standings subject to revision, the results reported here are certainly reliable enough for this "Way to go!" column.

Of those who were not eligible for a trophy, some did, however, accrue top points for a particular event with a first in class finish. Members not qualified for a trophy, but who won one or more events were: Bill Patton, Robert Zachry, Randy Orem, Eugenie Thomas, Rob Aldenhuysen, Mikaleagh Stewart, and Vern Thomas.



The Zachry class C/Ci 1984 944

Others who earned points were: David Zachry, Dieter Schulze, Ron Leppke, Al Armellini, Anthony Hsieh, Howard Thomas, and Mike Vorkapich.

Drivers who expect to take home hardware from the January 10 awards banquet are: Michael Sondel, second in Hi ('67 911); Mike Quinn, first in K ('81 911 SC); Ken Jones, second in Li (89 911); Ian Kingsley, first in M (94 911); Milo Dorr, tied for first in Dm, and Tim Stewart, fourth in Ni (993).

As for my two cents, I nominate Alan Kingsley as "Rookie of the Year" and "Most Improved" as well. A true beginner starting with the autocross school, Alan was as good as anyone on his last run Sunday morning.



Hopes of a smooth course with good grip were washed away by rain at Infineon.

2003 Zone 7 Rally Series by Rik Larson

The Series finished the season in October. Based upon the Zone 7 Competition Rules, an entrant must run four or more of the six events in order to qualify for awards. This year, six PCA'ers meet the requirements. With six events this year, the code book chart shows that four events count for the year-end awards.

According to Zone 7 Rally Chairperson Al Armellini, there was a 4-way tie for first place. This resulted when Jessica and J. Toney, Rik Larson and Al Armellini each won 4 events in their respective classes. Hubert and Jenny Lee of Golden Gate Region were the other two entrants that competed in at least 4 of the events.

The 2004 Zone 7 rally schedule is being developed and appears that it will feature 6-7 events. The first event will be in February. Stay tuned for additional information. And we just might do a special rally school for those of you planning to run the Parade Rally in Fort Worth next July. It will use 'tulip' diagrams for the instructions. You can see a preview of the type of instructions to be used at the Fort Worth Parade web at 'www.parade04.org' and click on the rally button.

And remember that you be sure that all of your roads have bends in them and you do not encounter any dead ends.

Diablo Region/PCA presents:

New Year's Eve & Newcomers Party

**Kiss the old year Goodbye!
Welcome 2004!!!**

Wear your dress-up Porsche clothes or semi-formal attire.



Time: 9:00 P.M.

Location: Pat and Linda Schmidt's home,
7695 Sunwood Dr., Dublin

Cost: \$5/person. (No charge to Newcomers)

RSVP: Pat or Linda, 925.829.4329,
<schmidt.patrick@comcast.net>
by December 10

Extras: Beer/wine/champagne/ham to be supplied by
Diablo Region.

Guests with last name beginning with A through M, please bring finger foods; N through Z, please bring a dessert.

Coffee and Espresso available throughout the evening.

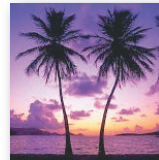
Check your Porsche library or other Porsche memorabilia and bring a selection to "Show and Tell."

Happy New Year hats and favors included!

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Sunol Saturday Drive

by Patrick Schmidt

Once again, it was a pleasure putting on a Saturday Drive. Frank Duran and I had the enjoyment of making the trip twice, once to get the timing and mileage, and the next time with 17 cars and 27 people.



As you can see from Ron Leppke's pictures on this and the next page, we had a gorgeous October day to tour the East Bay hills and wine country. We did not spend time on any interstate. Just nice twisty Porsche roads, as evidenced by Ron's photo and the one of my Carrera starting the fun descent down Morgan Territory Road.



The folks at Murietta's Well Winery and Elliston Vineyards were very accommodating for our group.

If you are hesitant to plan a Saturday Drive alone or put on some other event because you have not lead an event before, just ask around at Breakfast, Pizza or any other event. You may be surprised at the support you get.



Please remember to come to our home on New Year's Eve. Linda and I are hosting the New Years Eve & Newcomers Party starting at 9 P.M., Wednesday, Dec. 31st. Please see page 11 of this *Advocate* for details and RSVP by December 10th.

I hope to see you there and at a lot of events in 2004.





Sunol Saturday Drive by Frank Duran & Patrick Schmidt October 18, 2003



MVTF Tank Tour

by Mike Vorkapich

It was a bright and sunny Saturday morning. For me it would be full of surprises and adventure.

After a quick breakfast, we lined up our cars into two convoys. We set our Walkie Talkies on 928 and finished the required paperwork. My victims were in the first convoy. Brian Cameron led the second.

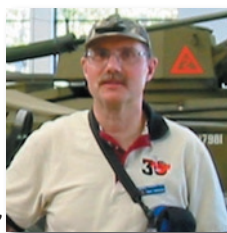
Convoy # 1 sped down I-680 and turned onto SR-84. As we zoomed through Niles Canyon, we managed a wave to an oncoming group (The Babblers; Boxsters only) on their Fall Frolic. Across the Dumbarton Bridge and into Palo Alto we flew. It was smooth sailing until we hit El Camino Real. My route instructions read "Turn Right (West) onto El Camino Real for 131 yards. At Koo Koo Roo return East on El Camino Real for 0.8 mi." What? Oh! It's a U-turn!!!

With everyone in tow we made our way up Sandhill Road toward our destination. At times of confusion my mother used to say, "We're not lost, we're just having an adventure!". After a few turns off the main road our adventure began.

Los Trancos Road seemed normal at first. After a few miles it began to look more like a wide bike path. The road seemed unfamiliar even though I had been there before. I think the road has some mystical power. We entered a stretch of tight turns on a mostly one-lane road with bad signage. I thought to myself, I hope we're not lost. After another mile of driving the ever narrowing road, I knew we were hopelessly lost. Then I saw the light at the end of the tunnel - Old Spanish Trail. Saved from Los Trancos again.

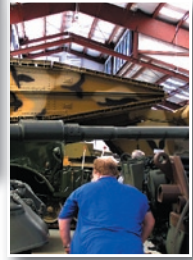
We entered Pony Tracks Ranch at the shop where newly acquired equipment is broken down, labeled, and meticulously reassembled into a working machine. We saw a German Panther Tank being restored as it sat on I-Beams 8 feet off the floor. It didn't look much like a tank until Dave, our guide, told us what it was and how the restoration process was carried out. Soon the second convoy arrived intact.

The real tour began a mile from the shop, up the hill and down a gravel road to buildings #1, #2, and #3 that form a "U" around a large parking area, which contains a German Panzer IV Tank. The main collection of restored vehicles is housed here. Most of the vehicle engines work.



We were greeted in building 2 by a 6-ton Panzer 1, next to a 60-ton UK Cheftain. Dave, our tour guide, described the array of tanks and rocket launchers as we walked around each. There was a 73-ton UK Conqueror - the largest production tank ever built, a SCUD Missile Launcher, a 60-foot Bridge Layer, a 203 mm mobile cannon, with a barrel 40 feet long, able to sling a shell 29 miles. There were a variety of US Tanks including many M4 Shermans, some M60 Pattons, a M47 Patton, a M48 Patton, a M3 Stuart, a M3 Grant, and a M551 Sheridan. There were a series of Russian tanks from a T34, a T55, a T62, a T72, and a T54. The T54 was used in the movie Tank Girl. There were rocket launchers, anti-tank guns, and the German half-track, which was used in the movie The Dirty Dozen. I could go on. There are over 200 armored vehicles in the private collection. To say we all were impressed and astounded would be an understatement. Dave was an excellent tour guide. He vowed to show us anything we wanted to see.

After viewing four buildings full of heavy-armored vehicles, we began to feel overwhelmed. It was then that we knew it was time for lunch. The bulk of the two convoys left for lunch at Max's in the Stanford Mall, where our tables were waiting. There were some who stayed to hear even more about tanks. Luckily, we found a much easier way to leave the Military Vehicle Technology Foundation. We were at the mall in no time. The tour went well. Everyone enjoyed the tanks and many seemed awed by what they had seen. If you get a chance to go-do. You can also check out the web site at <www.milvehtechfound.com>.



MVTF Tank Tour by **Mike Vorkapich** Portola Valley 10/25/03





Oktoberfest by **Frank & Clar Cunningham** **October 25, 2003**



Oktoberfest

a host's perspective by Frank Cunningham

Clara and I would like to thank everyone who came to our home for the annual fall Oktoberfest. For those members who couldn't make it, you missed a great event.



It was great because of all the fantastic club members who attended. Most everyone seemed to be engaged in full conversation of one subject or another and having fun. Like the motto, it's the people not the cars.

The selection of food was overwhelming, and good too. The night was perfect for a party. The air was warm and the back patio was a favorite spot. My hearty thanks to Frank Duran whom I drafted to cook the "brats." Our house was full with food, people, conversation, music, and Ron's photos. What else can I say, Clara and I had a great time, and it looked like everyone did also. Although I feel that Clara and I have a party every day, it is a lot more fun with all the club members stopping by. Hosted by Frank and Clara Cunningham, the

More Oktoberfest

a membership perspective by Judy Screib

Oktoberfest and Newcomers Party was once again a successful event. The weather was beautiful, which allowed the overflow of guests to wander outside and enjoy the autumn night air.

We welcomed newcomers Alex Paras and Ida Li, Richard and Gretchen Collins, and Kerry and Scott Burns. We were delighted to see again semi-newcomers, Jim and Valerie Kayl, who had attended the Cinco de Mayo party; also Butch and Kristi Strehlow, whom we had not seen since they so graciously hosted the Christmas party last year. Mimi Dobrich also joined us.

Ron Leppke supplied some great German Oktoberfest music. In addition, he had his laptop hooked up with a continuous slide show of the two previous events, the Saturday drive to Sunol and the Tank Tour (which had just taken place that day) – also various events from earlier this year. It was a big hit!!!

Vern and Howard brought the goody bag and showed off items with the new Diablo Region logo. The logo is very colorful and we look forward to an inventory increase.

We feasted on the usual variety of Oktoberfest sausages, sauerkraut and German beer and other drinks. We had the usual great variety of munchies and desserts.



A huge thank you to Frank and Clara for hosting this event and another thank you to newcomer, Gretchen Collins, for all of her help in the kitchen and passing/serving various plates of food. Let's keep this successful event going for years to come!!!

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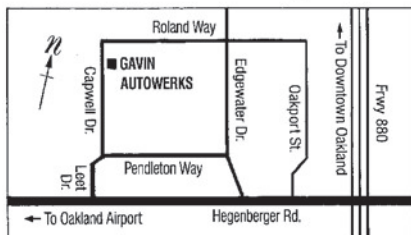
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