



# ZEITUNG

## PCA-SEQUOIA REGION



## THE PREZ SAYS...

*by John Lillian*



A special thanks to Tom and Merilee for the Bass Lake boat show tour. This was another super tour we have had this year. The weather was fantastic and the boats were really nice. I would



also like to thank Rod for the use of his boat to cruise the lake.

The dinner last month at Bobby Salazar's was attended by 58 members which is super. Thanks to Evie and Chris for the fantastic job they are doing setting these dinner meetings up.

Margie did another great job on the Porsche 914 presentation. She had some great pictures of past and present 914 owners. Margie also introduced some new members to the dinner meeting, I wonder what she has in store for next month's meeting; you will have to come to find out.

Our club is setting up a booth at The Auto, Boat & RV Show on June 22nd to June 24th at the Save Mart Center. We will need volunteers to sit at the booth to greet attendees and answer questions about our favorite subject - Porsche. At least 10 to 12 members (two at a time) will be needed to work shifts over the three days. These will be 4 hour shifts and you will get into the show free. If you are interested please contact me at 435-5277 or [johndlil@yahoo.com](mailto:johndlil@yahoo.com).



**This Just In... 9ff's New Turbo Cab**

Our June dinner meeting will be at the MANHATTAN RESTAURANT on Bullard & Marks. This should be a good one; we have a private room in the back and a great menu to pick from. Contact Evie or Chris for reservations now. See you there....

*Driving for success...*

*John*

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# MEMBERSHIP REPORT...

by Margie Back



What fun it is to have so many new members becoming involved in our events! There seems to be a new energy among us! Last Saturday's tour to Bass Lake with twenty-two cars was an example. Thanks to Tom & Merilee for organizing us all.

I want to introduce you to the nine new members who were with us at Bobby Salazar's in May:

**Bob Curran** and (soon-to-be wife) **Deb** have participated in four events now – the wine tour, the new member orientation, the May dinner, and now the boat tour – so hopefully their faces are becoming familiar. Bob's first Porsche was a 930, but he now has a '04 911 Carrera Cabriolet and an Audi Cabriolet. He was born in Germany and was raised by his grandparents near Heidelberg after his family was asked to leave Japan where his father worked as an aeronautical engineer/test pilot for Germany (helping their allies, the Japanese). Bob is in commercial real estate. Deb works at Raley's in Oakhurst.



**Gary Smalz** lives in the foothills south of Yosemite and owns (and loves) a 1998 Guards Red 911 cabriolet. He chose it particularly because this was the last year that Porsche manufactured the air-cooled engine. He also has another classic automobile, a 1966 Mustang convertible, as well as a garage full of antique and modern motorcycles. His bike collection includes Indians from the 40's, 50's and 60's era Hondas. He works part-time in the California Motorcycle Safety Program and plays the bass in a bluegrass group called the Smiley Mountain Band. His friend Adrienne was with him at dinner.

**Chris & Pilar Rose** actually became members in 1999, but are just now finding us! He was at the new member event and his car was one of those put up on the rack that day. His first Porsche was a used 1981 911SC, followed by a Boxster S, and now they drive a new 997 S. Like so many car lovers, they are faithful to German cars, also enjoying an Audi and a Mercedes. And they have six children! The oldest is in the Army and the youngest is a 5<sup>th</sup> grader. As he says, he works as an orthodontist in his "spare" time.



**Marv & Lawanna Phillips'** application was barely in the mail when they attended the dinner at Salazar's. They were members of this Region in 1961 when they lived in Fresno, so they were "here" in the very beginning! He bought Chuck Perry's 1970 Targa 911, which he still owns, but they also have a 2007 Cayman S (Cobalt Blue). Marv used to do road racing and quarter mile drag racing with Dick Smith. They came along on the Bass Lake tour, and brought new-Porsche-owner-friends, Dennis & Joan Durgarian, whom you will be meeting soon at a dinner meeting. They all live in Visalia.

**Mike & Christine Gardner** surprised us by being able to attend at the last minute. Mike works for a display manufacturing company and does a lot of traveling. They have a 2007 911S Carrera. It is their first Porsche and they have had it since October. They have three young children, ages 4, 5 & 7, so this is a busy young family.



We look forward to getting acquainted with all of these folks.

Again, I hope you are recognizing and getting to know Mike & Lavon Dorval, Darrick & Carla Duerksen, Mike & Susan Sherfield, and Steve & Susan Williams, all new members this year and who were at the May meeting.

***Wear your name tags to every event – it really helps in this process.***



Thanks to Clint Cummins, Bob Madrid, Scott Brinker and Don Pitman (four of our eleven 914 owners) for letting us share their love of that model Porsche, the last of which was built in 1976. In June we will be highlighting a few members who have passed on the love of the Porsche to family members.



# RETROSPECTIVE...

by John Simpson, Club Historian



## .....in memory of Dick Smith

Dick Smith, past president of the Porsche Club in 1970, was killed April 18, 2007, in a single engine private aircraft crash over the Tehachapi Pass while flying from Fresno to southern California to see a restored B-17.

Dick was an American road racing icon best known for a record-setting performance in a 427 CS Cobra at Daytona. Dick found out years later that while the track clocked him officially at a world record-setting 198 mph, Ford had their own clock at the track and had him at 202. He won the Daytona Beach American Road Race of Champions in 1967. He was a Virginia Hill Climb Champion four times and western U.S. Champion 11 times. Dick also won several SCCA national titles. Simply said, he loved speed.

There is not much in the archives about Dick's involvement in the Porsche Club. However, in the November 1970 *Zeitung* he wrote, "I have to honestly say that the group of people in PCA, in particular the San Joaquin Region, have to be the greatest and the best group in the United States."

I was told Dick always had a smile on his face. Perhaps he was remembering the race around Laguna Seca in his red Cobra trying to best his 198 mph (202!) record. Dick Smith will be missed by the racing world and by the friends he made while in the San Joaquin Region Porsche Club.

*Later, John*

A special note of sympathy goes out to Dr. Don Huene on the sudden passing of his wife, Annette. Don and Annette joined our region just months ago. Annette, we hardly had a chance to know you. We also want to wish a speedy recovery to Dick Arnold who was recently involved in a serious auto accident.



## The Porsche Pantry

By Shari Walker



### For all dinner meetings, bring raffle prizes & canned food.

Please reach deep into your pantries and when you shop, grab a few extra things to donate at the dinner meeting. Our community liaison recommends rice, beans, canned vegetables, soups, cereal products, masa flour, etc. These items can be bought in bulk. Thank you in advance for your generosity. Again, if you forget, bring money; we'll give one raffle ticket for each \$2.00 donated.

### Thank you for wearing your name tag!

It makes it so much easier for getting acquainted.  
Have you lost yours? Or just don't have one yet?  
Call Tom Amos, 222-9285 or  
[tamos@towerusa.com](mailto:tamos@towerusa.com)  
And you will have one for just \$8.  
They will be delivered at an upcoming dinner meeting.

### Contact Information

Board of Directors ..... [List online](#)  
Newsletter: David Crabtree ..... [zeitung@pacbell.net](mailto:zeitung@pacbell.net)  
Zone 7 Rep: Larry Sharp ..... [larrysharp@comcast.net](mailto:larrysharp@comcast.net)  
Email [zeitung@pacbell.net](mailto:zeitung@pacbell.net) for e-newsletter subscription requests.





## What to do when your vehicle's "Check Engine Light" turns on

*By Dave Goerlich, Technical/Safety Chairman*



First of all don't panic! The check engine light means there could be a possible problem with the engine OR only a minor emission problem. Many times there could be more than one specific problem.

The dealership can determine the problem by checking the code and get you going in a short period of time. This can get to your "pocket book" in no time. Also, it can result in scheduling delays.

There are procedures that can be performed by the car owner that can usually determine the problem with very little cost. First of all, if the "Check Engine Light" comes on intermittently, an immediate check-up is required. If this light stays on solid the diagnosis can be delayed. Many times the light can be due to a problem as simple as the emissions of the vehicle, not replacing the gas cap properly when you last filled the tank with fuel, or the evaporative system. This is when the fumes from the gasoline are leaking from the system into the outside air. Another common possibility is a faulty oxygen sensor. This sensor evaluates the exhaust before and after the fuel mixture is burned by the converter.

These are easy items to check and each can trigger a "Check Engine Light". If you find that this is the problem and it is corrected, drive the automobile through a drive cycle and the light should go off. Now that you are completely confused and don't know what is going on—what is the next step?

A hand held electronic device called a scanner can be plugged into your automobile's computer to determine the code faults. The scanner codes will isolate the problem. An inexpensive scanner can usually be purchased at your favorite auto parts store for \$100.00. To determine the code faults check an automobile repair manual; if this is too difficult, I have another suggestion.

Many of the large automotive auto parts stores such as, Kragen, Auto Zone, etc. will offer this service at no charge if the needed parts are purchased at their store. Tell the employee at the parts counter that the "Check Engine Light" has come on in your vehicle and you don't know what parts are needed; Ask if you can use the store's scanner to determine the needed parts?

For those Porsche owners with lots of "rocks in your pockets" and who still don't understand what this is all about, the dealer may be the answer. Remember, an expensive diagnosis is not always needed to determine the problem.

## Wanted: PCA History

*By Ellen Beck, PCA National Historian*

An important goal of an historian is to collect and archive significant items of our club's history, in addition to the typical paper records and documents. Our premier national event since our club's inception has been the national Porsche Parade, yet we have very few examples of Parade memorabilia in our collection.

I hope to acquire a selection of memorabilia from each of our 51 previous Parades which would include the following items: a Parade binder, a Schedule of Events, a Trophy, a logo patch, decal and grille badge, a wine glass and a Yearbook (from Parades that had these items), and any other unique items, video and photos from individual Parades. I appeal to our membership to consider donating any of these items (or other historical items) where you may have duplicates or find you no longer have the room or inclination to store your old Parade memories. They will find a welcoming home and attractive display space in our new National Offices.

Please contact Ellen Beck at [historian@pca.org](mailto:historian@pca.org) or (301) 788-0370, or Vu Nguyen at [admin@pca.org](mailto:admin@pca.org) or (703) 321-2111 if you have questions or are able to assist in our search. Items may be mailed to the PCA National Office at P.O. Box 1347, Springfield, VA 22151. A PCA Certificate of Appreciation will be sent as a thank you for your generosity.

# Grip-It Power Brush, Product Review

*By Jim Pyatt*

I'm always looking for new and innovative products. I search the Web, attend detailing expos, and talk with suppliers in order to bring you news of the best products available. I know you are like me: cleaning wheel wells and wheels has always been backbreaking work. You have to get the best cleaner for the job along with quality brushes, and then you have to scrub by hand. To clean this area can take more than 10 minutes for each wheel.



For years, I have been looking for a better way to clean wheels, trying different chemicals and brush combinations to make the job easier. I have finally found simply the best innovation in wheel cleaning in years! It is the Laitner Grip-It Power Brush; with this power brush you can do a better job getting into those nooks and crannies in far less time. Designed to be used with any cordless drill, this brush has over 20,000 supersoft, dirt-gripping bristles. You can run the brush over the back of your hand at full speed, and it actually feels soft. But it has the ability to cut right through the dirt and grime.

When I first received the Laitner Grip-It Power brush last month, I was skeptical. Most brushes don't last long; the bristles wear out in just a couple uses. My assumption was that this brush would last for only a couple of cars. I have been using the Power Brush for well over a month, and it works better now than when new. Now that's a change! I have found the soft bristles become even softer after using them. A brush that gets better with time? Yes, you heard me right: the more you use it, the softer it gets and the better it performs! Now that's what I call an innovation.

I tested the Power Brush with acid-based cleaner to see if it would hold up, and it performed beautifully without damaging the brush at all. I simply put this brush through every conceivable test. Another area we all struggle with is the doorjamb, they are hard to get into and, if not cleaned properly, leave unsightly greasy dirt and grime. I took my newfound friend and fired it up in the doorjamb. Again, I was totally amazed at the results. The jobs for this tool seem to be endless; I have also used it to clean the engine, undercarriage, and seat rails.

OK, I won't go so far as to use it on the body of my precious paint finish. As you know, the clear-coat is very soft and even the slightest rubbing can cause swirls.

This is probably the most glowing review I have ever given, but, as you can tell, I simply love this tool. The Power Brush will be coming to your local auto-parts store and e-stores featuring auto-detailing supplies soon. You will want to be the first in your circle to have one, so keep your eyes open.





# WHAT'S DRIVING DAVID?

by David Crabtree, Zeitung Editor



With so many new and newly active members it is hard to forget that things change over time. Change brings a variety of experiences for everyone – fear, relief, anxiety, excitement, sadness, joy, and more - each through lost and found opportunities. Being engaged in a membership organization keeps me in touch with the full rainbow of experience. As a new member myself, I see mostly opportunity. I have had the opportunity to meet new people, to make some good friends, to see new places and to see familiar places in a new and exciting way. Driving my Porsche has taken me down the road in a way that very few have or take the opportunity to enjoy. And I want you to know, I'm lovin' every minute of it!

For those of you who have been around awhile, what has changed? Can you remember what change or changes were involved in your initial engagement with the PCA? Can you remember what parts of the "rainbow" you most enjoyed and what parts propelled or drew you on to remain engaged? It seems to me that these are the bonds we share in PCA. Of course the car is the center of attention. It is about the car, after all. And it isn't just the car; it is the people. For the car originated as an idea in the mind of a person. And through the car we share in the idea, in the idea that became a Porsche and is our bond.

As editor, I am on the lookout for ideas to share with the membership. Maybe you'd like to share a story about a change in your life, a change that included your Porsche or one that was triggered by it? What about a joke or a poem – maybe a riddle? Maybe a piece of art that sums up a particular change that took place or one you're still fantasizing about? Put your thoughts on paper, in a picture, or call me and I'll take notes while you give me a picture in words. Remember, the bonds of friendship are created by changes that only take place when we extend our hand, when we reach across the table, and share our ideas with someone else.

See you on the road!

David



## Photo of the Month

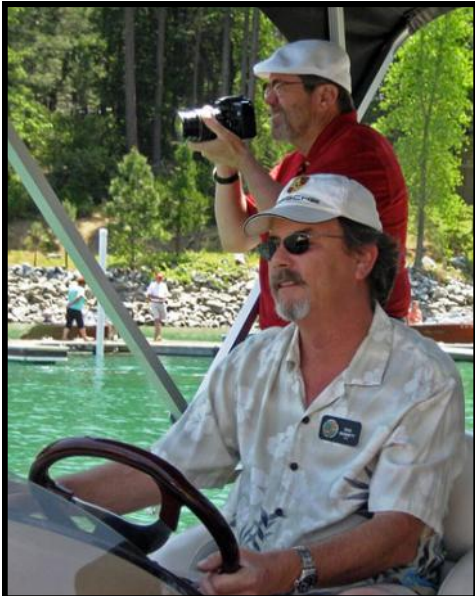


Photo by  
Jack Back:

"Aye Captain,  
I spy the booty!"

Next month's  
submission  
deadline – 6/24

## Classifieds

**1978 911 SC Targa** Silver/black, 5 spd, 3.0, runs great, Carrera chain tensioners, front spoiler, whale tail, chrome wheels, body and interior excellent, sheepskins, bra, alarm, cb, stereo/cas, short shift, no smoke or rust. 112k, always garaged. \$14,750. Pictures available upon request. Contact John Richard at [johnleer@yahoo.com](mailto:johnleer@yahoo.com) Or call 559-645-0501, cell 559-260-0026

**2000 Boxster** w/57k miles, 5 sp, A/C, Black leather interior, hard top, 17" rims, Potenza ZR tires, very excellent condition. \$23,950. Contact Tom Amos at [tamos@towerusa.com](mailto:tamos@towerusa.com) Or call (559) 432-3105





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

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

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

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

Continuing the company's esteemed 20-year tradition of pairing a classic soft top with extreme Porsche 911 Turbo performance; this 2+2 seater can reach speeds of nearly 200 mph and accelerate



from a stop to 60 mph in just 3.5 seconds. Starting at \$136,500, the all-wheel-drive 911 Turbo Cabriolet is available with the same 3.6-liter, six-cylinder, twin-turbocharged boxer engine that delivers 480 horsepower in the 911 Turbo Coupe.

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

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



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



# Michael Porsche

6061 N. Blackstone Fresno CA 93711

**559-431-6000 x.381**



**PORSCHE**



For inquiries or orders contact  
Brian Freer Sales Manager

#### Sales Hours

M-F 8:30 a.m. - 9 p.m.

Sat 8 a.m. - 7 p.m.\*

Sun 10 a.m. - 6 p.m.

\* open until 6 p.m. Dec - Feb

#### Service Hours

M-F 7 a.m. - 5:30 p.m.

Sat Closed

Sun Closed

**WWW.MICHAELPORSCHE.COM**

OR CONTACT BY EMAIL AT [BRIANFREER@MICHAELAUTO.COM](mailto:BRIANFREER@MICHAELAUTO.COM)

## Bass Lake Tour

*May 2007*



### PCA Region Focus Online (Monthly newsletter at the PCA website)

The current and past issues of PCA's Regionfocus can be downloaded here:

[https://www.pca.org/members/region\\_focus.html](https://www.pca.org/members/region_focus.html)





# Upcoming Events Schedule



## Upcoming Sequoia Region Events

### June

- Mon 6/4** Board Meeting 7:00 pm @ Gilpin's, 758 E. Lawnbrook Drive  
**Tues 6/12** Dinner meeting @ 'Manhattan' in the Park Avenue Room,  
1731 W. Bullard in Fresno. \$33.00 each. Reservations: Christine  
Richard #645-0501 or [richardcmr@hotmail.com](mailto:richardcmr@hotmail.com)  
**Sat 6/16** Coulterville Chili Run. Leave Starbucks Shaw & 41 @ 9 a.m.  
An informal and somewhat less-than-spirited run up highway 49 for  
some darn fine chili and sandwiches. Info: David 960-1129 or  
[doclcs@yahoo.com](mailto:doclcs@yahoo.com)

### July

- Mon 7/9** Board Meeting @ Simpson's  
**Tues 7/10** Dinner meeting @ George's 3045 W. Bullard. (Marks & Bullard)  
\$29.00/ person. Reservations by 5PM on July 9th.  
Christine Richard #645-0501 or [richardcmr@hotmail.com](mailto:richardcmr@hotmail.com)

### August

- Mon 8/6** Board Meeting @ Scott's  
**Fri 8/10** Dinner meeting @ Jon's Bear Club, details to follow

**Sequoia Region Calendar of events:** <http://www.pca.org/sqa/events.htm>  
**For all dinner meetings, please bring raffle prizes & canned food.**

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## Upcoming Other PCA, Zone 7 & Regional Events

### June

- |                 |  |                              |
|-----------------|--|------------------------------|
| <b>Sun 6/3</b>  | Zone 7 Concours d'Elegance #2 Hayward                  | <a href="#">Bob Morgan</a>   |
| <b>Sun 6/3</b>  | Zone 7 Rally #1 - Livermore to Sacramento 530-666-1908 | J. Toney                     |
| <b>Sun 6/3</b>  | Wine Country Vintage Car Races Infineon Raceway        | <a href="#">Kurt Fischer</a> |
| <b>Sun 6/17</b> | Zone 7 #3 Concours Rocklin                             | <a href="#">SVR</a>          |

### July

- |                  |                         |   |
|------------------|-------------------------|---|
| <b>Fri 7/1-6</b> | Porsche Parade          |   |
| <b>Sun 7/7-8</b> | Zone 7 Autocross School | Candlestick Park - S.F. <a href="#">GGR</a> |

**Zone 7 Calendar:** <http://www.pca.org/zone7/index.php?page=calendar>



# PCA MEMBER ONLY RAFFLE

Enter Today!

## win a Porsche 911 Carrera

### GRAND PRIZE:

**911 Carrera**

Winner may select any standard Porsche color

### SECOND PRIZE:

A Trip for Two  
to the 2008 Porsche Parade in  
Charlotte, NC

**HURRY!**

2006 RAFFLE  
SOLD OUT!

Winner May Select Any Standard Porsche Color



Diablo Region Presents

## Zone 7 Autocross #4

Sunday, July 22<sup>nd</sup>, 2007

Altamont Motorsports Park • 17001 Midway Road, Tracy

Gates open at 7:30 A.M. • Registration at 8:00 A.M. • First car out at 9:00 A.M.

Fee: \$30.00 per car plus \$20.00 gate fee per person for Altamont

Instructors will be available • Lunch arrangements are uncertain

The course, designed by Larry Sharp, will have banked corners, off-camber turns, and large sweeping curves, Fun? Just ask anyone who was at the March 18<sup>th</sup> event.

*Directions from the Sacramento and San Joaquin Valley area:* From I-5, take either I-580 or I-205 West to the Mountain House Parkway exit (Formerly Patterson Pass Road exit), west of Tracy. Go Southwest on Patterson Pass Road to Midway Road. Turn Right onto Midway Road and proceed to the Altamont Motorsports Park entrance (on right). *Directions from the San Francisco Bay Area, San Jose and Livermore:* From the intersection of I-680 and I-580, take I-580 East (over Altamont Pass) to the Grant Line Road exit (on the East side of the pass). At the bottom of the off-ramp, turn left. Follow Grant Line Road East for ½ mile until you reach Midway Road and turn right. Proceed ¼ mile to the Altamont Motorsports Park entrance (on left).





## Summer Solstice • Saturday June 16, 2007

*A rally for those people who don't like car rallies*

Don't like to always have to drive *on time*? This rally is for you.  
Do mathematical calculations give you a headache? This rally is for you.  
No calculators, computers, stopwatches, or even an odometer are required.  
Do you always have severe disagreements with your spouse on rallies?  
Stop at our "Navigator Swap" table and find a new partner for the day.



This rally has several (but not all) route instructions with two parts (A & B). One part is correct; the other part is incorrect. No matter which part you choose to execute, each will get you to the finish without backtracking or getting lost. The winning car is that which has written the fewest incorrect parts (A or B) on their score sheet.

Starting Location: Niello Porsche – 4525 Granite Drive in Rocklin, off I-80 between Rocklin Road & Sierra College

Registration opens at 12:00 P.M. (noon) • First car out at 1:00 P.M. (Cars at two-minute intervals)

Distance: 70 miles over scenic back roads (no freeways) • Time Limit: three-hour maximum time limit

(Most novice cars should take about two hours and thirty minutes to complete.)

Finish at The Pizza Factory in Foresthill • Classes: Awards four deep in both Novice and Expert classes

*Entry fee: \$15.00 per car*

*Rally School at 9:30 A.M.* Conducted by rally expert J. Toney (optional & no cost) Summer Solstice Generals will be used. The school will be held in Niello conference room and will be finished by 11:30 A.M. Several fast food restaurants are in the vicinity.

General Instructions will be emailed in advance with e-mail request to: [keithmcm@macnexus.org](mailto:keithmcm@macnexus.org)

*Try it – you might like it!*

Sacramento Valley Region Presents

## Zone 7 Concours #3

Sunday, June 17, 2007

**NIELLO**  
PORSCHE

4525 Granite Drive • Rocklin, CA



Gate opens at 8:00 A.M. • Judging starts at 10:00 A.M.

Entry fee: \$25.00 • Lunch available on site for \$7.00

The site of this year's concours is again the new Niello Porsche dealership in Rocklin, CA. Last year's event was a fantastic showing of the area's best cars. This year's should prove to be just as good. There will be a special display of classic 356 Porsche models in the service bay area, as well as a showing of a select number of local race Porsches.

Trophies have been custom-designed and fabricated again by *Reflections in Glass*, which is owned by an SVR member.

Directions: From Sacramento and the Bay Area, take I-80 east, exit at Rocklin road, turn left on Rocklin Road, and then right onto Granite Drive. Niello Porsche will be on your right. From Reno/Tahoe Area, take I-80 west, exit at Rocklin Road, turn right onto Rocklin Road, then right onto Granite Drive. Niello Porsche will be on your right.



# CARLSEN PORSCHE CONCOURS

Presented by Golden Gate Region, Porsche Club of America

Sunday, August 5, 2007

Carlsen Porsche Dealership

3636 Haven Avenue, Redwood City, CA

Entry Fee: \$20.00 per Car • Display Only: Free

Car placement from 7:30 A.M. to 8:30 A.M.

Food: \$10.00 Catered Bavarian Buffet

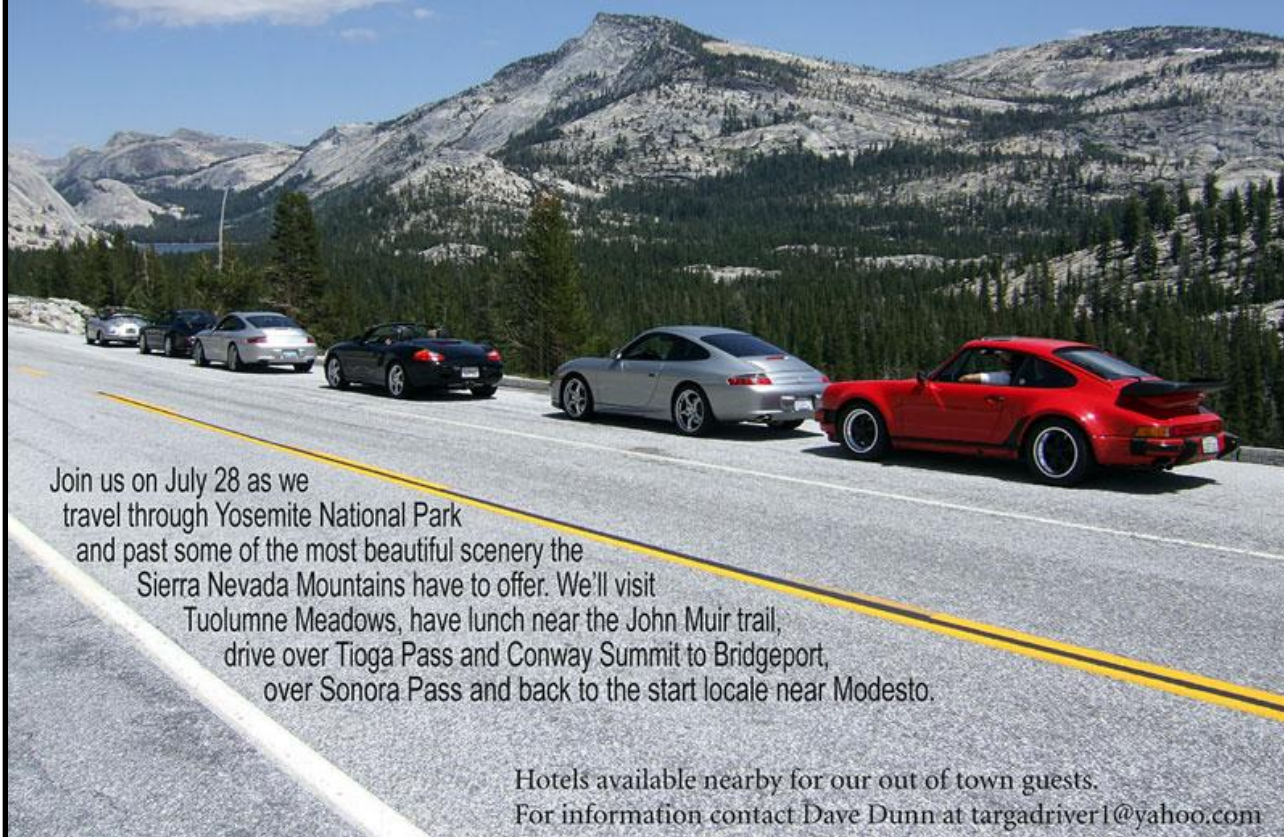
Entire proceeds from entry fees & food donated to Child Advocates

Directions: From Highway 101, exit East onto Marsh Road and turn left onto Haven Avenue. For Information, call Larry Adams at (650) 345-2232 or e-mail OldCarNut@aol.com



## Yosemite Region Presents

## Tour of the High Country



Join us on July 28 as we travel through Yosemite National Park and past some of the most beautiful scenery the Sierra Nevada Mountains have to offer. We'll visit Tuolumne Meadows, have lunch near the John Muir trail, drive over Tioga Pass and Conway Summit to Bridgeport, over Sonora Pass and back to the start locale near Modesto.

Hotels available nearby for our out of town guests.  
For information contact Dave Dunn at targadriver1@yahoo.com

# PORSCHE IN THE NEWS

## **PORSCHE ANNOUNCES INITIAL LINEUP OF FEATURED CARS AND DRIVERS FOR PORSCHE RENNSPORT REUNION III**

ATLANTA, GA – May 3, 2007 — No less than 20 thundering Porsche 917s and approximately 30 Porsche 956/962 prototypes plus the famous drivers who drove these legendary models to victories around the world top the first entries for the November 2-4, 2007, Porsche Rennsport Reunion III at Daytona International Speedway in Florida.

Sponsored by Porsche Cars North America and organized by Brian Redman's Intercontinental Events, Inc., Porsche Rennsport Reunion is held every three years. It is open to the public and brings together an unprecedented gathering of significant Porsche vintage and current racecars and famous Porsche race drivers. It features a three-day program of on-track competition plus a concours d'elegance, which is open to the event's participants by invitation. In addition, special activities are planned including, for the very first time, a Porsche model car contest and a Porsche motorsport memorabilia swap meet, as well as events commemorating the awesome Porsche 917 and the 25th Anniversary of the racing debut of the all-conquering Porsche 956/962 prototypes.

Coupe Porsche 917s expected to appear at Porsche Rennsport Reunion III include the actual or similar 917/Ks that were victorious in such races as the Rolex 24 at Daytona, the 24 Hours of Le Mans, and the 12 Hours of Sebring; the elegant 917 Long-tail; and the striking one-of-a-kind 917/20 "Pink Pig." Spyder 917s slated to be in the field include SCCA Can Am championship-winning twin-turbocharged 917/10s and 917/30s as well as earlier non-turbocharged versions of one of the world's most powerful road racing cars.

Porsche 917 drivers who will attend include Richard Attwood, Vic Elford, George Follmer, Hurley Haywood, Willy Kauhsen, Charlie Kemp, Gerald Larrousse, Rudi Lins, David Piper, Brian Redman, and Gijs van Lennep.

The large field scheduled to celebrate the "25th Anniversary of the Porsche 956/962" includes an equally famous group of Daytona, Le Mans, and Sebring winners plus the very first 962 ever built.

Porsche 956/962 drivers expected to attend include John Andretti, Derek Bell, David Hobbs, Bruce Leven, Jochen Mass, John Morton, Bobby Rahal, and Chip Robinson.

Porsche Rennsport Reunion III's featured 917 and 956/962 cars will take part in unique commemorative races, parade laps, and concours d'elegance classes. Their drivers will participate in a special autograph session with proceeds donated to an appropriate charitable organization.

Additional details of the Porsche Rennsport Reunion will be published on Porsche's press web site ([www.press.porsche.com](http://www.press.porsche.com)), Brian Redman's Intercontinental Events web site ([www.rennsport2007.com](http://www.rennsport2007.com)), and Daytona International Speedway's web site (<http://www.daytonainternationalspeedway.com>), as they become available. Ticket information is available by contacting Daytona International Speedway at 1-800-PITSHOP.

## **BRISCOE, MAASSEN BRING PENSKE PORSCHE RS SPYDER TO THIRD STRAIGHT OVERALL ALMS WIN; PORSCHE FINISH FIRST THROUGH FOURTH IN LMP2**

SALT LAKE CITY, Utah - May 19 - Sascha Maassen (Germany) and Ryan Briscoe (Australia) scored their first overall win in the American Le Mans Series in their number six Penske Porsche RS Spyder prototype at the Larry H. Miller Dealerships Utah Grand Prix this evening.

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# PORSCHE IN THE NEWS

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It was the third straight victory for the Penske Porsche LMP2 racers, which outdistanced the faster LMP1 class cars at Long Beach and Houston before scoring the 9.93-second win today at Miller Motorsports Park, 25 miles west of Salt Lake City.

The LMP1 Audi R10 of McNish/Capello was second overall, and then three Porsche RS Spyder LMP2 prototypes were third, fourth, and fifth (second, third and fourth in class). The Penske Porsche team car of Timo Bernhard (Germany) and Romain Dumas (France) finished second in LMP2, followed by the Dyson Racing Porsche RS Spyder of Andy Wallace (England) and Butch Leitzinger (USA), and the Dyson Racing Porsche team racer of Chris Dyson (USA) and Guy Smith (England).

In the championship point standings, Dumas/Bernhard now lead the LMP2 driver points with 91, while Maassen/Briscoe are second with 78 points. Wallace/Leitzinger have crept to within one point of the leading Acura drivers for third place. As the top Acura team finished in sixth place, Porsche has taken a commanding lead in the manufacturers points chase, 99 - 73.

"The regulations say that the field of cars should approach the starter stand at 50 miles-per-hour until the green flag is displayed, but by the time Romain and Sascha - who started our cars on the front row - saw the green flag, five cars had passed us," said Briscoe, who left right after the race to get ready for next week's Indy 500, where he has qualified in the seventh position.

"Roger Penske called us into the pits during the lap six yellow flag for a fuel top-off, and this put us back in 22nd place, but gave us a strategy that enabled us to finish the last 70 minutes without a stop. This and the fast race laps turned by my co-driver, Sascha Maassen, allowed us to overcome both the Acuras in LMP2 and the Audis in LMP1 to secure the win," he said.

Bernhard made a run at McNish during the last 30 minutes of the race for second place overall, but realized that the danger of running out of fuel and wearing out his tires would jeopardize his class finish, much more important than his overall position.

"Our Penske Porsche was running stronger and stronger as the race went on, as I was able to turn the fastest race lap on nine laps from the end, but the overall position was not worth the risk," said Bernhard, who already holds an ALMS drivers title (2004 GT2 Champion).

The Bernhard fastest lap was even a greater accomplishment as it was achieved with a car missing a large piece of carbon fiber from the rear under-tray after Dumas had a close encounter with the Mazda LMP2 racer. The under-tray is an important part of the car's aerodynamic package.

The Dyson Racing Porsches were quick all day, with both cars getting a good start in contrast to their Penske RS Spyder comrades. The Dyson/Smith prototype ran as high as second and the Wallace/Leitzinger Porsche had a late charge to finish third in LMP2.

In the GT2 class, the Salo/Melo Ferrari four-race winning streak ended as their Risi Ferrari 430 was sidelined with mechanical problems, but the Petersen White Lightning Ferrari edged the Jorg Bergmeister/Johannes van Overbeek Porsche 911 GT3 RSR for the class win. The Tafel Racing Porsche of Robin Liddell/Wolf Henzler was third.

The series takes a break in the month of June as many of the competitors will enter the 24 Hours of Le Mans (June 16 - 17), and will resume with the New England Grand Prix at Lime Rock Park in Connecticut on July 8.

**BERGMEISTER/LONG CAPTURE PORSCHE'S FIRST 2007 ROLEX GRAND-AM PROTOTYPE WIN IN RUBY THUESDAY CHAMPIONSHIP RACING TEAM PORSCHE CRAWFORD IN MONTEREY**

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# PORSCHE IN THE NEWS

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MONTEREY, Calif. (May 20, 2007) -- No. 23 Ruby Tuesday Championship Racing Team Porsche Crawford co-drivers Jörg Bergmeister (Germany) and Patrick Long (USA) helped establish a new Grand-Am Rolex Sports Car Series record by becoming the fifth different winners in five races to start the season in Sunday's U.S. Sports Car Invitational delivered by Luggage Express at Mazda Raceway Laguna Seca.

It was also Porsche's first Grand-Am prototype win of the season. Bergmeister claimed the lead from Jon Fogarty with 32 laps remaining when Fogarty brought the No. 99 Pontiac Riley onto pit lane for its final pit stop. With the second, third and fourth place cars filling his mirrors throughout the closing laps, however, Bergmeister was forced to conserve fuel in order to make it to the finish.

Bergmeister's big break came on Lap 89 of the 91-lap race, when Matthew Alhadeff brought out the day's seventh and final full-course caution period when he slid the No. 05 BMW Riley into the gravel trap at turn four. However, there were still a few nervous moments for the team as Bergmeister still had to make it to the finish line without running out of fuel, but the German Porsche factory driver did just that to make it five winners in five races, topping the previous record of four to start the 2004 season.

"We were rolling the dice," Bergmeister said. "I really don't know how much fuel we had left in the car. I got a low fuel warning on the white flag lap, and I was pretty sure we were going to make it there. When I knew it was going to be about six minutes left, I thought, 'Wow, this is going to be close.' But it worked out well, even on the last restart. I was really lean on the fuel, and trying to conserve as much as I could. We had great strategy today and we really needed this. We've had such a tough start to the season, and it's good to be back."

It was the first win for the No. 23 Ruby Tuesday Championship Racing Team since Long and Mike Rockenfeller took the victory in last year's VIR 400. It was also Bergmeister's first win since the 2006 event at Barber Motorsports Park, the last of three wins he scored en route to the Daytona Prototype title. The victory tops the team's previous best 2007 result of fifth at Mexico City in March.

"It feels great, personally and for the team," Long said. "It's been one of the most humbling 12 months of our own careers, but that's what makes it all the much sweeter. We needed a little bit of luck from the racing gods today on the fuel strategy. I don't know if I can stomach many more of those races. I'm still a little tranquilized by that one. It was good. We had a car that could race all weekend, and that's the first time we felt consistently up there in all the sessions this weekend, so that's a positive thing. It's guys like those on the Ganassi team that make us work that much harder, and again, it's a humbling experience after all the adversity we've been through. It's great to be back up here, and hopefully we can carry the momentum into this rest of this season and race with these guys week in and week out."

No. 58 Red Bull/Brumos Racing Porsche Riley co-drivers Darren Law and David Donohue continued their recent run of success with a fourth-place outing at Laguna Seca. Law and Donohue also finished third in the VIR 400 last month and have now finished inside the top six in four consecutive races. The No. 59 Brumos Racing Porsche Riley, with Hurley Haywood and J.C. France at the wheel, finished 14th, two laps behind the leaders. Christian Fittipaldi led 20 laps in the No. 39 Crown Royal Special Reserve/Cheever Racing Porsche Fabcar, but an off-course excursion by co-driver Harrison Brix contributed to an 11th-place performance.

## **Lally and Valentine Record First Rolex Series GT Class Victory of the Season at Mazda Raceway Laguna Seca. Porsches 911 GT3 Cup Cars Sweep Podium in Rolex GT Race.**

In the Rolex GT race on Saturday, Andy Lally--and his co-driver RJ Valentine in the No. 66 TRG CRG/Maxter/Rotax Porsche 911 GT3 Cup racer — scored the victory over teammates Daniel DiLeo and his co-driver, Ross Smith, in their No. 65 TRG Maxwell Paper Products Co. Porsche 911 GT3 Cup.

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# PORSCHE IN THE NEWS

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Cautiously working his way through the field all afternoon, Lally chased the Kelly Collins Pontiac around the 2.238-mile, 11-turn track for several laps before getting by Collins in Turn 5 on Lap 90. Fortunately for Lally, he was able to save a little bit of fuel as a caution came out moments after he passed Collins when Andrew Davis spun the No. 72 Tafel Racing Porsche GT3 in Turn 11, forcing the last of four caution periods.

Officials could not get the track cleaned up in the time remaining to go back to green flag conditions, giving Lally and Valentine the win.

"It is a huge deal," said Lally, whose only lead came in the final three laps of the event. He was also the final of nine drivers and nine lead changes, and did not stop during the final 66 laps. "The really cool thing is, this is my first win here. I've had two second-place finishes in Rolex and I had a third-place finish here in Barber Dodge a long, long time ago. I just mentioned to (team owner) Kevin (Buckler), we've got two seconds and a third, and we really need a win here. It was wonderful to come through. It's one of those things where it clicked just right, and our guys just did an awesome job. I've got to thank RJ, my engineer and Kevin for the three of them getting together and helping me build a real good car this weekend. I've got to say the handling was just unbelievable. I've also got to thank the guys who raced me clean, because the last three guys that we picked off were all very much gentlemen, and nobody was trying to cut my nose off."

"It's obviously a privilege at my age," added Valentine, who helped the pair scored its second podium in three races. "You begin to wonder, 'The older you get, the faster you was.' Having Andy as a teammate is a real privilege. To have the guys around me with TRG and all the group of people that prepare the car, sometimes it looks easy just driving. The reality is, you can't drive something if it's not set up properly."

As has been the case nearly the entire season, the Farnbacher Loles Motorsports two-car Porsche 911 GT3 Cup team dominated the race after the first round of pit stops. Coming in with top cars which have led more than half of the laps contested in GT class competition this season, Craig Stanton put the No. 85 Shoes for Crews/Recaro Porsche out front for several laps again Saturday, as the car sat atop the results for 33 laps, and led by as many as seven seconds.

However, Stanton didn't make his scheduled pit stop and driver change until Lap 77, with less than 30 minutes left in the timed race. His crew feverishly changed tires and put enough fuel to get co-driver Leh Keen back into the race, but he reentered the race in 10th, with many of the other teams ahead of him no longer in need of a stop. The duo was scored as sixth at the finish.

Teammate Dirk Werner--who along with co-driver Bryce Miller in the No. 87 Farnbacher Loles Motorsports Marquis Jet/IPC Porsche scored the last race victory last month at Virginia International Raceway--inherited the lead, and was nearly 10 seconds ahead of Collins before he too needed to stop for a splash of fuel. That stop--which added a couple seconds when Werner locked up the wheels and spun while making the turn in the pits--enabled Collins to regain the lead for the No. 07 Pontiac, but his mirrors were full of Lally's No. 66 until the Dacula, Ga. driver made the winning pass.

Werner dropped to fifth during the short stop and managed to get by Collins and Drew Staveley in the No. 30 Racers Edge Motorsports Pontiac GXP.R before the checkered flag flew, giving himself and Miller their third straight podium finish after leading five laps near the end.

