

The devil's Advocate



**2010 Feather River Tour
Photo by Ken Wu**



June 2011

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<p>TENTATIVE FUTURE DIABLO EVENTS</p> <p>Jun 18 > Club Autosport Tour</p> <p>Jun 25 > Lake Sonoma Tour</p> <p>Jul 9 > Breakfast Tour</p> <p>Jul 23 > Newcomer & Family Picnic</p> <p>Aug 6 > Marin Sailing Tour</p> <p>Aug 13 > Pleasanton Breakfast Tour</p> <p>Aug 19-21 > Pebble Beach Caravan</p> <p>Sep 10 > Pleasanton Breakfast Tour</p> <p>Sep 24 > BBQ & John Place Tour</p> <p>Oct 8 > Oktoberfest</p> <p>Oct 15-16 > Holbrooke Hotel Tour</p> <p>Oct 22 > Castello di Amorosa Tour</p> <p>Oct 27 > DE Thunderhill</p> <p>Nov 6 > Diablo Football Tailgate</p> <p>Nov 18 > Diablo PCA Planning Meeting</p> <p>Nov 19 > SF Auto Show Tour</p> <p>Nov 27 > Sacramento Tree Deco Potluck</p> <p>Dec 10 Folsom Outlets Shopping Tour</p> <p>Jan 22 > Holiday / Awards Party</p>	<p>Check for details for events on the web site calendar at http://diablo-pca.org/</p> <p>OTHER EVENTS</p> <p>Jun 4-5 > Sonoma Historics—Infineon</p> <p>Sep 15-17 > PCA Escape—Flagstaff</p> <p>IN THIS ISSUE</p> <p>PAGE 2 Board of Directors</p> <p>PAGE 3 Future Events</p> <p>PAGE 4 Words from Walt</p> <p>PAGE 6 Life in the Fast Lane by Mike Roberts</p> <p>PAGE 10 Club Auto Sport Tour Flyer</p> <p>PAGE 11 Castle Air Force Tour Wrap Up</p> <p>PAGE 12 New Members</p> <p>PAGE 13 Saturday Breakfast Tour Flyer</p> <p>PAGE 14 Spring Pfling at Philo Wrap Up</p> <p>PAGE 19 Lake Sonoma Tour Flyer</p> <p>PAGE 20 Food & Friends</p> <p>PAGE 21 Bocce Ball Bash Wrap Up</p> <p>PAGE 26 Name Tag Form</p> <p>PAGE 28 Newcomer & Family Picnic Flyer</p> <p>PAGE 31 Our Advertisers</p>
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Words From Walt

By Walt Lietz

Thank you, thank you, thank you! Everyone did an awesome job at our 27th Annual Wash n Shine in Danville. Our new non-judged People's Choice classes were well received, online registration saved a great deal of time signing in, we had 54 entries (a 50% increase over last year), our four teams of judges finished 30 minutes early, and the weather was great. Although we don't have the final totals we raised about \$1,000 for the Juvenile Diabetes Research Foundation and we gave away 26 trophies. We will include all the details, pictures, and sponsors in next month's Advocate. For now thank you for a job well done. Particularly:

Brian Adkins our head judge, designing People's Choice trophies, and his great ideas.

Frank Duran and **Bill Packwood** setup and take-down.

Ingrid French running the Charity Raffle.

Joan Duran and **Denise Peters** at the registration desk.

Carlos Bocanegra announcing prizes.

Steve Jones put the registration on-line.

Kay Maloy publicity.

Doug Wiebe for the trophy orders.

Other news - The May 14th Spring Pfling at Philo was a tough ride through the coastal range with a big reward at the Roederer Estate where we had a tour of the wine cellar, lunch and a taste of their outstanding sparkling wine. We can't call it champagne anymore unless it is from France. A big thank you to **Warren Gardner** for putting the tour together although we have to work on his driving directions! "Follow me" didn't work for everyone.

The Campo de Bocce, organized by **Paula Ciopyk**, was a great success. After visiting the Ruby Hill Winery, we played bocce for an hour followed by dinner and desert at the Campo. Thank you Paula.

A reminder of the events coming up in June - The Club Autosport tour to San Jose taking off from Mimi's in Dublin. The Newcomers BBQ has been combined with the new Family

Picnic and is planned for July 23 in Emerald Glen Park in Dublin. The board hopes that the Family Picnic will bring out new families with bocce ball courts, a children's playground, and BBQ pits. Please bring your children, grandchildren, SUVs, dogs, neighbors, whatever, as this event is not about the cars but the people.

Of course there are the regular Saturday breakfasts at Marie Callender's in Walnut Creek and one at Vic's in Pleasanton on the 2nd Saturday of the month.

On June 5th, at 2 pm, our favorite Porsche pilot, **Bill Packwood**, will be racing his number 53, (the Love Bug) 914 at Infineon in the Sonoma Historics. Join us there to cheer him on to victory. Go Bill!

Our next Board of Directors meeting is on Monday, June 13, 6:30 pm, at The Brass Door in San Ramon. It is open to all members and we would like to see more of you attend.

As always - Have fun and drive safely!

Walt

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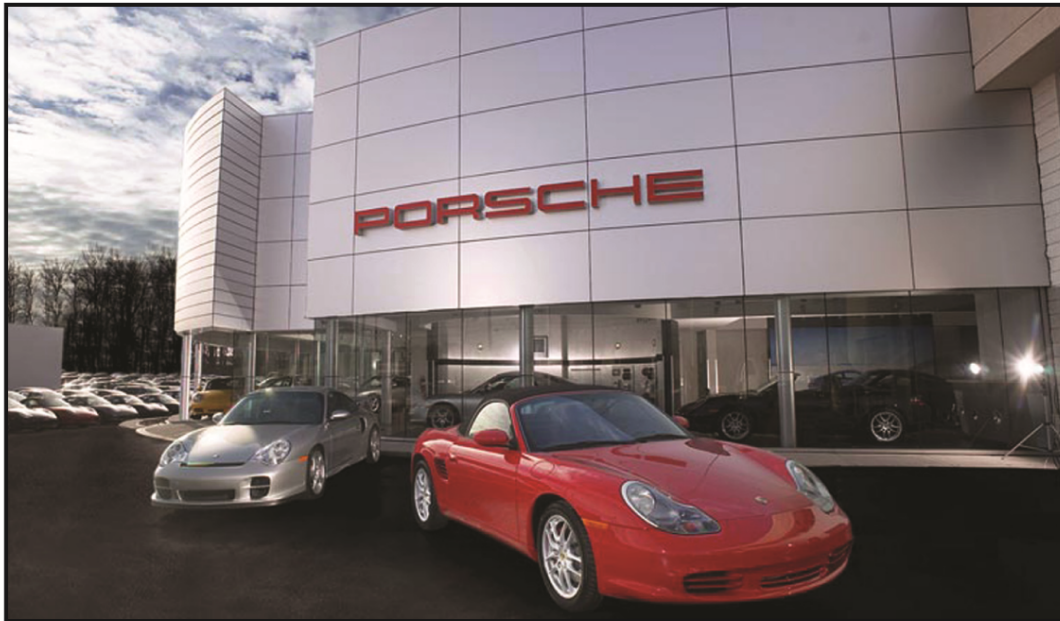
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Life in the Fast Lane

Driver's Education, April 29-May 1st Thunderhill Raceway

By Mike Roberts

It was windy when I arrived at Thunderhill on Thursday evening, April 28th. At Technical Check-in, I found myself in a long line. The weekend before, I had made an impulse purchase of a cheap electric buffer to make polishing easier – and boy, had I used it. My car was gleaming. In fact it was gleaming so much that chewing gum dipped in super glue wouldn't have stuck to it, never mind plastic, stick-on numbers! And did I mention it was windy? Whenever I stuck tape on the car (blue painter's) it just blew right off....

When running on the track I find it helpful to apply patches of masking tape to the bumper and in front of the rear wheel arches on my Carrera. Many think this is to protect the car from flying debris but actually, there usually is very little of it at the track (unless occasionally someone pushes dirt onto the track by an excursion off it). However, when tires wear they tend to throw off small chunks of rubber, similar to lightly skimming a knife across butter, you end up with a smear of material which falls off onto the track and sometimes is kicked up into oncoming cars. Of course, it's rubber, so it's soft and pliable and doesn't do any damage. However, when it hits paintwork, it can leave a little black skid mark. Most of the time, these come off with simple washing but I find them harder to remove from plastic, or clear bra protective coatings on many Porsches, around bumpers and rear wheel arches. So I apply patches of masking tape to these areas, which makes eventual cleaning easier. Yes, it does look a bit odd, a red car with random patches of blue, but I can't see them from the inside...

Having battled with numbers and finally won (by rubbing polish off my car to the point where they would stick on), 'Tech' was a breeze since Fremont Porsche had provided free inspections for Diablo Members the weekend before. Long sleeved T shirts were handed out by GGR – nice touch.

This was a shared Diablo & Golden Gate Region (GGR) Driver's Education (DE) event with Time Trials and Club Races in the three-day schedule. GGR calls for numbers on the sides, front and rear of the car (not on the windows) and you must have your numbers on the car to pass Tech Inspection.

Golden Gate Region is very active in autocross and DE, with a schedule of 12 autocross events held at Alameda and Marina, and more than annual 5 DE's at Thunderhill, Buttonwillow and Infineon. For this event, we in the Diablo Region teamed up with them, helping both of us reach the attendance numbers needed to justify renting the racetrack. Apart from the three DE classes running, (from beginner to advanced experience levels), there were PCA Club races and practice, plus Time Trails on Sunday when DE participants could run against the clock.

DE newbies and those unfamiliar with Thunderhill attended Track Orientation for a couple of hours the evening before, which included a tour around the circuit stopping to walk around the most interesting corners. I've found track walks very interesting, particularly after driving the track when it helps to get the whole experience into context. I recall walking the three miles of Thunderhill Raceway one summer evening in shorts and a t-shirt, a lone mosquito magnet in the setting sun. Luckily the westerly breeze meant that although I was bitten incessantly, it was on only one side of my arms, legs and neck...

This was a large PCA track event. In fact, when the 35 Club Racers arrived, there were over 150 people registered, which apparently broke the GGR attendance record of 135. There was a fascinating range of cars from stock to fully race prepared, representing almost all Porsche models over the last twenty-five years or more. Friday remained windy but sunny and dry. Starting with the driver's meeting first thing in the morning, the Golden Gate Region were very gracious in welcoming us and our Diablo instruction program ran in parallel with theirs. Carlos arrived to address the group on behalf of Diablo Region. Scott Pope and Dale Miller instructed students from our region on Friday when there were four runs of 30-35mins for each run group.

Page 6 Friday passed without incident. The only thing which slowed me a few times was the strong wind.

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Dale and Kari Miller's weekend was unfortunately cut short by car trouble. Their GT3RS developed a horrible noise from the engine, which was later found to not be serious, although fixings in a cam advance unit had come loose. Dale's day ended riding shotgun in the flatbed on the way to Fremont. Very unusual for cars we normally see as completely reliable.

Saturday was bright, sunny, warm and the wind dropped. The DE groups were re-

duced to three to accommodate Club Race practice, qualifying and racing later in the day. Warren Gardner arrived to run and instruct and I stood in for Dale. We shared students, taking two runs with each over the four sessions.

I like two-day track events. It's great to 'get into it' with less urgency, knowing you have the next day to enjoy. On the second day, you are more attuned to the track and the speed, right from the first turn. Your brain can start where it left off the night before, rather than weeks or even months before, depending upon how long it was since your last track day. Like anything else, regular practice at this is what counts for lasting learning.

Saturday's runs also passed without incident but with lots of fun. Although I am prone to periods of 'excess enthusiasm' on the track, my self-control won through. I described to Warren what I call 'Gorilla Mode' – when enthusiasm eclipses capability and I 'over-drive' the car, going too fast into corners and just trying too hard. It gets the adrenaline pumping, but actually means you go slower around the track. You also see the results when you look at your tire wear!

Talking about tires, I'm often asked 'what pressures should I run'? The track is grippy and bendy. Driving on it will heat up tires, brakes (and everything else) more than usual driving on the road. It's not unusual to see 10PSI increase in tire pressures during a track session, so you should monitor tire pressures to make sure they don't run too hot which does affect grip. As you get more experienced in track days, you'll get to know how your particular tires react and how to manage pressures accordingly. Recently I bought a pyrometer to record tire temperatures immediately after each track session, measuring on the left, middle and right of the tread on each tire. Together with the pressure gauge, it helps me decide ideal inflation pressures which deliver even temperatures as possible across each tire, optimizing grip and tire life. I also keep a log of track and air temperature so I can see the relationship and develop the optimum settings for a particular day.

Saturday and Sunday afternoon, after the DE runs, the track handed over to the Club Race. Full race prepared 911's, Boxsters and a couple of 914's appeared and were led on a rolling start by the pace car – a Carrera GT. By the way, when I say 914's, these bore no relation to those you may see on the road. One was raced by Tom van Overbeek, father of Johannes, the ALMS pro race driver. The fastest race car lapped the three mile circuit at nearly 95mph average and well under two minutes.

On Sunday, the DE sessions were reduced to accommodate Time Trials where any car can run against the clock. Registrants have a clear track for a warm up and flying lap. For comparison, cars are divided into classes based upon specifications, modifications, tires etc.

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To see pictures of the event, you can go to the on-line website of the professional photographer who was there. If you were at the event, but missed him, you can find photos of your car on track:

<http://davidphotos.photoshelter.com/gallery-collection/GGR-TT-1-Thunderhill-April-30-May-1-2011/P0000ck9J9Wj41ek>

The collaborative approach from both Diablo and Golden Gate Regions worked successfully and this was a very well managed three day event which attracted a wide variety of people from beginners to full-out racers, several husband and wife teams running the same car in different groups and with many travelling large distances to take part.



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9:30AM (Tour leaves for Club Auto Sport located at 521 Charcot Ave., San Jose)

1:00PM Leave Club Auto Sport and drive to a lunch destination to be announced on the tour.

Club Auto Sport has a massive amount of high performance and exotic cars, driving simulators and much more. This place has a definite "WOW" factor.

Check out their website at: <http://clubautosport.net>.

Contact Walt Lietz at walter_lietz@yahoo.com or Jacquie Lietz at jhl_online@yahoo.com by June 10.



Castle Air Force Tour Pictures
From April 9, 2011
Photos from Walt Lietz





New Members

New Members

Barker, Charles P.	2011 987 Spyder, White
Beumer, Wayne F.	2008 911 4S, Blue
Compton, Richard N.	1999 911, Blue
Curran, Kevin P. Yvette Curran, Family Member (Affiliate)	2008 Cayman, Blue
Dorton, Harold Diane Dorton, Family Member (Spouse)	
Feher, Julius P. Amanda Feher, Family Member (Affiliate)	2002 Boxster S, Silver
Tagoylo, Ramil H.	2006 911 C2S, Gray
Wand, Bruce Nancy Wand, Family Member (Affiliate)	2010 911, Black

Total New Members: 8

New Transfer-In Members

Valley, Mike R. Transfer from: Cal Inland (CAI)	2007 Boxster, Silver
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Total Transfer-In Members: 1

Primary Members: 580
Affiliate Members: 418
Total Members: 998

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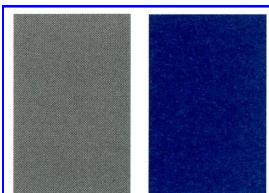


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Saturday Breakfast Tour

When: Saturday, July 9, 2011

Time: 9:30AM (after breakfast)

Where: Vic's,

Cost: \$10 per car for raffle prizes payable day of tour

Join Patrick Schmidt for another adventure on some Back Roads of the East Bay.

The last tour that we ran from Vic's in Pleasanton was well attended with around 25 Porsches and close to 50 people. I do not plan to put that many miles on this tour and we will probably finish around Noon with a lunch for those who would like to do that.

My route will be south out of Pleasanton and travel the twisties along Calaveras Reservoir. If you have not been on that road, you are in for a treat, if you like twisty, one-lane roads. In my Silicon Valley days, I drove that road so often that I counted and confirmed that there are 180 turns in a 10 mile stretch. As we head south of that reservoir, we should get to Mount Hamilton in about two hours. After a break of enjoying the Observatory, we will head out back to the Tri-Valley for lunch on your own tab around 1 PM.

RSVP: Patrick at Schmidt.Patrick@comcast.net by July 1st.



The Spring Pfling at Philo aka The Roederer Estate Tour

BY Warren Gardner

It was a bright, sunny but chilly morning, 7:45am on Saturday May 7 to be precise, and the Spring Pflingers were buzzing with anticipation. Not your usual Marie Callender's breakfast group, oh no. In this case, "The Spring Pfling at Philo" had lured 49 intrepid participants to tempt a full day's driving tour into the heart of California's remote Anderson Valley. More than curious, they'd heard about this reprisal of the same 2005 outing that promised a spirited drive to a premier sparkling wine vineyard (most people would say champagne, but let's not quibble), a concours competition, a Photo Rallye competition, and a catered buffet to soak up the bubbly. These adventurers were risking all of \$35 per head to get to the promised land – i.e., the renowned Roederer Estate.



With insurance forms signed, photos taken, last minute route instructions dispatched (ominously, it became obvious that email route instruction to attendees had not been read in some cases), the group of 26 Diablo drivers cranked up and smartly departed Marie Callender's at 8:15AM. Next stop, 100 miles north near Geyserville for a 10:00AM bio break.

OK, so it normally takes a couple of light changes to get everybody cleared of Walnut Creek and onto Hwy 24 headed to Lafayette, but believe or not, at least one Diablo driver got lost leaving Marie Callender's toward Lafayette. And this couple even lives in

Walnut Creek! Categorically, they were the first but not the last to "go drive-about".

The group reformed in route between Lafayette and Moraga, then moved thru the Caldecott, downhill to Emeryville, then uneventfully across the Richmond toll bridge before finally regrouping north of San Rafael. After that, running north up 101 was basically a straight shot, traffic was running pretty light, the group was on schedule, and generally, the group managed to stay connected. The first of several scares from the CHP came just north of Santa Rosa from a motorcycle officer posted on the shoulder with his trusty radar gun, but apparently he only had eyes for snagging a red Mustang so we got thru safe. So at about 9:45AM, somewhat ahead of schedule, the group pulled off Hwy 101 at Independence Lane and headed for Trentadue Winery and a much needed bio break. At this point, there were a straggler or two but no one was missing.

By 10:30, with photos taken, bladders emptied, the group left Trentadue and reformed out on the highway and headed north up the remaining 38 miles on Hwy 101 North to Ukiah, before turning west there for a magic ride of 19 miles over 2000+ elevation foot hills before caroming into Boonville. I say magic, because how else does one describe an 8/10ths blast over a winding mountain road in beautiful weather with virtually no traffic going or coming? Amazingly, the group enjoyed the romp to Boonville unfettered by obstructionist traffic (OK, a couple of local cars who saw me coming and wisely pulled over, per local custom for dealing with faster followers) for miles of Alpinesque switchbacks and views, and you simply could not get the smiles off the peoples faces after that. The hot group behind me was Roc Lumley, Sam Stebbins, and Eugene Wong (who was fresh out of Driver's Ed at Thunderhill and reveling in his newfound technical prowess!).

Regrouping briefly to decompress and do the headcount at the Boonville junction with Hwy 128, it became obvious that we'd lost a few P-cars in route. As it turned out, some drivers had not successfully stayed in contact with the tour group on 101 and had failed to execute the turn off for Hwy 253 to Boonville. Whether some had had a bit too much wine at Trentadue, or were texting while driving distracted, or mistakenly followed a route sabotaging "shortcutter", or all of the above, will never be fully known, but the good news is that

the errant eventually managed to find their way back. No surprise there. And, that was part of the

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and part of the plan because simply put, not all Diablo drivers can or will follow instructions, nor follow directions, nor even follow the Porsche in front of them but they will all find their way to a destination where lunch and wine is involved. Been there, done that, bought the t-shirt, etc., it's true.



So, after the brief Boonville stop, the group then headed northwest to Philo six miles away, arriving about 11:45 at the gates of gates of Roederer Estate. Immediately upon entering the Estate, we were greeted by the Estate's Master Winemaker, Arnaud Weyrich, and directed to park the group in a prominent hillside perch, immediately next to "shortcutters" including our lost Tour Sweeper Luis Soler. Moments later,



26 Porsches safely parked, the re-united participants grabbed a couple of quick photos, then made their way up to the Estate's patio, only to be immediately confronted with champagne flutes appropriately filled with chilled bubbly, and proffered by our host, notably Sharon Sullivan, Director of Hospitality for the Estate. This aperitif further propelled the general buzz of excitement, as the group settled into wine, cheese and conversation on the patio, with a wondrous view looking out on Anderson Valley in the background, and their Porsches out in the foreground. Some folks then took the special tour of the winemaking facilities guided by the winemaker himself while a few others just decided to relax a bit before lunch.

About 12:15 a gourmet catered buffet lunch ensued, which got lots of compliments from several self-professed "foodies", so it went over well. Meanwhile, during lunch, the concours was underway, conducted by the winemaker, Arnaud Weyrich, and his wife and two boys, who were clearly delighted at the prospect of scrutinizing so many beautiful cars. The youngest son confided to me that the family team was having a tough time coming to grips with suitable categories for a convincing 1st, 2nd and 3rd, but that his own personal favorite was the black turbo with the wing. No, Tom Marinshaw's ride didn't end up with a major prize but the car certainly was the sentimental favorite with one young man. Instead, the number 1 winner was the French couple, i.e., Ted and Ingrid French, who had cleverly stacked the deck by displaying a complete picnic setting, including a bottle of Roederer Estate, right next to their parked Boxster. Needless to say, this chauvinistic advertising ploy rather convincingly swayed the all-French judging panel with the result that Ingrid and Ted snagged First Place for what was, I think, "Best Presentation" or something like that. I don't remember who got 2nd, but nobody has forgotten that Tosh and Elsie won 3rd for a category named something like "Fuzziest Seats". OK, OK, all pretty silly but these folks walked away with a prize bottle of Roederer Estate bubbly



signed by the wine maker, Arnaud, himself. The rest of the assembled crowd then learned, much to their surprise, each car was going to receive a free bottle of the estate's

Continued from Page 15

limited production Pinot Noir to take home with them. So basically, everybody was a winner!



1st Place Winner Display



1st Place—Ingrid French



2nd Place Winner



3rd Place to Tosh

After lunch the Photo Rallye got underway and the group was led north on HWY 128 thru the town of Navarre and on out to the junction with Hwy 1 and then we proceeded south with wonderful views of the Pacific on the right as we motored down thru the towns of Elk and then Manchester before turning off to take the wild Mountain View Road east back to HWY 128 in Boonville. At that point, another bio break and gas stop was taken, which also allowed drivers to catch their breath after more than 20 miles of extensive mountain road driving. Finishing up the drive took the group, still engaged in the Photo Rallye, back south to the Hwy 101 junction at Cloverdale, then further south back to stop for dinner in Healdsburg where our group descended on Baci Café & Wine Bar to tabulate the results of the Photo Rallye and generally enjoy a nice chance to compare results and experiences from the day's driving adventure.

After lunch the Photo Rallye got underway and the group was led north on HWY 128 thru the town of Navarre and on out to the junction with Hwy 1 and then we proceeded south with wonderful views of the Pacific on the right as we motored down thru the towns of Elk and then Manchester before turning off to take the wild Mountain View Road east back to HWY 128 in Boonville. At a that point, another bio break and gas stop was taken, which also allowed drivers to catch their breath after more than 20 miles of extensive mountain road driving. Finishing up the drive took the group, still engaged in the Photo Rallye, back south to the Hwy 101 junction at Cloverdale, then further south back to stop for dinner in Healdsburg where our group descended on Baci Café & Wine Bar to tabulate the results of the Photo Rallye and generally enjoy a nice chance to compare results and experiences from the day's driving adventure.

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With prizes from Porsche of Fremont to hand out to the Photo Rallye winners, the contest participants were eager to find out who had won. As it turned out, we had a residual 32 enthusiastic people who showed up at Baci to have a very nice fixed price dinner while socializing over a glass of wine or so. After the scores were tabulated, the 1st place for highest point score went to Eugenie Thomas and her son Sam Stebbins. Sam also won the unique prize of a Porsche Design Driver's Selection vest because of his sheer tenacity in performance driving on the challenging driving segments in both the morning and afternoon. To say that he was delighted to have "won" the vest would be an understatement. 2nd place went to Walt and Jacquie Lietz, while experienced "pros" Ted and Ingrid French came in 3rd. Other prizes from Porsche of Fremont were also given out to others who had high point scores. So, everybody had a good dinner afterwards, thanks were conveyed to all that attended and that was the end of the day.

Many, many thanks to our wonderful hosts at Roederer Estate and our steadfast sponsor Porsche of Fremont for the great gifts for the Photo Rallye, without whom I could not have put on the 2011 Spring Pfling at Philo.

Photos provided by Walt Lietz.



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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 Callender's in Walnut Creek. The group meets at about 8AM at 1101 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 6:30PM.

Great food and great people!! What more could you ask for! Mark your calendar to be sure to attend at least one dining opportunity.



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 June 11th. 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!!



Bocce Ball Bash

The annual Diablo Region Wine Tasting/Bocce Ball Bash turned out to be a fun time for all the lucky members who gathered at Ruby Hill Winery and then drove across the road to Campo de Bocce for an hour of competitive excitement. After the cheering died down, the group moved into the dining room for more camaraderie and enjoying a good meal. Thank you Paula for a great afternoon!



Tasting delicious wine in the Barrel Tasting Room at Ruby Hill before we head over to try our hand at bocce ball.





Tosh and Elsie giving the team pointers



Walt taking the game very seriously.



Must have been a great shot!



On the move...

You can cut the tension with a knife.



Bring on the chow!

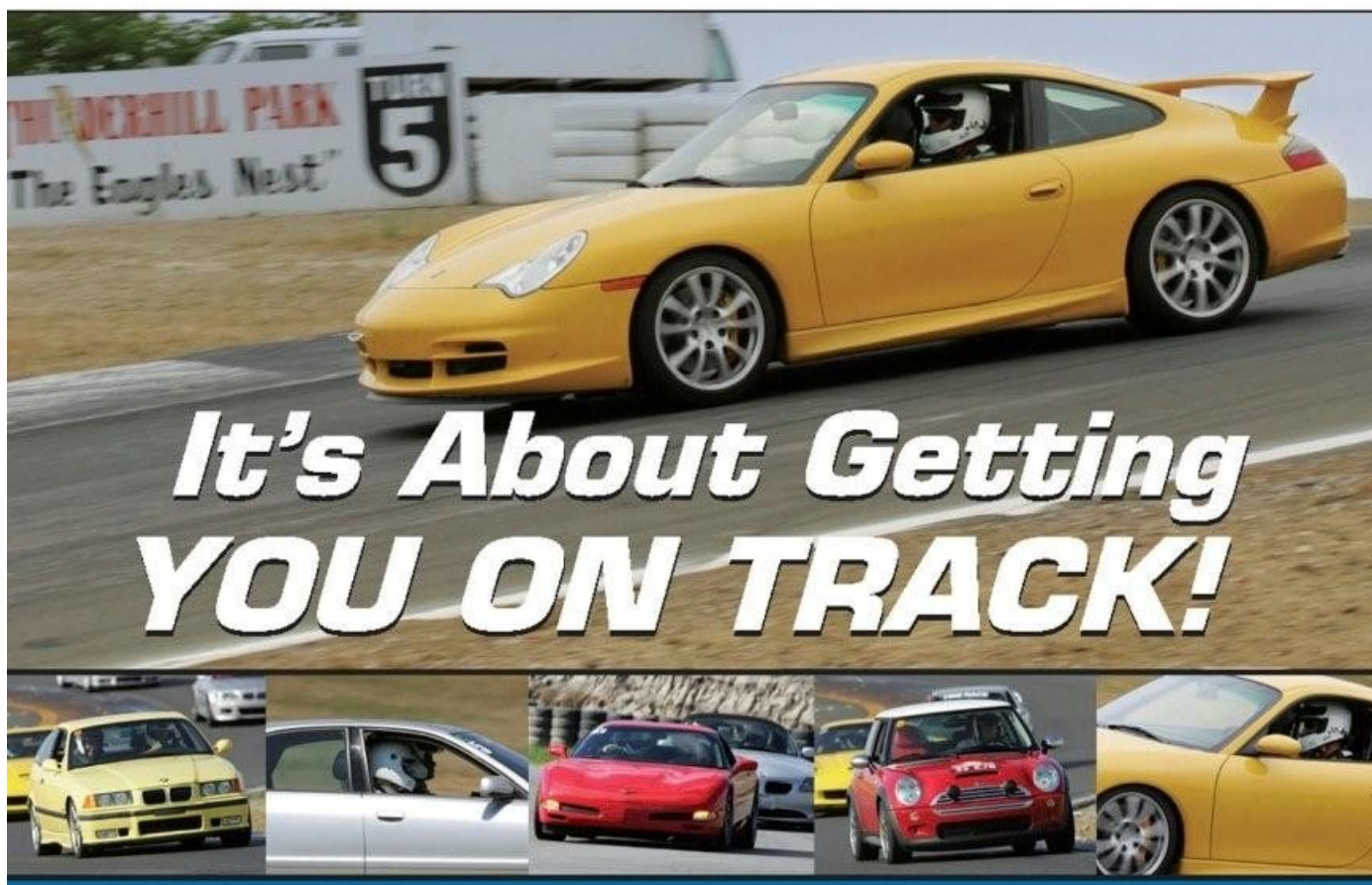




The two HOT Diablo teams after their Bocce Ball matches. The smiles say it all!



Both teams strategizing their next move.



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Our new nametag now has an attractive brushed aluminum background with black letters and logo along with "Since 1984" to recognize our 25 years as a PCA Region. All nametags are now furnished with magnetic clasps to avoid garment damage.

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**1st Annual
Diablo-PCA
Newcomer & Family Picnic**
*Saturday, July 23, 2011
12 to 3 pm*

PLACE:

**Emerald Glen Park Group Picnic Area
4300 Central Parkway, Dublin, CA, 94568**

FOOD:

**Burgers and Hot Dogs, drinks provided.
NO ALCOHOL allowed.**

Pot Luck—Bring your favorite side dish or dessert.

ACTIVITIES/LOGISTICS:

Children's playground; basketball courts, tennis courts and skate-board park

Bocce ball courts; bring kites

Restrooms and parking close by (short walk from parking area)

Dogs on leashes allowed

RSVP by July 9, 2011 to Elsie Lum at ewklum@yahoo.com



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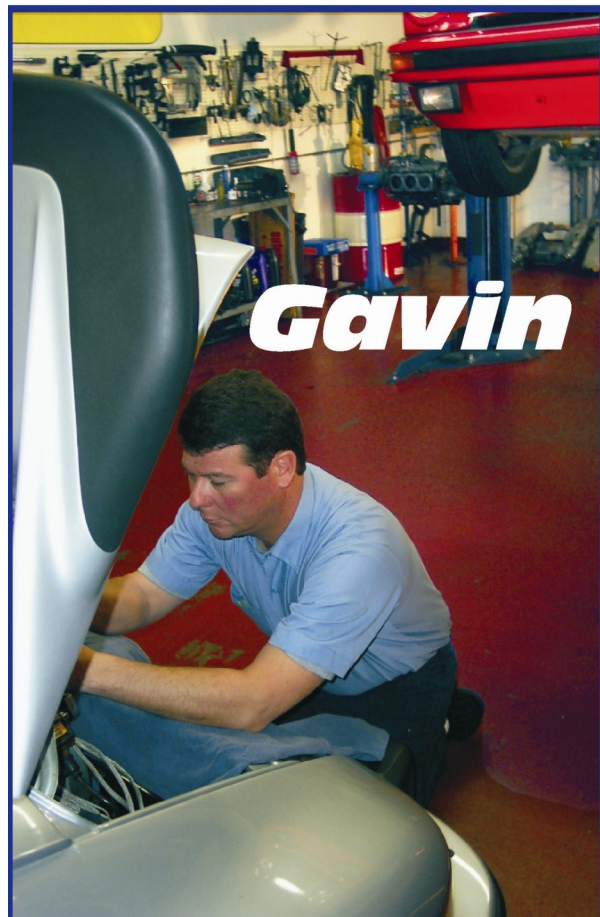
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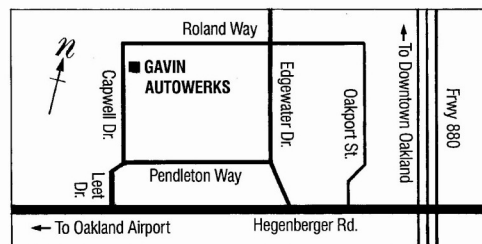


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