

The devil's Advocate

D I A B L O R E G I O N

SPECIAL POINTS OF INTEREST:

- Sept 16th
Concours
pictures
mid issue.

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Reflections On My First Autocross

By Roy Jensen, California Inland Region

Reprinted from: Winding Roads Newsletter, July 2007

After having recently having discussed with David Witteried what "autocross" is and how much/little wear and tear it may inflict on my car, I finally mustered up the courage to satisfy my curiosity at the James Dean Memorial Autocross at Minter Field just north of Bakersfield on May 19th. I am very glad that I did!

I will address the car issues first, and then give some thoughts on the actual experience itself. In my estimation, unless you are trying your very best to go as fast as you can, taking your car to an autocross is not at all hard on your car, more like a brisk drive on a two-lane or mountain road. However, if you do decide to push as hard as you can, there will be some wear and tear, primarily tires and brakes. Even so, it is well worth the slight wear of doing this once or twice a year for the increased skill and knowledge of your car that you will gain by trying your hand at this.

Now for my actual experience. I made it to the venue a little before 7 a.m., and David was already there along with a few other early birds. I told the organizers that it was my first time and they were very friendly and helpful, as everybody turned out to be as the day progressed. I emptied my car of all loose items and passed "tech," a simple inspection to make sure the car was "road worthy." Any car in basically good shape will pass. Then after a brief "driver's meeting" we took a parade lap (one lap around the track at very modest speed, perhaps 20-35 mph). There were 17 cars in three groups, and one group worked as corner workers (resetting cones that were knocked over, etc.) while another group drove. The cars were spaced out quite far apart so there was never the feeling that someone would be gaining on me. The starter knew to give me extra time my first time out so I could focus on the course without worrying about the following car.

My first lap was at best "tentative." Even though David had walked the entire course with me, I still did not know my way around the course and had to look to find my way. As the day progressed I became familiar with the course and my confidence grew dramatically. I think my first lap was around 148 (seconds). I dropped nearly 20 seconds

in my first session of 5 laps. I made plenty of mistakes, approached turns all wrong and generally drove like a newbie. After my first session David gave me a ride for his first 5 laps. I learned a lot about when to brake (much later than I had been doing), and also about how to be decisive when entering the turns.

Pick a line and purposefully drive through the turn. I learned a lot in my short ride-along.

During my second session, I felt far more in control and started both experimenting with lines through the turns as well as going significantly faster, all the way up to "too fast," at which point I went off the course in a big, but harmless way—can you say "drove right into the adjacent field?" Well, both the car and I survived and on the very next lap I went faster than I had up to that point. A little after noon we broke for lunch, and I spent the lunch break talking with a more experienced driver from Orange County, from which I learned still more.

I should note that many cars spun or got off their line and had to slow mid-turn, so even the more experienced drivers make mistakes.

Observing from the corners offers an opportunity to study the various ways the cars approach the turns, what works and what definitely does not work.

After lunch, in my third and last session, which consisted of 2 practice laps and then 3 timed laps, I followed my lunch-time plan: First lap, drive slow and focus on the best line around the course, including changing gears manually (my car is a 928 automatic). Then on lap two I was going to do the same, just pick up the pace "a bit."

Up to this point I had left the car in 3rd gear, now I tried keeping it in 2nd through the slower sections and only getting into 3rd at the faster sections (about 80 mph). So how did I do? My first lap was a 138, followed by a 124. I felt in control! In the end, my timed laps were under 125 and I was very happy with my progress for the day.

So would I do this again? Yes. Do I recommend this to others? Yes! If you don't want to do "competitive" driving, try it anyway, at a speed you are comfortable with. Nobody will try to make you "go fast," you are free to pace yourself, and I can attest to "start slow, build speed later" works much better than "go fast" right away. Use this low-risk venue to practice and explore the braking and steering your car is capable of. You will be amazed at how much grip and braking power your car has. That knowledge may just save your life one day.

Autobahn Adventures 2006 Germany

By Keith Verlaque (San Diego Region)



Autobahn Adventures, Cont.

I have been a Porsche fan since I was a teenager and have been fortunate enough to own three 911s. In the back of my mind, I have always wanted to get a chance to go to the factory in Stuttgart and see where these great machines are made. I had even got as far as looking into one of the most common trips to Germany that included a factory tour and was interested to see that you got to drive a Porsche in Germany for a couple of days. This piqued my interest, but the overall cost always seemed prohibitive.

Two years ago at PCA Parade, I was talking to a couple I had met by the name of Mark and Tina Trewartha and they told me about a trip that they were putting together driving through Germany for ten days in rented Porsches. The destinations they described sounded really interesting and included a tour of the Porsche factory in Stuttgart. The thought of having a 997 for ten days and getting to tour the factory got me really interested and I was eager to find out more.

I broached the subject with Martha, my significant other, and as she is also a Porsche fan with her own Porsche, she was interested in doing such a trip. In fact, she asked me why I had been dragging my feet in making the decision to go.

We got a lot more information from Mark and Tina and they invited us to come to the last group's post trip get-together so we would get a better idea of what these trips were like. We decided to go and we got to see lots of pictures and videos of the trip and heard numerous stories about how much fun it had been. Needless to say, that night we signed up to go on the next tour. The thing that appealed to us most, was that with hotels, breakfasts and most evening meals taken care of, and each car having an onboard navigation system, you were free to visit what ever you wanted during each day, be it a castle, a museum, a particular town or the twisty mountain road of your choice. Having the navigation system eliminated any concerns about being lost in a foreign country where we were far from fluent in the language.



Neuschwanstein castle with its commanding view over the lake and surrounding countryside

Autobahn Adventures, Cont.

The more we thought about it the more this appealed to us because this meant that although our itinerary was organized such that the group visited a few predetermined sights, for example, the Porsche factory, the RUF production facility, Neuschwanstein Castle (the one Disneyland is modeled on), for the rest of the trip we would go exploring and meet the group for dinner each evening.

With ten months to go, we decided we wanted to plan our trip. We started buying books on things to do and sights to see in Germany. We even plotted our scheduled hotel stays on a map and started researching what sights there are between hotel A & hotel B. Gradually, we got a good understanding of things we wanted to see each day and were able to add a little more meat to our itinerary. It was actually fun deciding, for example whether we wanted to take the cable car to the top of the Zugspitze – the highest mountain in the German Alps or to drive the Deutsche Alpen Strasse, which is the German Alpine road internationally acclaimed as being one of the best driver's roads in Germany after all, we would be in a 997 Carrera S which is all about the driving experience.

Mark and Tina arranged a group get-together one month before we were due to leave, which gave us a chance to meet some of the group that we would be traveling with - including some who had been the year before and enjoyed it so much that they were going again. It was a great evening, we met some interesting people from different walks of life, all with enthusiasm for our upcoming trip.

At the get-together, Mark and Tina gave each couple a personal trip binder with a more detailed itinerary including a day-by-day schedule with an approximate timeframe for each part of the trip. There were plenty of free days with nothing organized except cocktails and dinner at the hotel that evening which enabled us to work our plans in nicely.

Finally, the date for departure arrived and, is often the case, there was a last minute rush to get everything taken care of before we left. We took Tina's advice and packed light, as we knew that everything we took would have to fit in a 997 and we wanted to be comfortable while traveling.

We had our maps and guidebooks and a list of useful phrases in German (which we never needed) ... we were ready!

The trip itself was everything we had hoped for and much more. I decided not to try and summarize all the things we did as a brief article couldn't possibly do justice to the amount of enjoyment and fun that we had. Instead, I decided to list, in no particular order, ten memorable moments that remind me of some of the truly great experiences we had with Autobahn Adventures.

- * **Seeing 23 new black Porsches in the Hotel parking lot and being invited to select one**
- * **Ten days driving a Porsche 997S on the autobahn, through the beautiful countryside of the Black Forest and on the twisty Swiss alpine passes**
- * **Touring the RUF facility and seeing the first new RUF RK Coupe being prepared for road testing**
- * **Listening to an orchestra in concert in the main hall of the amazing Neuschwanstein castle**

- * Riding the cable car to the top of the Zugspitze and viewing the alps from the observation deck
- * Looking out over Lindau Harbor and seeing the sunrise over the mountains across Lake Constance
- * Driving the Deutsche Alpen Strasse in a 997S on a beautiful clear sunny day
- * Sitting down to dinner and finding out where everyone else had been that day, telling them where we'd been and then discussing all our ideas for the next day and planning to travel with others we met
- * Going on a VIP tour of the Porsche factory with lunch in the Casino and then previewing the new 997 GT3RS
- * Viewing the ancient walled city of Rothenburg from the top of the church tower in the market square



Taking a break at the top of Susten pass in Switzerland

In Conclusion

If driving a new Porsche through some of the most beautiful countryside in Germany & Switzerland, staying in 5-star hotels, eating gourmet food and enjoying fine wines, being able to go wherever you chose on any given day and meeting up for dinner each evening, is your idea of a great vacation, then you owe it to yourself to experience a trip with Mark and Tina and Autobahn Adventures. For more info go to www.autobahn-adventures.com or call 714.964.0280

A small part of the panoramic view of Rothenburg from the top of the Church tower





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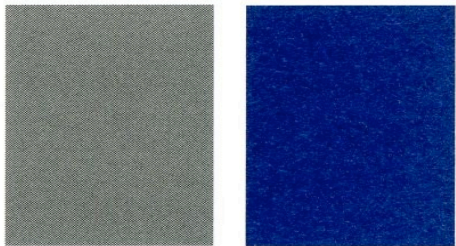
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Zone 7 AUTOCROSSES

#7 & #8



Sacramento Valley Region Presents

Zone 7 Autocrosses #7 and #8

Saturday & Sunday, October 28 & 29

San Joaquin County Fairgrounds, Stockton, CA



Morning registration and tech from 7:30 A.M. to 8:30 A.M. • Late registration and tech from 11:30 A.M. to 12:30 P.M.
First car out at 9:00 A.M. No open exhaust

Fee: \$35.00 per driver per day

Register online at <http://svr-autocross.deter.com/>

Questions? Contact Matt Deter at porsche@deter.com or call (916) 630-8924.

Directions: From I-5 or Hwy. 99: Take Highway 4 (Cross-town Freeway) toward Downtown Stockton. Take the Wilson Way exit and turn South onto Wilson Way. Turn left at Charter Way and then right through the gate into the fairgrounds. Follow the access road, bear left at the Y-intersection, continue straight, and turn right to enter the parking lot.

There will be an informal get-together at 5:30 P.M. in the Marina Center Straw Hat Pizza, 3201 Benjamin Holt Drive. Directions: Take Charter Way west to I-5 and take I-5 North. Take the Benjamin Holt exit, turn left, and pass under the freeway. Turn right after the Lyon's restaurant and proceed straight and turn left into to the parking lot. The Straw Hat Pizza is at the rear of the building on your right.

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Zone 7 Representative - Larry Sharp [[email](#)]



Ernest Bradford– 1986 911

Steven Bramble- 2007 Boxster-Blue

Asa Drew– 1999 Boxster—Silver

Bryan Fitzhugh- 2004 Boxster- Silver

Bill Hinderman- 2002 996 –Basalt Black

Eddy Lazarov- 1978 911 –Black

Frank Lin- 2005 911GT

Peter Lucey- 2007 Carrera S Black

Peter Ng- 2003 Boxster– Black

Christopher Zahnd- 1988 911 Blue

Zone 7 Concours d' Elegance #7
Heather Farms Park
Sept 16th
Article by Ted French

The long awaited day has finally arrived, our Concours. I arrived a little after 7:00, Frank Duran already had most everything set up. What a beautiful morning. Not cold, no wind, slight cloud cover, (great for hiding minor flaws in the paint). Soon cars began arriving and the day had begun. Larry Sharp was his usual self, not bothered by anything so everything began in the normal way at a Concours. One could just smell the fumes from the waxing towels wafting through the air. The sounds of husbands gently saying to their wives "NOT THAT RAGTHAT ONE !!!!! Q Tips flying through the air with such abandon. "BOY THIS IS FUN" I heard one wife/girlfriend (temporary, I assume) say through gritted teeth. The sight of a very rotund man on his back (tee shirt too short of course) polishing the underside of something I am not sure what, reminded me of a beached whale I saw somewhere. A very ugly sight.....must remember to take off points when judging just for having to endure such a sight. Larry announced the judging teams and off we went clipboards in hand. Very important looks on our faces, not really sure what the dickens we were dispatched to do. Well, not everyone was as clueless as I, soon we were in the thick of things. Hummm, is that a repair or just a rock nick? Where did "That Dirt" come from one owner was heard to ask. Way up, behind, and around that thing there the judge replied acting as if he had just struck gold. The turn indicators worked when I left home one dismayed owner said. Well they don't seem to be working now, Sorry. All in all, the judging went on very well as best I could tell. The awards were all accepted with big smiles and the trophies were a very clever idea personally made by our own ZONE 7 REP. Larry Sharp. I now must take my tongue out of my cheek and sincerely thank everyone that participated, everyone that helped put on the event, and a **VERY BIG THANK YOU** to Larry Sharp for organizing the event for us.

(Results and Pictures on the following pages)

Heather Farms Concours Results, Sept 16, 2007

Position	Category	Class	Name	Region	#	Class	Year	Model	Score
1st	Wash & Shine	WS-3	Jim McMahan	SVR	130	WS-3	1980	911SC	199.00
2nd	Wash & Shine		Bill Disser	GGR	133	WS-3	1971	911T	198.5
3rd	Wash & Shine		Jimmy Gaeta	DR	136	WS-3	1989	911	196.5
1st	Wash & Shine	WS-4	David Roseman	GGR	146	WS-4	1997	993	198.50
2nd	Wash & Shine		John Harding	SVR	139	WS-4	1997	993 Turbo	198.5
3rd	Wash & Shine		Todd Swartz	DR	134	WS-4	1997	993 Turbo	197.25
	Wash & Shine		Chris Longstaffe	DR	142	WS-4	1996	993	196.25
1st	Wash & Shine	WS-5	Tim Hagen	DR	132	WS-5	2006	997	199.75
2nd	Wash & Shine		Cindy Wyett	SNR	144	WS-5	2000	996	199.75
3rd	Wash & Shine		Ingrid French	DR	129	WS-5	2000	986	199
	Wash & Shine		Jerry Torres	DR	145	WS-5	2006	Cayman	196.75
	Wash & Shine		Tony Yau	DR	137	WS-5	2006	997	196
	Wash & Shine		Lester Hunter Jr	DR	143	WS-5	2001	996	195.50
	Wash & Shine		Jason Lopez	DR	138	WS-5	2007	997	194.50
1st	Wash & Shine	WS-6	Kent Brandon	SVR	131	WS-6	1988	928	199
2nd	Wash & Shine		Miles Smith	GGR	140	WS-6	1991	944S2	196.75
3rd	Wash & Shine		Joe Hirt	DR	141	WS-6	1995	968	196.25
1st	Street	S-2	Mark Hubbard	DR	210	S-2	1963	356	249.25
2nd	Street		Dave Schneider	DR	207	S-2	1959	356	246.75
3rd	Street		Len Cheney	DR	214	S-2	1959	356	246.75
	Street		Peter Bruce		205	S-2	1958	356	245.75
	Street		Steve Enna	DR	206	S-2	1957	356	245.25
1st	Street	S-3	Paul Morgan	DR	215	S-3	1971	911	246.5
2nd	Street		Jim Loucks	DR	217	S-3	1972	911	245.50
3rd	Street		Jim Edmunds	DR	202	S-3	1973	911	244.50

Results, Sept 16th/ Concours

Position	Category	Class	Name	Region	Entry #	Class	Year	Car Model	Score
1st	Street	S-4	Ed Gervasoni	GGR	203	S-4	1989	930	250
2nd	Street		Tom Trudell	GGR	213	S-4	1988	911CS	247.75
3rd	Street		Jim Dittig	DR	212	S-4	1984	911	236.25
1st	Street	S-5	Melvyn Dizon	DR	209	S-5	1998	993	249.00
1st	Street	S-6	Phil Eskildsen	DR	208	S-6	2000	996	244.25
1st	Street	S-8	Dean Decocker	YOS	216	S-8	1974	914	249.25
1st	Street	S-9	Dave Carlise	GGR	201	S-9	1989	944T	248.75
2nd	Street		Paul Czopek	YOS	204	S-9	1992	968	247.00
1st	Preservation/ UR	UR-4	Eugene Bowen	DR	501	UR-4	1982	930	246.25
1st	Full	C-4	Mark Gersh	GGR	301	C-4	1986	911	246.5
1st	Full	C-7	Lyn Austin	DR	302	C-7	2003	986	240.25
1st	Full	C-8	Scott Detro	GGR	311	C-8	19732	914	243.75

Diablo Zone 7 Concours Sept 16th



Summary Statistics

Region President	Eugenie Thomas	
Concours Chairman	Ted French	
Event Producer	Ted French	
Zone 7 Representative	Larry Sharp	
Zone 7 Concours Chairman		
Host Region		
Number of entrants		36
Number of Display Only Cars		14
Total Cars		50
Judging Team #1		
Full/Competition/Preservation		
Head Judge: Exterior	Alan Berman	
Interior	Paul Czopek	
Storage	Rob Haitsma	
Engine	Jim Kennedy	
Chassis	Ted French	
Judging Team #2		
Street		
Head Judge: Exterior	Larry Sharp	
Interior	Rachel Johnson	
Storage	Patrick Contreas	
Engine	Mike Vokapich	
Judging Team #3		
Street		
Head Judge: Exterior	Kim Nelson	
Interior	George Grialou	
Storage	Ed Goriup	
Engine	Phil Eskildsen	
Judging Team #4		
Wash & Shine		
Head Judge: Exterior	Rich Wyett	
Interior	Tom Trudell	
Storage	Linda Boyd	
Judging Team #5		
Wash & Shine		
Head Judge: Exterior	Dean Tanaka	
Interior	Cindy Wyett	
Storage	Gary Johnson	







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October Board Meeting

Round Table Pizza

Alamo Plaza

150 Alamo Plaza, Alamo

November 13th

Meeting starts at 6:30 PM

Xmas Party info
coming next month

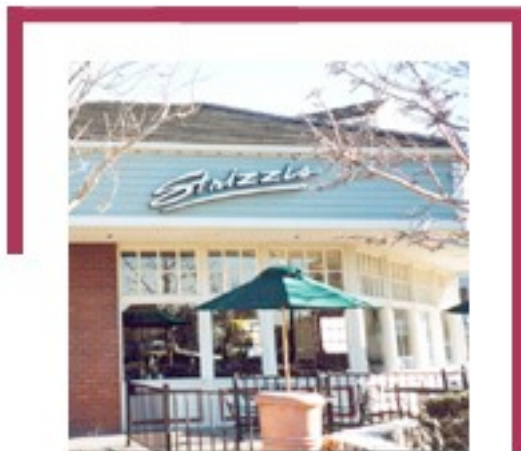
Breakfast every Saturday 8:00 am Marie Callenders, Walnut Creek

Everyone welcome! Come meet your fellow members. New Members please join us!

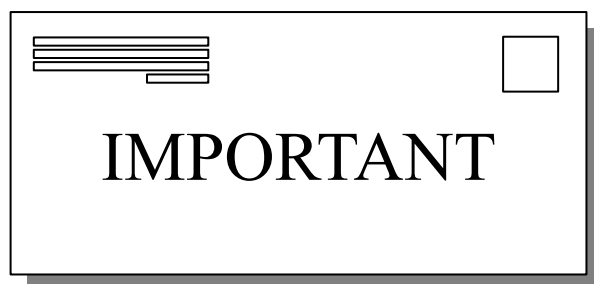
Strizzi's in Danville

Our monthly dinner is always the third Thursday of each month. We get together for a great dinner and lots of conversation. We welcome new members . Watch for the email blast sent to all members just prior to our dinner, to remind you . Go to website for directions;

<http://dia.pca.org>



Join us there



Time to Vote!

In October, all members will be receiving in the mail a ballot to vote for members of the Board of Directors for next year. Voting must be done by no later than **November 1st** postmark. The ballot you will receive lists the four candidates profiled in the following pages, and a space for a write-in candidate. There are 5 open positions on the Board for 2008-2009. You may vote for each of the candidates, or write-in a region member of your choosing who you think would be willing to serve. You may not cast more than a total of 5 votes.

Your ballot is postage-paid for your convenience, just detach and drop it in the email. Please remember to vote, and mail your ballot back on time.

We are counting on your vote!!

Again, here are the candidates—>

Steve Jones



Dear fellow Diablo members:

Over the past 10 years I have had the pleasure of meeting many PCA members from the East coast to the West coast and many points in between. While the cars that bring us together are amazing, I have always found the people that gather to celebrate them to be truly remarkable, and the most enjoyable part of any social, technical, or driving event hosted by the club.

The board of any PCA region is elected to meet the needs of the membership, and it is from that perspective that I offer myself as a candidate. There are three areas where I would like the opportunity to help improve how Diablo serves it's members. First we must continue to attract new members to the region, whether they are new to Porsche cars or just new to the PCA. Second, we must increase communication to and among the membership by enhancing the information and services available through the Advocate and the Diablo web site.

Third, we must do a better job of supporting and enabling the Diablo members themselves to put on the kinds of events they want to see. Board members can and should play a key role in organizing events, but an active region of our size should have more events going on than a small handful of people can run by themselves. We as board members must provide the tools and support that allows teams of regular members to come together and efficiently organize and run these events. Our job is to make it as easy as possible for the members to make the most of their club, and this is a key area where we need improvement.

Over the past two decades I have been a team member, team lead, and manager at organizations ranging from small high-tech start-ups to large multinational corporations. In each of these environments I have seen how small teams can effectively break down large complex projects into manageable tasks to get the job done. This experience is what I will bring to the table as an active, engaged board member to achieve the goals I've outlined above.

Thank you for your support. I hope to see you at a Diablo event soon!
Steven M Jones

Warren Gardner



Thank you for the opportunity to include my name in the list of candidates for the Diablo Region's upcoming Board of Directors openings. Here's why members should recognize my name and vote for me.

- Former Diablo Region Board member for over a year - I know how the Board works, why it should work better, and how to get the Board re-focused on offering what the members want from the club.
- Former Membership Chair for two years - I know how the overall Membership system works and how to effectively communicate with members about events and other matters of their interest.
- Current Driver's Education Chair - I created the Diablo Driver's Ed program two years ago from zero, have staged four events to date, and have demonstrated that I can create, coordinate and implement successful events.
- Current Chief Instructor for Driver's Education - I have already staffed four DE events with Instructors while creating a new Diablo development approach for future Instructors.
- Winner of the Diablo Region's Best Event trophy for 2005 and 2006 for two widely different events; a wine tour and a driver's ed event - I have proven experience in hosting diverse yet quality Diablo events.
- Porsche Club of America member since 1984 - I have the experience and vision to know which projects Diablo members will find attractive.
- A vote for Warren Gardner is a vote for a fresh approach to achieving the following; a greater number of car-related events on the Diablo calendar, a wider diversity of Diablo event offerings and locales, a greater sense of reward for club volunteerism, and expanded social networking within the club. Our Board's motto will be: "Diablo Can Do It!"

Warren Gardner
Driver's Education Chair and Chief Instructor
Diablo Region, PCA
Member Since 1984
1993 RS America

Jerry Torres



My name is Jerry Torres

I drive a 2006 Cayman “S”

In the last ten months I have driven five DE events and two Autocross events, and helped judging in our wash & shine event.

I attend most Diablo Board meetings.

If elected, my priorities will be to grow our membership and help increase our volunteer numbers. Also one thing I would like to see would be a poll from members indicating their interests, such as autocross/ DE/ timetrials/ or social events. This way the board can focus on what our members want to see happen. It would be an honor and a privilege to have the opportunity to serve on the board, and I would do all I could to meet the challenge to be the best !

What could I bring to the club as a board member?

- (1) Enthusiasm
- (2) Fresh Ideas....

Example....

Send out an email Blast to the General membership asking where their interests are.

Such as..

- (1) Drivers Education
- (2) Autocross
- (3) Tours
- (4) Dinners and Breakfasts
- (5) Rallies
- (6) Concourse
- (7) or What?

In this way we could better service the membership at large and get more members involved.

Jerry Torres

Ron Leppke



The following are among my qualifications for the Diablo Region/PCA board: first Porsche in 1959, joined PCA in 1962, Diablo Region Charter member 1984, former Vice President, former Membership Chairperson, Diablo “Enthusiast of the Year,” 2002, and former Advocate Editor. In addition, I have visited the factory several times, have been the Chief Photographer at two Porsche Parades, have attended eight Parades, have worked with PCA officers and Porsche family members mostly at Parades and typically attend and photograph most PCA Zone Seven events. If elected, I will strive for unity within the board with a focus on the objectives for the region when it was chartered.

Ron Leppke

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2008 Planning Meeting

MARK YOUR CALENDARS FOR **SATURDAY DECEMBER 1, 2007** AND JOIN THE PCA/DIABLO REGION MEMBERS AT PORSCHE OF FREMONT FOR THE ANNUAL PLANNING MEETING TO SCHEDULE NEXT YEARS EVENTS. THIS VERY FUN EVENING IS HOSTED BY PORSCHE OF FREMONT. WHAT BETTER WAY TO PLAN EVENTS THEN TO BE SURROUNDED BY INCREDIBLY BEAUTIFUL NEW PORSCHE'S! OUR HOSTS WILL SERVE PIZZA AND SODAS THAT WILL COMPLIMENT THE EVENING. THE EVENT WILL BEGIN AT 6:00 PM IN THE SHOWROOM.

SO....WHAT IS THIS PLANNING MEETING ANYWAY?

THE PLANNING MEETING SCHEDULES EVENTS FOR THE COMING YEAR 2008. WOW, CAN YOU BELIEVE 2008! SO, BRING YOUR IDEAS ON WHAT EVENT YOU WOULD LIKE TO ORGANIZE WITH A COUPLE OF POSSIBLE DATES AND WE WILL PUT IT ON THE CALENDAR FOR NEXT YEAR.

REMEMBER, ***THIS IS YOUR ORGANIZATION***, THEREFORE, THE BOARD WOULD LIKE TO PERSONALLY INVITE YOU TO THINK OF SOME FUN THINGS TO DO WITH OUR BEAUTIFUL CARS AND HAVE FUN AS WELL SEEING FORMER FRIENDS AND MEETING NEW FRIENDS. IF YOU HAVE AN EVENT IDEA YOU WOULD LIKE TO PROPOSE, OR WANT TO LEARN HOW TO GO ABOUT ORGANIZING EVENTS, BRING YOUR IDEA TO THE PLANNING MEETING. OR, IF YOU WOULD LIKE TO DISCUSS IT WITH ME FIRST, FEEL FREE TO SEND ME EMAIL AT THE ADDRESS BELOW. AS YOUR SOCIAL EVENTS BOARD MEMBER I WOULD LIKE TO SEE SOME EXITING OUTINGS THIS NEXT YEAR. SO....BRING YOUR IDEAS!!!

RSVP FOR THE EVENT.

PLEASE EMAIL ME AT LRBOYD47@YAHOO.COM

Tom Martenot
Factory Trained
Porsche Technician



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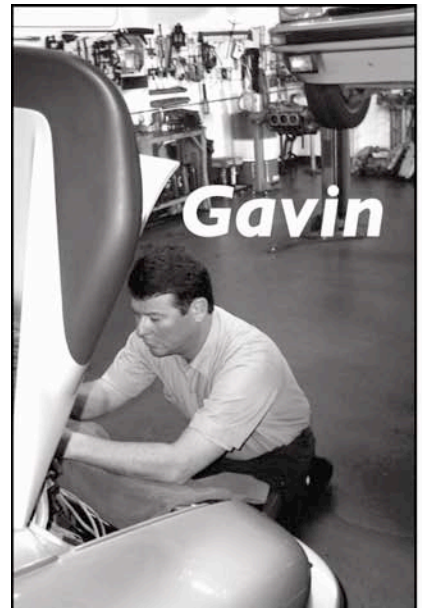
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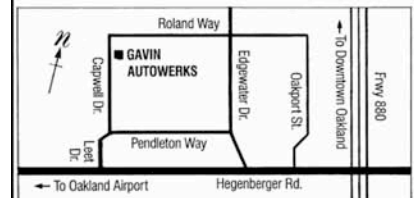
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OKTOBERFEST-NEW/ ALLCOMERS Party

October 6, 6:30 PM

**Frank and Joan Duran's House
213 Dunblane Dr., Walnut Creek**



*Hwy. 680 N, Exit Ygnacio Valley , turn right.
Hwy 24 East, Exit Ygnacio Valley , turn right.
Hwy 680 S, Exit S. Main St, (continue on Main St.) turn
left on Ygnacio Valley Rd.*

NOTE: DO NOT turn on Walnut Blvd.

*Drive Ygnacio Valley past John Muir Hospital
Turn right on Walnut Ave. (second light after hospital)
Go one block and turn left on Belford Dr.
Go another block, turn right on Dunblane Dr. (third
house on right – white house with green shutters)*

**Come out for some fun and
enjoy Bratwurst, sauerkraut, wine,
German beer AND, of course, the usual
Diablo Region camaraderie !!!
Also door prizes.**

**Cost: \$15.00 per person (NO
charge to Newcomers). Guests whose
last names begin with A through M,
please bring an hors d'oeuvre, salad or
veggie dish. N through Z,
please bring dessert.**

RSVP: Joan or Frank at 925.933.8817

fnjduran@sbcglobal.net

**by September 30. Limited to 50 people.
Reserve your spot NOW.**

