



# The diablo Advocate

November, 2008



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*Details*

[http://dia.pca.org/docs/2008/Thunderhill\\_PCA\\_DE\\_Event\\_Oct-31\\_\\_2008.pdf](http://dia.pca.org/docs/2008/Thunderhill_PCA_DE_Event_Oct-31__2008.pdf)

# THUNDERHILL Driver's Event

*Forms*

[http://dia.pca.org/docs/2008/Thunderhill\\_PCA\\_Drivers\\_Ed\\_Tech\\_Form\\_Oct08.pdf](http://dia.pca.org/docs/2008/Thunderhill_PCA_Drivers_Ed_Tech_Form_Oct08.pdf)  
[http://dia.pca.org/docs/2008/Thunderhill\\_Reg\\_Form\\_Oct31.pdf](http://dia.pca.org/docs/2008/Thunderhill_Reg_Form_Oct31.pdf)



# Halloween

## Friday, October 31, 2008

# Board Of Directors

## Diablo Region

Steven M Jones	President	president@diablo-pca.org
Warren Gardner	Vice President	vicepresident@diablo-pca.org
Christie Bacchus	Secretary	secretary@diablo-pca.org
Jim Edmunds	Treasurer	treasurer@diablo-pca.org
Phil Eskildsen	Nametag Guy	nametags@diablo-pca.org
Maureen Torres	Newsletter Editor	editor@diablo-pca.org
Linda Boyd	Social Events	events@diablo-pca.org
Jerry Torres	Advertising	advertising@diablo-pca.org
Ken Wu	Membership	membership@diablo-pca.org

## Special Advisors to the Board

Eugenie Thomas	Past President	pastpresident@diablo-pca.org
Larry Sharp	Zone 7 Representative	larrysharp@comcast.net


## Committee Chairs and other positions

Autocross Chair	Eugenie Thomas	autoxchair@diablo-pca.org
Charity Coordinator	Open	
Chief Instructor	Scott Pope	chiefinstructor@diablo-pca.org
Concours Chair	Open	
Merchandising	Open	
Rally/Tour Chair	Open	
DE Registrar	Luis Soler	
Track Chair	Warren Gardner	trackresistrar@diablo-pca.org
Webmaster	Anthony Mendoza	webmaster@diablo-pca.org

- Dec. 6 - 2009 Planning Meeting  
TBD Location 6-10
- Dec. 13 - Diablo Region Christmas Party  
Porsche of Fremont 6-10

.....

Be sure to check the Diablo Region calendar to stay on top of all our activities ([dia.pca.org](http://dia.pca.org)).



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## The Inside Line by Steve Jones



September was a busy travel month for me, and unfortunately as a result I missed the publication deadline for the October issue of the Advocate. The first part of October was spent catching up, and the middle was lost to the flu, but fortunately all this hasn't kept me from meeting the deadline for the November issue.

By the time you read this we will have completed our last Drivers Ed event of the year, sponsored by our friends at Porsche of Fremont. From the previous events we've had this year I'm looking forward to a fantastic event and hope I will see many of you there. If you missed it, keep your eye out for a special DE event we'll be holding in January, sponsored by Kahler's of Dublin.

Many members who live outside the central geographic area of our region have asked me about having more meetings and events in locations more convenient to them. As a result I'll be having a very informal breakfast each month that will rotate between locations. On November 22nd I hope to be near Fairfield for our members in that neck of the woods.

I'm open to suggestions for a good venue in Fairfield. Looking forward to December, if I hear from enough members living to the East I'd be happy to have that meeting in the Antioch-Brentwood area. Send me some email if you live in that neck of the woods and want to see a breakfast there on December 13th.

Speaking of December, on the 6th of that month we'll be holding our planning meeting for 2009. This is an annual event where we try to sketch out what events we'll be holding throughout the coming year. If you aren't sure what kinds of events we typically have, make sure you're there at the beginning for a short presentation that will describe the most common types of events, and questions are always welcome.

After the presentation we'll go through the 2009 calendar month by month and take suggestions for different types of events. Volunteers to help with or run events are always needed, and experience is not required - we will pair you up with an experienced member who can show you the ropes. Look for the announcement elsewhere in this issue for more details.

Our annual holiday party will be held at Porsche of Fremont on the following Saturday, December 13th. We're hoping to be able to accommodate as many members as wish to attend this year, so please try to register early for this event. There's also an effort to secure a guest speaker for the event, so stay tuned for further developments.

Finally, I want to thank everybody for participating in the annual Board of Directors election this year. The results will be announced after the November Board meeting. We depend on your participation, both as voters and volunteers, to make sure that the Board is actually representing and serving members like you. If you ever have a concern or suggestion please feel free to contact myself or any Board member, you can find contact details for the entire board on the region web site as well as any issue of the Advocate.

Until next month, keep the shiny side up!

--Steve.



# Escape 2008

Article by Maureen Torres

*"Journey to the Land of Enchantment!"*

Hosted by The Roadrunner Region, and held in Albuquerque, NM.

Sept 18- 21, 2008



We left our house for the long drive to Albuquerque, on Monday, Sept 15<sup>th</sup>, so we could first hit the city of Las Vegas for a couple days. It had been over 10 years since we had seen Vegas, so there was much to see. From there, we met up with Zone 7 rep, Larry Sharp and his wife KC, along with Ted and Ingrid French, to head to Sedona for a night before we headed for the Escape adventure. Sedona was beautiful!!



Wish we could have stayed longer, but had to get going and head for the real reason we left home.....along the way, we stopped at the Meteor Crater about 35 miles east of Flagstaff. What a site that was! A iron- nickel meteorite 150 feet across and weighing several hundred thousand tons, struck the rocky plain with and explosive force greater that 20 million tons of TNT.

Arriving in Albuquerque, The Marriott was the host hotel, and the parking lot was reserved for all the many Porsche's that were steadily arriving. The event lasted 3 days and had many different tours to choose from each day.

We choose the Santa Fe tour one day and the next day we visited "Sky City" the Acoma Pueblo tour.

Our first stop was to the Sandia Race track, to experience the feel going around the track. We had the opportunity to go 3 laps, and then trade drivers for the next 3 laps. I declined, and let Jerry take it all. Seeing cars going so fast, and so close to each other made me a bit nervous



Parking lot at the hotel



Loved this license plate!



Sky City" was quite a site. On the way there, the 25 Porsches passed a highway patrol car sitting along a side street, and luckily for all of us, we happen to be going the speed limit!

Sky City looms 370 feet above the desert floor. For almost 2000 years, Sky City has served as a physical and spiritual homeland for the Acoma People. The history of the Acoma people dates back to as early as 1100 A.D.



Beautiful Sites

The last evening at the dinner banquet, we listened to Vic Elford talk. He told us many stories of his younger days racing. He was very interesting to listen to, with a lot of very funny stories to tell. In addition, they auctioned off a poster of him in his Porsche for \$1200.

We enjoyed the trip very much. Lots of good people and great tours. The Roadrunner Region did a fantastic job , especially Sean Cridland, & Liz Shaw who planned the event.





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## Getting Ready for Thunderhill

On September 18th, several Diablo Region members met at Kahlers in Dublin to take part in the required auto inspection prior to the Drivers Event to be held at Thunderhill Raceway on October 31.





## More Inspections



More pictures available for viewing at:  
<http://dia.pca.org/>

# Oktoberfest

Celebrating in the Old World tradition with wurst, beer and friends, Diablo Region members got together at the home of Jacquie and Walt Lietz on October 4th. It was a great night to meet new members and get together with old friends. A big **"THANK YOU"** to Jacquie and Walt for their hospitality and welcoming all of us into their home.



911 Turbo—Only 50 calories per bite



What a SPREAD!



New Member

More pictures available for your viewing pleasure at:

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Photo credit: Janice Lo

## *Save the Date!*

### **Breakfast in Fairfield**

Saturday, November 22<sup>nd</sup>  
9:00 to 10:30 AM

An informal opportunity for members in the Northern reaches of the region to get together, hosted by Steve Jones. Come on by and say "Hello" even if you can't stay and eat.

Location to be announced later via email.

# **New Members**



Article submitted by

Gerry McFaull, Diablo Region, Porsche Club of America

gerry@qualdeval.com

It's early Sunday morning. The road is dry and clear. Visibility is excellent. The thought runs through your mind "How fast could I go if I didn't need my driving license to make it to work on Monday"?

Well Bob Dean, Paul Lyons and I had fun with this idea over lunch one day and as with all good ideas (and bad ones too) the seed was sown. Do you want to *watch* the movie or do you want to *make* the movie. Do you want to be the bug or do you want to be the wind-shield? Do you want to say "someone once told me" at the beginning of the tale or do you want to be able to say "I"?

So here's the 700 billion dollar question: Where can you drive fast nowadays without risking personal liberty, the safety of your Grandma in her 1978 LTD with it's defective turn signal light, or your neighbor with the three kids in the minivan with the dented rear bumper and the Kerry/Edwards sticker? And heck, where can you drive fast for 90 miles non-stop without being the lead story on the 10 o'clock news?

Ever heard of the Silver State Classic? No, we hadn't either but thanks to the brilliance of Al Gore's Internet invention we found the website for this 21-year old event at: [www.silverstateclassic.com](http://www.silverstateclassic.com). Check it out - the site is quite comprehensive. Seems that a dedicated bunch of speed-aholics must have compromising pictures of someone senior in the Nevada Dept of Transportation, because NDoT willingly shuts down a 90-mile section of Highway 318 twice a year in order for you and I to drive fast in relative safety and without risk to Grandma or the neighbor's kids. How thoughtful! Must be some goood pictures!

So Bob (SL55), Paul (NSX-T) and myself (996 C2) decided that we hadn't done anything

*r-e-a-l-l-y* stupid in a while and therefore our significant others didn't have a good enough reason to say "No". After a little home-work we signed up for the 110mph group which is the fastest that rookies can run unless their name is Juan-Pablo, Dario, Jacques, or similar. The only mod we would have to make to our cars was the addition of a fire-extinguisher (cheap) mounted on a metal bracket (expensive). We were "**IN**"!!! ....Man-cation alert!!!



Staging before the Parade



Post race Posers

Because of our rookie status we were obliged to attend the Mario Andretti/Jeff Gordon driving school at Las Vegas Motor Speedway on the Thursday prior to the event to learn how to brake, turn, and accelerate under race track conditions with some modicum of coordination and without harming our in-car instructors. Seemed reasonable under the circumstances. Now we each have a spiffy looking certificate with a picture of Mario Andretti that asserts to our talents and that we can share with the nice people from the Highway Patrol next time they lean in our window and ask "Just what the heck made you think it was OK to be driving like that?"

After a night in Vegas we caravanned to Ely Nevada with a bunch of other speed freaks and gear heads. The trip included a reconnoitering drive the "wrong way" up the 90-mile stretch of 318 where the event was to be held. Frankly, I was stunned by the spectacular scenery and excellent road conditions. Beautiful high-desert landscapes combined with long straights and high speed turns running between two picture postcard mountain ranges. The course also includes a tight section of river gorge turns known as "The Narrows" that commands respect and admiration. If this isn't one of the tracks available on Grand Turismo 3 or Grand Theft Auto, then the gaming geeks have overlooked a great opportunity.



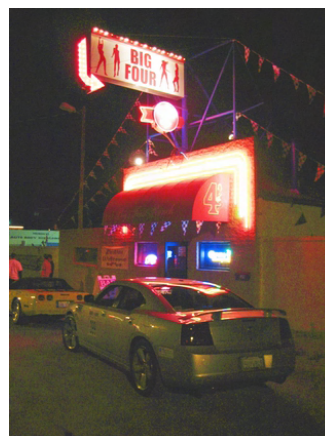
Front Row Parking at Hotel Nevada reserved for SSC entrants: Pantera, Porsche, NSX, SL55

Once lodged at the rustic Nevada Hotel in Ely we were kept busy with; welcome event with hosted bar, cleaning off the bug splats, applying sponsor stickers, getting the cars through tech inspection, the car show, the parade through town, the Optima Batteries shoot out, the Royal Purple/Racepack speed stop challenge, the welcome dinner with hosted bar and finally, scientifically motivated research into other fun stuff not considered legal in most states in our great nation. Before you leap to judgment please consider that the largest and most extravagant trophy up for grabs is the Hookers Choice Award sponsored by the delightful young ladies at the Big Four who, with hearts of gold and genuine interest in all things automotive, hold a "car-they'd-most-like-to-drive" contest on Friday evening. During the announcement of the results there was such anarchy and pandemonium inspired by the humor of veteran driver and SSC board member Kelly Gibbs that I'm still not sure of the outcome. I imagine that it must have been a Porsche because that's always the first choice of all ladies of character and discernment.

One of the highlights and perhaps the best part of the event was the camaraderie found within a group of 200 people with shared automotive interests and a passion for speed. ....



Bob Dean, Zach Dean, Gerry McFaull & Paul Lyons - staying hydrated.



Ray Alexander's SRT8 outside the Big 4. Where's Ray?



Philip Bowser's (Golden Gate Region) beautifully prepared 993 C2 Turbo, ready to run in the 150mph group. Phil and his navigator/daughter Amy crossed the finish line only 0.4370 seconds off target after driving 90 miles, which calcs out to an average speed of 149.9697mph - nice!

On Sunday morning we had to be in our cars at the staging area in Ely by 6:00am ready to drive together to the next pre-event staging area. The early start was not much of a problem for those of us who had the "night before finals" kind of sleep. Fortunately, the Starbucks inside the Hotel Nevada was open and life was good. I guess we weren't the only people sleeping light because arriving at 5:45am put us near the back of the line.

After a drive out of town we next staged at a truck stop just north of the start line. Time for final checks, words of encouragement and calls of nature. Anticipation was thicker than an Exxon bank statement and the playful banter didn't fool anyone. One at a time we left the truck stop and drove the last few miles through the 25mph speed limit in Lund to the start line where we staged for the third time that morning. Yes, hurry up and wait was our morning mantra but probably the best thing for der fixin uppen of der but-terflies and der most good verkin of der brainen.



God bless the Silver State organizers who had a team of people on their hands and knees right before the start line, checking every tire on every car for nails, etc.



Outside Ely Nevada, Gerry McFaull's 2002 Arctic Silver 996 C2 all stickered up and ready to roll

There were also two airplanes flying over the entire 90 miles of Highway 318, course workers in sight of every inch of the run, 8 flag stations ready to relay info, walkie talkies issued to every car for safety communications and extensive pre-event training combined with dire warnings about consequences for any misbehavior, up to and including "I will burn your car to the ground", one of Blue Of-fut's (Rookie Liason) personal favorites, which he always delivered in a most convincing tone of voice.

There is lots of good detail information about the event and the rules, regulations and run groups on the Silver State website [www.silverstateclassic.com](http://www.silverstateclassic.com) so I'll limit this story to some personal insights, errors made and items I don't remember reading about on the website:

**The Start:** Cars are staged side by side on the start line in clear view of a large digital GPS clock. One of the two cars is flagged off every minute and the individuals' time starts running at the zero-seconds clock position regardless of whether the car starts moving on time or not - the poor sap next to me forgot to put his car in gear and at the designated time and wave of the flag all we could hear was a sweet sounding V8 happily revving under no load conditions.

**The Road:** Nevada 318 is a two lane road out in the boonies, not especially wide but in excellent condition (shame on us in Ca). The start line is at almost 6,000 feet and the finish line is at 4. In places there is a noticeable crown in the center of the road that makes it slightly awkward at times to track straight down the middle as the car "hunts" on the sides of the crown. Some of the corners are blind and/or over a crest which makes it tough on the higher speed groups but no problem for a factory stock 996 C2 running at 110mph. Frankly, with a little driver track experience, the Porsche could carry 110mph comfortably along the complete course with no slowing required anywhere.

"The Narrows" is the tightest/twistiest part of the course and begins at approx 70 miles into the run. Some cars and some drivers may have not been suitably prepared to run this section at 110mph and I'd certainly recommend that rookies such as myself plan to take this section at a significantly lower speed.



Porsche 996 C2 in the Narrows

**The Strategy:** Each run group has a max and min speed limit as well as a target speed. In the 110mph group which had 26 entrants, the max allowed speed is 124 and the min is 80. We were told that there were 8 speed traps on the course and we had to remove any radar detectors before passing tech inspection.

The most common strategy being discussed amongst drivers was to run the first 70 miles above the target speed, slow down for the narrows and then adjust speed in the last 17 miles to the finish line. Many drivers reported timing themselves against the mile markers on the side of the road and there are various "cheat sheets" floating around out there with target times at key mile markers. (Note: mile markers are not always exactly one mile apart). Measuring times against mile markers may be doable with the help of a navigator but for a first time driver with no navigator and little familiarity with the road, I was not convinced I could pull it off. On the Saturday evening before the event I decided to simplify my life and adopt a different approach.

**The Equipment:** I'd borrowed my daughter Melissa's Garmin Nav system which displays distance in miles to 2 decimal places + my wrist watch has a Chrono function that displays seconds to 2 decimal places. The Nav was reset to zero in the 2 minutes spent sitting at the start line. The Chrono was started as the GPS Clock at the start line rolled over onto zero and the green flag was waved.



The Garmin Nav was essential equipment (for me) because the indicated speed, odometer and trip computer on my car contain a disparity too large for this event. The Nav's "Moving Time" was unreliable by approx  $\frac{1}{2}$  second each time the car stopped and started. OK for an event that includes a start and a stop but not accurate enough for standing start and a moving finish.

**The Plan:** It wasn't too tough to prepare a list of time vs. distance (virtual) checkpoints based upon speeds to run for each section. The plan I ran to had 4 different speed sections and the frequency of check points steadily increased as the mileage to the finish decreased, so that repeated "fine tuning" could be accomplished near the end of the run. Furthermore, by aiming to hit marks beginning at 10 miles into the run, the amount of adjustment required near the end should be minimal. It's worth considering when making the plan that it gets harder and harder to adjust *average* speed the farther into the run you travel and that any speed change cannot be instantaneous.

**Mistakes and Results:** How did this approach pan out? Well, starting from zero mph immediately puts a kink in the average speed plan and so it was important to run near to max speed early to eliminate that deficit. By running close to 120 early on and using the average speed indicated on the nav system, the car can be throttled back to target speed once the average has been elevated to match target. At the first check point timing was off by several seconds. No problem, slow down by one mph and wait to the next check point. At the second check point the margin of error had increased - I had misinterpreted the time/distance readings and had adjusted speed in the wrong direction. Luckily I'd made this mistake early and had time to recover. Another less fortunate driver made the same mistake *after* the Narrows and did not have enough time to regroup. The first 70 miles of the run was delightful, beautiful blue skies, clear open roads, no Grandmas in '78 LTDs or Moms in Minivans, no Highway Patrol waiting to check my Mario Andretti signed certificate, and no cross traffic or oncoming vehicles. The Porsche was not even breathing hard, in fact the coolant temp was running slightly lower cruising at 110mph than when idling at the start. What a great car, what a great location, what a well organized event, what a great bunch of friends and what a lucky guy I am. In between check points scanning inside and outside the car helps to stay focused and a couple of relaxation exercises helped with the general feeling of well being that comes from driving a Porsche.



At 70.2 miles distance there's an off-camber right turn that is popularly referred to as the "most treacherous blind turn on the course". With the theme from Jaws running through my mind and the wick turned down to 90 the Porsche took a set and tracked effortlessly through the corner following the classic line. The Jaws music turned to Satriani and for the next 2 miles we practiced carving text book turns between the rock walls of the Narrows - entry point, apex, exit point, sweet. Even at a relatively modest 90mph this was F-U-N. Just check out my smile in this classic-style black & white picture - those teeth whitening strips really work!



Gerry McFaul 2002 C2, 21 September 2008, The Narrows, Highway 318, Nevada.

The next 17 miles to the finish line disappeared faster than a Politician's Promise. Distance and time measurements came faster and faster: five miles, two miles, one mile, half mile, quarter mile, until suddenly, there was the finish line and we were going to be early. Now if anyone makes good brakes it's Porsche and this car is no exception. As we crossed the line in full-on nose down, tail high, hunting dog posture it was close. The Silver State veterans say that getting within a second or two is skill but getting closer than that is luck, and so luck was on our side. The Porsche broke the timing light 0.1265 seconds early for an average speed of 110.0047mph and an average fuel consumption of 20.6mpg. Do these guys build great cars or what?!

Bob Dean and his navigator/son Zach, crossed the line within less than 1 second of target at an average of 109.9627mph proving once again that Mercedes builds good cars but not quite as good as Porsche.

Other random things still stuck in my mind:

There were more than 150 cars entered and only 6 Porsches. ....Huh? A Porsche is the ideal vehicle for this event.

Corvettes were by far the most common vehicular selection. What does this suggest about Corvette drivers vs. Porsche drivers? Not looking good for the import crowd - perhaps we should to enter a Porsche team (or two) in the next event? Any takers?

We did also see other exotica including Ferrari, Lamborghini, DeTomaso, a Ford GT, an Aston Martin, an Audi R8, a Lotus and a lone Saturn SC that won the 95mph group.

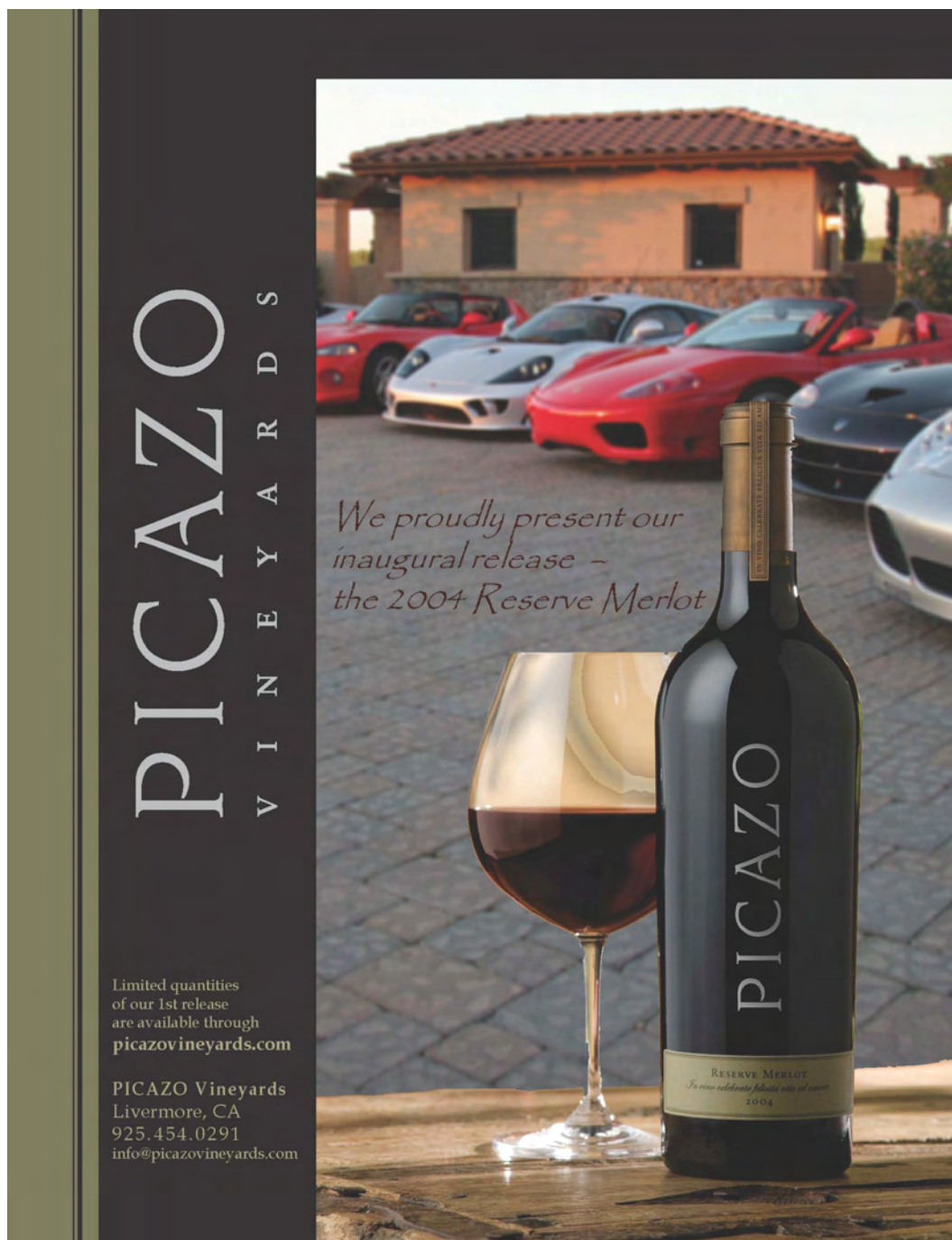
Steve and Gail Waldman lead a wonderful group of volunteers who stage this event twice a year. This is a quality operation with quality volunteers, quality events and just the right amount of carnival atmosphere layered on top of the serious nature of such an event. Blue Offutt does a great job of riding herd on the Rookies and there were on-site training classes for drivers and navigators.

Many participants had been on an intense schedule getting their cars ready for the event and appeared to be vaguely uncomfortable or apprehensive. ....Just buy a Porsche guys!

I saw a Corvette, a Mustang and a Pantera pulled off the road at various points along the way but all of the good doctor's cars crossed the finish line.

Bjoern and Ronny arrived from Norway to drive their 1979 Mercedes 6.9SEL and win the 100mph group finishing 0.085 seconds from target time and Jeff Jorgenson got the closest to a perfect time, his '97 Mustang missing by only 0.0057 seconds in the 130mph group - wow!!!

The fastest car in the unlimited group, driven by Richard Hille averaged over 198mph completing the 90 mile run in just over 27 minutes. Is there anyone out there with a 917?



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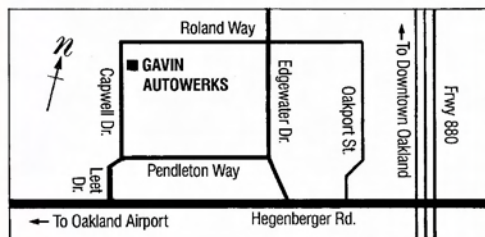


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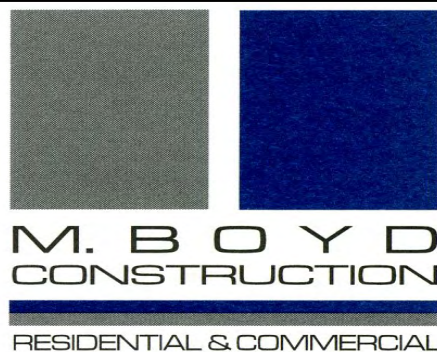
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## Porsche Kicks Off Important Roll-Out Campaign

Rather than rolling to the starting line—as is befitting a Porsche sports car—the new Panamera Gran Turismo is rolling into the public limelight for the first time on a new website.

Starting today (Oct. 17), and marking the long-awaited product marketing roll out of this Porsche model line, Panamera Online Magazine will offer a wide range of the latest information on this soon-to-be member of the Porsche product family.

Along with facts and updates, this site, [www.porsche.com/panamera](http://www.porsche.com/panamera), will include videos of disguised prototypes on test drives. Additionally, Porsche will begin a multi-stage direct mail campaign to select Porsche owners and enthusiasts.

Porsche said it will release the first official press photography of the Panamera Gran Turismo later this year. However, worldwide autophiles today will have the chance to experience the concept of this highly-anticipated four-door sedan in the Panamera Online Magazine. Interested customers can sign up for regular updates on the car.

The Panamera Gran Turismo, designed and developed in Weissach and will be built in Leipzig, Germany, is a genuine Porsche that will transport four adults without compromise. The Panamera provides a unique space concept and superior driving dynamics, as the result of 60 years of sports car expertise and know-how.

The Porsche Panamera will make its world debut next spring, with the market launch in late summer, early fall 2009.

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# 2009 Planning Meeting

Page 25

**When:** December 6, 2008

**Time:** 6:00—9:30 P.M.

**Where:** Jim Edmund's Club House, 1999 Nero Court, Walnut Creek

**Detailed directions on the following page**

**RSVP:** Linda Boyd at [events@diablo-pca.org](mailto:events@diablo-pca.org) by Dec. 1st

The venue is the clubhouse located by the pool. Do not look for a house numbered 1999 Nero Court -- go to the end of the court, and proceed to the clubhouse by the pool area!

From I-680 take the Treat Boulevard exit and head East. Take a right on Bancroft Road. Make a right at the traffic light for La Corso Circle, followed by a right onto La Corso Drive. Take a left on Cabot Drive.

You can park on Cabot Drive near Cesar Court and walk up Cesar to the club house, or take a right onto Via Appia and park on Via Appia close to Nero Court, then walk up Nero to the club house.

## Guidelines

NOTE: Street parking is *\*only\** allowed on Cabot Drive and Via Appia! Do not block driveways, and do not park on any street name ending in Court - they are too narrow, you will be towed, and the club will be banned from using this venue.

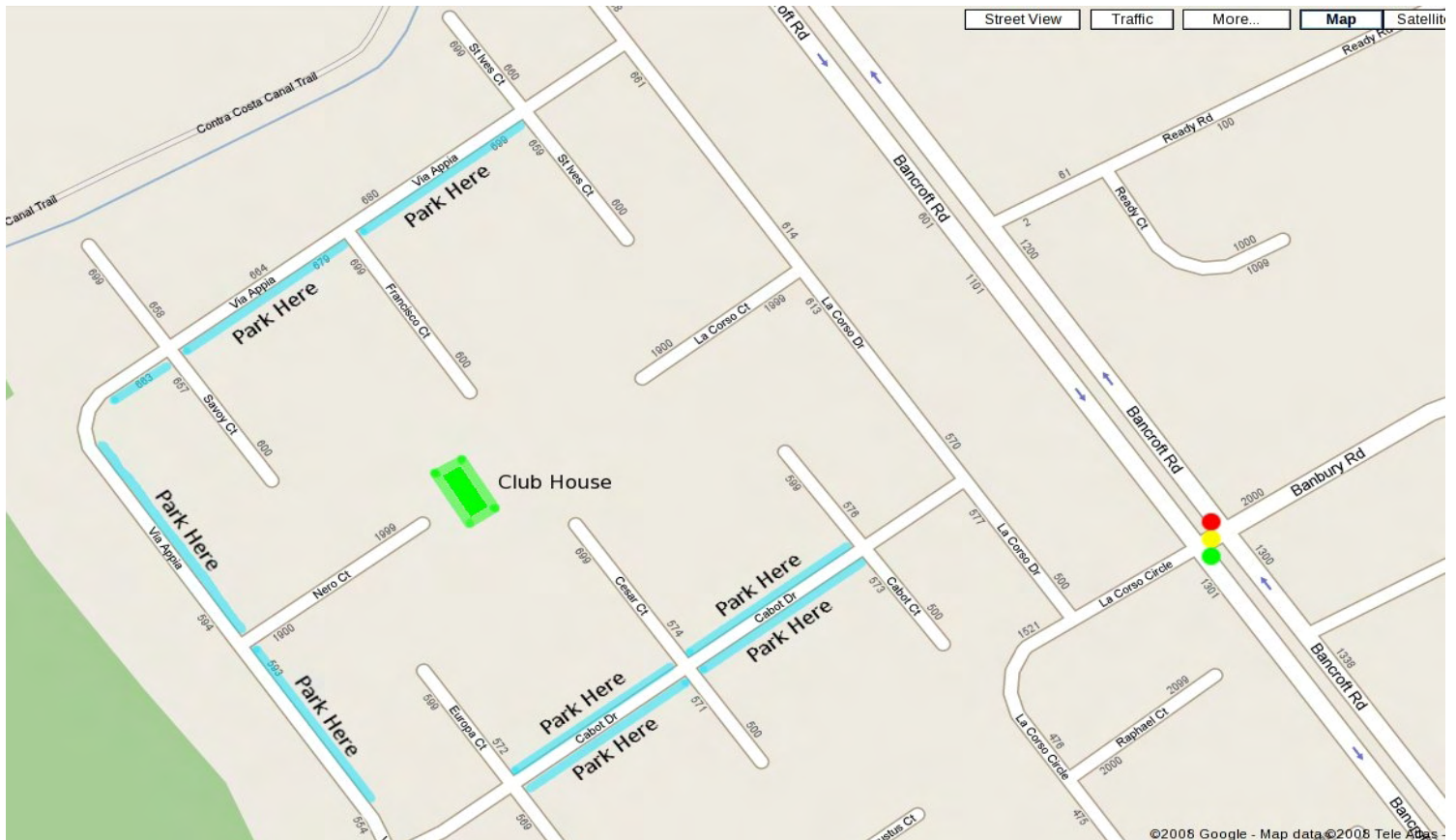




# Parking at the Planning Meeting

There are only a few parking spaces close to the club house. We ask that you only use these if you or your partner have difficulty walking one city block. We are only allowed to park where shown on these two maps – do not attempt to park on any Court, or block any driveways!

Street parking is allowed where marked in blue below.



There will probably be six “GUEST” spots open where circled in red. Please leave them open for those members who can't walk a block.



## Holiday Party Flyer

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### Nominations Needed for Awards Dinner to be held in 2009

Forward your nominations to Linda  
Boyd at [events@diablo-pca.org](mailto:events@diablo-pca.org)

#### Categories:

- Most Enthusiastic Member
- Most Enthusiastic Family
- Best Event
- Rookie of the Year
- John Cleaver Award (member who goes beyond in dedication and contribution)

#### 2008 Events:

Jan—New Years Rally

Mar—More Daylight Tour

April—Havana or Bust Tour, Fioli Gardens Tour

May—Wash N Shine, Newcomers BBQ

June—Half Moon Bay Tour, Covered Bridge Tour, Diablo Mile

July—Zone 7 Gimmick Rally

Aug—Tour du Jour #12, Summers End BBQ

Oct—Oktoberfest Party