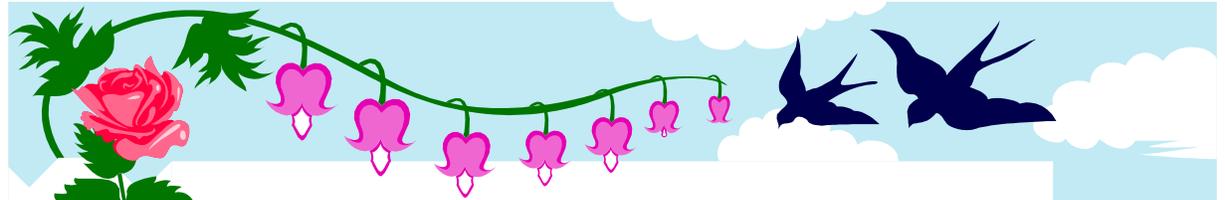


The devil's Advocate



Porsche's Spring Bouquet



April, 2010

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	Doug Wiebe	Host
	Phil Eskildsen	Host

Mailing Address: Diablo/PCA
P O Box 30667
Walnut Creek, Ca 94598

Future Events	Zone 7 Events
Jan 16 - DE at Thunderhill	Apr 10 GGR AX @ Alameda
Jan 30 - Annual Awards Dinner	Apr 11 Loma Prieta AX @ Marina
Jan 31— Big O Tire Tech Session	Apr 17 Concours Judges School @ Niello
Feb 7 - Super Bowl Party	Apr 17-18 Redwood Zone AX @ Santa Rosa
Feb 13 - Tour to Dublin	
Mar 13 - St. Patrick's Tour	In This Issue
Mar 27— SF Cable Car Tour	Page 2 Board of Directors
Apr - 10 Filoli Tour	Page 3 Future Events
Apr 17 - Bocce Ball	Page 4 President's Column
May 1 - Porsche 101: Upfixin' der Porsche	Page 6 Filoli Gardens Tour Flyer
May 8 - Newcomers BBQ	Page 8 Fundraising Raffle
May 30 - Annual Wash N' Shine	Page 9 Fish Out of Water
Jun 12-13 - Feather River Tour	Page 15 New Members
Jun 19 - Diablo Mille 3	Page 16 The Yank Tank
Jul 15 - DE at Thunderhill	Page 19 Bocce Ball Flyer
Jul 31 - Golf	Page 21 Name Tag Form
Aug 13 - Caravan to Monterey Historics	Page 22 Zone 7 Concours School
Aug 21 - Tour da Jour	Page 23 Joint Breakfast That Wasn't
Aug 28 - Movie Night #1	Page 26 Food & Friends
Sep 17 - DE at Thunderhill	Page 26 Sacto Crab Feed
Sep 25 - Oktoberfest	Page 27 Goodie Store
Oct 2-3 - Paso Robles & Parts South	Page 28 2010 Porsche Parade
Oct 23 - Haunted SF Tour	Page 29 Newcomers' BBQ
Nov 6 - Movie Night #2	Page 31 Porsche 101 Flyer
Nov 19 - 2011 Planning Meeting	Page 32 Advertisers
Dec 4 - Holiday Party	
Jan 29, 2011 - Annual Awards Dinner	
Feb 6, 2011 - Superbowl Party	
Feb 12, 2011 - Black Hearts Tour	



The Inside Line By Walt Lietz

It's April and Spring, day-light saving time, the warm weather, and some great news, all arrived together. More in a moment but let me give you an update on the PCA National Directors Board Meeting and the Zone 7 Presidents Meeting held on February 20-21 in San Jose.

Zone 7 hosted the **PCA National Board of Directors Meeting** for two hours on Saturday. Porsche A.G. reported 2009 sales of 19,696 vehicles which is down but not that bad considering the overall economy. They also stated that Porsche is working closely with dealerships across the nation to connect more effectively with PCA members. They are offering dealers at 50% rebate on money spent supporting PCA regional events and are tracking PCA participation by dealers. This is all good news for our active dealerships like **Fremont Porsche** and gives us an opportunity to talk to less active dealerships. Our Zone Chair, Sharon Neidel, is also available to join us at dealership meetings to discuss ways of building greater dealership support.

Other news included an increase in annual PCA membership to \$46 per year, the renewal PCA insurance coverage for the regions, an **iPhone PCA application** is coming out on April 10, cost \$2.99, which will provide access to regions, Porsche service locations (not just dealerships), all events, etc. This is a great way to find a PCA activity wherever you happen to be and an opportunity to sell ads to local Porsche service providers. For example - if you buy an ad in the Advocate we can put you on our National iPhone directory. The **PCA Regional Procedure Manual** (PCA

RPM) is now available online at the National web-site. This includes all the forms which can now be printed out directly. That way you will know that you have the latest version of the form.

A new location for the 2011 Parade will be announced (Killington, VT is out) and the first Escape to be held in Canada is set for September 2010 at Sun Peak, British Columbia.

The **Zone 7 Presidents Meeting** was conducted by Sharon Neidel, she covered some of the new rules for children under 18 years old at PCA events. They cannot ride along in rally and in Driver Education events, PCA has a new release form which both parents must sign. The region presidents discussed their efforts to work more closely with dealerships as well as the use of a monthly newsletter to keep members up to date on events.

The good news from National is the availability of two **Boxster Spydors** for DE events. **Luis Solar** is working with Vu Nguyen (PCA National Council) is see if we can get them at our July 15th Driver Education event at Thunderhill! The Boxster Spyder is a very light-weight, high powered version of the mid-engine Porsche designed for the track. Hopefully Luis will be successful and drivers will be able to take one for a spin around the track.

Remember the **Filoli Garden Tour** on April 10th, the price has been reduced to \$34 per person and the **Bocce Ball Tour and Dinner** on April 17. Both were wonderful events last year.

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Walt



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TOUR TO FILOLI GARDENS WOODSIDE, CA

WHEN: Saturday, April 10th
9:30—4:00

COST: \$38 (includes lunch and guided tour)
Make your check payable to PCA Diablo and
send to: Ingrid French, 1107 Delta Way,
Danville, Ca 94526

DEADLINE: Space is limited and reservations must be
received by March 29th

After a wonderful lunch, we will be guided on a tour of the beautiful garden estate built in 1917. The home contains 36,000 square feet of interior floor space in which there are forty-three rooms and seventeen fireplaces, the spacious major rooms have ceiling heights of seventeen feet, and the ballroom ceiling is twenty two and a half feet high.

We will also tour the sixteen acre formal garden and is considered today as one of America's finest historic gardens. The garden is maintained by fourteen full-time horticulturists, student interns, and over one hundred garden volunteers.

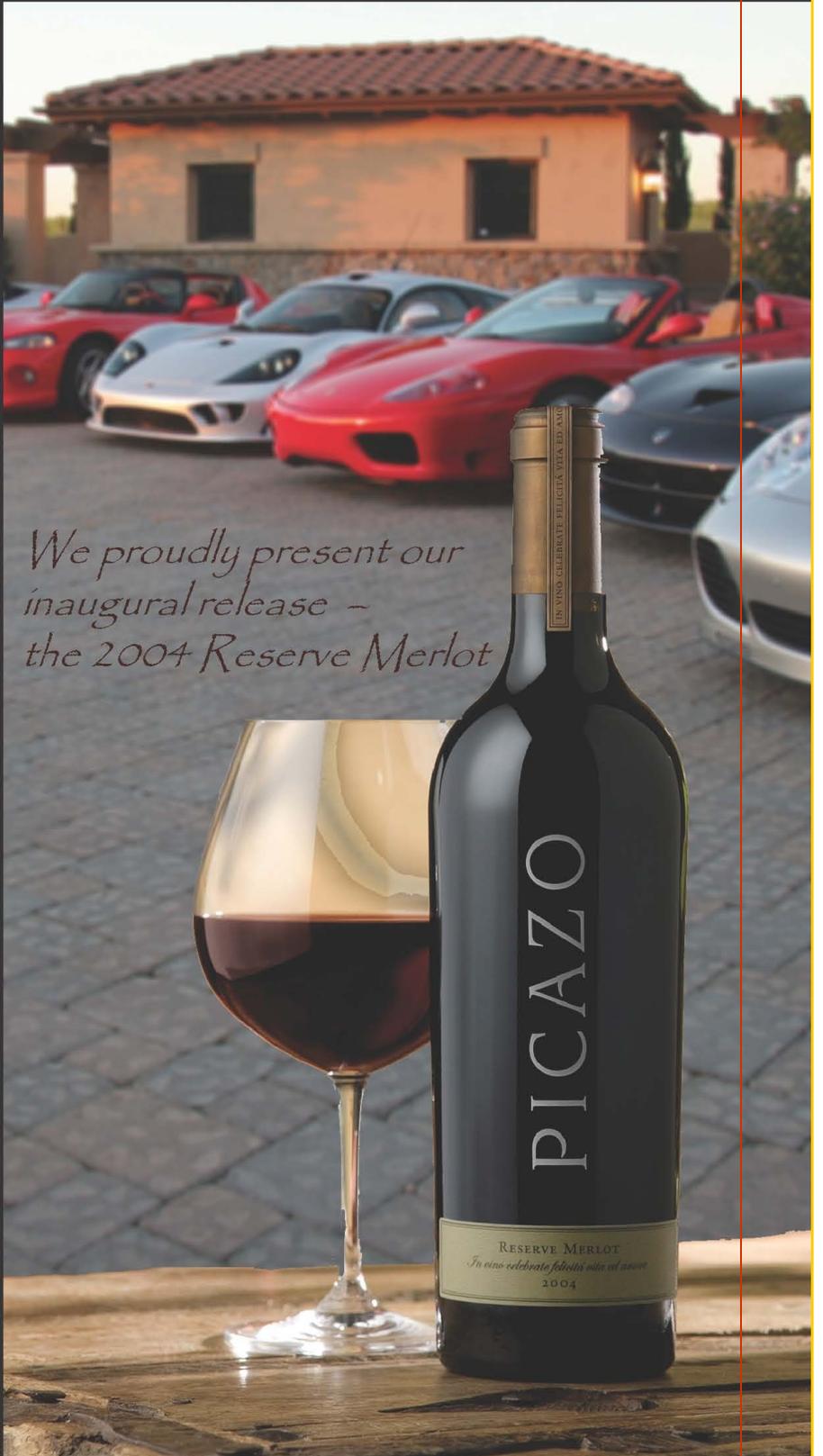
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Fundraising Raffle

Ready for some fun in the sun?

We are raffling a **"seven-nights stay at a Two-Bedroom Villa" in Sueno Del Mar**, a residential resort community located in **Ambergris Caye, Belize**, approximately 12 miles north of San Pedro town, on the Caribbean Coast. The property sits on 10 acres with 500 feet of beach front offering easy access to world renowned diving and fishing. <http://www.dreambelize.com>

Amenities include: two swimming pools, beach side bar and grill, small boat dockage, business center. **Use of:** bicycles, hobie cat, kayaks, canoe.

Restrictions:

- 4 person maximum
- Redeemable between May-Oct, 2010
- Based on availability only
- Make reservations 30-days in advance
- Not redeemable for cash.

Not Included: Airfare, food, additional amenities (boat rental, diving, etc).

Note: Current airfare SFO-Belize City about US \$450 roundtrip; Airfare Belize-City to San Pedro \$120 or boat \$25.

The Raffle will take place on April 24th, 2010 at the Marie Calender's Breakfast meeting.
No need to be present to win. 100 chances available - \$20 each (no limit per person).

Purchase your raffle entry by:

- Sending a check made to:
"PCA-Diablo", Reference: Raffle
P.O. Box 30667, Walnut Creek, CA 94568-9667
- Online from our website using Paypal (no need to have account) at :
<http://dia.pca.org/raffle-2010.html>

At this time, we are developing a program with the 'Boys & Girls Club of America' .

Good Luck and thank you for participating!

Lillie Echevarria - Fundraising Chair

... some pictures I took while visiting Sueno on January, 2010.



Part 2

FISH OUT OF WATER

By Jim McClelland



Design As You Go

But wait - there's more! Of course we're not done. The rear tires, in all their 225 glory, stick out of the rear fenders about 2 inches. On Thursday morning (one day to go), we dive over to the hardware store and buy a pack of 18 gauge sheet metal. Up to Tom Martenot's again. Scribe and cut the sheet metal into 3 inch wide strips. Slice the rear fenders off the car about 1/4 inch away from where they mount to the Bug body. Clean off all the undercoating where welding will take place. Tom welds the strips to the remaining slice of fenders that are still on the car. I position, clamp, lean and grunt while Tom welds the fenders to the now-in-place strips. It looks hideous, but it's awesome! Not wanting it to rust, but fully playing up to the whole "LeMons" culture, I paint the modified areas with rattle can clear coat.



Now we can lower the rear of the car. Arriving home from Tom's around 4:30 Thursday afternoon (20 hours to go), up goes the Lemons Bug on jack stands, and we proceed to pull the rear spring plates and torsion bars off the car. This takes a while. Kerry comes over after the evening Masters team workout around 8:30 (16 hours to go) to check out the widened fenders, and sees no rear suspension on the car. Kerry has the faith of the Pope. He smiled, said "That looks great!" and went home. I am sure he did not sleep that night. We had the lowering

job all done around 11:00. 13 hours to go.

There was a little bit more wiring to do on Friday morning (tail and brake lights, since they were disconnected to take the rear fenders off, and we were going to flat tow the Bug behind the Suburban). We wanted to leave for Thunderhill by noon, but finally set off (in pouring rain) around 1:30, about an hour "late." After a requisite stop at the In-N-Out in Vacaville, we made it to the track around 4:30.

Getting Set Up and Tech'd

There were a mere 163 teams entered for this event. If each team has an average of five drivers and a few crew members and groupies, approximately 1,000 people were milling around a completely packed paddock. There was absolutely no room for our team, and there was a good chance at the time that we were not the last team to arrive. Learned *LeMons* Lesson #1: arrive before noon.

There was a small space adjacent to the Armco barrier at the back of the paddock, directly across from turn 13. This turned out to be a fortuitous spot for our team. We had just enough

Continued from Page 9

room to set up the purple Walnut Creek Masters EZ-Up (with "Purple Lemons Racing" banner) and park three team member cars perpendicular to the Armco. This was a perfect spot to see some of the most exciting action on the track (constant occurrences of four wide racing through 12 and 13) and to hold up our "Pit 62" board.

We passed all but three parts of the tech inspection. We needed to tape over all the lights, including clear packing tape on the brake lights, install cotter keys in the harness hardware, and get the master cut off switch to function properly. A quick trip to the Willows Wal-Mart provided the required materials - tape for the lights and paper clips for the harness hardware. The master kill switch situation was corrected by wiring the power circuit from the ignition switch to the coil through the kill switch. (I dutifully pounded myself on the forehead with the heel of my hand... bonehead mistake.)

The tech guys mentioned nothing about the Weber carb (as useless as it was). They expressed some befuddlement that we would bring an air cooled Veedub.

Race Day and Slow Lane Paddling

After an informative drivers' meeting, drivers and cars began their migration onto the hot pit lane, with some kind of logic being implemented for which of the two lanes each car would line up in. Kerry, our esteemed captain and financier of the entry fees, drove first.

Due to the fact that 4 of our 5 team drivers had never driven on a race track before, let alone in a race situation, we planned on and executed 40 minute driving stints. This seemed to be an adequate period of time. At the end of two stints we would refill the gas tank with 7 or 8 gallons of unleaded 91. Driver change stops were required to take place at each team's spot in the paddock. These took 5 minutes. With gas they took 10. Our goal was to merely be running at the end, and to use this event as an extended shake down of the car.

It became immediately evident that we were going to be one of the slowest, if not THE slowest car in the race. If our Lemons Bug made 50 hp, it had to be with a tail wind and the cold November temperatures. We ended up looking in the rear view mirrors more than we did the windshield. Seriously!



However, we were evidently a 98th percentile car through the corners. We could hang with anybody through any of Thunderhill's 15 turns. It was a very rare occasion that we could actually clip an apex, as we constantly were on the lookout to provide the inside lane to faster cars. (Stay-Out-Of-The-Way Discovery: for those of you with suspensions with more of a "street" setting than a "track" setting, the entire area on the inside of the turn 15 apex berm is paved, since it's also the left side of the pit entrance. This in essence moves the apex about 15 feet in toward the right, allowing more speed and a flatter angle to the turn exit berm!)

Continued from Page 10

The engine in our beloved little racer was so devoid of power, it could actually hold speed better in 3rd gear than it could in 4th. My recollection was that the only time we got it into 4th was down the hill between turns 9 and 10. We sort of needed second gear only twice - for about two seconds after the apex at turn 5, and for the sole purpose of making as much noise as we could for the spectators lining the fence outside of turn 11! You know you are woefully short on power when you can stand on the gas all the way around turn 3!

It would be misleading to the reader if I did not mention that all of us on the Purple Lemons Racing team were disappointed that the car was not more competitive than it was. However, by the end of Saturday we realized that we were running in the high 80's positions (out of 163), so we quickly recalibrated our team goal from merely running at the end to boldly finishing in the top half! The wellsprings of enthusiasm and adrenaline again flowed! High fives and fist pumping soon followed!

I was provided the opportunity of being the first driver on Sunday. There was some familiarity to the situation, provided mostly by the fact that I was sitting in the same seat and secured by the same harness that is used in the 914. Once in motion, however, the Mighty Lemons Bug felt and sounded different. More like my mom's old 40 hp '65 than my 85 hp '68, and DEFINITELY different than our 235 hp 914. As I bombed down the hot pit lane for the first time to enter the track, I had the sensation that this was going to take some getting used to. As I became accustomed to what the brakes could do, and what the engine could not do, it became clear that the order of the day was going to be "momentum" - with a capital MO.

I will confess to the reader that even with the accelerative power of the Goodyear blimp, this car was an absolute blast to drive. To keep a constant eye on the mirrors was an amazing education. A 1500 lb. car on 205 and 225 tires is definitely on rails. To not have to brake for 1 or 2 or 3 or 4 or 6 or 7 or 8 or 9 or 11 or 12 or 13 or 14 or 15 was absolutely hilarious I believe that we surprised many of the other competitors with the fact that we only gave up 5 mph for corners (none in turns 1, 7 or 8) while they were giving up 30 or 40 mph. I gave them the inside lane to the apex, but I was still there alongside them at the exit. Woo-hoo!



During a stint later in the day, I was able to catch one of the two cars that were slower than our Lemons Bug, an old '65 Corvair and one of those first generation Voyager minivans. I caught the Corvair going up the hill to turn 5, stayed on its tail through 5A, keeping wide and setting

Continued from Page 11

The Corvair up so I could take the inside line through 6. (All this at full throttle, mind you.) This had to be the highlight of the day - *passing* someone! The Corvair and I were neck and neck coming out of 6, with the Lemons Bug puffing (not blowing) past the Corvair between 6 and 7. As I checked all the mirrors to make sure it was clear to move back to the right in front of the Corvair, there they were - about 15 faster cars, all stacked up waiting for the snow to melt - I mean - for me to complete my pass. I believe that all 15 had passed me by the time we reached turn 9...

Fortunately, I did not embarrass myself amongst the Purple Lemons team with my lap times, being "quickest" (yes, we used that term) with 2:45 laps. Chris got right into it, with 2:46s and 2:47s. Kerry and Steve were right there with 2:50s to 2:55s, and Penny was rock solid with consistent 3:00s.

Sunday morning, Kerry had checked the live scoring computer, and reported that we were 82nd. Top half, here we come! Throughout the day we were anywhere from 79th to 89th, so the excitement was beginning to build if we were indeed going to be able to meet our "top half" goal. Chris drove the final stint, and as he did, I wandered around to watch him from the outside of turns 1 and 11, regularly checking the live scoring computer. With a few minutes left in the race, we were firmly ensconced in 65th! It appeared that we were going to best almost 100 cars!!

When Chris came back to our spot in the paddock after the checker flew, we each had a great sense of satisfaction that we achieved our primary goal of running at the checkered flag. To finish as well as we did with the third slowest car of the field was nothing short of amazing, and we felt very lucky. Of the 64 cars that finished ahead of us, two were "cousins" (a Golf in 10th and a Rabbit in 11th). The Mighty Lemons Bug was as dependable as those old VW TV ads claimed. Of the 98 cars that finished behind us in the lap count, there were a 928 (74th), a 914 (90th), another Rabbit (96th), a 924 (117th) and beautiful big winged 944 Turbo that spent most of its weekend on jack stands (151st). As dusk was turning to darkness, we all patted our Mighty Lemons Bug on its roof or hood for a job well done, and began loading up our gear into the back of the Suburban, and installed the tow bar onto our humble racer.

We sauntered down to the overhang in front of the tower building, where Jay Lamm was set up to announce the various awards for the race: silly awards, best themed team award, and the overall winner's award. Jay congratulated all the participants for a very safe and incident free race (although three cars went on their respective roofs).

He then announced that the first trophy to be awarded was the "Index of Effluence Award", the most important award, even more so than the overall winner's award, since it reflected what the *24 Hours of LeMons* was truly about - "the most from the least", entering a car that was the complete opposite of what a race car is, and having a good time. "This particular car," Jay continued, "had no business being on a race track, let alone finishing mid pack. Even though they were one of the very slowest cars on the track, I never got a complaint that they held anybody up - they did a great job of staying out of the way. The Index of Effluence Award goes to #62 - The Bug!"

Continued from page 12

By this time it was around 5:30 p.m., and with the general agreement that we didn't want all these good feelings to end, the Purple Lemons team went back to the Casa Ramos restaurant (for the third night in a row), to bask in our 50 hp glory and relive all the highlights of the week-end. Chris and I schemed over ways to make the Mighty Lemons Bug achieve faster lap times...

This was truly the most fun with a car I have ever had, so plans are being made for the next 24 Hours of LeMons at Thunderhill, in August! Be there. Aloha.

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New Members

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Hollfelder, John Kallerud, Thor	1999 996 C4—Gray 2008 911 Turbo Blue
Rossi, Fedele A Debra Rossi - Affiliate member (Wife)	2009 911—Gray
Witt, Gregory J.,	1987 Carrera—White

Total New Members: 7

Primary Members 549

Affiliate Members 399

Total Members 948

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The Yank Tank

By Lillie Echevarria

Early this year, I escaped on a last-minute Canadian tour to the prohibited island of Cuba. The birthplace of Mojitos, Cohibas and Guajira probably holds the largest inventory of pre -60's American Classics per square mile, as the 2002 film "Yank Tanks" kindly labeled them.



Pre- Revolution Cuba became the largest importer of American cars, middle-class families preferred Chevys and Oldsmobiles mainly. After the US Embargo in 1960, only Russian imports were seen for government use. Lately with European and Asian businesses sprawling offices in town, you can catch a glimpse of new machines rolling thru Havana streets sporadically



Owning a car in Cuba is a luxury. Owning a Yank Tank requires the owner to become a savvy resourceful mechanic. Diesel motors are installed to defer the high Petrol costs (about \$8US/ gallon); parts are scarce thus you learn to fabricate your own or install Czech, Russian counterparts.



Most owners appeal to the tourist masses by using these beauties as Taxis or they are hired to parade a 'quinceanera' (girl's 15-year birthday celebration) or a newly-wed couple



Apart from Varadero (the Cuban Cancun coastline) and Havana, transportation requires patience and lots of planning. Few public buses are available and pre-paid tickets are required for those with comfortable seats. Last minute travel is time consuming and can take days to reach a destination. Government employees in yellow coats manage the demand/supply. Bici-taxi, Coco-taxi, Moto-taxi, Buggy-taxi and Carriage-taxi are often seen to compensate larger truck options.

Continued from Page 15



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Bocce Ball Challenge

April 17, 2010

Players and Cheerleaders are all welcome to sign up and attend

Come join us for a fun evening of Bocce Ball at Campo di Bocce in Livermore!

3:30–4:30: We'll plan on meeting at Ruby Hill Winery in Livermore for some wine tasting. There is a \$5 fee that is waived with a purchase. This will also be an opportunity to purchase a bottle of wine to enjoy at dinner.

5–6: We will then venture over to Campo di Bocce for a game of Bocce Ball.

6–7:30: Enjoy a sit-down 3 course family-style Italian meal with friends.

Cost: \$40 per person (A \$15 dollar corkage fee may apply)

Make checks payable to PCA–Diablo Region and mail to Diablo PCA, at PO Box 30667, Walnut Creek, CA 94598

RSVP: Paula Ciopyk at ociopyk@comcast.net

Deadline: April 5

There may be a limitation of participants due to court availability so signup soon.

NOTE:

Need to know more about the game of Bocce Ball? Check out this link:

<http://www.campodibocce.com/Livermore/bocce/index.html>



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If you are interested in ordering a nametag, please fill in the following information. Nametags are mailed from our vendor and usually arrive within 10-15 business days. It's always nice to have your nametag on when attending events so everyone can put a name with a face. We also have periodic drawings at our breakfast and other events for those who are wearing their nametags.

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Contact Phone Number for questions: _____

Special Notice

What's Happening: Zone 7 Concours School

When: Saturday, April 17 9:30—4:00

Where: Niello Porsche 4525 Granite Drive, Rocklin, CA 95677

Description: Learn how to become a Concours judge, including the secrets of winning from the experts, at our 2010 Zone 7 Concours School, to be held at Niello Porsche's spacious and state-of-the-art service facility.

This school is open to all PCA members, and will qualify you as a Zone 7 Concours judge. Novice and expert Concours participants can learn the finer points of preparing their Porsche for Concours competition. No prior experience is necessary to attend the school.

Topics will include:

- 1) Detailed information on the Zone 7 Competition rules and classes of competition
- 2) Judging major classifications of vehicles, including tips from Zone 7 model experts
- 3) Hands-on judging exercises
- 4) Detailing and vehicle preparation from the experts. Spend the day with your fellow club members and some of the best Porsches anywhere.

Registration includes all course materials and certificate of completion. Be sure to register early, as seating is limited.

Registration deadline is April 9, 2010

Please RSVP to: Zone 7 Concours School, Attn: Mark Gersh • 3631 Country Club Drive • Redwood City, CA 94061 magersh@earthlink.net • 408-242-0893

For more information check: http://lpr.pca.org/flyers/20100417_Z7ConcoursSchool.pdf



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The Joint Breakfast That Wasn't

Have you ever made plans to have some new people over for dinner to get better acquainted and no one showed up? Maybe there was a misunderstanding on the time or location. Well, it can happen to the best of us.

This is just what happened recently when the local Ferrari Club and Diablo Porsche club decided to get together for breakfast and share track stories. Who knows what wires got crossed, but there were over 30 hungry Porsche drivers who converged on Mimi's Café in Dublin, but no Ferraris were in sight.

We will try for another date in the near future. Stay tuned for the details. However, Doug Wiebe took some super pictures of the festivities, including one new member—Bob Colin standing proudly next to his gray Boxster.



Check out just one row of beautiful cars!



Check out the long table and booths filled with hungry Porsche members.



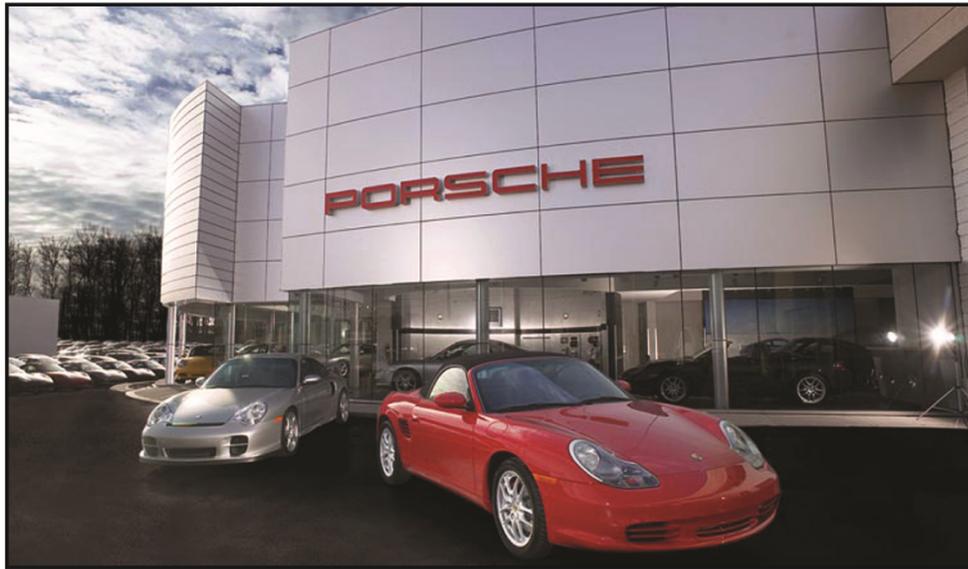
Another row of gorgeous beauties.

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Food and Friends

One great thing about being a member of the Diablo Region Porsche Club is getting together with friends over food to discuss cars, travels and just life in general. There are two regularly scheduled gatherings each month. Check your calendar and try to attend soon.

The Saturday Morning Breakfast is held every Saturday at 8 AM at Marie Callender's in Walnut Creek at 1101 S. California Blvd.

The 3rd Thursday Dinner is held the third Thursday of every month at 6:30 PM at Strizzis in Danville at 3456 Camino Tassajara



CRAB Legs SVR Rally -- Vacaville - Nut Tree Shopping Center
Rallies can be fun - and you should see lots of pretty country.
Contact Rik Larson at rik.larson@gmail.com



Sacramento Valley Region Presents

CRAB LEGS

Rally #1 in the 2010 Zone 7 Rally Series



Sunday, April 25

Registration and start are at *Piment Bread* in Nut Tree Plaza, Vacaville (north side of Interstate 80 at 1637 E. Monte Vista Avenue.) The rally is three hours in length and will finish in the Davis/Winters area.

Registration opens at 8:30 A.M.
Beginners rally school at 9:15 A.M. • First car out at 10:01 A.M.
Entry fee: \$15.00 per car • Open to all types of cars, not just Porsches

In the tradition of CRAB, no computers and stock odometers only. There will be three classes: Beginner, Novice, and Expert-Unequipped. General instructions will be based on current PCA Parade rally rules.

For information, call Richard Wetzel at 530.304.6555

To preregister, contact Rik Larson at 916.481.6084 or e-mail rik.larson@gmail.com.



Have you contacted Kelli Camara yet? Do you have your Diablo Region gear yet? There are hats, shirts, sweatshirts, jackets, totes and more all bearing either the Porsche or Diablo Region logos.

There is a link on the Diablo Region web site: <http://dia.pca.org/>. Or you can contact Kelli using her email at goodiestore@diablo-pca.org. Or call Kelli at 925-778-1048. Be sure to get your Diablo gear for the next tour or day at the track. Remember that these items make great birthday gifts.

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2010 Porsche Parade

Registration Reminder

Registration for the 2010 Porsche Parade opens on Tuesday, March 9th 2010. All registrations entered on-line or postmarked before midnight Thursday March 11th will receive equal priority.

For Parade information please click [Parade Registration Information](#)

If you register on-line, you must pay with a VISA or MasterCard in U.S funds. If you send in your registration form via the USPS, you may pay with a check, money order, VISA or Master Card. Any returned checks or rejected credit cards will result in cancellation of your registration. Registrations post marked prior to March 9th 2010 will not be accepted. We highly recommend that you register on-line.

All fees paid will be recorded and deposited at the time of registration. Payment of the fees does not indicate acceptance of your registration. You will be notified by email in April 2010 regarding your registration status. In the unlikely event that your registration is not accepted, you will receive a full refund. In case of Parade over-subscription, the formula in the Region Procedures Manual will be used to determine entrants.

Parade registrations are not transferable. Fifty percent (50%) of your registration fee and 100% of your banquet fees will be refunded if your emailed cancellation request is received on or before June 20, 2010. There is no refund for cancellations made after June 20th. You may make changes to your registration at any time before June 20th.

Newcomers' BBQ

Date: Saturday, May 8, 2010

Start Time: 11:00 am **End Time:** 3:00 pm

Location: Nedra and Tom Marinshaw Residence
721 El Cerro Road
Danville, CA 94526

Diablo tries to organize two events a year specifically to bring out our new members, to meet other members, and an opportunity to learn what the club is all about, including what other kinds of activities we organize—track days, tours, parties, help with serving or upgrading your car and much more.

The event will be held in the garden backyard of Nedra and Tom Marinshaw. Members who've joined since October 2009 need only bring an appetite and their spouse or partner. Other Diablo members will be asked to pay a moderate fee of \$15. Feel free to bring a dish if you wish.

It's okay to bring your favorite beer or wine.

Non-newcomers can mail their \$15 check payable to: "PCA - Diablo Region" to the following address:

Diablo PCA
c/o Jim Edmunds, Treasurer
634 Francisco Court
Walnut Creek, CA 94598

Contact: Doug Wiebe

Email: membership@diablo-pca.org

Directions:

Traveling North on I680:

- Take the Diablo Rd exit, Exit 39. .3 miles
- Turn right onto Diablo Road. .7 miles
- Turn left onto El Cerro Road. .5 miles
- Location is on the right.

Traveling South on I680:

- Take the Diablo Rd exit, Exit 39. .3 miles
- Turn left onto Diablo Road. .7 miles
- Turn left onto El Cerro Road. .5 miles
- Location is on the right.



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- 1. Learn something new about your car that could save you some money**
- 2. Confirm what you already know.**

When: Saturday, May 1, 9-11 AM

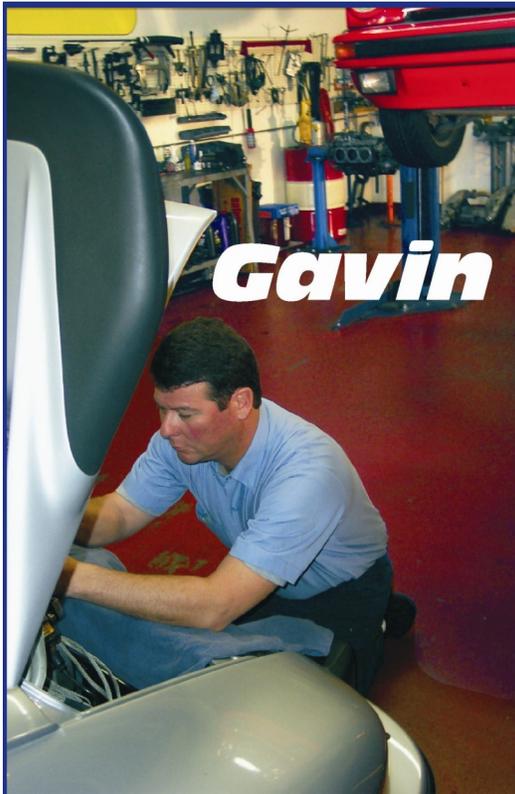
Where: Porsche of Fremont

Coffee and Bagels will be provided.

We will drive to a great little restaurant for lunch after the presentation. After lunch we will drive on a nice winding road before you get to head home.

All details will be given to those who sign up and come to the presentation.



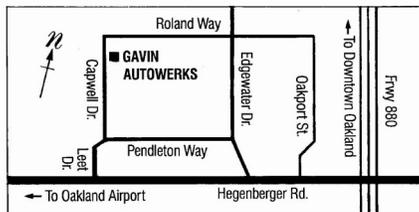


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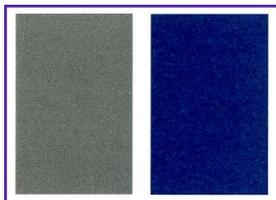
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