

# The diablo Advocate

June/July 2016



## 32nd Annual Diablo Wash 'n Shine



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## **Ed's Comments**

### **By Ed Won, President Diablo PCA**

Hello Diablo Members,

Well that didn't take long to really warm up! And with summer under full swing, I can't wait to see you all at our events.

Last month our new Tech Chair Dylan Sawchuk kicked off a tech session at Fremont Porsche. Thank you very much to Gunter, Ron and Dave for hosting. Dylan is doing a great job, so look for more tech sessions from him.

We also had a blowout for the P&S Sales detail session. I had 27 slots and received 46 responses in 36 hours. Not to worry we will do it again! Special thanks to Mark and Bob for hosting and detailer Renny Doyle for the tech knowledge. Renny is the detailing team for Air Force One.

The next Detailing session is in late August with Griots Garage. Thanks to Marc our Events Chair and Kevin at Porsche of Livermore for hosting! Stay tuned for details and signup.

We just came off a spectacular Diablo Memorial Day weekend. Thank you to Brian Adkins, our VP for leading the efforts of the Diablo team for setting what is our largest Annual Car Show to date. We had over 90+ Porsches at the Danville Livery with perfect weather. Thank you to the Luna Loca for sponsoring us and the delicious Tacos! The Livery also scheduled an awesome band playing live music. Thank you to Fremont Porsche, Livermore Porsche and Pacific Power Motor sports for coming out and supporting us.

Thanks you to Fremont Porsche and all the sponsors that supplied raffle items. But most of all, I want to thank ALL our wonderful members for coming out and making a contribution! We were able to raise nearly \$1500 for the Collings Foundation! Thank you to Dave Ohst for rounding the raffle sales to an even \$900 and to Vinny (I didn't catch his last name) for a generous \$100 as well. Congratulations to all our trophy winners! Seeing the turnout and the generosity makes me proud of our Region. I may be biased, but I truly believe we have the best folks out of all the clubs.

The next day, on Memorial Day, thank you to Naomi and Dave Petersen for hosting the Memorial Day Luncheon at Beebs in Livermore. The luncheon was a private room, catered lunch of melt in your mouth Beef and Chicken. Can you tell that was a memorable buffet? But best of all, we heard from members and Veterans about their service. We also heard from Naomi's brother about the weapons systems that keep our boys safe! We heard stories from Desert Storm to WWII. It was the perfect activity to help us remember the people who made the ultimate sacrifice. We had vets from the various branches and I loved the friendly rivalry jabs.

After lunch we walked next door to the airfield and took walking tours of the B17 and B15 on display. There were also a couple of P-51's and I believe, a Texan trainer. Diablo members, along with Brian and I presented Collings Foundation with a check from the proceeds of the Car Show held the previous day.

Later our lucky Diablo folks flew on a 30 minute ride on the bombers.

Looking forward, the next event is the Gimmick Rally setup by Dave Gillis and Paul Smith! Thanks guys for organizing and Thank You to Kevin at Livermore Porsche for hosting! It's been a while since we had a Gimmick Rally. If you are not familiar with it, it's like a driving treasure hunt.

Ok, personal story. Dave Ohst volunteered his wife Cathy Tonne as my navigator. Thank you Dave and Cathy! A few years ago, I filled in for Marc as one of the leaders of the Grand Island Mansion Tour. Despite having Cathy as my navigator and having a navigation system in my GT3 for that drive, we "inexplicably" got lost. I think it was a bit my fault for giving camera lessons while driving. With about 10 miles to go, Cathy says without warning... "I think we are lost". Great! I have about 8 cars behind me. I wonder if they noticed. As I make a U turn, Treasurer Bob Hilton says, "You are going the wrong way!" as the cars peeled off, I was left with 2 cars that followed Cathy and me. I want to thank our Advertising Chair Susan and Carol Dixon for their blind loyalty. As many of you know, the club has a Dumpkoff award. How we escaped it was a miracle. But I got it the next year. But that's another story. So for this Gimmick Rally, Cathy and I are TEAM REDEMPTION!

In a few short weeks we are having our annual tour to Mammoth Lakes to meet up with our other regions. This is my 4<sup>th</sup> year and we have about 20 folks going. This year will be spectacular! Mark Coronado, our PCA man on the ground at Mammoth, emails the Presidents that 97 rooms were booked. We are expecting over 200 participants, which is double from last years! It's safe to say we will be taking over the resort town of Mammoth!

Our Advocate editor Kay, is leading the Wine and Chocolate tour, which is now closed. I'm very much looking forward to the pictures and fun they'll be having!

I have seen a lot of new faces and regulars at the last events thank you for coming out to an event! For me, it's not that important to keep driving for new folks to join as much as it is to make sure we are providing fun for all of you who are our members and give you a reason to come out. Last month I met 7 Diablo members who have been in the club for over 10 and 20 years in couple of cases, but have not been out. Thanks for trying out the new activities and I hope to see you all soon at an event New member or not!

Ed Won



## *Join Us For Brunch*

We had such a great time having brunch at Mexico Lindo in Pleasanton last year, we thought we would try a monthly Sunday brunch periodically through the rest of the year.

**Location:** Mexico Lindo

6690 Koll Center Parkway, Pleasanton

(Off of 680 at Bernal)

**Time:** 10:30am

**Mexican Buffet Brunch Includes coffee & champagne**

**Cost:** \$17.99 per person

**Please bring \$22 CASH per person or be prepared to split tabs. No separate checks unless you are ordering from the Menu.**

**Scheduled Dates:**

- July 17
- ♦ September 18
- ♦ November 20





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**2016 Diablo PCA Region Annual Summer Picnic  
Sunday July 31<sup>st</sup>**

**From 11am to 3pm**

**Saint Mary's College Moraga, Justin/Mitty Commons**

**\$10.00 per person**

**Children under 12 free with a special lunch menu**



**Come join the festivities at this year's annual club picnic and car display. Lunch will be catered by Queitup BBQ. Beer, wine and soda will be available. There will be music, mixer games, gifts and best of all fellow Porsche enthusiasts.**

**Register on Event bright on [diablo-pca.org](http://diablo-pca.org) by July 25<sup>th</sup>.**

**Questions: Contact Marc Giammona at 925 -580-2413 or at [mgcls@sbcglobal.net](mailto:mgcls@sbcglobal.net)**



# Tail of the Devil (Fun Run)

**Leader: Carlos Bocanegra**

**Date: July 16th**

**Time: Meet at 8:45am**

**Leave at 9am**

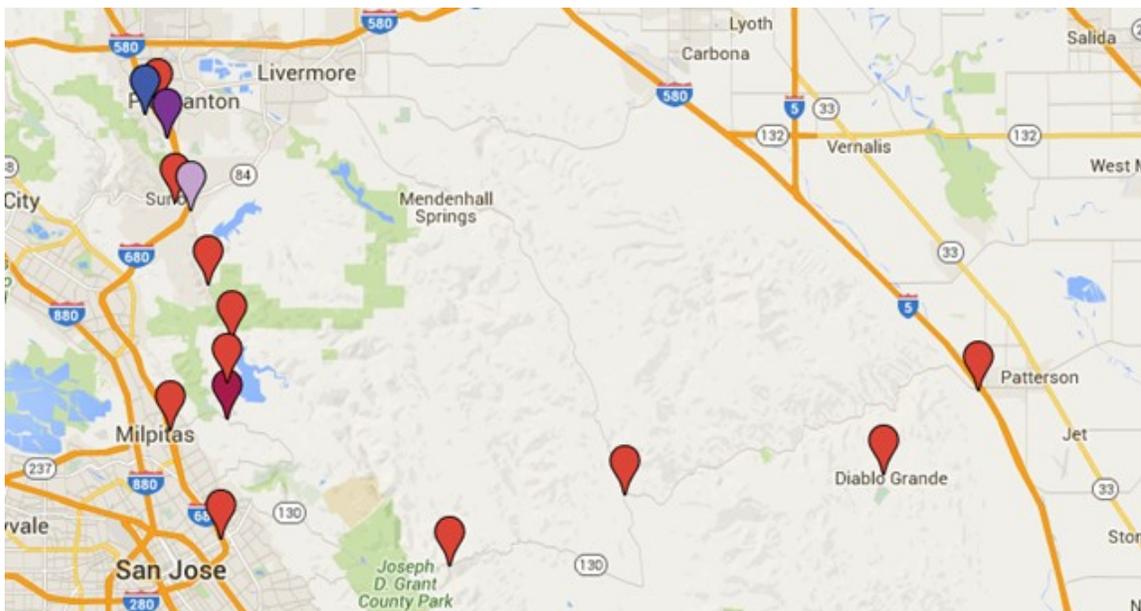
**Location: Safeway at Bernal, Pleasanton**

**Cost: This event is pay as you go.**

This is not listed as a tour, although it replaces the Cheese Tour, because it is about the drive rather than stopping and looking at the panorama for this event. This run is about 110 miles almost entirely through short tight turns from local and near local roads. There is almost no freeway driving with the exception of getting on at Calaveras (680) to Alum Rock (680). It is not recommended for passengers that get a bit queasy - for that an apology is given. The drive doesn't offer the opportunity for distractions. All are welcome, but you should be aware that it is at least 80 miles of twists and turns.

- This event is to get us on the road in July
- From Alum Rock Follows Route 130 from Fwy to Fwy
- We will use radios as there are areas without coverage
- Make sure your car is in good driving conditions for the terrain and weather

The name comes from Diablo Region and our final destination – Diablo Country Club in Patterson. A few members are familiar with this out-of-the-way destination. It is also named from a run being held in July that we all know as hot. Start at Safeway, Bernal, via Foothill to Castlewood to Sunol to Calaveras to Fwy; Fwy to Alum rock, Follow RT130 up over Mt. Hamilton. RT130 to Patterson, then to Diablo Country Club.



# *Wash 'N Shine Thank You*

*From Brian Adkins*

Thank you to all who took part in today's 32nd annual Car Show.

A HUGE THANKS to all who helped / volunteered.

Thanks to our partners and sponsors.

Thank you to ALL those who visited.

I am so fortunate to be a part of this event; the Joy / enthusiasm and friendship with a true passion for the brand is such a wonderful reward.

I want to name just a few ... there are more, but some key players really made this happen.

Porsche of Livermore

Porsche of Fremont

Pacific Power Motorsport

There are more and thanks to ALL:

Luna Loca and the Danville Livery

Our leader Ed Won, A visionary for what the club is and can be.

Marc Giammona, Always says "what do you need" and "I'll do that"

Carlos Bocanegra, He posts this and all events for sign up and updates as needed any time.

Nancy Bocanegra, Susan George.

The Tabulation TEAM of Andre Boursse, Ingrid French, Larry Sharp.

MANY more, many more.

*Brian*

# Diablo Region 32nd Annual Car Show Results

Class 1	356-All Years	William Goodwin
Class 2	914-All Years	Dean Vanni
Class 3	911 & 912 (1965 to 1973)	Kin Flint
Class 4	911 & 912 & 930 (1974 to 1989)	Bob Hilton
Class 5	964 (1989 to 1994), 993 (1993 to 1998) & Turbo	Matt Seidell
Class 6	996, 997, GT2 & GT3 (1999 to 2012) "911"	Sergio Meza
Class 7	991 (2012 to present) "911"	Bob Hilton
Class 8	924, 928, 944, 968 All Years	None
Class 9	Boxster & Cayman (1997 to 2012)	Brian Adkins
Class 10	Boxster & Cayman (2013 to present)	Eric Silver
Class 11	Cayenne, Panamera, Macan (2013 to present)	Ingrid French
Class 12	Limited Production	Warren Gardner
Class 13	Modified	None
Class 14	Race	None

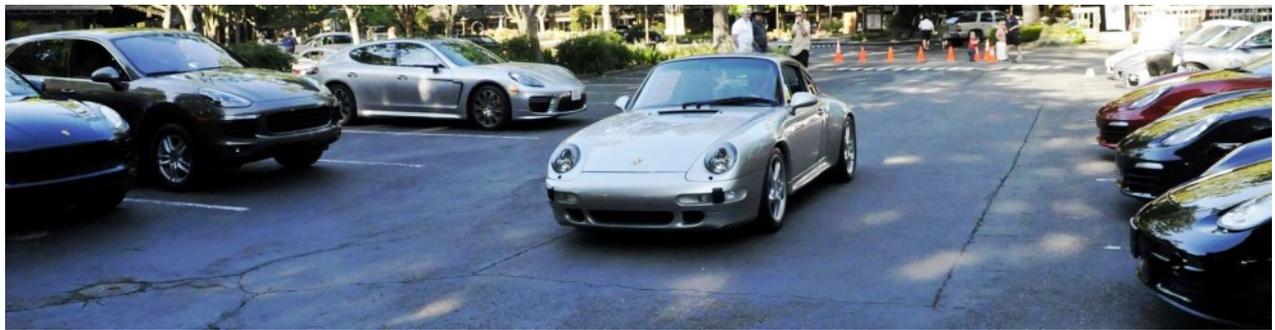
## Fun Classes

Theme/Decorated	Brian Adkins
Crowd Favorite	Eric Silver
Best of Show	William Goodwin

**91 PARTICIPANTS—WOW!!!**







# Grand Prix Du Canada, Another Check Mark On the Bucket List

By Mike Alexander, Diablo PCA

Thursday June 9th - It's 4 AM and my alarm tells me it's time to rise and shine, scrub the undercarriage, get dressed and make my way to BART for the long slog to SFO, destination: Montreal, Quebec for Round 7 of the 2016 Formula One World Championship, the Canadian Grand Prix.

As the song goes, "My bags are packed, I'm ready to go": going over my checklist – passport, change of underwear, toothbrush, Canadian currency, aloha wear, shorts, walking shoes, sun glasses, raingear, all check, ear-plugs... Nah (cruel joke).

Porsche ownership, and especially PCA membership implies an appreciation for technical precision, engineering excellence and fine machinery. Or at least someone blessed with a few bucks and an inherited speed gene. Many such individuals maintain a personal bucket list which likely includes such things as owning a 918 or 911R, lapping the **Nordschleife** with **Walter Röhrl**, or doing Comedians and Coffee with Jerry Seinfeld. Then there's the twisted world of motor racing: Attending the Indy 500 or NASCAR at Talladega (God bless America, and nobody else) or World Endurance Racing at the Le Mans 24 Hours, Spa or the **Nürburgring** (Go Porsche), Drag Racing at the Winter Nationals at Pomona (I'll need those ear plugs now), World Rally Finland in the snow and ice, or Historic races like the Monterey Rolex, or the Goodwood Revival.

But, if you really possess a need for speed, attending a Formula One race is a bucket list must. F1 is "The Show" with all of the excitement, the history, the glamor, the "beautiful people" and the sheer excess of it all. Think of the storied F1 venues like: Monaco, Monza, Spa, Silverstone, and Suzuka.

From March through November, eleven teams circle the globe contesting the World Championship comprised of 20 races from Australia to Abu Dhabi. Three races are contested in North America and two are definitely bucket list worthy: the Canadian Grand Prix in Montreal and the United States Grand Prix in Austin, Texas.

As a 10 year-old, I watched ABC's Wide World of Sports broadcast the dashing Graham Hill win the Monaco Grand Prix. I was hooked. While other kids worshipped Willie Mays, Joe Namath, Johnny Unitas and John Glenn, my childhood heroes were the likes of Jimmy Clark, Graham Hill, Dan Gurney and Mario Andretti.

I've had the good fortune to have attended many F1 races over the years and I still have several venues on my personal bucket list but, Montreal is special for so many reasons. You may be familiar with F1 through TV, but, nothing compares to attending a Grand Prix in person. The sights, sounds and smells at the track are intoxicating and the atmosphere is carnival like. I love walking amongst the crowds and hearing a virtual auditory symphony of languages being spoken. The passion of these fans for their beloved teams and drivers, especially the Ferrari faithful, the Tifosi, is incredible as fans debate incessantly about technical minutia, driving talent or the Machiavellian political machinations of the sport.



People travel from all over the world to attend Grand Prixes, often attending several races during the season. More often than not, they say that Canada is their favorite race bar none. During the lunch break Saturday before qualifying, a young Japanese fellow and his wife, decked out in full British regalia including Union Jack themed clothing, shoes and jewelry, asked me if I liked Damon Hill (1996 World Champion and son of Graham) as I was wearing a tattered old Damon Hill Jordan Racing hat. He then pulled out his phone and proudly showed me pictures of himself with Damon Hill taken in Abu Dhabi. He said that he attends every race and that after this race he and his wife were headed to the former Soviet Republic of **Azerbaijan for round 8**.



Post-race on way to Metro. Moved fast and on in 20 minutes.

The time that one sees the F1 cars on television is but, a snippet of the action that takes place both on and off track over a race weekend. Oft times, the supporting races may be more fun than the main event with rockum

The time that one sees the F1 cars on television is but, a snippet of the action that takes place both on and off track over a race weekend. Oft times, the supporting races may be more fun than the main event with rockum

sockum action. This year the under card in Montreal featured the usual suspects: the Ferrari Challenge contested by “gentlemen drivers”, i.e. well healed amateurs in specially prepared 458 Challenge EVOs (Italia) and Formula 1600 open wheel single-seaters piloted by aspiring young professionals on the way up the ladder and seasoned veterans including the spry 76 years young amateur who won his class. This year, the event organizers had the good sense to bring back a crowd favorite: the Porsche GT3 Cup Challenge where 35 aspiring semi-professionals and professionals duelled for supremacy in several sub categories.

Porsche no longer competes in F1, primarily due to the enormous expense; however, the company does have a rich F1 history ... Porsche actively raced in F1 from 1959 to 1962 winning the 1962 French Grand Prix with legendary American Dan Gurney at the wheel. In the mid-1980s Porsche returned to F1 as an engine manufacturer producing the powerful TAG Porsche Turbo V6 for the McLaren team. Niki Lauda and Alain Prost captured 3 World Championships and scored 25 victories powered by Porsche.

Montreal stands out as one of the crown jewels of the F1 calendar and a favorite among the drivers. The action isn't limited to the track as race week is a happening where the entire Province comes out to celebrate. As the South Park gang sings "There's no Canada like French Canada." Montreal, located in Eastern Canada in the Province of Quebec was founded nearly 375 years ago on an island in the St Lawrence River. French is the official language however: a vast majority of Montrealers are at least bilingual. The city is neither French nor English and it is certainly different than ROC (Rest of Canada) as they say in Quebec. One must work very hard to find a bad meal in this town. From Au Pied De Cochon to Joe Beef and the Liverpool House, Schwartz's Jewish Deli (smoked meat) to the vegan Aux Vivres (sorry Tony Bourdain). Even McDonald's serves up a pretty mean McLobster Roll to go along with that local delicacy, poutine, which is basically French fries smothered in gravy and cheese curds.

Anyone familiar with this part of the world knows that the weather is not for the faint of heart for eight months of the year as winter temperatures often dip to -30°F. But, June means the Formula One Circus is in town marking the beginning of summer where all come out to play. The TV audience only sees the race on Sunday for two hours: make a sandwich, munch on some chips, pop a few beers then go mow the lawn. But, for those in town, it's a weeklong party of epic proportions. From celebrities to street walkers, the place is crawling with glitz, glamor and money. Downtown streets are closed for car shows (Ferrari Club, Porsche Club, Aston Martin Club, and Mini Club to name a few), fashion shows, street cafes and special displays. Stages are erected and cover bands play everything from AC/DC to Led Zeppelin rocking the house. The clubs are packed and the liquor flows like the river surrounding the island.



Tiny deli in Old Montreal called Marche De La Villette. Vegans need not bother here...

Grand Prix racing traces its roots to France in early 1900s but, modern Grand Prix racing was resurrected after WWII with the inaugural British Grand Prix in 1950 taking place at a former 8<sup>th</sup> Air force bomber base known as Silverstone in the English Midlands. F1 is universally recognized as the pinnacle of motor sport. The sport is governed by La [Fédération Internationale de l'Automobile](#) or FIA which actually conducts two F1 championships:



one for constructors and one for drivers. Eleven teams race two cars of their own design and construction. The rules do allow certain car components like power trains, brakes, to be supplied by sub-contractors. This is why some teams are listed by chassis followed by the power unit manufacturer e.g. Williams-Mercedes, Toro Rosso-Ferrari, or McLaren-Honda while others like Mercedes, Ferrari and Renault manufacture both the chassis and the power unit.

Modern F1 cars are technologic marvels of unbelievable capability. Cars accelerate, decelerate and change direction like no other race car. The cars are capable of zero to 100 mph to zero again in less than 5 seconds, generating down-force in excess of their weight. Theoretically, the cars at

Uh oh! This is “thrill of victory, agony of defeat” moment.

speed can be driven upside down on the ceiling of a tunnel. Even more impressive is the cornering capability of the F1 car when compared to a road car. For instance, the Bugatti Veyron, the world's fastest road car (and distant cousin of the Porsche) is capable of 1.14 G while the F1 car can corner with lateral loads of nearly 6 G. The cars are constructed of space-age materials like exotic composite blends of carbon fiber, Kevlar, carbon, and titanium. Tires are supplied to all of the teams by the Italian manufacturer Pirelli. Carcasses are constructed of composite materials and treads are a blend of exotic chemical compounds and rubber to make tires that stick to the road like money to a politician.

Technically, there are no more "engines" in F1. Propulsion is provided through a hybrid system called a "Power Unit" which is comprised of an Internal Combustion Engine or ICE (1.6 liters 90° V6). ICE is just one of six components of the power unit, along with the motor generator unit-kinetic or MGU-K, which harvests energy when the car is braking, the motor generator unit-heat or MGU-H, which harvests heat energy from the turbo, the battery or "energy store", the turbocharger and the control electronics. The Mercedes "power unit" is the best of the lot and rumored to produce roughly 900 BHP.

Racing takes place on Circuit Gilles Villeneuve on the Lie Notre-Dame, an island and public park across the St Lawrence River from downtown Montreal. The track follows the contours of the island with three long straits interspersed with a few chicanes, including the infamous "Wall of Champions", some mid-speed corners and a hairpin. The wall was given the nickname because in 1999, 3 former world champions hit the wall ending their race. My mates and I always sit at the exit to the hairpin where much overtaking action happens. The track is comprised of public roads and permanent racing surface and is very fast. The average lap speed is over 130 mph including three straits where speeds climb to nearly 200 mph, all this while the track is closely lined with concrete barriers. This race in particular is known for the appearance of the "safety car" as the concrete barriers are unforgiving. Therefore a tip of the cap goes to our Club VP Brian Adkins and his homage to the 1973 Canadian Grand Prix. Brian's yellow 914 tribute represents F1's first use of a "safety car". Through no fault of the little Porsche, the experiment was a disaster and no safety car was used again in an F1 race for nearly 20 years. Today the FIA employs a Safety and a Medical car, both high powered, specially prepared Mercedes AMG machines driven by seasoned professional racing drivers.

What's really unique about this venue though is that the track which sits in a beautiful city park is only a short Metro ride from downtown unlike many of the circuits around the world that are several hours drive from the nearest metropolitan center. The race is roughly 190 miles (70 laps) or up to 2 hours.

Race weekend at the track starts at 9:00 AM Thursday morning with open house where fans are allowed access to the pit lane to view preparation of the garages and cars up close, to speak with team personnel and to seek autographs. Unfortunately I was unable to make it to Montreal in time for this year's pit walk however, fellow Diablo PCAer Michael Campion reports that he thoroughly enjoyed the festivities speaking with TV commentator Steve Matchett and scoring autographs from Red Bull stars Max Verstappen and Daniel Ricciardo.



Friday and Saturday's calendar is filled with three F1 practices, and track activities with the supporting cast i.e. practice, qualifying and racing. F1 practice time during race weekends is precious since testing is strictly limited by FIA regulation. The three practice sessions are critical to collecting vital data in order to determine car set ups and race strategy. These practices give the fans lots to talk about but, little is really known about true speed until qualifying since each team may have very different goals to accomplish during practice.

Saturday's F1 qualifying session determines the grid positions for Sunday's race. Excitement builds to a crescendo as the stands fill in anticipation of qualifying at 1:00 pm. The day has been chilly and overcast with occasional light showers. Ferrari and Red Bull have looked fast in practice and the predominantly pro-Ferrari crowd cheers on the red cars each time they pass. Unfortunately for these Tifosi, Mercedes' Silver Arrows are simply too fast with current World Champion, Englishman Lewis Hamilton taking pole position for the 5<sup>th</sup> time in Montreal. He is closely followed by German teammate Nico Roseberg. By 6/100<sup>th</sup> of a second, Hamilton misses the 12 year old

track record held by Germany's Ralf Schumacher driving a screaming V10 BMW powered Williams.

I finally met up with fellow Diablo PCAer Michael Campion on Sunday morning prior to the race to compare notes. Michael tells me he's having a blast. We both hope that it warms up because it's downright cold. Rain clouds are threatening and both the Porsche Cup and Ferrari Challenge races are contested in wet conditions. Anticipation mounts with electricity in the air as the clock counts down to 2 PM and the start of the Grand Prix. Unlike many racing series that employ rolling starts, F1 employs a standing start. Five red lights situated above the starting grid are illuminated one by one and then extinguished simultaneously, signaling the start of the race. As each light is illuminated, the drivers rev their engines to the optimum speed and when the lights go out, they drop the clutch releasing the fury of 20,000 horsepower as 22 cars hurdle towards turn one. It's literally breathtaking.

As the starter's lights are extinguished, both of the front rows Mercedes are left behind as Sebastian Vettel's Ferrari rockets from third position on the grid into a surprising lead with Hamilton in hot pursuit. Roseberg is punted by his teammate in turn one and is swallowed up by the pack coming 10<sup>th</sup> at the end of lap 1. There's no love lost between the two Mercedes teammates and now Nico has a long hard afternoon ahead of him. On Lap 11 former world champ Jensen Button's car expires in flames on track causing a virtual safety car situation. It is at this point that the leader Vettel hastily pits his Ferrari to exchange his ultra-soft tires for super-softs and it is at this point that his race fate is sealed. Hamilton inherits the lead continuing the pace while protecting his tires. He finally pits on lap 24 changing his ultra softs for the harder prime tires. Hamilton has now committed to a one-stop strategy and must make his tires last the distance while his main competitor Vettel is on a two-stopper. An F1 pit stop to change 4 tires takes between 2.5 and 3.5 seconds, however, there is a pit lane speed limit so the entire process from the time a driver enters the pit lane to the time they exit and regain racing speed takes about 25 seconds. The softer the tire, the faster the car goes however, softer tires are not as resilient and must be changed more often as performance degrades. The die is cast as Vettel makes his final stop on lap 39 now using the same tires as Hamilton. Although Vettel's tires are fresher i.e. faster he is behind Hamilton by over 20 seconds. He is catching up Hamilton but, not quickly enough and he is using up his tires faster in his effort to catch the leader. Hamilton is very smooth and protects his rubber to perfection causing Vettel to finally concede. By lap 50 of 70, the race is all but over for the Podium. 3<sup>rd</sup> place driver Valteri Bottas of Finland in the Williams Mercedes is having a leisurely Sunday afternoon drive in the park. The fireworks are now happening for 4<sup>th</sup> place where Nico Roseberg has caught the young Red Bull Prodigy, 18 year old Max Verstappen and is desperately trying to pass. The crowd is going crazy as Mad Max defends like a grizzled veteran. On the final lap, Nico attempts a desperate pass approaching the Wall of Champions, but, his move doesn't stick as he spins out of control in the runoff area. After composing himself he restarts and crosses the finish line 5<sup>th</sup>.

As the last drivers make their final slowdown lap back to the pits, fans invade the track by the thousands to celebrate another Grand Prix. The podium celebration is on for the top three drivers with the national anthems of the winning car & driver played, the trophies presented and then comes the saddest moment in racing: spraying (rather than drinking) the Champagne. Rain clouds loom ominously so rather than risk a cold shower on a bleak day, my mates and I quickly make for the Metro station with all due haste. 45 Minutes later we are home on the couch with martinis in hand watching a replay of the race (in French of course)

Monday is a day of R and R before heading to the airport Tuesday morning for the long flight home and back to reality again. The sad truth is that I and my mates are F1 junkies and I for one can't wait for next year!!!!

So if this story has whet your appetite to add a Formula One race to your bucket list, it's not too late to attend the USGP in Austin TX, the Mexican GP in Mexico City in October or to start making your plans for Montreal next June.

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## Diablo Region Dinner

Join other Diablo members on the 3rd Thursday of each month to enjoy good food and conversation. A great way to spend an evening!

Where: Faz Restaurant

600 Hartz Avenue

Danville

Time: 6:30pm

Next Dinner: August 18, 2016

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# 2016 Quarterly Event Calendar

## JULY

7/17 Diablo Sunday Brunch

7/16 Tail of the Diablo-Carlos

7/31 Member Picnic/Car Show

### Non Diablo Events

7/16-17 GGR DE @Thunderhill

7/17 LPR Carmel Valley Concours

## AUGUST

8/18 Diablo Dinner

8/19 Werks Reunion-Marc

### Non Diablo Events

8/7 GGR Concours @ Carlson Porsche

8/21 Pebble Beach Concours d' Elegance

## SEPTEMBER

TBD Oktoberfest

TBD Mercedes Benz Tour-Ed

9/16 Diablo DE @ Thunderhill

9/18 Diablo Sunday Brunch

### Non Diablo Events

9/3-4 GGR DE Location TBD

9/7-11 Treffen Lake Tahoe, Resort at Squaw Creek

9/18 Redwood-Ledson Concours

9/24-25 Zone AX @ Marina

**2016 Diablo Proposed Activities Calendar**

<p align="center"><b>January</b></p> <p>1/23 – Drive to Go Carting- Malcolm 1/24-Awards Luncheon-Marc</p>	<p align="center"><b>July</b></p> <p>7/17 – Diablo Sunday Brunch 7/16 Tail of the Diablo Tour-Carlos 7/16-17 GGR DE @ Thunderhill 7/17 LPR Carmel Valley Concours 7/31- Member Picnic/Car Show</p>
<p align="center"><b>February</b></p> <p>2/7-Super Bowl Party-??? 2/20 DE Golden Gate TH (Instructor instruction) 2/27 Diablo Detail Clinic 2/27 Zone 7 PCA Awards</p>	<p align="center"><b>August</b></p> <p>8/7 GGR Concours @ Carlson Porsche 8/18 – Diablo Dinner 8/19-Werks Reunion-Marc 8/21- Pebble Beach Concours d’Elegance</p>
<p align="center"><b>March</b></p> <p>3/5 - Movie Night 3/9 – DE 101/201 3/12-13 GGR DE @ Thunderhill 3/25 –Diablo DE @ Thunderhill 3/26-27 AX School and Event @ Marina</p>	<p align="center"><b>September</b></p> <p>9/3-4 GGR DE Location TBD 9/7-11 Treffen Lake Tahoe, Resort at Squaw Creek TBD-Oktoberfest 9/?-Mercedes Benz Tour-Ed 9/18 – Redwood-Ledson Concours 9/18 – Diablo Sunday Brunch 9/16- Diablo DE @ Thunderhill 9/24-25 Zone AX @ Marina</p>
<p align="center"><b>April</b></p> <p>4/2 Movie Night 4/16-17 Zone AX @ Marina 4/23 Bocce Ball - Kay 4/29 – 5/1 Porsche Platz</p>	<p align="center"><b>October</b></p> <p>10/8 Horses not horsepower Golden Gate Fields- Brian 10/16 Grand Island Tour –Frank 10/20 Diablo Dinner 10/22 Zip Line 10/23 Livermore Porsche Concours-Zone 7</p>
<p align="center"><b>May</b></p> <p>5/13-15 Zone CRAB Event 5/14-15 GGR DE @ Button Willow 5/21-22 Zone AX Redwood 5/29-Wash ‘N Shine- Brian 5/30 (activity) Bombers @ Livermore Airport- Naomi</p>	<p align="center"><b>November</b></p> <p>11/6 – Diablo Sunday Brunch 11/12 Ramekins Sonoma - Christi 11/19 Planning Party 11/20 Diablo Sunday Brunch 11/21 Diablo DE @ Laguna</p>
<p align="center"><b>June</b></p> <p>6/5- -Diablo Sunday Brunch 6/5 Parts Heaven Concours 6/11 Gimmick Rally Paul and David 6/11 -12 GGR DE @ Laguna 6/11 – SVR Concours @ Niello Porsche 6/17-19 – Mammoth Tour 6/19-26-Parade Jay, Vermont at Jay Peak Resort 6/25 Wine tour and chocolate - Kay</p>	<p align="center"><b>December</b></p> <p>12/4 Holiday in the vineyard - Paul 12/10-Christmas Party – Bob 12/18 – Diablo Sunday Brunch</p>

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# *Memorial Day Luncheon Thank You*

*From Ed Won*

Thank you Naomi Peterson for putting together a spectacular luncheon! The food was excellent! The speaker lineup was varied and exciting. Thank you to all the speakers today.

Jim your story about your father in law reminds us what being an American is what it's all about.

David, thank you for your work to keep us technologically ahead saving the lives of our brave service men and women.

Lee that was a great speech about Heroes.



## GUEST SPEAKERS

Andre Boursse – His father, Arthur Boursse, was a Squadron Crew Chief for P-61 Night Fighters over Italy and North Africa

Mike Houston - A 25-year Veteran of the US Air Force. Mike was a Navigator/Bombardier on B-52s during Vietnam and subsequently a Navigator on the giant C-5 transport.

Rolf Kvalvik – His father, Norman Kvalvik, was 2nd Lieutenant and Navigator on a B-24 flying over Italy.

Lee Rosenberg – A 30-year Naval Officer was Executive Officer on a destroyer during Desert Storm.

David Siu – Engineer at Edwards Air Force Base who has worked on the F-16, B-52, F-22 and Global Hawk

Naomi Siu – Her mother's Japanese-American family lived in Hawaii during WWII (if time permits)

James Edmunds' father-in-law was Battalion Commander of the 442 Regimental Combat Team in Italy and France. The 442nd is the most decorated unit in Military History.



# Memorial Day Flying

By Ed Won

---

Today Diablo Region presented the Collings Foundation with a check from the proceeds of yesterday's 32nd Annual car wash. We wish them continued success with the good work they do. Along with a memorial luncheon it was a perfect way to remember those Americans who gave the ultimate sacrifice.

Special thank you to Naomi for her work to organize today and to VP Brian for organizing the car show yesterday.

Best comment today was from Steven and Wendy who told me they had a great weekend with the club and we didn't drive anywhere. Sometimes it's about the people. Thank you all who participated this weekend!





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# Mammoth PCA tour 2016

By Cynthia & Mark Imbertson



It started out early Friday morning. We met at Starbucks, actually close to our home. We all signed the release got the driver meeting finished and then we hit the road. Before we knew it, we were having a lunch picnic in Yosemite. I had forgotten how beautiful Tuolumne Meadows is.

We also had a nice photo op stop where Half Dome was in the background.

From there a short stop for gas & time to buy a sweatshirt for me, then on to Mammoth Lakes. What a beautiful trip so far, great people great scenery and a collection of great cars (and this was just the start). The welcome meeting Friday night was a great way to meet people from other parts of California and Arizona. Dinner was special where we were able to eat with new made friends at Campo, yes we had our favorite Margarita Pizza :-).



Saturday was an unbelievable gathering of around 100 Porsches at a small breakfast spot. They say the club is all about the people & sure enough we sat down with a couple from Reno. It turns out he grew up in St. Paul as I did. Of course we had stories to exchange but quickly moved to discussions about cars, his Con-cours

experiences and his working at Porsche when it was in Reno. We were able to finish breakfast just in time for the drivers' meeting, selected a group that sounded right for us (scenic, not the spirited) and was overwhelmed by the site of 100 Porsches heading out in 4 groups.

The drive was along high desert surrounded by spectacular snowcapped mountains, even in June! We loved the drive and then we found what they call the "Whoop di Do" (we had been told about this as a high-light). I loved it but decided to slow down in considera-



tion of my navigator. Anyway, we fell behind and at 395, I took a wrong turn that turned out to be the best wrong turn I have ever made. 2 couples followed us and we now have 4 new best friends. Yes, we turned around and while stopped on the side of the road in June Lake, were passed / caught up with our group. It is very impressive

to be on the side of a mountain road and see 50 Porsche's sail by. We followed back to Mammoth to have a nice lunch.

The afternoon tour was a short drive to see a nice overview. The hotel had set up a wash station where we were able to clean the cars for the show. I had forgotten to sign in for the displaying of my car, but it turns out I find great pleasure simply by washing & waxing the Porsche. Walking around the Plaza with all the Porsches and new made friends was a fantastic experience.

We chose to stay an extra day, so Sunday we did the mini drive to the lodge and afterwards went on a hike around Convict Lake with more new friends.

We won't talk about dinner watching the Warriors in the final game of the NBA tournament. It was nice that we were honored by the presence of 2 PCA regional Presidents...

Monday was a nice drive through Yosemite and back home.

Was it fun? **YES** beyond our expectations,

Is PCA more than just a car club? **Definitely!**

Are we looking forward to more PCA events? **Absolutely!**



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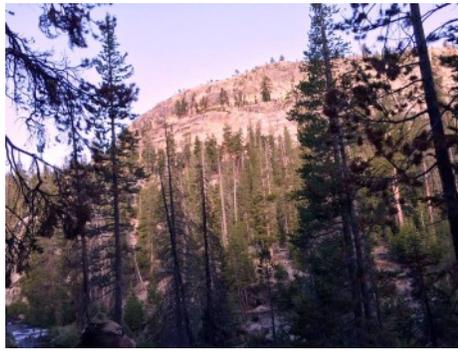
## More Mammoth Pictures

Another great Annual trip to Mammoth Lakes area with multiple regions in attendance. We had over 100 cars and 200 folks in attendance. Zone 7 regions represented including Diablo, GGR, Sequoia, SVR and Sierra Nevada. We also had folks from Zone 8 as well.

Thank you to Mark Coronado our lead organizer and town local. I also want to thank the region leadership in the form of President's and Past Presidents for making it huge success, Dave Ogden, Craig Kugler, Collin Fat, Mike Griffen and Ed Suarez. It was sure fun!



Our Organizers



For more photos of this event, check the Diablo Region- Porsche Club of America @ Diablo PCA Facebook page or [www.diablo-pca.Org](http://www.diablo-pca.Org) and click on the Diablo Re... button.



Zone 7 Leadership





# DE Save the date

**When: Friday, September 16, 2016**

**Where: Thunderhill Raceway**

**DE 101/201 Location and Date to be announced soon.**

**An eblast will be going out soon with details on cost**

**Porsche of Livermore will be sponsoring the event**



**A big shout out to Pam Richards, who has stepped up to be our new Name Tag Chairperson. Thank you so much and we appreciate the great job you are doing!**



# Gimmick Rally

Thanks to Dave Gillis and Paul Smith for organizing the gimmick rally! Thanks Carlos Bocanegra for helping Dave with the logistics!

Thank you to Kevin Hanschke and Porsche of Livermore for hosting the launch and destination for the rally. Everyone had fun today!

Very nice turnout! Dave assigned teams their departure order. Cars were released at 90 second intervals.





# Membership Report

**Membership Summary**  
**Primary Members: 822**  
**Affiliate Members: 443**  
**Total: 1265**

## NEW MEMBERS

Barter, James	2000 911 Carrera, Blue
Berg, Gary	2014 Boxster, White
Botti, Charles	2012 911 Carrera 4S
Davis, Glenn	2013 911 Carrera 4S, White
Duff II, Charles	1980 911 SC Targa, Guard's Red
Dwyer, Michael	2006 Cayenne Turbo S, Silver
Elliott, Alex	1986 911 Carrera
Enomoto, Mike	2012 911 Carrera S, Silver
Ferreira, Antonio	2012 911 Carrera 4 GTS, Black
Fok, Stephen	2015 Boxster, Red
Gabler, Christoph	2014 911 Carrera, White
Haky, Lowell	2014 Boxster S, Midnight Blue
Helton, Morgan	2011 Panamera S, White
Hofmann, Klaus	1985 911 Carrera Cabriolet, Red
LeBarron, David	2011 911 Turbo S, Basalt Black Metallic
Marshall, Fraser	2013 911 Carrera, Sapphire Blue
Morell, Amy	2012 911 Carrera S Cabriolet, Silver
Mui, Seraphina	2013 911 Carrera S, Black
Ni, Pavel	2015 Cayman GTS
Orsini, Renee	2013 Boxster S, Black
Schiavoni, Cynthia	2016 Cayenne
Scott, Christopher	2008 911 Carrera 4S, Mexico Blue
Sundsmo, Todd	2003 911 Carrera 4S, Silver
Ulco, Jonathan	2008 911 Carrera, White
Valencia, Gil	2007 Cayman, Silver
Warner, Andrew	1986 911 Carrera Cabriolet, Red
Youngblood, W. Michael	2014 Cayman S, Agate Grey
Zippin, Steven	2013 Boxster, White

## TRANSFERS IN

Anania, Mark D.	2000 911 Carrera
Hartantio, Kevin	2013 911 Carrera, Guard's Red

**TOTAL: 30**

# SEVENTY-ONE YEARS BEHIND THE WHEEL

## LORRY GRUBE—— “Old Driver” and “Bold Driver”

by Jack Carpenter



Lorry, 102 and Jack, 85

They say there are “Old Drivers” and “Bold Drivers”, but NO “Old Bold Drivers”, but think again. My friend of sixty-three years, Lorry Grube, now 102 since May, bought a new 911 on his 95<sup>th</sup> birthday and another new one on his 100<sup>th</sup> Birthday. Yes, he certainly has driven them and commutes from Alameda to Walnut Creek most **Saturday** mornings for the PCA, Zone 7, Diablo Region weekly breakfast.

Lorry and I met 63 years ago at a monthly meeting of the 4 Cylinder Club of America in San Leandro, CA. It was a great group of car people and for me that was when, “It’s the people, not the cars”, came into being. It didn’t take very long for Lorry, myself and a number of others to realize that a very

small portion of our dues came back to our local chapter, so we incorporated as The Highland Touring Club, one of the most successful Bay Area car clubs. Lorry was a Director of the club and he did a great job of putting on auto-crosses, especially The Highland Fling , held at least once a year at South Shore Shopping Center in Alameda. Lorry could also be found at Laguna Seca and many other Northern California Tracks competing in his MG TD and later in his Lotus XI. Whenever his cars were not up to the task, we could count on Lorry waving a flag at one of our four SCCA-Highland Touring Club corners of a race track. Once, while racing at Laguna, he lost his brakes on the original turn eight and did an end-over four times and landed in the hospital. Bold as he was, recovery found him back on the course doing his best as soon as he was able.

Jan, my wife of sixty one years, and I found Lorry at his home in Alameda a couple of weeks ago. He had just returned from his, Doctor who had asked Lorry where he had been? When Lorry said he had been well, the Doctor checked his records and found he was last seen two years ago. Along the same lines, I asked him how he was doing with the California DMV ? He said “I still have three years left on my five year license I got when I was 100.”

Lorry met and later married his first and only wife, Betty Loftstrand, while they were both members of the HTC. Betty was also an accomplished Auto-Crosser and Rally person who had a great personality. They shared a love of cars and each other. When they were married, Jan and I and a few close friends shared the thought that we hoped Lorry would always be around, since he was eighteen years older than Betty. Well, they were for thirty-eight years and I am sorry to say he lost Betty many years ago. A photo I took of Betty before she even met Lorry was taken way back in 1958 when she worked at an HTC Concours held at Oakland’s Lake Merritt accompanies this article. The other two people are John Algie, then President of HTC, and my father-in-law, Marty Illgen, whose many credits include being one of the original inductees into the SCCA Thunderhill Race Course, “HALL OF FAME”. For good reason, I always kid Jan that I married her for her parents, Margaret and Marty Illgen.



We have missed Lorry lately at our PCA breakfast, because for the past month or so a friend comes on Saturdays to help him install a very impressive model train layout that surrounds his 911 on three sides of his two car garage. Lorry is no couch potato and his two hobbies give proof of that.



Lorry is a good friend that makes all of us feel young, and we hope it stays that way as long as possible.

Be Careful Out There, Jack

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# 2016 WEST COAST SERIES

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THUNDERHILL RACEWAY

**APRIL 8-10**  
AUTO CLUB SPEEDWAY

**APRIL 30-MAY 1**  
WILLOW SPRINGS RACEWAY

**MAY 14-15**  
BUTTONWILLOW RACEWAY

**JULY 22-24**  
MAZDA LAGUNA SECA RACEWAY

**SEPTEMBER 3-4**  
THUNDERHILL RACEWAY

**SEPTEMBER 10-11**  
HIGH PLAINS RACEWAY

**SEPTEMBER 16-18**  
UTAH MOTORSPORTS CAMPUS

**NOVEMBER 12-13**  
BUTTONWILLOW RACEWAY

THE WCS WILL FOLLOW THE NATIONAL CHAMPIONSHIP SERIES RULES,  
with the exception that awards will be determined by the totals of the best 8 championship races from the 9 West Coast Events.  
Each West Coast Event will have 2 championship races. Ties for the first three positions will be broken by the highest total in  
the 9th race, then the 10th race, etc.

You may review the rules on the Club Racing website via [PCA.org](http://PCA.org)

**FOR MORE INFO: [wcs@pca.org](mailto:wcs@pca.org)**



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Photo: Scotty Crowder/News/Agencies.com

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