

The diablo Advocate



November, 2009

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

FUTURE DIABLO REGION EVENTS

Feb 1 ➤ Super Bowl party
Feb 21 ➤ Awards Dinner
Feb 28 ➤ Powder Coating discussion
Lunch & Wine tasting
Mar 21 ➤ Lodi Wine Tour
Apr 18 ➤ Bocce Ball and Lunch
Apr 25-26 ➤ Yosemite Tour
Apr 27-May 1 ➤ Ladies Mexican Cruise
May 24 ➤ Wash 'N Shine
May 31 ➤ Newcomer BBQ
Jun 5 ➤ Thunderhill DE
Jun 20 ➤ Diablo Mille Tour
Jul 18 ➤ 25th Anniversary BBQ
Aug 22 ➤ Tour da Jour
Sep 4 ➤ Thunderhill DE
Sep 12-13 ➤ Paso Robles Tour
Sep 19 ➤ Tour of Canepa Design
Sep 26 ➤ End of Summer Tour
Oct 3 ➤ Oktoberfest
Oct 10 ➤ Coastal Tour
Oct 17 ➤ Racer's Group Tech Session
Nov 20 ➤ Planning Meeting
Dec 5 ➤ Holiday Party
Jan 30 2010 ➤ Anniversary Award Dinner
Feb 13 2010 ➤ Go Carts
Feb 27 2010 ➤ Dublin Ski Trip
Mar 14 2010 ➤ St. Patrick's Day Party

PCA / ZONE 7 REGION EVENTS

Jun 28-Jul 5 ➤ Parade
Aug 11-16 ➤ Monterey

GOLDEN GATE REGION AUTOCROSS

SCHEDULE

Mar 21 Aug 22-23
Apr 18 Sep 26
May 16 Oct 24
Jun 20 **Nov 21**
Jul 25

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The Inside Line

By Steve Jones

Last month I reminded you about the Board of Director elections. Thank you all for returning your ballots before the deadline. Due to publication deadlines I don't believe we'll be able to include an announcement in this issue, but as soon as the election committee and the Board of Directors have ratified and accepted the results we'll let you know who will be representing you for the next two years.

I also advised you all to get some seat time before rainy season started. Well, October certainly had a few surprises in store for us in that department! For all that there was so little actual rainfall in San Francisco, the footage of geysers coming out of culverts and manhole covers was remarkable. I shudder to think of what would happen here if we had the kind of "5 inches in as many hours" rainfall that flooded my basement in Massachusetts before I moved out here...

October was a strong finish to a great year of driving weather events. In rapid succession we had the End of Summer Tour, Oktoberfest, Cruisin' to the Coast, and the Racer's Group tour and wine tasting. Do you realize that even a cursory check of our calendar shows over 20 events for the year? And that doesn't count the meal-oriented events like our monthly dinners and various breakfasts.

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If you think it's good that Diablo has a lot of different events happening throughout the year, you should attend our 2010 event planning meeting. That's being held on Friday night, November 20th, at Highland Oaks Recreation Center & Cabana Club in Pleasanton. At the beginning we'll have an overview of what types of events Diablo and other PCA regions put on, perhaps with some visual aids – this way if you're new to the club, you'll have some idea what we're talking about. Then the members in attendance start putting

events on the calendar for 2010.

The simplest way for an event to get put on the calendar is if you are willing to organize the event, but there are options. If you know of another member who might just need some help or encouragement, talk to them about your idea and offer to help them with it. Or pull together some members you know to form a team so no one person has too much to do. If you'd like the Board can pair you up with an experienced mentor to show you and/or your team the ropes. Then bring that idea to the planning meeting so we can get it on the calendar and help the event team sort out the lead times and steps to make it happen.

My last thought for the month relates to the end of the ALMS race at Laguna Seca. At the very end, two of the competitors who've been racing hard the entire time come to the front straight for the last time. The trailing car deliberately bumped the lead car in an effort to get by him where honest driving and raw power hadn't worked. The lead driver, having lost races to such maneuvers before, drove the other car to the edge of the track instead of letting him by, and essentially caused him to crash rather than letting him pass. These guys are paid to win races, not to yield gracefully. But I still thought it was a pretty dark cloud to have to end the season under, especially since either driver could have been seriously injured.

And with that thought, I'll return you to your regularly scheduled program, already in progress. Check your tire pressures, and be careful out on the road.

Happy Thanksgiving



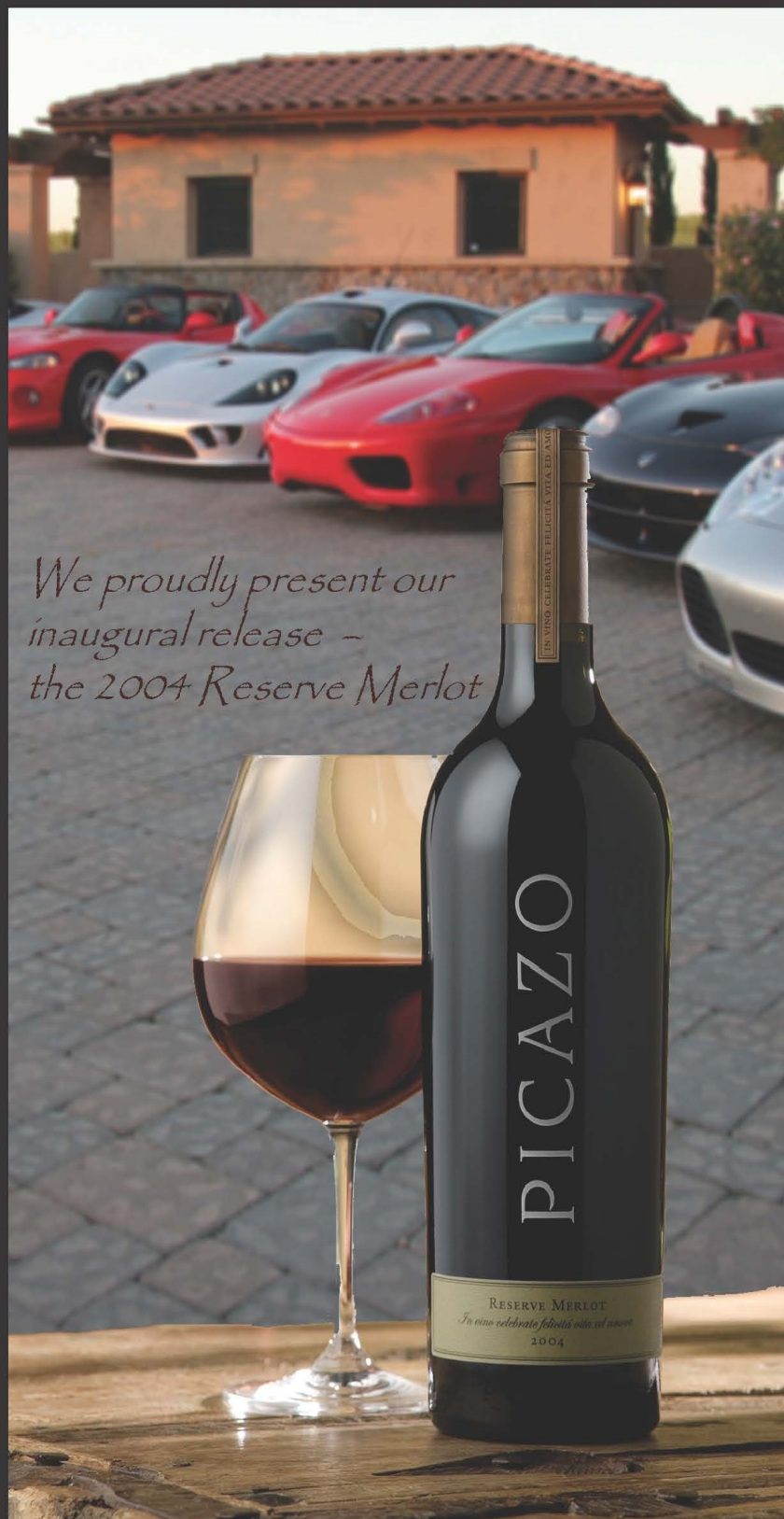
What, Me Worry?
(a neighbor of Steve Jones)

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2010 Planning Meeting

When: November 20, 2009

Time: 6:30—10:00 P.M.

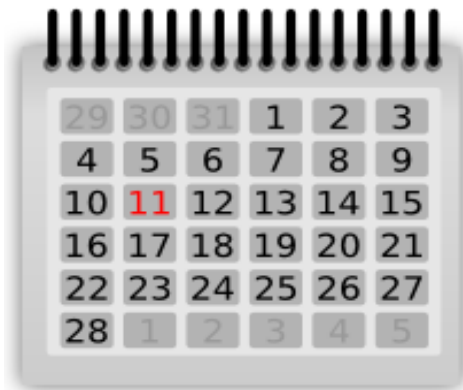
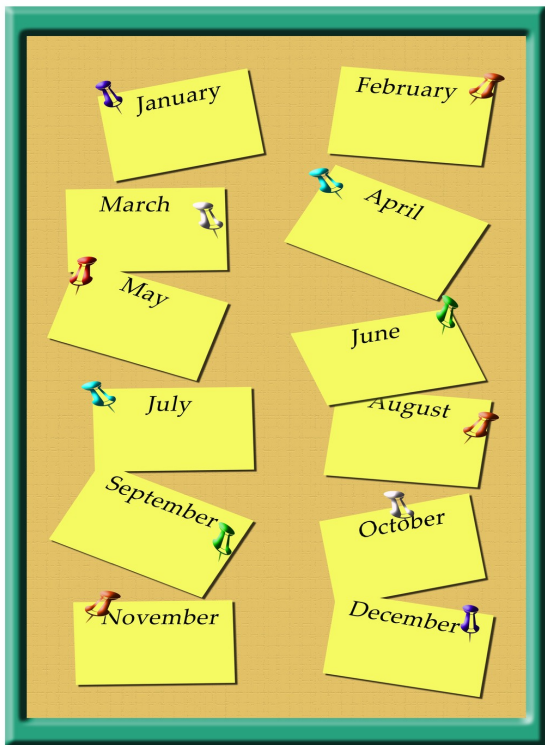
Where: Highland Oaks Recreation Center & Cabana Club, located at
4530 Sandalwood Drive, Pleasanton, Ca 94588

Use the URL below to get specific directions from your destination:

[http://www.whitepages.com/maps/directions?
lower=0&search_id=30291422397810113026](http://www.whitepages.com/maps/directions?lower=0&search_id=30291422397810113026)

RSVP: Linda Boyd at events@diablo-pca.org by November. 16th

Dinner will be provided.



End of Summer Tour

By Tito Young

I see the year 2009 a year that marks Porsche's brand new world museum opening. I also see 2009 the year where I get a second time to lead a tour for the Diablo Region PCA while getting to drive my 1969 Porsche 911T Soft window I received as a 40th year birthday gift.

Late summer and early fall offers the very best in seasonal temperatures in the Bay Area. It is usually at the end of summer where cruising along allows you to have all the windows rolled completely down, sunroofs wide open, and you're wearing sunglasses and a tee-shirt. The blur of gorgeous autumn hues imprints our notions of seasonal nirvana while the sounds and performance gives homage to all the automobile mechanics, petroleum companies, part makers, vendors, roads, insurance companies and traffic-safety that make driving possible.

We started our tour at The Paddock at the Livery where motorsports enthusiast merchandise can be provided for you and your car. Here, one can find shirts, driving shoes, books, key fobs, car models and a pretty wide assortment of items for many brands of sports cars.

Fifteen cars ventured their way through Danville's Saturday morning traffic and then through the twisting lanes of Cull Canyon Road. We were then able to maximize the enjoyment of negotiating the daisy chain of Porsches through brand new highway construction in and around San Leandro. Using technical traffic gear and walkie-talkie communication, most cars fared well in upcoming destinations. A few of the members had radar detectors available, (not that they really prevent tickets) while others

easily could have plenty of fun without being lawbreakers "driving like you stole it". Alas, surrounding heavy traffic kept everyone honest. It was fun to experience colorful Porsches crossing over the San Mateo Bridge shuffling in and out of traffic while getting to Upper Crystal Springs Reservoir on the Peninsula.

Sky blue skies and eye popping views off of Highway 35's Skyline Blvd, allowed drivers to catch startling views of the Pacific Ocean, San Francisco Bay, Belmont, Redwood City, Union City and Fremont between passing trees. Twisting through giant redwood trees, hungry engines, grinding gears, spinning tires, and tight suspensions gave the sports cars an intensive workout while warm summer weather breezed by.

Continued on Page 9.

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It was fun sharing parking with performance motorcycle clubs and bikers who also had met for touring at the local and infamous motorist rest stop - Alice's Restaurant. Alice's had outdoor seating, serving something for everyone with dishes ranging from an assortment of breakfast and lunch favorites. A few drivers went in and came out with some refreshing cold colas while others took advantage of a well deserved stretch. Myself, I had a keen eye on a few rare vintage birds taking on center stage, all the while noticing those other driver's owners visibly enjoying seeing the many other parked Porsches. Even the road-sharing bicyclists enjoyed all that high noon commotion. It was like a big show and tell of cars, motorcycles, bikes and people with laughter and pure enjoyment.

The time came to forge forward and in doing so we drove our cars past the sleepy town of La Honda, California. On that particular weekend La Honda's only tavern called "Apple Jacks" had set up an outdoor venue of BBQ Ribs and beer. It must have been some kind of block party going on - but anyone could join in. Built in 1879 as a blacksmith shop, you could have either got your wagon repaired, bought square nails or as rumor has it, even gotten shot at. We would have all stopped but the best part of the drive was ahead of us. I hoped that some of the drivers would either return or visit Apple Jacks in the future.

Heading easterly two miles past La Honda, a sign directed us to make a left turn onto a quiet little arterial called Pescadero Road. This is where even another test of the cars' performance was enjoyed, and certainly the neatest part of the tour. The drive included screaming by Giant Sequoia trees that thickened Sam McDonald County Park. In



my rear view mirror, I cracked a smile, seeing fellow PCA members in a long caravan gliding, while swooping over asphalt under the shady canopies of trees. It was so much fun to safely and sanely carve hair pin curves downhill towards the cute historical town of Pescadero, while pulling into town causing heads to turn. as a large group rumbled in.



We ended up clocking a total of around 70 miles. Many of us parked on the street, while others opted to park up Stage Road at a church's local lot. Sitting on simple picnic benches located on an outdoor grassy knoll. It was nice to hang together sampling sandwiches made from local cheeses and breads out in the fresh air. At the end of the day, we said our goodbyes and headed our separate ways.

Continued on page 10.

On my return trip, I happened to end up turning around and headed back the same direction we came. I was going to do the coast with some of the other members who invited me to a sweet coffee shop in Half Moon Bay for lattes; but there was Warren in his 911, ahead of me at the edge of town, making a left easterly turning back up the mountain. Don't ask me why, but I felt, not having the concern of my passenger upchucking in my car, I followed him out. I was able to keep up with him for awhile, but after a few short miles I got caught behind a farm vehicle and by the time I got around it, Warren and his 911 were off and vanished. I imagined he headed back towards La Honda. I wasn't exactly sure which route he used; maybe he had to sample some of Apple Jacks BBQ? At a junction, I took a different easterly route that twisted itself up to Page Mill Road. When I finally got to an area where I could see spectacular views, I knew this was a great day, and a great drive.

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Happy Holidays



Diablo Region's Annual Holiday Dinner is happening soon. Be sure to bring your toy or clothing donations for Love a Child Missions to the dinner.

When: December 5

Time: 5:30—6:30 Appetizers
6:30 Dinner

Where: Callippe Preserve Golf Course
8500 Clubhouse Drive, Pleasanton
http://playcallippe.com/page.php?page_id=678&name=Directions

Cost: \$35.00 per person

No Host Bar will be available. There is a \$5 corkage fee if you bring your own bottle of wine.

Note: If you have special dietary needs let Linda Boyd know.

RSVP: Linda Boyd at events@diablo-pca.org.

Make your checks out to Diablo Region PCA and mail to:
P.O. Box 30667
Walnut Creek, CA 94598

Deadline: November 25

This is a fantastic opportunity to attend one of the most social events we have all year. If you are a new member, come out and meet all the other enthusiastic Porsche owners in your club.



"Great people, great food and great cars"!

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



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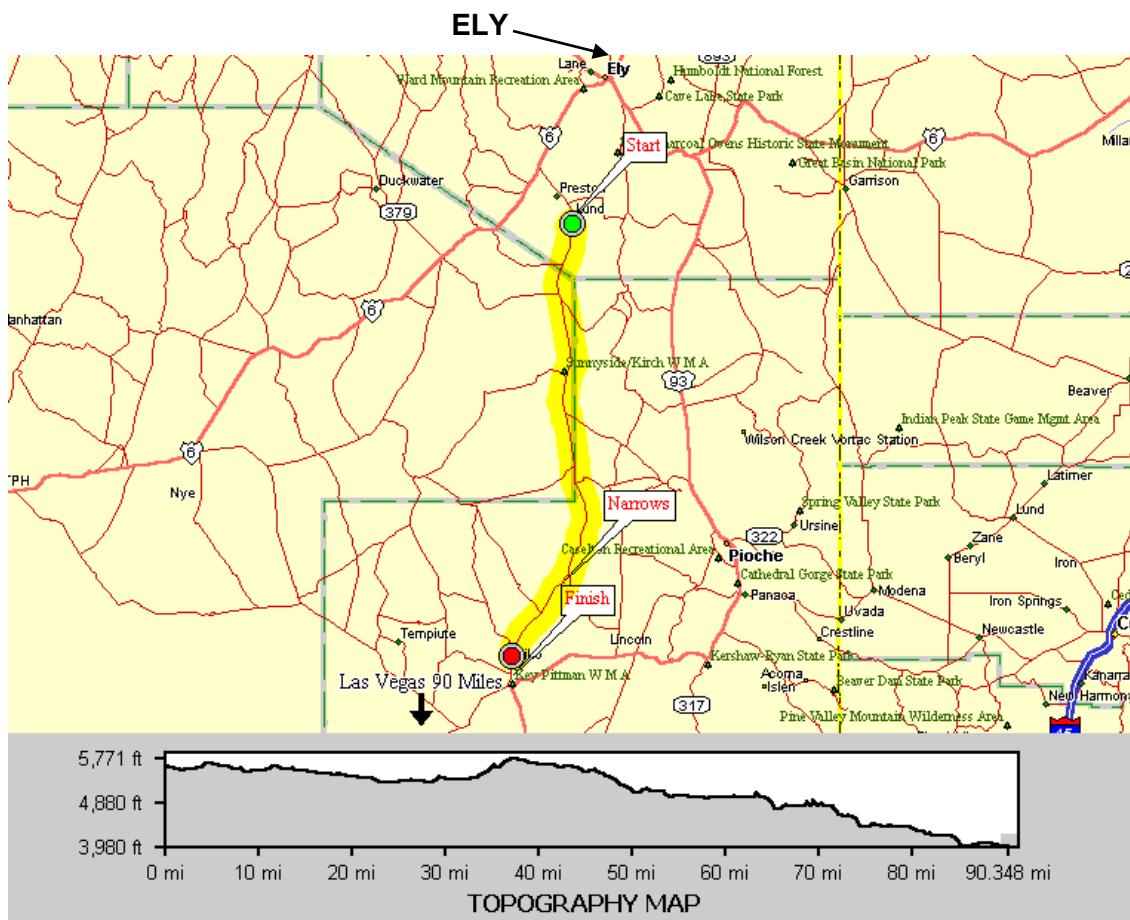
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Silver State Classic Redux

By Gerry McFaul, 2002 C2
Diablo Region, Porsche Club of America
gerry@qualdeval.com

Last year I reported on my rookie venture in the **Silver State Classic Challenge** www.sccc.us in my 2002 C2 with friends Paul Lyons (NSX-T) and Bob Dean (SL55) held in (big surprise) the Silver State of Nevada "Great event, great people, great fun" was the conclusion. Well, riding upon the wave of good memories from last year and being chronically slow learners, we decided to return to the scene of the crime this September but move up to a higher speed group. So here's the story of this year's run.

The Silver State Classic Challenge is run on Highway 318 beginning just south of Ely Nevada starting at N38.49.900, W115.00.652 and finishing at N37.37.700, W115.13.179. i.e. mostly South towards Vegas.



The course is 90 miles long and the objective for all groups except "Unlimited" is to cross the finish line with your average speed as close to target as possible. The objective of the Unlimited class is to complete the 90 miles as fast as possible. The record average speed is 207.7801mph in a Chrysler LeBaronobviously not the one your mother used to drive!

Rookies 101: There are two specific expectations for Rookies (unless they can prove relevant experience). The first is that they attend a half-day training course at Mario Andretti's

racing school at the Las Vegas Speedway on the Thursday before the event, and the second is that the fastest group they can enter is 110mph average (124mph max). Because of the “unknowns” and with all due respect to experience, last year Paul, Bob and I ran the 110mph group. The plan this year was to move up to the 125mph average group (140mph max). Why 125? Well this is the fastest group that does not require a roll cage.

Tech: So what equipment is required to run 110mph? Well, pretty much the same as you’d need for a Porsche DE day

- SA2005 (or newer) helmet, closed face, or open face with eye protection,
- Long sleeved, long legged clothes that are not made from flammable materials,
- Closed shoes and gloves, also not made from flammable materials,
- AND a fire extinguisher mounted inside the car with a quick release latchit could be few minutes before a fire safety team can reach your car if you experience any problems on course.

To run in the 125 group you will also need a 5 or 6 point safety harness with 3-Inch shoulder and lap belts.

Pop Quiz: How long does it take to drive 90 miles at 125 mph? That’s right little grasshopper, 43 Minutes and 12 Seconds perzackerly. That’s equivalent to about 3 hours from here to LA! Is it any wonder our German friends love their Autobahns or that Porsche builds cars that are **ideal for an event like this?**

A Few Statistics: **There** were 130 entrants in this year’s event including 8 Porsches. The fastest car through the official speed trap (that also finished the race) was a 1988 928 driven by Cheryl Dey who clocked 204.5 mph. Cheryl also won her speed bracket of 160mph by averaging 159.9856 mph. N-I-C-Eand I’m thinking that her car may not have been completely stock.

Three more Porsches reached the Podium: Jim Webster came third in his 1994 911T with 139.9395 mph in the 140 group. My 2002 996 found its way home second at 125.0087mph (139.4 max & 15.9mpg) in the 125 group. And Dave Delbridge earned a well deserved third in his 1999 C2 Cab at 110.0069mph in the 110 group. Phil Bowser from the Golden Gate Region, running in the most competitive category of 150mph, completed his run at 149.9831 mph for fifth place – did I mention this is the most competitive group?

So, 8 Porsche entries out of 130 cars with 4 podium finishes and a fastest speed trap – nice work Porsche people!!!

The Good the Bad and the Ugly: This year, being sophomores, we did not need to visit Mario Andretti at the Las Vegas Speedway to learn how to drive fast, so we decided to travel through Reno, spend the night, and onwards to Ely the next day. Coming out of Reno with radar detectors set on “Kill” and radios in hand, it was Bob’s turn to lead the parade. Rolling downhill past a freeway on- ramp he snagged a welcoming note courtesy of the Nevada Highway Patrol while Paul and I (with the benefit of a couple more seconds warning) slid by like Nuns on our way to confession. After suitably manly words of comfort, admiration and bravado, we now turned on to

“The Loneliest Road in America” (Highway 50) and made sure that Bob got his money’s worth from his payment to the NHP. It ain’t called the loneliest road in America for nuttin (it’s pretty deserted) and apparently the surveyors who laid out its’ course were either in a big hurry or were major aficionados of the straight edge. If there’s such a thing as a good place to test one’s tire speed rating, this might be it.



Here’s a photo of the Nav system of a complete and utter stranger we met along the way and never saw again and couldn’t pick out of a police line-up.

I don’t really know why US50 should be such a lonely road because the scenery is spectacular and the road eventually winds over mountains twice as tall as Mt. Diablo. The drive was spectacular and we were glad we took things slowly.



Taking a break beside US50, “The Loneliest Road in America” at approx 7500 ft ASL. Paul’s NSX, Gerry’s Porsche and Bob’s SL55

Bright Lights, Big City: On to Ely and check-in at the historic Hotel Nevada, <http://www.hotelnevada.com> built in 1929 and featuring rooms decorated in old western style – I was in the Gary Cooper roomwho knew he made movies with Marlene Dietrich?



Gerry's Porsche all stickered up and parked under the neon lights of the Hotel Nevada

The Drags: On Friday morning Bob ran the 1/2-Mile drags and registered a trap speed of 115mph.



Bob's SL55 at the start line of the Drags. The red reflected on the side of his car is from the adjacent Ferrari Modena that was unable to match Bob's times

A charming gentleman named Bob Griffith ran the 1-Mile drag in his 1997 Viper at a trap speed of 197.4mph – yes, on a country road just outside of Ely. Now that's Cojones spelled with a capital C!

Fun for All: Friday evening was the car parade through town (bring candy to throw to the kids) followed by the “Hookers Choice Award” held in the street outside of the local houses of ill repute and guaranteed to test the maximum height of your tallest story and the stamina of your liver. This year’s winner was a beautiful Olds 442 finished in “Red-Light Crimson”. Our friend Ray Alexander was the ladies 3rd place choice with his Charger SRT8.



Ray's Charger SRT outside of Ely Nevada. Note the O.F.R in the window which stands for Old Fast Racing – the O.F.'s placed third in the team event.

My favorite quote of the event came from our favorite man about town, bon vivant and unofficial event historian, Kelly Gibbs, who while sitting outside of the Stardust at 1:30am looked me straight in the eye and said “The essence of any good story Gerry, is that it must contain at least a nugget of truth”.

Saturday was the car show in the park and Jody Hayes took the photos that follow. Jody is a Brit who saw a video about the Silver State Classic and travelled to the US specifically to be a part of the event. Jody volunteered as a course worker for the race and joined our team for the all important social events. For a Brit he sure has a good appreciation for American Muscle as well as import exotica.





The Event: In the time honored tradition, Sunday is Race Day. Rendezvous in Ely at 6:00am (there's a Starbucks in the Hotel Nevada), drive out to the staging area, line-up by grid number, wait for a while and then drive out to the pre-race staging area, just past Lund, and hang out with your run group. One last chance to double-triple check your safety gear and to talk to

the folks running immediately ahead and behind you about their speed run plans. This year I planned to run 130mph for the first 69 miles and the gentleman immediately ahead of me planned to run 125 – quick mental math said that I was going to catch and pass him before The Narrows, which is a canyon run of twisty roads between high rock walls. The Narrows is to the Silver State Classic as the Corkscrew is to Laguna Secaonly it lasts for almost 3 miles.



Bob sweeping through “The Narrows” in his SL55



Rock solid in “The Narrows”.....No worries in a Porsche!

Despite my worst fears and drawing within sight of the gentleman in front I did not pass him because apparently he ran faster than his planned speed – thank you sir.

Race Strategies: OK, so this is all about hanging out with a bunch of car nuts and having some fun. BUT, there is a contest on Sunday morning that yields trophies and bragging rights and being the type of folks we are, we want to do it well. So, what strategies do people adopt for the race? I spent a bunch of time questioning other drivers this year and have uncovered four differentiated approaches thus far:

Strategy 1: Don't care about winning, just here to have fun, loving life. Frankly I wish I could adopt this strategy which guarantees a great result no matter what, but I'm from the Compulsive Engineer gene pool and it would take years of therapy.

Strategy 2: Mile Markers. There are some very comprehensive notes floating around out there focused upon the mile markers alongside the road side and exactly where they're located – check out the notes on the SSCC website for one source. Hint: they're not always 1 mile apart. People (like Rookie Coordinator and all around great guy, Blue and his wife Deanna Offut) seem to do very well using this technique. Here is the link to the course notes on the website: <http://www.silverstateclassic.com/318-hwy-course-notes-text.htm> Word to the wise, it's tough for a driver to use this strategy without the help of a Navigator.

Strategy 3: Time and Distance. This is the technique where distance travelled is compared with elapsed time and adjustments are made accordingly. This is the technique I've used for the last two years with my plastic wrist watch and a borrowed Garmin Nav. system. The weaknesses are that you need a very accurate measurement of distance; AND you need to press the start button on your stopwatch at **exactly** the same millisecond that the GPS clock used by the race officials clicks over to zero; AND you need to read the Nav system, wrist watch and time/distance data sheet all at the same time while driving at speed.

Strategy 4: "Houston, we have a problem": This is the most intriguing group and it includes laptops, rally computers and multiple stopwatches. From my perspective, just like Apollo 13, it still requires human input to "manage" the systems and this is the toughest element to control. It seems to me that given exact GPS coordinates and some decent computing power this process could be refined and improved and maybe that's how Team "Legal To Speed" creamed everyone else in the Team competition this year? Gotta talk to those guys.

What's it all about Alfie? OK, to quote my darling wife "You have lost your mind. You're driving all the way to Nevada for a 40 minute race". Which just goes to show that she's not a member of the species *automobilia afficienadicas*, more commonly known as Car Nuts. Yes the 40 minute race is a total kick in the pants and the hour or two ahead of the race is popular with adrenalin junkies but, what it's all about Alfie is the 4 days spent with a wonderful bunch of car nuts. We've learned that there are several opportunities to express your individual and team identities and this year Paul, Bob and I went with an RAF + Spitfire theme.



Spitfire Shirts: Bob, Gerry Paul; Paul, Gerry Bob.



Note the RAF Roundels on the car doors – which is somewhat ironic based upon the country of origin of these three machines.

My favorite character from this year's Rookie group was Patrick Cowles who owns Moe's smog shop in Newbury Park, Los Angeles. He arrived in his mid seventies Camaro proudly sporting a bright yellow Earl Schieb paint job. On the Saturday afternoon Patrick decided his car was not making enough power, so he took it to the local muffler shop and had them cut out all mufflers and other exhaust restrictions and ran with straight pipes.....my kind of guy!



his 1974 Camaro with straight pipes – yes it's loud.

Steve and Gail Waldeman run a great event and thanks to their hard work, organizational skills and awesome team of volunteers we all get to drive on public roads at mega-illegal speeds without all of the normal concerns. Long may they live!

Call to Action: So, 'nuff talking Porsche people, this really is too much fun to keep all to myself. Nothing would please me more than if the Diablo region of PCA decided to enter a team in the Silver State Classic Challenge in 2010. So if you're interested, drop me a line and we'll start planning.....Yeah!!!

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New Members

New Members

Caruana, Kenneth Affiliate: Joy Caruana - (Wife)	2009 911 4S Gray
Doan, Scott R. Affiliate: Erika Doan - (Wife)	2000 996 Silver
Donovan, Laurie A	1995 911 White
Leung, Ray	2006 911-997 Blue
McNulty, Steve	2002 996 Black
Nibel, Martin W.	1984 930 White
Pak, Jacob	2007 Boxster S Blue
Squires, Renton C. Affiliate: Makiko Imada - (Affiliate)	2008 Cayman S Black
Tuohy, John C. Affiliate: Kevin Tuohy - (Son)	1992 968 Green

Total New Members: 9

Transfers In

Go, Bernard Affiliate: Alexander Go - (Son) <i>Transfer from: San Diego (SDO)</i>	1999 911 C2 Black
---	-------------------

Total New Members: 10

Primary Members 569
Affiliate Members 415
Total Members 984



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Steve's Breakfast

If you live in the Northern portion of Diablo Region, Steve is bringing breakfast closer to you. Join Steve and other local Porsche Club members for a hearty breakfast and good conversation.

Where: To be announced

When: November 21

Time: 9—11 AM



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Crusin' to the Coast Again

By Kay Maloy

On a cold, gloomy October morning a small group of brave souls gathered in Fremont with a goal of slaloming down Highway 9 (safely and within the speed limits, of course) on the way to Moss Landing. We bolstered our courage by downing some local sugar creations, hopped in our cars and headed south. We kept driving past local and state police, who were licking their chops when they saw a line of Porsches cruising down the freeway. We disappointed them, of course.

After mastering Highway 9, we made a brief stop in Felton to get a grip on ourselves before proceeding to Highway 1. Amazingly, there was not too much traffic considering there was an event going on at Laguna Seca. We made good time and cruised into Moss Landing and headed to Phil's Fish Market for a delectable lunch. This is the eatery where Bobby Flay challenged Phil (the owner) to a cook off of Cioppino.



Naturally, a couple members of the tour braved putting on bibs and digging into large bowls of that yum my cioppino.

Is it illegal to drive while under the influence of a food comma? If the answer is "Yes", boy, were we in trouble!!

Continued on Page 29

The final phase of the tour took us through Carmel Valley and then up Laureles Grade (summit of 1284 feet) before dropping us down onto Highway 68. This was a direct link to Highway 101 north where we all linked into our separate routes home leaving many miles behind us, but with warm memories of a great drive, friends and food.



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Kelli Camara has added some new merchandise you just have to check out. 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.





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Holiday Giving

By Lillie Echevarria

Our third and final fundraising event for 2009 will be held at our Annual Holiday dinner on December 5th.

We will be collecting toys and clothing for the "Love-A-Child Missions Homeless Recovery Shelter", <http://www.loveachildmissions.org> located in Bay Point.

Since 1984, this shelter has been serving the needy women and children of Contra Costa County by providing emergency shelter, food, clothing, and offering hope through various recovery programs, job training, educational support and more.

The current needs are for children in the following ages:

Females: 11-13 yrs old (6); 5-8 (8); 2-4 (4); 5 months (3)

Males: 5-8 yrs old(5); 1-4 (9); 3 months (4)

A more specific listing of gender and age is on the next page. Be sure to attach a name tag with the child's name to the donation.

Let's share the spirit of giving in this Holiday season!

Also, as the 2010 Planning Meeting approaches, don't forget to send me your ideas at charitychair@diablo-pca.org

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The essential services Love-A-Child Missions provides would not be possible without the generous support of our volunteers, prayer partners, and financial donors.

With your gifts, we are able to take up the banner and fight the homelessness that is devastating families in our own community. Regardless of what you are able to give, you are helping us bring hope to those who only know hopelessness.

To send your financial support, please make your gift payable to "Love-A-Child Missions" or you can donate online with your credit card at www.love-a-child.org.

We accept in-kind donations of food, clothing, toys, appliances, and electronics. You can even donate your used car, RV, or boat.

For volunteer opportunities for groups or individuals, please contact our office at 925.458.5663 or email us at info@love-a-child.org

Support our future development!
Go to www.love-a-child.org/futuredev.html to find out how.



Our History

Love-A-Child Missions was founded in 1984 by Jerome Knott when he established a weekly program for children to enjoy good clean fun to avoid the drug infested environment in which they lived. Children came from throughout the community to be a part of this loving family.

These weekly events lead to children's Christmas and Easter crusades where thousands of children have participated in annually. During these events, the "Say No To Drugs" theme was introduced with the gospel of Jesus Christ to encourage children to make positive decisions for their lives.

In 1992, eight years after Love-A-Child Missions' beginning, the Homeless Recovery Shelter was opened in response to the tremendous needs of homeless women and children in the East Contra Costa County.

Love-A-Child Missions Homeless Recovery Shelter is now the largest emergency shelter for women and children in Contra Costa County.

Love-A-Child Missions Homeless Recovery Shelter

2279 Willow Pass Road
Bay Point, California 94565

For more information:
Phone: 925.458.5663
Fax: 925.458.0563
Email: info@love-a-child.org
Web: www.love-a-child.org



Love-A-Child Missions Homeless Recovery Shelter



Name	Gender	Age	Name	Gender	Age
Maribel Bradshaw	F	13	As'janae Kaiser	F	6
Gabriela Bradshaw	F	11	Jaden Kaiser	M	4
Joseph Bradshaw	M	7	Zanathan Kaiser	M	3
Sophia Bradshaw	F	6	Kayliana Kaiser	F	3 mon
Angelo Martian	M	4	Matea Millward	F	2
Myah Avila	F	5 mon	Jacoup Roe-Peron	M	2
Geneva Martin	F	11	JaShaida Wilkens	F	11
Raygina Antivine	F	13	Jasmine Wilkens	F	8
Isaiah Nellum	M	7	Matthew Douglas	M	2
Canadi Nellum	F	6	Adam Douglas	M	2
Eliena Nellum	F	5	Kenneth Middleton	M	1
Cervantes Nellum	M	2	Jessica Faletti	F	7
Elijah Nellum	M	3 mon	Christian Figueroa	M	11
Brian Ray	M	6	Evelyn Figueroa	F	7
William Ray	M	6	Abraham	M	6
Gisselle Figueroa	F	5	John Paul Figueroa	M	4
Leilani Mitchell	F	13	Sophia Mitchell	F	4
Daevon Easter	M	4 mon	Sahara Massey	F	2
Gabriela Cruz	F	3	Isabel Cruz	F	3 mon

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Next Issue:

- Look for the 2010 Thunderhill Schedule
- Review the 2010 Event Calendar
- Check out the 2010 Board restructure

2010 Election Results

First, a big “THANK YOU” to all of you who participated in the recent election process and returned your ballots. And as the saying goes: The votes are in and the results are as follows:

TOP Four Candidates

- Rick Davenport
- Walt Lietz
- Doug Wiebe
- Ken Wu

The new Board will meet in December to fill the open positions. The results will be sent out as a blast email message and then in the January edition of the Advocate.

Thank you to all the candidates who placed their names on the ballot. Congratulations to the top four individuals with the most votes.

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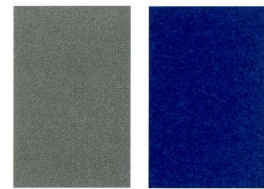
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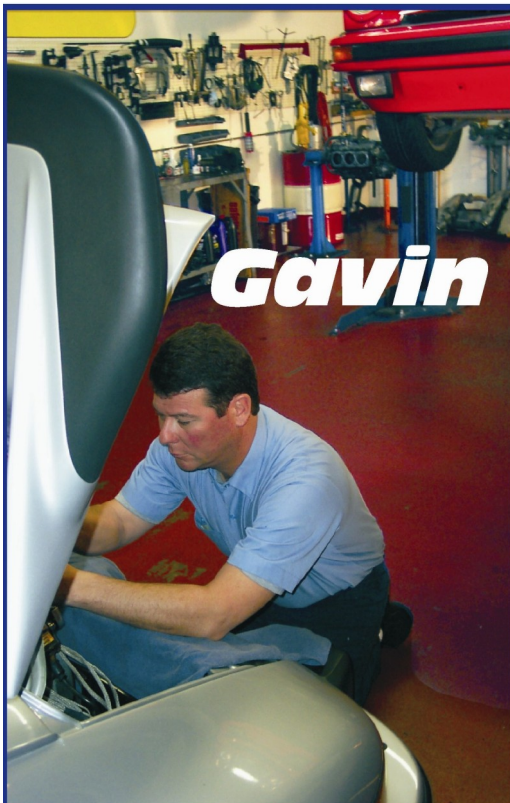
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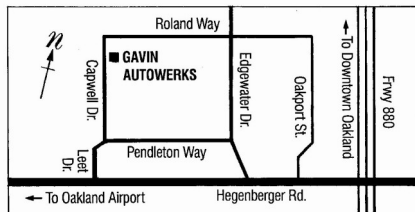


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