

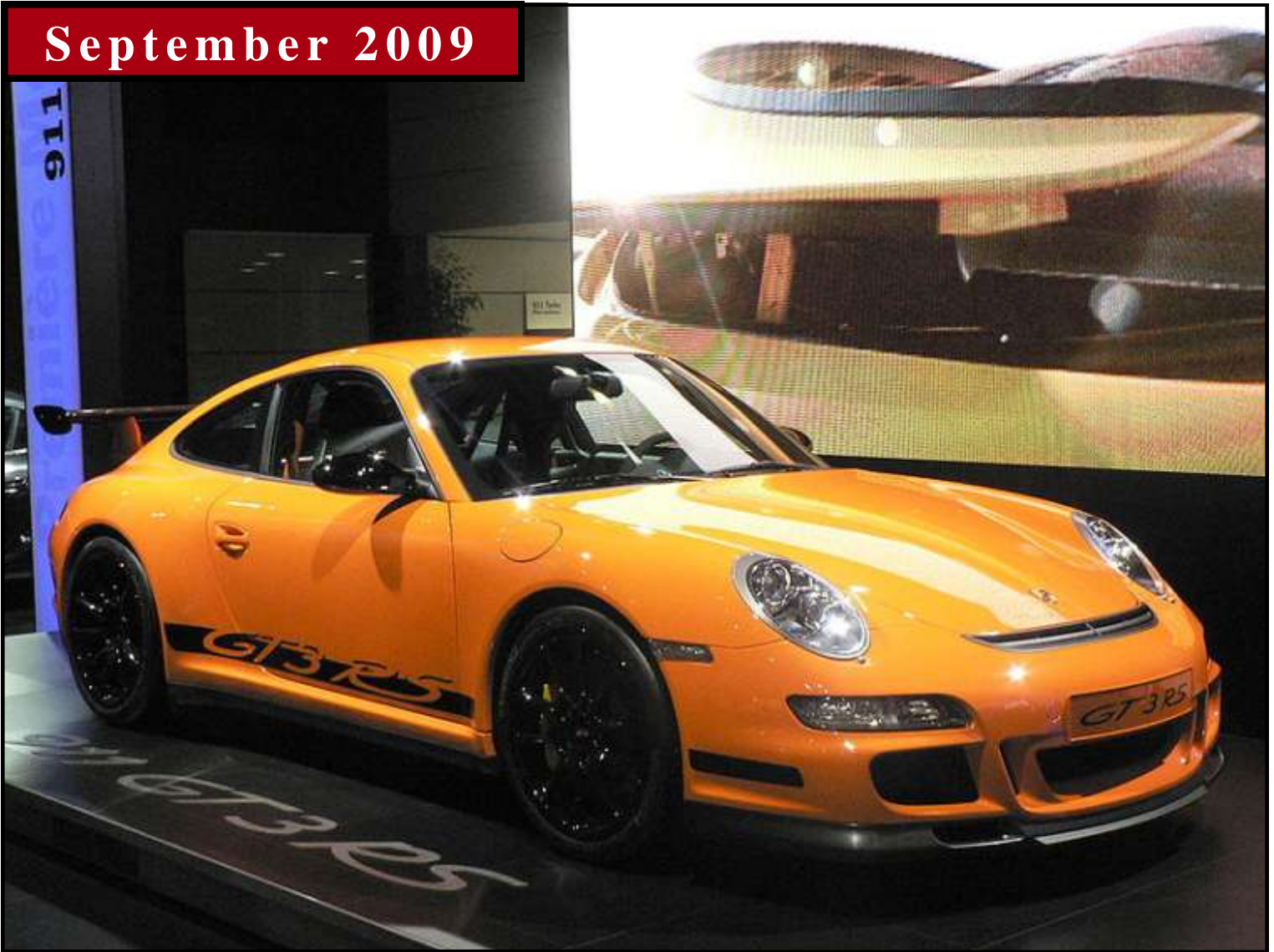


ZEITUNG

PCA-SEQUOIA REGION



September 2009



HALLOWEEN IS COMING

Perhaps an Orange GT3 is in Order.
(or on order?)



For Zeitung Subscription Information, email: Sequoia.Zeitung@gmail.com

F R E D S A I D

The Presidents Message: by *Fred Scott*



Ron and Shari Walker lead a group of cars for a day trip to the Morrow Bay on the 29th of August. I understand they had a great time and John Lillian wrote a great commentary about it on the following pages.

The monthly dinner meeting was held at Jon's Bear Club in Reedley. There were 46 who attended and as always, the dinner was fantastic.

Jon has been a member of PCA and a Porsche owner for many years. During the dinner, Jon spoke to the group about his racing days and had some good stories to tell.

The official ballot for the Sequoia Region for the 2010 board was sent out about a week ago. Please vote and send your ballots in.

It's hard to believe that it's already the end of the year. This year, the annual Christmas Party will be held at the Downtown Club in Fresno. The party will be held on December 12th and the cost will be \$35 per person. I hope we have a good crowd like we have in the past as this is really a special dinner and a great time to reflect on the year, count our blessings, meet our new members, and have a good time.

We still have some activities this year including a Blossom Trail run on October 24th (this will replace the originally planned trip to Humphrey's Station). We will also have a trip to Coulterville for some great Chili on November 14th.

If you have an idea for a road trip, please get together with Dave Ogden. We have a whole group of people that love driving cars and new ideas are always welcome.

Last but certainly not least...Oktoberfest is Saturday October 10th and is graciously being hosted by, and at the home of, Barry and Annelie Lockton. I hope to see you all there & thank you Barry and Annelie.

Zooming Down the Road.....FRED

In This Issue

Page 3
Recurring Monthly Events

Page 4
Upcoming Tours

Page 5
Monterey Bay Tour

Page 6– 9
911 GT3 & GT3 rs

Page 10
Auto-X Schedule

Page 11
Christmas Party - Details

Page 12
New Members

Page 13
Sequoia Region Board

For Zeitung Subscription Information, email: Sequoia.Zeitung@gmail.com



SEQUOIA REGION RECURRING MONTHLY EVENTS

RSVP to Christine Richard (559) 645-0501 - Richardcmr@hotmail.com

All dinner meetings start at 6:30 social, 7:15 dinner

September 2009

Mon 9/14 Board Meeting - at the home of Dave Ogden

Tues 9/15 Dinner Meeting - **Jon's Bear Club**, 1695 E. Manning Ave. Reedley, CA
Cost: \$35.00

October 2009

Mon 10/05 Board Meeting - at the home of Kevin Molineaux

Tues 10/10 Oktoberfest - 5264 Horseshoe Bend, Clovis, CA
Cost: \$22.00

November 2009

Mon 11/02 Board Meeting - at the home of Carol Lillian

Tues 11/10 Dinner Meeting - **The Manhattan**, 1731 W. Bullard, Fresno CA
Cost: \$35.00

December 2009

Mon 12/05 Board Meeting - at the home of Fred Scott

Tues 12/12 Christmas Party - **Downtown Club**, 2120 Kern, Fresno CA
Cost: \$35.00

Dinner Meeting Reminder: Those who cancel their reservation after the deadline or fail to show up for the dinner will be billed for their meals.



Thank you for wearing your name tag!

It makes it so much easier for getting acquainted.
Have you lost yours? Or just don't have one yet?
Call Tom Amos, 222-9285 or
tamos@towerusa.com
And you will have one for just \$8.
They will be delivered at an upcoming dinner meeting.

Contact Information

Board of Directors [List online](#)
Newsletter: Vern Simmons Sequoia.Zeitung@gmail.com
Zone 7 Rep: Sharon Neidel..... SharonNeidel@yahoo.com

SEQUOIA REGION TOURS - Dave Ogden, Tour Director

SEPT - 2009

19th Autocross

13th Annual Courtright Reservoir Potluck
Lunch

OCT - 2009

10th Autocross &

Oktoberfest

24th Blossom Trail

NOV - 2009

14th Chili tour to Coulterville

DEC - 2009

No tours this month



POSSIBLE DAY TRIPS

198/25 Hollister

180 To Boyds Caverns

Mammoth Pools Vista

Yosemite Valley

2 - Day Trips

Tahoe 49/4/88

Death Valley

Pismo — Bodega Bay Hwy 1

If you've got an idea for a road
trip, contact Dave Ogden

FOR SALE



1980 911SC Targa - Blue/Cork
All factory options
Good condition

Contact Jack Back - (559) 324 - 8790

SEQUOIA REGION TOURS - Morrow Bay

August 29, 2009 Tour by Ron & Shari Walker

We met and departed from Starbucks at Shaw and 41. We left at approximately 8:30 am. There were 6 Porsche's from Fresno and on the way we picked up 3 more cars. The Benders met us in Avenal and the Maraist's got lost so they met up with us later. We took highway 269 to 33 and then 41. We took the Shandon turn off for a good Porsche run except we got behind a motorcycle group of about 30 bikes, so it was a little slow going.

When we got to Paso Robles the Maraist's were waiting for us. We went onto the PASOLIVO Olive Oil Company where we met up with the Pierce's. We tasted many different flavored olive oils, and the most delicious olives. From here we went on to Cayucos for lunch. Our lunch was at Hoppe's Restaurant and we ate out on the patio, the food was fantastic, but it was so hot. It was 99 degrees that day and that is hot on the coast.

After lunch we went onto Morro Bay. When we got there, we parked at the boat docks. Ron had us follow him down along the shoreline where there was nothing but calm water. Ron started throwing bread into the water and the seagulls started coming and coming until there were hundreds of them everywhere. When the bread was all gone all hell broke loose, the seagulls started attacking us for more bread, but there wasn't anymore. We started running to our cars for cover (just kidding).

After all of this, the tour was over and everyone was on their own. What a great tour.

Thanks Ron and Shari.....*John Lillian*

PORSCHE

Gt 3 - Gt 3 RS

Porsche 911 GT3

The Porsche 911 GT3 was introduced in 1999 as a high performance version of the first water-cooled version of the Porsche 911, the 996, to continue the quarter-century tradition of low-weight RS (short for "Rennsport" in German) models that ended with the 993 RS. The GT3, named after the FIA GT class it was intended for, did not use the rather simple engine of the regular production versions of the 996, but a naturally-aspirated version of the turbocharged Porsche 962 and Porsche 911 GT1 race cars. Later, the turbo-charged Porsche 911 GT2 was added to the maker's lineup, but unlike its predecessor 993 GT2, did not fit into GT racing regulations. The racing versions of the GT3 have won several major 24h races outright, and mainly dominated their class at Le Mans. The 911 GT3 competes with the BMW M3 GTR and the Ferrari F430 GT2.

Engine and transmission

The engine of the GT3 sets it apart from the other 996 models although it shares the same basic 3.6 liter displacement of the standard 996 type so-called "integrated dry-sump" flat-six engine. It is actually based on the original air-cooled 911's versatile, true dry-sump crankcase, with an external oil tank. The original version of the GT3 had 360 PS (265 kW; 355 hp), compared to the 300 PS (221 kW; 296 hp) of the regular 996.

In GT3 configuration, this so called "split" crankcase (meaning the parting line of crankcase is on the crankshaft centerline) uses, instead of a fan and finned cylinders, separate water jackets added onto each side of the crankcase to cool banks of three cylinders with water pumped through a radiator. Thus, the GT3 engine is very similar to the completely water cooled 962 racing car's engine, which is also based on this same crankcase. The 962 differs, however, by using 6 individual cylinder heads while the GT1/GT3, like the air and water cooled Porsche 959, uses 2 cylinder heads, each covering a bank of 3 cylinders. The GT3 engine could thus also be thought of as similar to a 959 engine, but with water-cooled cylinders.

Up to early model year 2004 GT3 production, the basic casting used for the crankcase of the GT3 was exactly the same as the air-cooled engine and one could see the "964" casting number on the bottom of the crankcase and areas normally machined in the air-cooled application that are not machined for use in the water-cooled application. The crankcase casting was changed in mid-2004 to a "996" casting number crankcase to eliminate these external air-cooled remnants, but internally it is the same. This engine gives the GT3 a distinct racing heritage that dates back to the Porsche 904/6 of the mid-60's, up to the Carrera Cup and 997 Super Cup and RSR racing cars of today. Because the 911 air-cooled crankcase uses the Porsche 356 engine to transmission mounting flange configuration, the GT3 uses a manual gearbox also of air-cooled 911 heritage. This gearbox has interchangeable gear ratios and is more durable making it more suitable for racing than the standard 996 type 911 gearbox. At 450 hp (336 kW), the 3.8 litre flat-six engine in the 997 GT3 RS is the most powerful naturally aspirated six cylinder engine in any production car.

Racing

Due to the absence of the official Porsche team in the 1999 24 Hours of Le Mans, only privateers with the nearly obsolete air-cooled 993 GT2 Turbo were expected to represent the marque, with few chances to beat the Chrysler Viper for GTS class honors. Yet, two new race versions of the water-cooled 996 GT3-R showed up, officially entered in the GT class by private teams, but the drivers involved and Porsche engineers in the pits indicated that it was an effort backed by the company. Even though these were the least powerful cars in the event, being the only entrants in the GT class, the new GT3-R was noticed by fans for its loud exhaust sound when driving in 1st gear through the pitlane, comparable to ex-Formula One engines of Judd. The better of the two cars, entered by the German Manthey Racing team, finished 13th overall, beaten by only two of the Vipers with an engine more than twice as big.

The 996 GT3-R were made available to privateer teams. In the 24 Hours Nürburgring of the year 2000, a factory-backed effort of the local Phoenix team managed to beat the Zakspeed Chrysler Viper that dominated this race from 1999 to 2002. The improved 996 GT3-RS version of 2001 was entered in countless races in the years to follow, scoring not only many class wins, but also overall wins at Daytona and Spa in 2003. In 2004, the 996 GT3-RSR was made available, with numerous improvements to the RS, including a sequential gearbox, which allows for faster gearshifts.

In 2005, the new 997-generation racing vehicles began to debut with the GT3 Cup, and was followed by the launch of the 911 GT3-RSR at

PORSCHE

Gt 3 - Gt 3 RS

the 2006 Spa 24 Hours. In VLN endurance races at the Nürburgring in 2007, the new car had teething problems, and the wide rear fenders reduced top speed. Yet, the Manthey entry won the last 4h race before the 24h event, and managed to win the big event also.

The following race versions were or are offered:

- 1999 996 GT3-R
- 2000 996 GT3 Cup [1]
- 2001 996 GT3-RS
- 2004 996 GT3-RSR - with sequential gear box [2]
- 2005 997 GT3 Cup [2]
- 2007 997 GT-3 RSR [3]
- 2008 997 GT3 Cup S [4]
- 2009 Porsche 911 GT3 race car (North America)

Road cars

996 GT3

As with Porsche's 911 RS models, the GT3 was devoid of any unnecessary items that would add weight to the car. Sound deadening was almost completely removed, as were the rear seats, stereo system, sunroof, and air conditioning, although automatic air conditioning and CD/radio became no-cost optional add-ons. In addition, Porsche offered a no-cost option called the Clubsport package. This option replaced the standard electrically adjustable leather front seats with manually adjustable racing buckets finished in fire-retardant fabric, bolt-in half-roll cage, 6-point drivers racing harness, fire extinguisher (mounted in the front passenger footwell) and preparation for a battery master switch. The Clubsport option was never offered to US customers ostensibly due to the additional DOT crash testing that would have been required to allow US sales.

To bring the vehicle's track-prowess to the maximum level, Porsche endowed the GT3 with enlarged brakes, a lowered, re-tuned suspension system, lighter-weight wheels and a new front bumper with matched rear spoiler to help increase downforce, thereby increasing grip.

Porsche made significant updates to the GT3 for 2004, the first year the car was offered to US customers. Horsepower was raised to 381 hp (284 kW) and torque to 284 lb-ft (385 N·m), 80% of which was available from a mere 2,000 rpm. The braking setup was upgraded, now featuring 6-piston calipers on the front (rears remained 4-piston), and the Porsche Ceramic Composite Brake system was offered as an option. The new car also was updated to the 2002 911 facelift including headlights that were differentiated from the Boxster. The engine alone costs over 40,000 GBP as a replacement from Porsche due to the cost of the titanium parts. In track testing by American automotive journals, the GT3 managed a 0-60 mph time of 4.5 seconds and a quarter mile time of 13.0 seconds at 118 miles per hour (190 km/h). During skidpad testing the vehicle posted 1.03g. Porsche introduced a revised 911 GT3 RS to the European market in 2003, marking the last revision of the 996 platform car before its discontinuation in 2005.



Porsche's official test-driver Walter Röhrl completed the Nürburgring Nordschleife with the 996 GT3 in 7 minutes 56 seconds, a feat which was used by Porsche to promote the car. Later, with the 996 GT3 RS, he managed 7 minutes 43 seconds.[3]

PORSCHE

Gt 3 - Gt 3 RS

996 GT3 RS

The Porsche 911 GT3 RS is a high-performance sports car built by Porsche since 2003. It is often confused with the non-roadlegal racecar Porsche 911 GT3-RS of 2001 and later, which was based on the Porsche 911 GT3-R of 2000.

The RS (short for the German RennSport, which means "Motorsport" in English) is mainly a carryover of the Porsche 911 GT3, albeit it is lighter thanks to a polycarbonate rear window, carbon fiber hood and rear wing. Porsche Ceramic Composite Brake (PCCB) Carbon fibre-reinforced Silicon Carbide (C/SiC) ceramic composite brakes, which are also more heat and fade resistant than the cast iron units fitted as standard, are optional. Mechanically the two cars are identical, except that the RS has a revised suspension geometry to compensate for the lowered ride height, a single-mass flywheel and hydraulic clutch instead of the dual-mass one found on the regular GT3. They share the same horsepower, and 3.6 litre flat-six engine.

The original Porsche 996 GT3 RS had a production run from 2003 to 2005. The "RS" moniker, and the characteristic blue or red wheels and "GT3 RS" side stickers link the GT3 RS to historically important Porsches such as the Carrera 2.7 RS of the early 1970s. Automobile magazines claim the GT3 RS can accelerate from 0-60 mph in about 4.3 seconds, maintain over 1.0g on the skidpad, and have a top speed of around 190 mph (306 km/h) using the 996 GT3's 380 hp (283 kW) engine.



997 GT3

In February 2006, Porsche revealed the latest street-legal version of the GT3, now built on the new 997 platform. Prior to that, 997 had already been in active race use for several months. In addition to a new 415 hp (309 kW) 3.6 litre flat-six engine, the vehicle features "zero



lift" aerodynamics, meaning the car creates only aerodynamic downforce but no "lift", which pulls upwards and away from the road surface and affects overall grip. The vehicle now makes use of a modified, track oriented version of Porsche's active PASM suspension making this the first of Porsche's RS or GT3 versions to feature an electronically adjustable suspension system. Also available are a navigation system and Porsche's "sports chrono" gauge package, making this the most "friendly" lightweight track car the company has ever produced. The car went to sale in summer of 2006 and had a starting price of 106,000 USD. The RS was released in Europe in October 2006 and in North America in spring 2007.

The vehicle has a rated 0-60 mph time of 4.1 seconds and has a top speed of 193 miles per hour (311 km/h). Road and Track was able to achieve a 0-60 mph run in 3.8 seconds.[4] Porsche's official test-driver Walter Röhrl completed the Nürburgring Nordschleife in 7 minutes 42 seconds with the 997 GT3. Cited in an interview with Mr. Röhrl by Swedish sports car magazine Automobil 5.06.

PORSCHE

Gt 3 - Gt 3 RS

997 GT3 RS

As with earlier models, such as the Carrera RS 2.7 of 1973 and the Type 964 911 RS of 1991, Porsche offered an RS version of the 997 GT3. In common with its predecessors, it provides a homologation model for use in a range of racing series. Thanks to a close-ratio six-speed transmission with a single-mass flywheel, the engine revs up even more freely, thus enabling the 911 GT3 to sprint from zero to 100 km/h (62 mph) in 4.0 seconds while reaching 200 km/h (124 mph) in 13.3 seconds. Maximum speed is 310 km/h (193 mph). The RS is 20 kg (44 lb) lighter than the GT3, weighing in at 1,375 kg (3,031 lb). This weight-saving was achieved by the use of an adjustable carbon fiber wing, a plastic engine cover, and a lightweight plastic rear window. The weight savings gives the RS model corresponding engine power to curb weight ratio of 300 bhp (220 kW) per tonne.

One characteristic of the new RS is the body, which is 44 mm (1.7 in) wider at the rear (a legacy from the Carrera 4 models with which it shares its shell) by comparison with the 911 GT3. The muscular-looking rear end conceals a wider track that not only improves directional stability but also increases the potential cornering grip of the two-seater coupe. On the other hand, drag is increased, and top speed reduced.

In addition to the new technology featured in this flat six motor car, the paint scheme and body panels are all designed specially for this car. For the RS version, the limited edition orange color was mixed specially for this car. The American version of the RS has a standard rear window (not plexiglas) and the smaller 911 fuel tank to comply with rules of SCCA, Grand-Am, and IMSA. For Grand-Am races, the central locking wheel nut is replaced with the standard five-lug pattern required under Grand-Am rules.

For 2009, the new 911 GT3 RS received an additional 35 HP due to a new 3.8-liter flat-six, bringing total power output up to 450 HP. [5]



References

^ [1][dead link]

^ "911 GT3 Cup (Type 997) - Racing cars / Racing components - Motorsports - Dr. Ing. h.c. F. Porsche AG". Porsche.com. <http://www.porsche.com/usa/eventsandracing/motorsport/racingcars/911gt3cup-997/>. Retrieved 2009-07-19.

^ Cited in an interview with Mr. Röhrl by Swedish sports car magazine Automobil 5.06.

^ Elfalan, Jonathan (September 2009). "2010 Porsche 911 GT3". Road & Track (Hachette Filipacchi Media) 61 (1): 59. http://www.roadandtrack.com/article.asp?section_id=10&article_id=8195. Retrieved August 15, 2009.

^ "2010 Porsche 911 GT3 RS: Track-Ready, Street-Legal And More Power". Jalopnik.com. <http://jalopnik.com/5340633/2010-porsche-911-gt3-rs-track+ready-street+legal-and-more-power/gallery/>. Retrieved 2009-08-19.

SEQUOIA REGION AUTO-CROSS

Spring & Summer Auto-X

Some members have never attended an auto-x event. You could be a new member or racing has never been your thing. Just about everyone who has attended an auto-x event has ended up having a blast. Auto-X is fun for Sunday drivers as well as the hardcore racer.

Here's how it works: We generally show up between 7:30 & 8:00 a.m. Kevin Molineaux, our board member in charge of competition has pre-drafted a drawing of the course—it changes every event.

The course that the club uses is a large parking lot in Kerman, CA. Just 5 miles east of hwy 99 on the left. If you've made it to hwy 145, you gone too far. The course is easy to see as the 10 acre parking lot with 3 large warehouses on it is in the middle of grape vineyards.

Everyone pitches in setting up the course which will consist of hundreds of small orange cones, a timer system, the main tent where the score keepers keep track of your racing times.

Before the races begin, Kevin takes everyone on a quick walk thru the course and explains the rules.

Rules? Yep, there are a few. Drivers race one at a time. You get to do one practice lap and them a timed lap immediately following. Each car gets to do a set of 5 practice/timed laps. The goal is to race thru the course as fast as you can without knocking over any cones - each knocked down cone adds a second to you time. The cones are really small so as not to cause any damage if they get run over (and it always happens).

The drivers are split into two groups (a & b). While group a races, group b monitors the course and calls in any knocked down cones (we all get walkie-talkies and a safety flag)

Each driver is required to wear a helmet and if you don't have one, the club has several that can be

Auto-X Schedule

Last event of the year
October 10th & Oktoberfest

All events begin at 7:30 - 8:00 a.m setup
Races generally run till about 2:00 p.m.



PCA EVENTS

Mark Your Calendars - Xmas Party Coming Soon!



Christmas Party

Saturday

December 12th 2009

6:30 Social

7:15 Dinner

Holiday Cheer & Hors d' oeuvres

Dinner

Gift Exchange Raffle

Details:

The Downtown Club
2120 Kern, Fresno CA

Cost: \$35 Per Person

RSVP to Christine Richard (559) 645-0501

Richardcmr@hotmail.com

SEQUOIA REGION MEMBERSHIP

We have new members

Welcome to All

GREETINGS FROM ROGER MARAIST

THIS IS AN EVENT UPDATE FOR NEW MEMBERS

January 2009:

- Tom Lee

February 2009:

- Dave Johnson

March 2009:

- Paramjeet Gill
- Skip Lynn
- Charles Warnes

April 2009:

- Randall Plaughter

June 2009:

- Michael Jansky
- Kris Nastro

July 2009:

- Steve Dean
- Roy & Ann Frye
- Drew Konowicz

SEPTEMBER 15TH – DINNER MEETING

JON'S BEAR CLUB

1695 E. Manning Ave. Reedley, CA

COST \$35 PER PERSON

RSVP BY Sept 10TH

CHRISTINE RICHARD (559) 645-0501 Richardcmr@hotmail.com

AUGUST 29TH – MORRO BAY TOUR

DEPART STARBUCKS AT RIVERPARK AT 8AM

BBQ WILL BE HELD AT THE COAST

OCTOBER 10TH – OCTOBERFEST

THIS IS A GAS AND MUST ATTEND EVENT IF YOU LIKE GOOD BEER, WINE, PORSCHEs AND LAUGHTER

NOVEMBER 14th– CHILI TOUR TO COULTERVILLE

MORE INFO TO FOLLOW.

PLEASE CONTACT ME IF YOU HAVE AN INTEREST IN THE TOURS

ROGER MARAIST, (559) 799-4734













cajunm@comcast.net



Check out the new PCA Pod Casts!: <http://sqa.pca.org/podcast.htm>

SEQUOIA REGION

2009 BOARD OF DIRECTORS

- President—Fred Scott → 
- Vice President— Dave Ogden → 
- Treasurer—Marilyn Pierce → 
- Secretary—Shari Walker → 
- Competition—Kevin Molineaux → 
- Membership—Roger Mariast → 
- Tech-Safety- Dave Goerlich → 
- Tours— Dave Ogden → 
- Social—Carol Lillian & Christine Richard → 
- Historian—John Simpson → 
- Porsche Pantry—Tony Maslowski → 
- Web Master—Gary Smalz → 
- Zeitung Editor—Vern Simmons → 