



ZEITUNG

PCA-SEQUOIA REGION



February 2010



PORSCHE 997 TURBO



See page 7 for Story

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

FRED SAID

The Presidents Message: by Fred Scott



The February 9th dinner meeting at The Landmark Basque Restaurant was attended by 37 members. Our guest speaker was Mary Clare Ewing, who spoke about combating Halitosis. Two new members, Gary and Lori Dorman, joined us for the first time. They live near Mariposa but elected to join the Sequoia Region. It is good to have you with us. We had a special raffle for the Adams Detail Clinic to be

held at California Motoring Company on Saturday, March 6th. The 10 raffle winners will have an opportunity to have their cars worked on. See the ad in this newsletter. Everyone is invited.

Saturday, February 27th, Nan and I will lead a tour through the southern Sierra Foothills. The tour will begin at 9:00am at Starbucks, 3401 Noble Ave, in front of K-Mart in Visalia. Get off Hwy 198 at Demaree Street and head east ¼ mile. Noble is the frontage road. We will travel east to Yokol Valley, just east of Badger Hill, then over Yokol Mountain Road into Springville. Then we head west toward Porterville and drive south on Old Stage Road to Fountain Springs and on to Glenville in Kern County.

Saturday, February 20th, I will be attending the National PCA Board Meeting in San Jose. Saturday night, the Loma Prieta Region-PCA will host a "Meet and Greet Evening" with a Zone 7 Program. It sounds like a lot of fun and a great event to meet the enthusiasts that run the PCA. Then Sunday morning will be the Zone 7 Presidents Meeting and Awards Banquet. Last year at this event, Gene Gilpin received the Zone 7 Lifetime Achievement Award. Way to go Gene!

Next Month we will begin our 2010 AX series on March 7th near Kerman. Look for the schedule in this newsletter.

Next month's Dinner Meeting will be March 9th at Richard's on Olive. Our program chairman, Wayne Hotzakorgian, is bringing us Gene Riley. He will tell stories of his time as Milt Minter's mechanic. Be sure to come bearing gifts for the Porsche Pantry.

Zooming Down the Road.....Fred

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SEQUOIA REGION

RECURRING MTHLY EVENTS

PORSCHE CLUB OF AMERICA SEQUOIA REGION

Monthly Board Meeting (1st Monday of each month)



January 4th, 2010	Home of Fred Scott
February 1st, 2010	To be determined
March 1st, 2010	To be determined

Monthly Dinner Meeting (2nd Tuesday of each month)

January 12th, 2010
Cost: \$18.00

Joy Luck Chinese Quisine
1731 West Bullard - Fresno, CA 93711

February 9th, 2010
Cost: \$25.00

The Landmark Basque Restaurant
644 E. Olive Ave, Fresno, CA 93728

March 9th, 2010
Cost: \$25.00

Richards Steak & Seafood
1609 E. Belmont Ave, Fresno, CA 93701

April 13th, 2010
Cost: \$15.00

Luna's Italian Restaurant
349 Pollasky Ave, Clovis, CA 93612

All Dinner Meetings start 6:30 Social, 7:15 Dinner

Please RSVP one week before the dinner

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

please, bring raffle prizes & canned food to all dinner meetings.

Tours, Auto-x, & Events - Check Website for Details

Tour Director - Dave Ogden - dogden@mvphhydratech.com

January 2010
In the Works....

No Tours this Month
3day/2night - Trip to Death Valley - April
16,17,& 18 2010



Sequoia Region info, visit: <http://sqa.pca.org/default.htm>

Zeitung, Photos, Calendar, News, National PCA Info, Links, & More

SEQUOIA REGION

TOURS - Dave Ogden, Tour Director

2010 TOURS/ EVENTS

Feb - Sat the 27th Fred Scott leading a tour out of Visalia, Starbucks 9:00am

Mar - 198/25 planned to Hollister on March 13th Saturday. Start is 9:00 am
Thunderhill DE/Track Day 26-28th
Auto Cross in Kerman on the 7th

April - 3 day Death Valley run on 16-18th (fri-sun) **see flyers in newsletter, need to reserve your room today!**
AutoCross in Kerman on the 25th

May - Pismo tour sat. the 8th
Buttonwillow 21-23rd. PCA event CCR:
DRIVERS ED/TRACK DAY
AutoCross 16th at Kerman

June - BELMONT CONCOURS 5-6TH ;
Tour 180 to Boyd's cavern SAT 19TH.
AutoCross 12th with SCCA Fairgrounds

July - 3 day Mammoth Mountain trip. TBD
Thunderhill DE/ Track day 31-1st

Aug - Sonoma 2 day? TBD

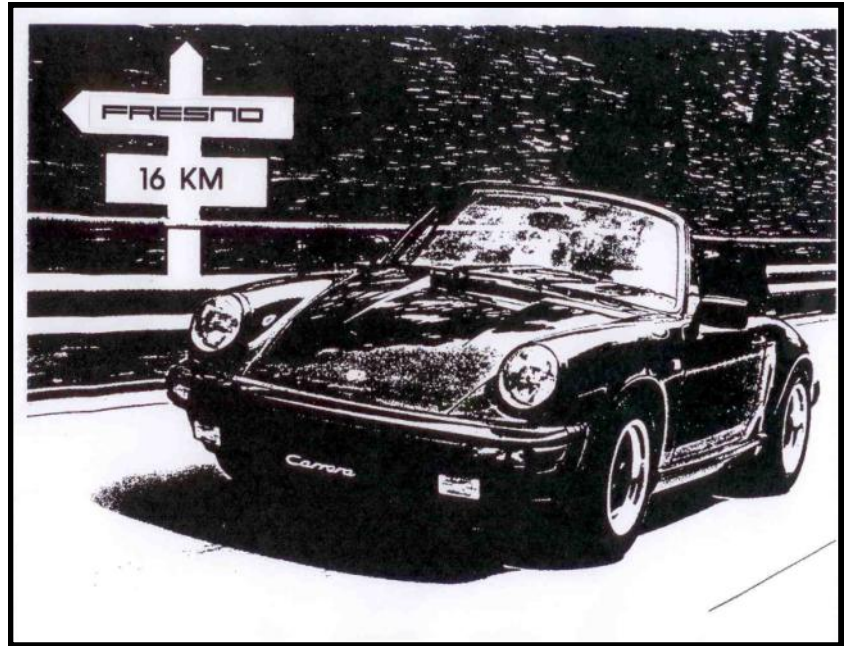
Sept - Courtwright Equinox picnic, Dave Crabtree leader Sunday the 19th .
Cherry Jubilee LAGUNA SECA TRACK DAY 10-12th MBR
AutoCross 26th Kerman
Thunderhill DE/ Trackday 18th

Oct - Oktober fest date? Yosemite day trip/ fall colors.
AutoCross Zone 2 day 9-10th Kerman
Infineon DE/ Trackday 8th

Nov - Coulterville Chili run

Dec - No tours

Questions/suggestions or want to lead a tour please call me!



SEQUOIA REGION

"Retrospective" - by Margie Back

"I want to know more about those awards...."

If you read the Panorama magazine, you are aware of the awards which PCA gives out at each Parade Award Ceremony: Family of the Year award, Event of the Year Award, etc. It is extremely exciting to receive one of these awards, but also exciting to hear what caused each award to be designated and earned. National designees come through recommendations from Regions to the Zones and then to National.

Well, our very own Sequoia Region also chooses recipients and presents awards each year ... always at the Christmas Party. Recently we have been presenting two awards: The Roger Bailey Award for Best Event of the Year, and the Mike Wickstrom Award for Enthusiast of the Year. In years past as recorded in old Zeitungs, we gave out a Family of the Year Award, an Enthusiast of the Year Award, Enthusiastic New Member of the Year Award, and a Bent Bonnet Award -- but these awards are currently dormant.

"What is the history of these awards" is probably a common question in the minds of newer members. As is, "Why are they so named?," and "Who chooses the winners each year?"

First, "what is the history?" As far as I can tell, the award for "Best Event" was first awarded at the Christmas Party December 1984. The idea of such an award came from the 1984 board at the sad and unexpected death of board member Roger Bailey. His death brought specifically to mind how important event leadership is in the life of the organization.

The Enthusiast of the Year award was given annually beginning at some unknown but earlier date in the history of the club. This award went to the person(s) who showed the most enthusiasm and energy for the club during the past year. It could be a new member who had jumped in and became active in leadership and/or participation. Or it could be any member whose energetic leadership made a difference for the club that year. It was re-named the Mike Wickstrom Enthusiast of the Year Award in 1993.

Why are these awards so-named?

Roger had led several successful events, particularly wine tours, together with his wife Deanna, and was at the time of his death engaged in the planning of another such tour, this time it was to be a Napa Valley Wine Tour. Roger was a wine expert. He taught club members to taste the wine first, and then drink it.

Roger, together with his first wife Carol and their family, came to Fresno at the invitation of CSUF, where he served as the Director of Testing. He had earned his Ph.D. at the University of Kansas. He met and married Deanna after he came to Fresno. He owned a 1967 camel beige 912 coupe with which he led several tours. Roger had a congenital heart disease and went to Stanford for a replacement valve, which his body subsequently rejected. When he returned to Stanford for further treatment, he developed a staph infection and his body could not win over it. This was in May of 1984. Deanna was club secretary that year and continued in that role to finish the year.

It was decided not to cancel the tour to Napa Valley, but to do it in Roger's honor. Deanna rode along, and Roger was toasted at each winery. It was decided that we should honor Roger in memory of the fine tours he had planned and hosted. It would be called the Roger Bailey Event of the Year award. It has been given each year beginning December 1984 to the leader of a tour or other event that was extra-special during the year.

Mike came to Fresno from the Bay Area in the 1970's, transferring from the Golden Gate Region. At that time, he drove a limited edition 1974 white/orange 914 2.0. He worked as an insurance inspector/adjuster previewing risk potential. Very soon he became the club treasurer, a post he held until his death in 1993. He was single, shared a side-by-side duplex with his mother, and it was here that he stored much of the club's records and memorabilia. He attended nearly all of the club activities and offered good ideas for tours and events. His favorite tour as we recall was to San Juan Bautista to an Italian restaurant that he loved. In 1978 he ordered a 1978 lime green/tan 911SC with hand-crank windows, which he drove until 1984 when he purchased a new 944 red coupe. In the early 90's he moved on to a burgundy Camaro, though he stayed in the club.

Mike served as the treasurer for the 1990 Parade in Monterey, a huge job. Since Mike attended most tours and events out of town, he

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"Retrospective" - by Margie Back

often shared his car and a hotel room with other guys traveling alone. When he became ill, his death came relatively soon. The club minutes record his presence at a board meeting one month, his involvement in special treatments the next month, and his death the following month. He was truly missed.

Later on his mother presented the club with a \$1,000 check that Mike had left for the club. It seemed appropriate to re-name the Enthusiast of the Year award in his honor and it was first awarded under that title in 1993.

Each year recipients are chosen under the leadership of the club president.

(Sources: Back issues of the Zeitung, as well as memories of John Simpson, Dick Arnold, Shari Walker, Glenn and Marilyn Pierce, Gene and Cheryl Gilpin, and Jack and Margie Back.)



Welcome New Members!

Gary & Lori Dorman

PORSCHE

997

The "Porsche Type 997", also simply called the "997" is the current version of the Porsche 911 sports car built by Porsche. Production of the Carrera and Carrera S coupés began in July 2004, all-wheel drive Carrera 4 and Carrera 4S versions began shipping in November 2005, Porsche 997 Turbo and GT3 derivatives went on sale in late 2006 and the 911 GT2 in 2007. In addition to the coupe and cabriolet versions, Targa top versions of the Carrera 4 and Carrera 4S are available, which carry on with the "glass canopy" roof design used on all Targa 911s since the Porsche 993 Generation 911.

During 2009 Porsche made comprehensive changes to the 997 lineup which included small styling changes, increases in engine displacement across the board, the addition of Gasoline direct injection and the introduction of the company's new "PDK" Dual clutch transmission as well as other mechanical changes. As a result, the updated 997 models are faster, lighter and more fuel efficient than the outgoing versions and have somewhat better handling. In the case of the 997 Turbo, a comprehensively re-tuned all wheel drive system with an optional "torque vectoring" system was also a part of the upgrades package; in an October 2009 preliminary review, Car and Driver magazine estimated that when equipped with the PDK transmission, the updated Turbo should be capable of going from 0 to 60 miles per hour in three (3.0) seconds flat. As of December 2009, the 911 GT2 was the only variant in the 997 lineup not to have received any changes or upgrades.

The 997 is the most commercially successful 911 of all time, having sold 100,000 units between its introduction in 2004 and July of 2007. It has also received mostly positive reviews from the worldwide motoring press; even British motoring journalist Jeremy Clarkson, a known detractor of Porsche vehicles, noted that the 997 will "make love to your fingertips and stir your soul."

Design:

While the exterior styling is changed—in fact, the 997 Carrera S and Carrera 4S models share only their roof panels with their predecessor, the 996—it is again more evolution than revolution, typical of Porsche and the Carrera. Jeremy Clarkson has often voiced the opinion that Porsche had "the laziest design team in the world" due to the almost unnoticeable change in external appearance between the 997 and earlier models. The most notable difference between the 997 and the predecessor 996 is the return to circular headlights, like those of pre-996 Carreras, with separate indicator units. The interior has been almost entirely re-invented and all the controls are new; however, it is more reminiscent of classic 911 interiors than of the outgoing 996. The body in general remains low profile with a drag coefficient of 0.29 for the Carrera and .30 for the Carrera S. Visually, the rear bodywork is a total of 88mm wider.



Performance:

The base Carrera has essentially the same 3596cc flat-6 Boxer engine from Porsche 996 Carrera. The Carrera S uses a new 3824cc flat-6 engine. The X51 Powerkit is available for S, 4S, Targa models, which increases engine power.

According to testing carried out by several US publications, the Turbo model can accelerate from 0 to 62 mph in about 3.7 seconds with an automatic transmission and 3.9 seconds with the manual transmission. The Carrera S model is capable of going 0 to 60 mph in 4.7 seconds, and carries a top speed of 190 mph, while the base Carrera model has 0 to 60 acceleration in 4.8 seconds, with a top speed of 180mph. Note, however, that these figures contradict the conservative official Porsche figures.

The viscous clutch all wheel drive system (997.1) sends between 5% and 40% of engine torque to the front wheels as needed.

PORSCHE

997 - *continued*

Cabriolet:

For the first time, development of the cabriolet version of the 997 led the design and engineering effort at Porsche with the coupe following. Porsche applied the logic that if you started with the more difficult cabriolet challenges (for chassis stiffness) the coupe version would simply be that more rigid. Despite additional weight, the cabriolet versions attain nearly the same performance figures as their coupe counterparts. Even the rear tail comes up slightly higher on the cabriolets to compensate for differences in drag over the canvas top vs. the smoother coupe shape.

911 Club Coupe (2005)

It is a limited (50 units) version of 2006MY Carrera S coupe with X51 Powerkit commemorating the 50th anniversary of the Porsche Club of America.

The vehicle includes Azurro California-colored body from (Porsche 356), a vehicle identification number (VIN) which ends with the production number and special commemorative badging and door sills which adorn the interior, Sport Chrono Package Plus system, optional Porsche Ceramic Composite Brakes.

The car #1 was transferred to the Porsche Museum in Stuttgart, Germany and one PCA member won the car #50 in a sweepstakes drawing. The remaining 48 units were sold to randomly chosen U.S. and Canadian PCA members. After 2005-08-15, unsold units were made available to the general public.

The vehicle was unveiled in PCA's 50th Annual Porsche Parade in Hershey, Pa.

Targa:

The Targa 4 and Targa 4S versions, like the Porsche 911 Targa of the Porsche 993 and Porsche 996 generations, are equipped with a glass roof and hatch. At any speed, the roof can be opened where it drops down an inch and slides a metre back underneath the hatch. As the roof weighs an additional 132 lbs. and the suspension has been modified from Carrera models. When the glass roof is retracted, a small glass deflector above the windshield is raised to aid in aerodynamic stability.

Unlike previous versions of the Porsche 911 Targa, the Porsche 997 Targa 4 and Targa 4S have an all-wheel-drive drivetrain, hence the "4" in the name. The naming is to fit in with the naming trend of other Porsche models, namely the Carrera 4 and Carrera 4S, whose "4" in the names are also due to their all-wheel drive systems. Targa 4 models are slightly slower than the hard top Carrera models because the heavier roof and all-wheel-drive drivetrain increases the weight and the inertia associated with acceleration.

GT3:

The Porsche 911 GT3 model also debuted in Geneva Motor Show in 2006. Like previous GT3 models, it is a way for Porsche to homologate aerodynamic features for racing, as well as a starting model for customer racing. The 997 GT3 was priced at \$106,000. The engine has the same displacement as the Turbo, but without turbo-charger and uses a new variable intake system. The engine is rated at 429hp. It has an 8400 rpm redline which is the same as the Carrera GT's. The 3.6L dry-sump engine does not seem to share the rear main seal (RMS) problems of the earliest 3.6L/3.8L semi-dry-sump engines.

The GT3 body includes a special front bumper which increases cooling for the front-mounted radiators as well as a split spoiler at the rear. The GT3 also includes a special rear bumper and center tailpipes which draw heat away from the engine. It is lowered and rides on 30-



PORSCHE

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series 305mm tires on 19in wheels. The car weighs 3075lbs.

The 997 GT3 is more driver-friendly than its predecessor, with "comfort" seats and the Porsche Communication Management system installed.

The special RS model came without most of these luxuries out to focus more on track-oriented driving (although the car is still road-legal). The package also included a full rollcage and carbon fiber seats to add to that race-car-for-the-road feel. The RS version was released in Europe in October 2006; the North American release was in March 2007. A racing version of the GT3 RS debuted in 2007, and it was called the 997 GT3 RSR.

The ratios on the six-speed transmission are more aggressive, allowing the GT3 to hit 60mph in 4.1 seconds, while the RS accomplishes the same in 4 flat. It will continue to 100mph in 9.2 seconds and has an ungoverned top speed of 190mph.

Turbo:

The 997 Turbo debuted in February 2006 at the Geneva Motor Show. It has a new front bumper with turn signals incorporated to look like light-emitting diode LED lights in a horizontal bar through the air intake. The fog lights are moved to the corners of the bumpers. Large air intakes in front of and behind the rear wheels are other obvious visual cues. The retractable rear wing is also one of the highlights, a feature which has been available on the Porsche 996 Turbo as well.

The engine is reported to be based on the rugged and very reliable Porsche 964 GT1 design rated at 480hp. The turbocharger uses two-stage resonance intake system.

The BorgWarner's Variable Turbine Geometry (VTG), first variable geometry turbines introduced to street Porsche 911 cars, uses guide vanes located in front of the turbine wheel that modulates inflow angle and speed. Variable geometry turbines were previously only available to diesel engined vehicles, but a similar approach was used successfully by Garrett AiResearch starting in 1989 with the Shelby CSX that utilized a computer controlled variable nozzles instead.

The optional Sport Chrono package allows 911 Turbo to overboost for 10 seconds, increasing peak torque over a narrow rev range. According to official Porsche figures, it accelerates to 62 mph in 3.9 seconds with the manual transmission, and 3.7 seconds with Tiptronic S transmission. It has also recorded a 60mph time of 3.2 seconds at the hands of US motoring publication Motor Trend, eclipsing all of its major competitors and even Porsche's own Porsche Carrera GT supercar. The 997 Turbo has an official top speed of 193 mph and Jeremy Clarkson has claimed he got near this, getting up to an indicated speed of 200 mph during his 2008 video special, "Clarkson: Thriller."

The facelifted version of the 997 Turbo, in Coupe and Cabriolet versions, was released for sale in Germany on the 21st Nov. 2009. This model received a completely new 6-cylinder, 3.8 liter boxer engine delivering 500 HP with revised Borg-Warner variable turbine geometry (VTG) turbos. The 911 turbo is now only available with a manual gearbox or the optional 7-speed + reverse PDK, or dual-clutch gearbox, which replaces the tiptronic. With PDK and the also optional sport-chrono package, which includes the availability of a electronically controlled launch-control and an overboost-function for temporary increasing the turbo-pressure, Porsche claims the 911 turbo will go from 0 to 62 mph in 3.4 seconds and reach a top-speed of 194 mph. However, several tests done by Auto-Magazines and impartial testers have revealed that the 0-100 km/h acceleration-time is generally as low as 3.1 seconds. The model can now also be ordered with PTV, Porsche Torque Vectoring, which will brake the inner wheel to provide turning-torque through a curve. The looks of the facelifted model was left mostly untouched from the original 997 turbo, but there are subtle changes to the rear lights, now being LED-type, among changes to the front lamps. The rear exhaust outputs are now also "fatter" and the standard 19-inch wheels now have a new design.

Turbo Cabriolet:

Porsche AG announced on May 7, 2007 that the 911 Turbo Cabriolet would go on sale in September 2007. The Porsche 997 Turbo Cabriolet is one of the fastest convertible sports cars in production. It is capable of reaching similar top speeds, and ac-

PORSCHE

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celeration, of the standard Porsche 997 Turbo Coupe. This is considered an astonishing feat because usually the convertible version of cars are much slower than the hardtop variant, due to its slightly less stable aerodynamics associated with its soft roof, and its extra weight caused by the structural reinforcements made necessary by the absence of B and C pillars.

GT2:

This is the most powerful and fastest road-going 911 GT2 ever to be sold to the public. The Porsche 996 GT2 was superseded by the 997-generation GT2, on sale since November 2007. On Friday July 13, 2007, an official brochure of the 997 GT2 was leaked on the .

The 997 GT2 has a twin turbocharged 3.6 litre 6-cylinder engine based on 997 Turbo but Porsche achieved power increase through completely newly designed expansion intake manifold in which the distributor pipe is longer than in Turbo and the intake manifolds are shorter, a full titanium silencer is used also in GT2, even though the Porsche 911 (997) Carrera S variant has a slightly larger engine at 3.8 litres. Despite the power hike, Porsche claims fuel consumption at full throttle is improved by 15 percent compared with the Turbo. The GT2 accelerates in 3.6 seconds to 60 mph and in 7.4 seconds to 100mph and has top speed of 204 mph. This makes it the first Porsche 911 GT2 to exceed the 200mph top speed after the 1998 Porsche 911 GT1 Race Version (which is not considered an actual Porsche 911 due to its mid-engine design engine and it only saw roads for homologation purposes. The Porsche 997 GT2 has a curb weight of 3200 lbs.. Transmission choice includes only a 6-speed manual gearbox.



The GT2 is the first Porsche equipped with launch control, a way of taking off with maximum force while preventing mechanical meltdown. That means the revs are automatically set to the correct level for an optimal launch.

Its appearance is slightly different from its sister-car, the Porsche 911 (997) Turbo, in a few ways. It does not have fog lights in the front bumper, it has a revised front lip, it has a larger rear wing (with two small air scoops on either side), and it has a different rear bumper now featuring titanium exhaust pipes.

(Sources: WikipediA online encyclopedia, Motor Trend magazine, PCA)

Ca. Motoring Co.

Detail Clinic

Saturday March 6th 2010 - 10:30 a.m.

1063 Brookhaven Drive - Clovis, CA 93612

Featuring: Adam's Waxes and Polishes

PORSCHE

Auto-x - by Competition Director, Davie Crabtree

Autocross is a driving sport that pits the driver against the clock. Autocross is sometimes called solo racing. Each driver is alone on the course racing against the clock. This practice allows for driving enthusiasts to learn, practice, and improve driving skills in a legal and safe setting.

The autocross course is established by the strategic placement of small soft plastic traffic cones. The cones are used to define specific elements that challenge the driver's skill in car handling, making a mistake results in knocking over cones. For drivers who worry about the appearance of their vehicle, this setting offers essentially no risk; soft plastic cones do not hurt the car if contact is made.

Some people have expressed concern about potential damage to vehicles by "racing." The skilled autocross driver has learned to negotiate a course without placing the car under extreme stress. A driver who aspires to higher skill levels does not have to overstress the vehicle to learn. And, each driver can decide how hard to push him- or her- self while on course.

The only consistently reported impact of autocross wear and tear to a vehicle is the impact on tires. The place where the rubber hits the road does get hot and the friction does use up tread life. The stickier your tires the greater likelihood of noticeable tread wear. Some drivers manage this by having two sets of tires – one for autocross and one for street use.

Maybe you have a teen driver in your family that you're encouraging to learn safe and competent driving skills. Autocross can be one method to promote car handling skills in a safe, legal and structured setting. They don't have to be concerned about competing against others. This is a solo event and they are only competing against themselves. It might also offer you an opportunity to have some other experienced driver take a role in your teen's driving education. In order to participate, your teen must at least 16 years old and have a valid California Driving License.

I imagine there are as many reasons to own a Porsche as there are people who drive them. But ... how many of you bought a Porsche because of its luxurious ride, or because of its elegant attention to aesthetic detail? While both luxury and elegance can be attributed to Porsche automobiles, we all know that most people own a Porsche because of its other dimension, its fine German engineering which offers superb handling and a remarkable driving experience. Autocross is a safe, legal, and educational opportunity to experience the results of that fine German engineering.

This year we have set up a spring and a fall series. Some events will be run by our region and some will be run by the local SCCA (Sports Car Club of America) region. Our events will be held at the Kerman site. The SCCA events we will attend are at the Fresno Fairgrounds. Events at the Kerman site will be \$35 per driver. SCCA typically charges \$30 per driver (if a member of SCCA) and \$45 for non- SCCA members.

Still have doubts? Come out to the autocross venue, observe the action and listen to the drivers. You might even want to be a course worker placing yourself out on the course, up close to the action – you might even see someone you want to nominate for the Dummkapf Award.. Running the event requires the participation of all the drivers as well as other volunteers. We typically have experienced drivers that are willing to offer basic instruction.

Come on out, support your club, learn to drive your car at YOUR limits (maybe even stretch your limits in the direction of the car's), and have fun with others who share your passion for the Porsche driving experience.

If you have questions, please send me an email at doclcsw@yahoo.com or give me a call at 559-960-1129. I'll do my best to help.

David Crabtree, Competition Chair

Spring Series

March 7th – Kerman

March 21st - with SCCA at Fresno Fairgrounds April 25th – Kerman May 16th – Kerman June 12th – with SCCA at Fresno Fairgrounds

PORSCHE

Auto-x - Continued

Fall Series

September 5th – with SCCA at Fresno Fairgrounds September 26th – Kerman October 9th – Kerman – Zone Event – includes on site Dinner Meeting October 10th – Kerman – Zone Event November 13th – with SCCA at Fresno Fairgrounds

Awards

Each series will have its own set of awards in the following categories:

- Most Improved Driver Award for a male and for a female driver (a way to compete with your spouse on an even playing field)
- Most Proficient Driver Award - shortest times for a man and for a woman
- Most Efficient Driver Award – Most completed runs without a DNF and most completed runs without a cone penalty
- The Spinning Porsche Award
- The Dummkopf Award - for the driver who most humorously exhibits a lapse in judgment during the series.

Scoring for awards will be done by combing scores for each event in the series. Each driver may “throw out” one event (There are five events in each series. A driver’s four best events will be used for the final score). Scheduling may be changed – if so notification will reach you the same way this did. PCA Sequoia Region members are eligible for awards. Scoring and other award decisions will be completed by the Sequoia Region’s Competition Committee. The decisions of the committee are final.



SEQUOIA REGION

2010 BOARD OF DIRECTORS

2010 - Board Members:

- President—Fred Scott
- Vice President— Dave Ogden
& Tour Director



- Secretary—Nancy Scott

- Treasurer—Vern Simmons
& Zeitung Editor



- Member—Shari Walker

- Member—Wayne Hotzakorgian



- Member- David Crabtree
& Competition Director



2010 - Committee Reports:

- Competition - David Crabtree
- Historians - Jack & Margie Back
- Membership - Roger Maraist
- Porsche Pantry - Glen & Marilyn Pierce
- Programs - Wane Hotzakorgian
- Social - Carol Lillian & Chris Richard
- Tours - Dave Ogden
- Webmaster - Gary Smalz
- Zeitung - Vern Simmons

