



ZEITUNG

PCA-SEQUOIA REGION



July 2010



ROAD TRIP: MAMMOTH MTN.



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

F R E D S A I D

The Presidents Message: by *Fred Scott*



Greetings,

We had an enjoyable time with wonderful food and Porsche friends at The Daily Grill. Christine and Carol were right on target in choosing this venue! Thanks to all of you who brought some super raffle prizes. Remember that half of the raffle monies go to charity.

Our August 10th dinner gathering will be at Jon's Bear Club in Reedley. We have had many wonderful dinners prepared by Jon over a span of 30 plus years. This year Jon's entree choices are a spiced rubbed pork loin or a stuffed chicken breast. In addition, there will be a spring mix salad with a stuffed tomato and a fresh fruit tart for dessert! The dinner price is \$30.00. Jon needs an accurate number count ahead of time for each entree; so Christine is asking that you get your reservations to her with your entree choice by Thursday, August 5th.

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

Many thanks to Dave and Tammie Ogden for organizing and leading the Mammoth tour this past month. Our next tour, September 19, is the 5th annual one day equinox tour to Courtwright Reservoir led by David Crabtree. Please join David for this last hurrah to summer. Our members have put together many memorable tours. If you have a special tour destination in mind, contact Dave Ogden, tour director, and he can assist you in your planning another Porsche get away!

Looking ahead to October, our club will be concurrently hosting 2 events. October 9 & 10 we will host the 2-day Zone 7 autocross series and the evening of October 9 we will once again celebrate Oktoberfest! Both the autocross and Oktoberfest committees are busy putting together these events. We are still in need of volunteers for both events so sign up now. Be sure to mark your calendars to participate in these extra special club events.

The Sequoia Region runs on the enthusiasm of our membership along with a few Board members to act as guides throughout the year. We need our membership to accept Board and committee positions for the 2011-2012 year. We hope that you will volunteer your service to the club. Contact Jack Back or me, as election time is almost here!

Remember:

1. Reservations and entree choice to Christine by August 5th.
2. Bring a raffle gift.
3. There will be no bears...I think!!

See you August 10 at Jon's Bear Club!

Fred

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2010 Sequoia Region Board

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



SEQUOIA REGION

Sequoia Region Calendar & Zone 7 Events

Sequoia Region PCA & Zone 7 Calendar of Events

Includes some Zone 7 events, for the full Zone 7 calendar, visit <http://www.zone77.org/>

August 2010

Date	Event	Location	Contact
2nd	Monthly Board Meeting	Home of Margie & Jack Back	
10th	Monthly Dinner Meeting	Jons Bear Club	Christine Richard (559) 645-0501 Richardcmr@hotmail.com
TBD	Sequoia 2-day Wine Tasting	Sonoma	Dave Ogden (559) 250-1611 dogden@mvphdratech.com
13 - 15th	Monterey Histories	Leguna Seca	http://www.mazdaraceway.com

September 2010

Date	Event	Location	Contact
6th	Monthly Board Meeting	to be determined	
14th	Monthly Dinner Meeting	The Manhattan	Christine Richard (559) 645-0501 Richardcmr@hotmail.com
10th-12th	Cherrie Jubilee Track Day	Laguna Seca	
13th	Drivers Education	Laguna Seca	
9th to 12th	Escape (the west-coast parade)	Kamloops British Clombia	http://www.pca.org/
19th	Sequoia PCA Tour/Picnic	Courtwrite	David Crabtree doclcsw@gmail.com
26th	Sequoia Auto-x	Kerman	David Crabtree doclcsw@gmail.com

October 2010

Date	Event	Location	Contact
4th	Monthly Board Meeting	Home of Dave & Tami Odgen	
9th	Oktoberfest	Home of Dave & Tami Odgen	Dave Ogden (559) 250-1611 dogden@mvphdratech.com
9th & 10th	Zone Auto-x (hosted by SQA)	Kerman	David Crabtree doclcsw@gmail.com
TBD	Sequoia PCA Day Tour	Yosemite	Dave Ogden (559) 250-1611 dogden@mvphdratech.com

November 2010

Date	Event	Location	Contact
1st	Monthly Board Meeting	Home of Wayne Hotzakorigan	
9th	Monthly Dinner Meeting	Elbow Room	Christine Richard (559) 645-0501 Richardcmr@hotmail.com
TBD	Sequoia PCA Day Tour	Coulterville - Chili Run	Dave Ogden (559) 250-1611 dogden@mvphdratech.com

December 2010

Date	Event	Location	Contact
6th	Monthly Board Meeting	Home of Fred & Nancy Scott	
18th	Annual Christmas Party	Downtown Club	Christine Richard (559) 645-0501 Richardcmr@hotmail.com
	No Local Tours		

Be sure to check out the new Zone 7 Website for more details about Zone Events

<http://www.zone77.org/>

SEQUOIA REGION

"Retrospective" – by Margie & Jack Back, Historians

Auto Crossing – fun or what?

Let your car “do its thing” while you have the time of your life!



The Porsche car was built for speed and high performance. Continual fine tuning has kept it at the top of its class and marketability. Porsche owners have always thrilled at pushing their cars to the nth degree of their driving skills and happily declaring that the car could still do better. Auto crossing provides a venue for both car and driver to “strut their stuff” while facing a self-imposed challenge against the clock.

Names like Dick Smith, Jim Kilpatrick, Bud Hogue, Milt Minter, Jon Koobation, Forrest Young, Gary Solley, Dick Broemmel, Steve Olson and numerous others come easily to mind. Over the years many of our members have loved auto crossing. Some then moved on to club or solo racing. Right now interest in this sport seems to be on the upswing and there are wonderful stories out there to share.

I have chosen this month and next for this topic because our Region is making plans to host a Zone 7 autocross in October. It will take many hands to help on that day – not just those who will go out to drive. We can anticipate an exciting experience so think about offering to help.

Don Pitman is one who loves the challenge of autocross. He said he has been a “speed freak” all of his life. He started out road racing while at Santa Rosa Junior College. His friend had a 4-cyl Austin Healey and Don raced it at the airports in Santa Rosa, Petaluma and Cotati. The airports were shut down and a track defined with cones. He went from there to motorcycles, until he flew off one going 90 mph. At one time he had a flat-bottomed boat which he drag-raced at Ming in Bakersfield, Chowchilla Lake, and Millerton. It was strong enough to be used as a ski boat, pulling up as many as seven skiers at a time. When Don joined the Porsche Club in 1981 he started auto crossing. He drove his 1973 914 4-cyl and later a 1970 914-6. He also drove a 911, but he preferred the way the 914 handled. He did time trials, in one year he ran in seven races winning all seven. He has done club racing at Laguna Seca, Sears Point, Button Willow, and Las Vegas as a part of the Porsche Owners Club of the Los Angeles area. At the 1994 Parade in Portland he had an “incident” running against a 944 while going 135 mph. (Ask him for details of that day.) He has wonderful stories to tell.

Dr. Forrest Young loved everything about auto crossing and racing. He first got involved after he finished dental school and went into the military. He and Nancy were stationed near El Paso, and they bought an Austin Healey. He got into hill climbs, auto crossing, gymkhana (a timed contest featuring a series of tests of driving skill), and rallies. When they had their first baby with its responsibilities, he had to quit with the racing (temporarily). Later when they moved to Fresno he bought a 1958 Porsche 356 Speedster and began auto crossing in earnest at shopping centers and other locations. There was no preparation: they just got in the car and drove. During the ‘60’s he did a lot of road racing, even won some trophies. Once when he was racing at Laguna Seca, he and Milt Minter were standing around talking and Steve McQueen walked up to them and entered their conversation, apologizing for butting in. They assured him it was all right and as they talked, Milt’s race was called and he had to leave. Forrest and Steve continued talking and the cameras swarmed ... lots of pictures were taken of Steve with Forrest standing right by him. Later when Forrest’s race was called and he walked away, strangers who had seen all of the attention came up to him and said “Who are you? I can’t seem to place

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"Retrospective" – by Margie & Jack Back, Historians



you..." (His big day of fame!) He raced at Sears in the very first race at the opening of the track. Once, while racing at Sears, he was driving his car and hit the wall at Turn 11, but just kept right on driving. His mom happened to be along at the race, and he asked her later if it had scared her to see him hit the wall. She said, "No, I figured you knew what you were doing." His regular mechanic was Gary Solley (more on Gary later) who prepared his car every time and went to the races with him. The first car he raced was built in a group of eight cars following the 1958 factory run was completed and which had some

special preparation for these to be used for racing. Forrest wasn't pleased with the Carrera engine and took it out and built an engine for racing. A while back he got a phone call from a man in Belgium who says he now owns the car. This owner flies the car back to Campbell, CA, to Jim Wellington for servicing.

Tony Maslowski thoroughly enjoyed entering his car in autocross and other events. He ran the entire Zone 7 autocross series three years in a row, during the late '70's, in his yellow 1971 914-6. One of those years he was 2nd over all in the Region. The only one to beat him was Terry Zacone. He also participated in a number of Zone 6 events and hill climbs. He won Men's Overall at Silver Sage Region's Bogus Basin event in Boise, ID. Another time he took part in an autocross event called a Porsche Weekender in Whistler, Canada. He served on the national board for Porsche Club of America and remembers playing blackjack and having lunch with Dr. Porsche at the San Diego Parade in 1977.

From the May 1965 Zeitung..... Hanford Autocross and Fun Day

"How soon are we going to do it again" seemed to be the most asked question after the drivers school and testing and tuning session at the Porsche Fun Day. A good time was had by all, although a couple of coupes limped home. Everyone there had a chance to burn up the track a little and learn some new techniques. The autocross sponsored by our club at the track on April 11th turned out to be quite a show. Heavy rain the two weeks before the event had rumors of cancellation circulating in spite of the two flyers, radio time and excellent newspaper coverage promoting the event. Some 110 entries were accepted while crews swept water from the track and tried to get the clocks working. The clocks were not functioning due to a power shortage and Dr. Francis graciously offered our club the use of the generator on his Dodge trailer home, thus saving us from total disaster. Carl Kassabian and Dick Nall were the chairpeople.



There will be more stories of our members and former members next month from the exciting world of auto cross and racing. At our August dinner meeting at Jon's Bear Club, **Jon Koobation** will be telling some of his stories and you will be able to ask him questions.

Call me with your story - Margie

SEQUOIA REGION

New Membership & Milestones

Welcome to Our New Members - 2010

Susan & Luke Bianco • 2010 911 S • June 2010
Mary & Tim Fike • 2006 Caymen S • May 2010
Winston Scott • 2008 Red Caymen S • April 2010
Gary & Loraine Dorman • 2005 Black Carrera • January 2010

Five Year Anniversary – Joined 1995

Brant & Debbie Draper
Vince Nolletti
Mike & Elijah Mullins
Pablo Aleman
Pauline Wooliever
Leslie Beltz

Ten Year Anniversary – Joined 2000

Christopher Rose

Fifteen Year Anniversary – Joined 1995

Tito & Linda Balling

Twenty Year Anniversary – Joined 1990

Sue Green

Twenty-Five Year Anniversary – Joined 1985

None

Thirty Year Anniversary – Joined 1980

Melvin & Evelyn Dias

Thirty-Five Year Anniversary – Joined 1975

Clint Cummins

Forty Plus Anniversary – Joined 1970 & Earlier (WOW!)

Frank & Phyllis Devin 1967
Carl & Diane Kassabian 1963



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Mammoth Mountain—by Dave Odgen

The Tour was awesome!

We had only 4 cars depart Fresno (Lawrence/Lisa, Bruce/Debbie Ekert, Bob /Elaine Bender) around 9am on Friday. We headed up to Merced then over to Sonora for lunch at Diamondbacks in Old Town. After gassing up we headed across the Sonora Pass which is a very little used road but the surface conditions are great. We made it over to 395 and dropped down from there in to Mammoth Lakes.

Later That evening, we meet the Cayman group at a meet and greet at the Westin Hotel. There, we hooked up with two members from Fresno – Randy and Joye Plaughter and Ron & Sharon Reese who came over the Tioga Pass earlier in the day. The Cayman group had members that lived in Mammoth and was lead by Mark Coronado who spoiled us with reserved parking at all restaurants whether it was breakfast or dinner. We all went to dinner together at BURGERS; a local favorite.

Saturday we meet for breakfast and then took a tour of the area which included a view from the vista that overlooks the Ritter range and the head waters of the San Joaquin River. Then we drove up the hill for a drive around the Lakes which are spectacular!



We headed in for a quick lunch and after that we did a “spirited” tour that headed out to Benton and on the way we had some rollers that were steep enough to rub your cars nose into the asphalt. A very fast roller coaster, never been on a road with so many of these in a row!

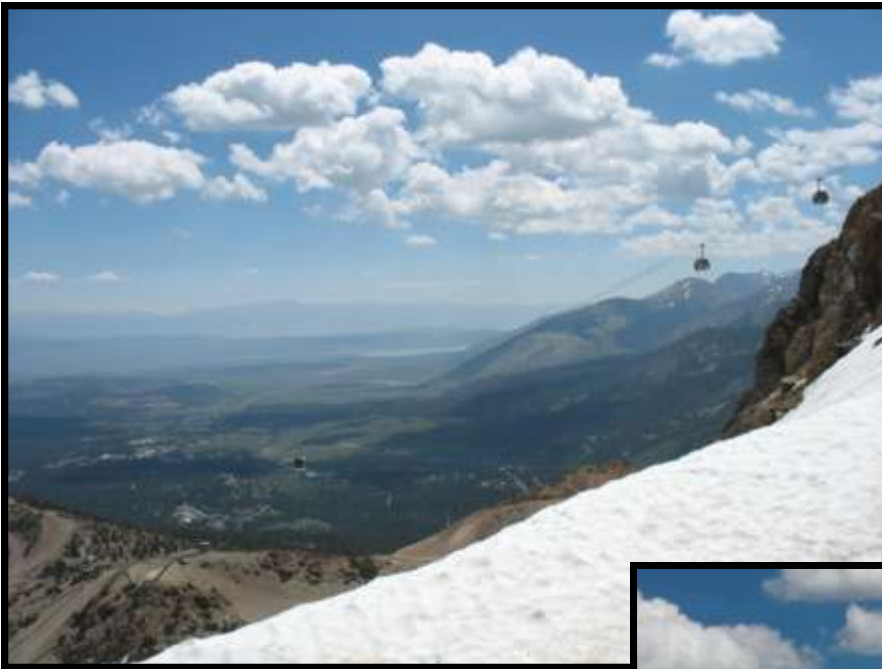


We had to jam back for our cars had to be washed for a car show at the Village right in front of the restaurant we had plans for dinner , Gomez’s. They really took care of all 18 of us and the food was spot on.

Sunday was our slow day with breakfast together then up to the top of Mammoth Ski Resort in a gondola ride to the top. From there you got a 13,000 ft. 360 degree view of everything within 100 miles of you. We then bought sack lunch and headed up to Tioga Pass where we had a nice cool (65 degrees) lunch at Tenaya Lake.

SEQUOIA REGION

Mammoth Mountain—by Dave Odgen



Instead of going out the Yosemite floor to Oakhurst we took the 140 to Mariposa to bypass 15 miles of road construction in Wawona. This turned out to be a great idea for no traffic and smooth roads got us back into town within 5 hours of leaving Mammoth.

Many thanks to Mark! And we look forward to next year's tour together.

DAVE OGDEN



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P O R S C H E

Home Maintenance Project - *continued...*

Porsche 944 Maintenance Project – Koni Rear Shocks & Front Struts

As my car has aged, the suspension has gotten a little softer each year and the body roll has increased. New shocks and struts were in order if I was going to keep up with the competition and take the turns as my Porsche has always like to do – fast & in control.

My car was originally fitted with Boge shock dampers and while Boge makes a very good product, there are many options out there to improve handling. I chose to install Koni adjustable front struts and adjustable rear shocks.

Seeing as I have done most of my automotive maintenance for most of my life, and shocks “usually” are just a couple of turns with a wrench, I would install my front struts myself and save a few bucks – how difficult could it be?

I started out by ordering my new struts and then inquiring on the various auto forums regarding the procedure. I know struts are a little more difficult than shocks but I can usually tackle any job.

The first post I found on the internet listed all of the tools needed; socket wrenches, spring compressor, floor jack, and a hack saw....excuse me, did that say hack saw? I repeated my search until I could find the proper directions. Every time, referred to using a hack saw to saw open your old struts. This gave me an uncomfortable feeling and I was wondering if maybe I was in over my head. The last thing I wanted to do was cut perfectly good suspension components with a hack saw.

Luckily for me, I called a shop that I have been buying parts from for several years, and the head mechanic settled my nerves by explaining the procedure to me (and yes, it involves removing the old struts and cutting them in half with a hack saw). I decided to take a weekend and go for it.

Below is my pictorial of my project. It turned out to be much easier than I was expecting and the end result is a car that can take the turns like never before.



1): Using a scribe, mark the position of the old struts before removing from the car. This will help to keep the car in alignment after reinstalling—However, a professional alignment will still be necessary.



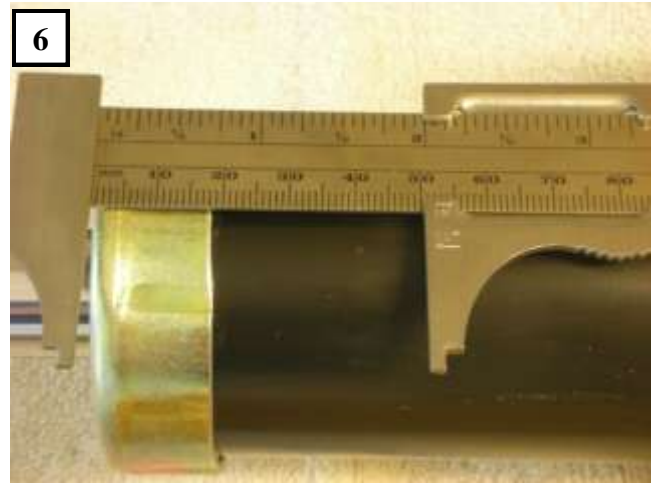
2): Using a spring compressor to “safely compress the springs. Always use a spring compressor as the compressed spring will have tremendous energy—enough to cause great injury (or worse).

P O R S C H E

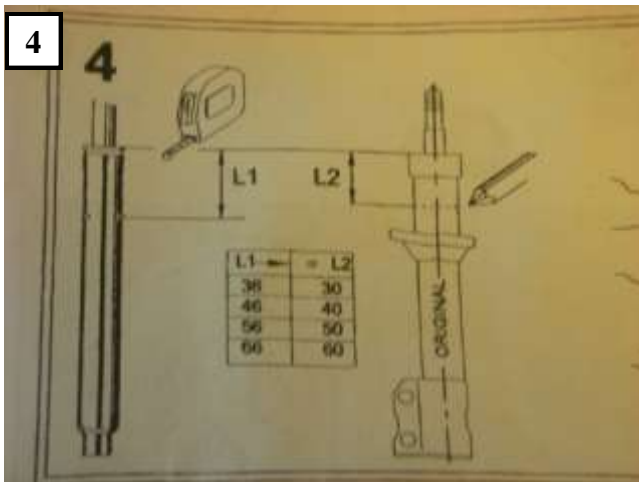
Home Maintenance Project - *continued...*



3) New Koni Strut next to old Boge Strut. The new insert will be fitted into the old housing.



6) Mark 50mm on ole strut housing & scribe a line around strut. This is where you will cut the strut.



4) Are you kidding? These are the instructions that came with the Koni's—not one word of English & this is it.



7) Mark with tape the 50mm measurement. This is where the hack saw comes into play. (remember, measure twice, cut once.)



5) Measure the indentation on the Koni from the top of the strut. In this case, 50mm distance from top to the marking.



8) Using a punch, mark a hole dead center in the bottom of the strut housing. Drill a 14mm hole.

P O R S C H E

Home Maintenance Project - *continued...*



9 Drain old fluid from strut housing after drilling a hole in the bottom of the strut housing.



12 The new strut will be fitted into the old housing and secured with a bolt.



10 Here goes....Cut the strut with a hack saw at the prescribed mark (50 mm from the top)



13 All done & ready to install back into the car.



11 Compare the old housing to the new insert. The bump on the new strut will be pressed into the old housing tightly.



14 Installed! I also installed new 200lb springs. This will lower the car 1" and increase spring rate slightly.

P O R S C H E

Home Maintenance Project - *continued...*



Installed with removable adjustment knob showing.



Ready for Auto-X

A Very Sad Note.....

Grace Crumley of Paradise, CA died June 18, 2010 at age 78 after a long battle with Parkinson's disease. She is survived by her loving husband of 58 years, Oran K. Crumley and her brother Bob Milbourn. Grace was born in Oakland, CA but was raised on a farm near Dos Palos in California's San Joaquin Valley. She and her husband had first met as juniors at Dos Palos High School in 1949. They moved to Oroville in 1967 and then to Paradise ten years later.

Grace very much enjoyed participating in sports car racing and gemology hobbies with her husband during and after his retirement from pharmacy. Together they were active and long-time members of Porsche clubs. Grace and her husband joined the Porsche Club of America in October 1958 and were charter members of the Fresno (now Sequoia) Region.

The memorial service will be held at the Paradise Adventist Church's Fellowship Hall, 5720 Academy Drive., Paradise, CA on August 7, 2010 at 4:00 p.m.

Burial will be at the Dos Palos Cemetery. In lieu of flowers, contributions in her memory can be made to Paradise Hospice, Feather River Hospital, 1289 Bille Road, Paradise, CA 95969.



PCA SEQUOIA

Dinner Meetings, Raffle, etc..

Dear PCA Members.

Each month, the club has a dinner meeting at a local restaurant. To spice things up and make our dinner meetings more fun, we always have a raffle.

Many of our members, old & new, may be wondering - where do the prizes come from & what do we do with the money? The prizes are donated from our members (you and me). Tickets are sold at each meeting and the prize money goes into the PCA Sequoia Bank Account. We use this money for charity and to help supplement special events like the annual Christmas Party, awards, etc..

50% of all raffle proceeds go into a special account and will be donated to a charity at the end of the year. The National PCA also contributes by giving us matching funds.

So if you can, bring a prize to the dinner meeting, or just buy raffle tickets, or do **both**. **It's for a good cause and adds a little spice to our dinner meetings. Prizes** should be wrapped or in a gift bag or some type of packaging.

Special Request: Our Oktoberfest party is just around the corner. We are asking that anyone who can donate any raffle prizes for this party to please bring them to **the August & September dinner meetings. We'll set them aside for Oktoberfest.**

In addition, Ann Fry will be putting together some beautiful gift baskets to be raffled off at the Oktoberfest Party - she can use all sorts for items for these baskets; Wine, auto goodies, gift certificates, cheese, crackers, and anything else you can think of - so if you can, bring something for the gift baskets. Ann will be collecting items at the next two dinner meetings.

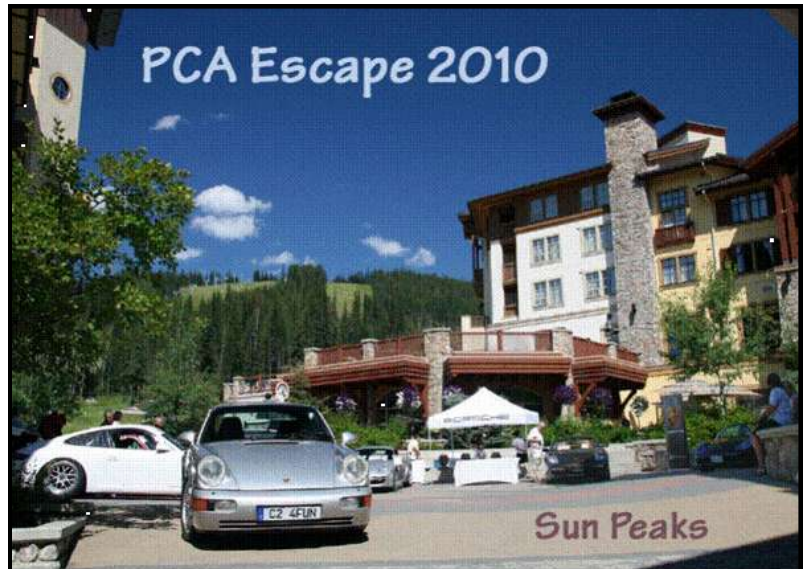
Thanks,

Vern Simmons

PCA ESCAPE

British Columbia, Canada

Your destination is the beautiful [Sun Peaks Resort](#) in the scenic heart of British Columbia, Canada. Hosted by the [Canada West Region](#) of the Porsche Club of America and supported by all of the Zone 6 Regions, Escape 2010 will let you discover the warmth and hospitality of this great year-round mountain destination, located close to the city of Kamloops, in the Thompson-Okanagan Region of BC. This area is world renowned for its exquisite wines, a warm micro climate that promises little rain and fertile soil to produce some of the best fruit in the world, great golf, outdoor adventures from hiking to river rafting, spectacular scenery and what we consider the best Porsche driving roads on this side of the planet!



You will experience the benefits of the long tradition of the famous Canada West Weekend held both at Whistler and at Sun Peaks. Escape 2010 at Sun Peaks Resort will build on 27 years of experience hosting our annual event. In the spirit of "Escape," we are lightening things up by eliminating competitive events like Autocross and a judged Concours that our Canada West Weekend has traditionally included. As PCA intended, our Escape will be a low-stress high-fun alternative to Parade; a weekend of non-competitive [Events & Activities](#) in a Porsche-friendly locale with driving tours, social activities, a show-and-shine and a special emphasis on enjoying local culture and cuisine with all your great Porsche friends. We promise to deliver an unforgettable experience and memories that will last a lifetime.

Getting there is an event itself! With the resort easily accessible from the western provinces of Canada and, at only 4 hours from the US border, an easy jump from the northwestern US. You can choose your route to take advantage of scenic highways or twisty back roads as dictated by your driving mood. To help you plan your trip we'll have lots of options for roads and accommodations detailed on this site over the next few months.

Now that we've got your attention just do a couple of simple things to make sure you keep this event on your planner. First, bookmark this site now so you can check back regularly for details, and next, sign-up for updates to get timely information about registration and event activities. As we carry on with our preparations, keeping the best of our traditional events, enhancing them and adding some special magic, start making your plans to be here when we kick off an "Escape" that will be a truly memorable experience, certainly "worth the drive" from wherever you are to Discover British Columbia, Canada. We look forward to welcoming you!

<http://www.pcaescape2010.com/>

PCA Escape 2010 is September 9th to 12th



SEQUOIA REGION

2010 BOARD OF DIRECTORS

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• Vice President— Dave Ogden
& Tour Director

• Secretary—Nancy Scott

• Treasurer—Vern Simmons
& Zeitung Editor



• Member—Shari Walker

• Member—Wayne Hotzakorgian

• Member- David Crabtree
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