



ZEITUNG

PCA-SEQUOIA REGION



September 2010



AUTO-X: Thomas Lockton at Kerman Auto-x in his 1969 912

Road trip to Courtwright Reservoir
the Annual Equinox Potluck



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

FRED SAID

The Presidents Message: by Fred Scott



Our autumn has been off to a busy start with the Equinox Tour to Courtwright Reservoir. Eleven cars led by David Crabtree had a fun and exciting tour with a picnic lunch for this annual event. Sunday's autocross brought out a good crowd of track enthusiasts. Thank you to David Crabtree for his autocross leadership, announcer, Roy Frye and to timers, Zoe Crabtree and Tammi Ogden and clan. A special thank you to Margie Back for the coffee and pastries!

The Oktoberfest is coming up Saturday night, October 9. I hope you will join us for German food, music and, of course, beer and wine, along with socializing with your Porsche friends! Guests are welcome. The price per person is \$25.00. We need you to make your reservations by Friday, October 1st. You can make your reservations with either Christine Richard at (559) 645-0501 Richardcmr@hotmail.com or with Vern Simmons at (559) 240-6224 VernSimmons@Comcast.net Remember to bring your raffle items and there will also be some special raffle baskets!

In conjunction with the Oktoberfest, our Sequoia Region is hosting a two-day

Zone 7 autocross series on Saturday and Sunday October 9 and 10 at our Kerman site.

Go online to register:

<http://www.motorsportreg.com/index.cfm/event/event.advert/uidEvent/3E...>

F391-FA73-184B7D5A7E2AF871 Even if you don't participate in the autocross, you are invited to come out and watch the competition. Remember to bring a chair, snacks and drinks.

It was a fun gathering of old and new members at The Manhattan for this month's dinner meeting. We had some great raffle prizes and some excited winners! Thank you to Marilyn Pierce for taking care of this month's reservations.

We have 2 more day tours coming up. The October 30th destination has yet to be finalized. The November 14th tour will be the Chili Run to Coulterville. Details to follow. Looking ahead, the November 9th dinner meeting will be at The Elbow Room and our Holiday Party will be at The Downtown Club on Saturday, December 18. I hope I will see you for some OOMPAH fun at the Oktoberfest and zooming along at the autocross.

.....*Turbo Fred*

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2010 Sequoia Region Board

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SEQUOIA REGION

Sequoia Region Calendar & Zone 7 Events

September 2010

Date	Event	Location	Contact
13th	Monthly Board Meeting	Meet at the Elbow Room	
14th	Monthly Dinner Meeting	The Manhattan	Christine Richard (559) 645-0501 Richardcmr@hotmail.com
10th-12th	Cherrie Jubilee Track Day	Laguna Seca	
10th	Drivers Education	Laguna Seca	
9th to 12th	Escape (the west-coast parade)	Kamloops British Columbia	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
30th	Sequoia PCA Day Tour	180 to 245 - Kings Canyon	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
14th	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!

Part 2 in this series

Copied from the Zeitung, March 1965: PCA'ers bring home the hardware! On Sunday, Feb. 7th, on a beautiful balmy day, a small contingent of PCAers registered and ran in the first Championship Autocross of 1965 at the Hanford Speedway. Kings County Sports Car Club, using an open (no pylon chicanes) 1.7 mile road race track, registered just under one-hundred entrants including five Cobras from Los Angeles. Early in the morning a Renault 4CV rolled onto its side on the course's tightest turn. Then in the afternoon a TR-3 spun on a banked turn and hit the wall. No injuries, and fortunately the damage was minimal on both cars. Spin-outs were numerous all day long and Porsche drivers were among the many. Our club members brought home half-dozen trophies, including Milt Minter (as usual) turning Top Time of the Day in a 100cc Genie Cosworth flat head, beating the best Cobra by 3 seconds. Everyone had fun – but there were too few of us. Come on now, gang (ladies, too), let's grab some of those championship points." Sounds fun, doesn't it?

Kevin Molineau got a taste of autocrossing (before he even bought his own Porsche) driving a MGB, and another time, around 1993-94, he went with Debilyn's dad to an autocross in Stockton, and on the first run drove her dad's 911 and beat him! Later when he bought his '74 silver 911 he really got serious about autocross. For a number of years he and Debilyn both drove in all of the Zone 7 series runs, and both of them regularly won their class. He began running in the local BMW club's autocrosses, and was winning with his Porsche. One time at a BMW autocross at the Visalia airport the course had been set up in cones, and then outside the sweeper portion was lined with hay bales. Kevin was driving (with Lance Greenwood with him) and as he came around he ran out of corner on the outside and got the car stuck between hay bales. To make it worse, on a second run he did the same thing again! Debilyn just happened to have the camera ready and the photo made the cover of the Zeitung.



Bob Madrid - 1974 Porsche 914

Kevin has attended four Parades (Steamboat, Sacramento, Hershey and San Diego) and has won trophies for concours and for tech, but has never gotten the autocross trophy. At the Hershey Parade he competed in a 944 turbo owned by a Zone 2 member. In Zone 7 competition he has regularly been a winner. In 2001 he won the Zone 7 autocross series and the concours series (in the same car), as well as the Dave Catrell award signifying "spirit of concours" and the Enthusiast of the year award. Four trophies in one year!

Gary Solley was extremely involved during the 1970's, mechanically preparing cars for those who drove. For 13 years he worked with Forrest Young. When Forrest retired from racing, Gary stored Forrest's car in the paint booth at his shop. It sat there for five years untouched. Then one day the Porsche club was hosting an autocross at an abandoned air strip out by Madera and Gary was invited out to help. He thought – what the heck – why don't I take the car out and run it. So he put in a battery, filled it with gas, and took off. The tires were hard and the shocks were frozen but it ran! They had a really fun time! Gary is part of the rich driving history of this Region, and especially when we think of others such as Steve Olson, Ed Sweeney, John Lichti, and Jon Koobation. He and Devonne still live in Fresno and maybe one day they'll come back for a visit.

Gene Gilpin joined this Region in 1973, following his years of service in the Air Force. He and Cheryl owned a '67 911S, and have been "owned" by at least 30 other Porsches since then. One of their former cars, a dark green 356A, now resides in the Porsche museum in Stuttgart. This car won the Honorary Judges Award and the Spectator's Choice Award at the Portland Porsche Parade in 1980. In 1981, at the Ashville, N.C. Parade, they won the Porsche Family of the Year award. Gene once served as the Zone 7 Rep. In 1990, he chaired the 35th Porsche Parade in Monterey. The September 1990 Panorama said this: "Some seriousness. Some socializing. Some fun. Camaraderie. Fellowship. Enjoyment of Porsches with friends. This is what Parade is all about. Gene Gilpin and his cast of thousands refined the Monterey Porsche experience into the perfect Parade."

SEQUOIA REGION

"Retrospective" – by Margie & Jack Back, Historians

Gene's first autocross was in Germany, 1970, in a '68 911T. The event was at the airbase, and was sponsored by ADAC (German equivalent of AAA). He won his class, and was hooked. He couldn't bring that car home (no smog), so he bought a '67 911 S. He auto-crossed that car extensively, but eventually decided to go with a 914. He says, "I found a beauty, and got it from Mike Willis (SVR). The car was great (flared fenders, racing slicks, huge whale tail, and all the rest of the good stuff) but I had to make it better. Eventually, it became a barely-legal street rocket, with race tires, full roll cage, and more. I won a lot of autocrosses with that car, but never took TTOD. Then, I made the "mistake" of going to Golden Gate Region's Time Trial series. I was in heaven. I got to drive Laguna Seca, Infineon (Sear's Point), the old course at Riverside, and Willow Springs. I let my son Kevin drive it and he consistently beat me. I had to give it up when it came time to chair the 1990 Parade."

A Long Time Coming – David Crabtree's story in his own words

(David joined PCA in 2006 and is currently our Competition Chair)

I still remember the first time I saw a Porsche 911, those soft curves, its low stance, and the unforgettable sound of that air-cooled boxer six. Over the years and through the various incarnations of the developing Porsche legend, my friends and I would vie for fantasy ownership of the fastest and the coolest. I vowed "one day." Who knows? If not for the onset of my father's obsession with sailboats, I might have developed my passion for competition in wheeled vehicles instead of water vessels. I began racing sailboats in 1968. Too young to own a car and already in possession of a fiberglass "mini-yacht" my eyes and heart were diverted – for a while.

In 1979 I received my first Porsche. It was a gift from a girlfriend who knew of my Porsche lust – a Matchbox 924. We had a good laugh. Though we remained friends, the girlfriend was not around long. I kept the car for years. The fantasy became a dream. And, while many dreams come and go, very few are recurrent. Somewhere along the way I developed the erroneous idea that the Porsche was a "rich man's toy." My dream had been threatened and was nearly banished, once again, to fantasy land.

In 1982, after a few near misses while riding my two-wheeled chariot home from a summer school chemistry class, I took ownership of a 1973 bright red Karman Ghia – the "poor man's Porsche." This was my first two-seater. I drove that car nearly a hundred and fifty thousand miles up and down the coast of California, over and through the mountains to and from college in Colorado Springs. She carried skis, books, backpacks and rock-climbing gear on numerous adventures. I developed a special relationship with points, tappets, and unleaded heads while taking care of the daily and major maintenance.

As the end of 2005 approached I decided that I really like yellow sports cars and that my fantasy of owning a Porsche shouldn't keep me from driving a cabriolet. I'd been driving a small Acura two-door coupe for a few years and decided it was time for a change. I was sure, after reading reviews and looking at pictures, that I could make the move. I was in the market for a yellow Honda S2000. The Porsche was still a fantasy. If not for the accidental, the universal chaos known as chance, or via divine intervention, I might still be dreaming of Porsche ownership.

January 15th, 2006, my Acura was getting new brakes at the dealership. I arrived to pick her up finding that she was still in the dressing room getting all gussied-up. With a few minutes to kill, I wandered the lot until I came upon a Porsche Boxster. There I stood starry-eyed, probably with drool on my chin. I was surprised the salesman had to ask, "You want to take her for a spin?"

January 18th, 2006, about 5:30 p.m., on my way to a meeting in Sacramento, I received the keys, leaving the small Acura behind. We got to know each other as I drove her through a downpour ... north along highway 99 ... in the dark. Three days later, top down, sun shining, wrapped in the warmth of my winter parka, smiling from ear-to-ear, I headed home with my shiny, speed-yellow, low mileage, 2001 Porsche Boxster. Sometimes dreams do become reality.

Got a story you'd like to tell? Call Margie.



Vern Simmons - 1988 Porsche 944

SEQUOIA REGION

New Membership & Milestones

Welcome to Our New Members - 2010

Gavin Malhi & Kristina Maliach • 2000 Green Boxter • Aug 2010
Tina Mathis • 2008 Orange Boxter • Aug 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 2005

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



New Members - Dave Kurata & his wife (so new, they're not on the official roster yet, I apologize if names are spelled wrong.



New Member - Gavin Malhi

SEQUOIA REGION

Courtwright Reservoir—by Vern Simmons

What a spectacular trip.

We had a good turnout with 11 cars for our annual equinox “Courtwright Reservoir” trip. The group was led by David Crabtree in his speed yellow Boxter and had no shortage of excitement.

We met at Starbucks at 168 & Temperance where we had a few minutes to socialize and of course, drink our morning lattes. Our route took us up tollhouse road and then cut off on Sample Road. After many miles of rolling hills and beautiful scenery, we paused for a short bathroom break at Humphrey’s Station (a great local restaurant) and let the rear of the group catch up.



Our original plan was to take Old Tollhouse Road up to Shaver but your government tax dollars had the road covered in brand new gravel & asphalt which meant for slow driving. We decided to flip a u-turn and take the 4-lane up to shaver and then a short detour to see the big Sequoia's.

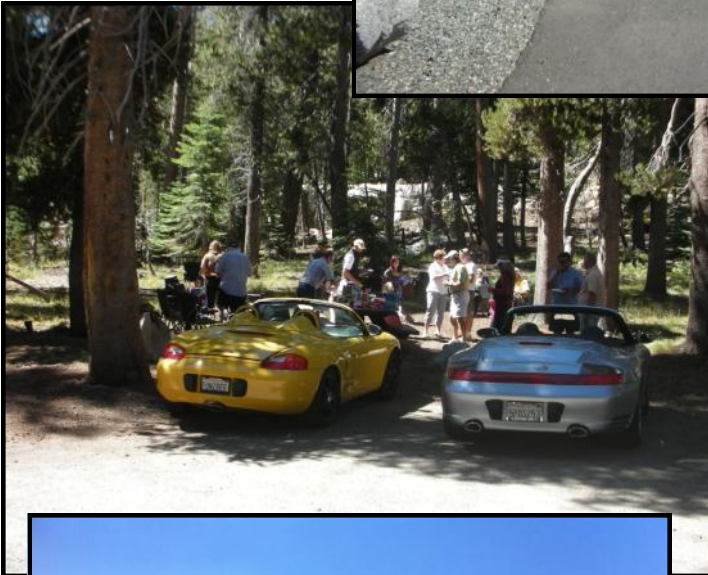
On to Courtwright Reservoir which is just past Dinky Creek where we enjoyed a relaxed potluck picnic. We had all kinds of good food to eat and plenty of deserts too (perfect for the winding road back).

SEQUOIA REGION

Courtewright Reservoir - by Vern Simmons

This concluded the formal part of the trip and we were on our own for the trip down. However, that didn't stop most of us from driving together and we had a very "spirited" drive down the mountain.

Although I had a stiff neck on Monday from gripping the steering wheel and leaning into every curve, while chasing Darrick Duerksen's Polar Silver C4S – it was well worth it! I had a blast.



PORSCHE

Tech & Safety - *by Pedro Bonilla*

In this chapter of our tech articles, let's talk about a slippery subject: **Engine Oil**.

And I mean slippery in the full sense of the word because it has been the subject of many, many discussions and opinions. Therefore I'll try to stick to the facts.

Engine oil is mainly a lubricant, but it also serves several other important functions such as: cooling, cleaning and protecting from corrosion the different internal engine surfaces that it bathes. To be able to perform these functions, special additives are mixed into the base oil. These additives are mainly: detergents, multi-viscosity additives, emulsifiers, anti-foaming agents, polymers, anti-wear formulations such as ZDDP (Zinc DialkylDithioPhosphate), etc.

But some of these additives, such as phosphorus (contained in ZDDP), which is an excellent anti-wear agent, with time, can also cause damage to the catalytic converters. Because of this, the automobile manufacturers and the emissions-regulating agencies have forced the oil companies to reduce the amount of phosphorus (and other additives) in their oils. Products that meet the new ILSAC (International Lubricant Standardization and Approval Committee) GF-4 Specification, must have phosphorus levels at less than 800 ppm. The ILSAC-G4 Standards was jointly developed and approved by Japan Automobile Manufacturers Association, DaimlerChrysler, Ford and GM.

Because automobiles and internal combustion engines are used in different and varied environments, from the sub-freezing arctic to the scorching desert, the engine oil must be able to adapt to those extreme-at-time conditions. Hence the multi-viscosity feature which means that the oil will have a particular viscosity at low temperatures and another at high operating temps. This is necessary because the oil needs to be thin and circulate through the engine quickly at start up and it must also have thicker characteristics when hot to provide the needed protection at operating temps.

Viscosity, simply put is how thick or thin an oil is at a certain temperature. Viscosity ratings are regulated by SAE (Society of Automotive Engineers). In a particular oil, its viscosity is expressed by numbers and/or letter. There are single grade (single weight) and multi-grade (multi-weight) oils on the market although the majority of our vehicles now use multi-grade formulations. There are also Standard Petroleum Oils, Synthetic Oils and blends of both.

In multi-grade oils, the first number and the letter W (winter) refer to the oil's viscosity when the oil is cold. For example: 0W, 5W, 10W, 15W, etc., where the higher the number the more viscous the oil is at low temperatures. The second number refers to the oil's viscosity at high, operating temperature. For example: 30, 40, 50, etc., and again, where the higher the number, the higher the



PORSCHE

Tech & Safety - by Pedro Bonilla

viscosity for that temperature range. Lately, low viscosity (thin) oils have become the OEM (Original Equipment Manufacturer) norm. This is so, because of two main reasons:

1.- The lighter the weight of the oil in the engine, the less internal friction there will be which in turn allows the engine to make a bit more HP and offer a little better MPG numbers. The main reason behind this is that the auto manufacturers are forced to reach certain environmental CAFE (Corporate Average Fuel Economy) numbers. The down side is that the thinner the oil, the less protection it provides, so there's a very delicate balancing act between an oil's weight and the protection it offers the engine components.

2.- Bearing, piston-to-cylinder and gear-to-gear clearances have become smaller because of better metallurgic and manufacturing methods. Using thicker oils may interfere with oil flow and increase oil pressure. In older (worn) engines it's generally better to use a higher viscosity oil because the clearances have become bigger.

Oil gets degraded with use, mainly because of gasoline and carbon blow-by and because of the high temperatures and pressures it is subjected to. That's why oil needs to be changed on a regular basis, to remove all those contaminants which, if left in suspension, in time will turn the oil acidic, causing then damage (corrosion) to the engine's internals. Each manufacturer has an oil change recommendation for each particular model, which, in my opinion, should be the worst-case scenario for replacing.

When the factory fills a car with oil they don't know under what specific conditions the car will be used, so they use a "blanket" oil: 0W40. Many people tend to stay with what's offered by the factory, thus they will replace their oil with the same, original 0W40 Mobil 1, but based on the above, one should consider one's physical location (weather) as well as the type of driving done in order to select the best possible oil. Many times the particular brand of oil is irrelevant, since they need to be approved under the same regulations, most of the brands have compatible products with each other, and even though the factory recommends using Mobil 1 oils, they also produce a "Porsche Approved Oils List" which includes tested and Porsche-approved off-the-rack oils for different regions of the world.

In our sunny South Florida "paradise" we don't need to worry about the lower end of the thermometer's scale, since it will rarely dip below 50 degrees. Because of this we shouldn't even look at 0-weight oils. Also, the top-end of our thermometer's scales tend to stay high, especially during the long summer months.

I generally recommend to my local customers 10W40 oil and in my car I personally use 15W50. I find that after 100,000 miles, switching to the heavier multi-viscosity formulations gives better protection against wear because of the looser clearances, it also cuts down on rear main seal leaks and on sporadic puffs of smoke on startups.

For my personal car, a 1998 Boxster, Porsche recommends replacing the oil once every year or 15,000 miles, but in my Baby the oil and oil filter get changed every 7,500 miles or less. This formula is working just fine, since I just clocked 193,000 miles on the odometer with almost 12,000 of those being hard track miles.

For the complete Porsche List of Approved Oils and additional information on oil changes and other topics, feel free to visit the DIY pages of my website: www.PedrosGarage.com. Happy Porsche'ing,Pedro

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SEQUOIA REGION

Annual Elections

In accordance with the club's By-Laws requiring that the names for all nominees for 2011 be listed in the September 2010 issue of the Zeitung, the following names are being brought forth by the Nominating Committee:


- President - Dave Ogden
- Vice President - David Crabtree
- Secretary - Susan Williams
- Treasurer - Vern Simmons

Board members at large:

- Roy Frye
- Wayne Hotzaorgian
- Steve Williams

Any member of the club may make additional nominations to the above listed positions by delivering such nominations in writing to the chairperson (Jack Back) at 1096 N Cherry Lane, Clovis, CA 93611. Active, Family, or Associate Members may be nominated except for the offices of president or vice president (where only Active or Family members may serve).

(Note: 1. An owner, co-owner or lessee of a Porsche may be an Active Member. If co-owners are in the same family, only one person in that family may be an Active Member in respect to that vehicle. 2. An Active Member may designate one person in his/her family as a Family Member. "Family" shall consist of spouse, siblings, sons, daughters, mother, father. 3. An Associate member shall be either an Active Member who ceases to own, co-own or lease a Porsche while in good standing or a person employed by a Porsche-oriented business who is interested in this organization.)



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They have grown again. A lot. Want to commute occasionally? **Fine.** Want unlimited mileage? **No problem.** Don't want to pay a deductible? **Ok.** Or pile savings onto savings; set limits for **even bigger discounts.**

There's more. Our new California program also covers race cars, street rods, trailers, classic and custom motorcycles, special interest vehicles (like your Porsche tractor), kit cars and replicas.

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or call toll free 800.237.4722

PCA SEQUOIA

Dinner Meetings, Raffle, etc..

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.

Please bring raffle prizes to the Oktoberfest Party too!

Thanks,

Vern Simmons



Arthur L. Moyé III
Certified Public Accountant

Ph: (559) 759-6693
Fax: (559) 721-1291

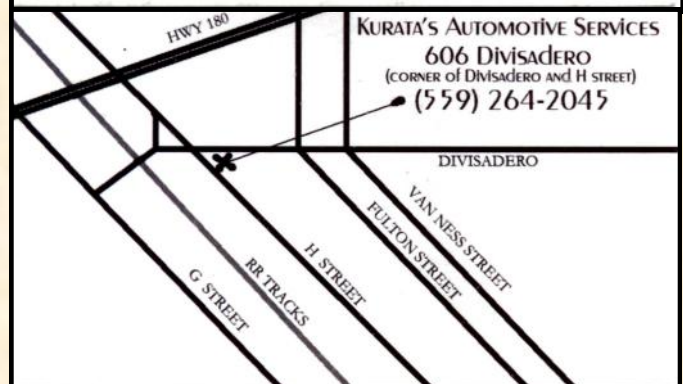
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SEQUOIA REGION

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

