



ZEITUNG

PCA-SEQUOIA REGION



Oktober 2010



ZONE 7 AUTO-X: FRED SCOTT

Margie & Jack Back & Nancy
Scott's Refreshment Stand at
Auto-x



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

FRED SAID

The Presidents Message: by *Fred Scott*



We had a fantastic turnout of 94 Porsche enthusiasts for our Oktoberfest! Dave and **Tami Ogden's backyard became the perfect** beer garden and the weather was as perfect as it gets, including a breathtaking sunset! As the German band played, we enjoyed the brats, beer, wine, and desserts. There were even some people out there dancing!

Please join me in thanking Dave and Tami for their hospitality and the many volunteers who made this a memorable event. Thank you to Annie Frye and Carla Duerkson for putting together those great gift baskets and to those of you who brought raffle prizes and those of you who purchased tickets. Wayne Hotzakorgian and Zoe Crabtree won a free dinner for **next month's meeting for their most authentic traditional** German dress. Jack Back was a runner-up because, as he said, he looked so cute! Our Zone 7 rep, Sharon Neidel, and many other region members enjoyed the evening as well. They especially liked the way our Porsches on the lawn surrounded us!

The two-day Zone 7 autocross competition was exciting for everyone who attended. We had 24 participants on Saturday and 19 on Sunday. The drivers from other regions vying for the 2010 competition points were definitely the strongest contenders. There were participants who came from Reno and Las Vegas. There were also drivers from the Golden Gate Region, Loma Prieta Region, Sacramento Valley Region, Redwood Region, and, of course, from our own Sequoia Region. Our guest drivers really found our short course designed by our Competition Chairman, David Crabtree, far more challenging than they first thought. Thank you to all of our members who came out to set up the course with David. Roy Frye did a great job of announcing. All participants enjoyed the hospitality RV run by Margie Back and Nancy Scott.

The zone members were happy to see that Sequoia Region was once again hosting a Zone event and are inviting us to attend their tours, rallies, autocross, and special events. Nancy and I have met some wonderful people and had great fun while attending these regional events.

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David Bunch, from the Redwood Region, is going to assist us in putting together a Sonoma wine tour next year and David Crabtree says that Golden Empire Region (Bakersfield) would like to do some touring with us! So check out the zone calendar on our website and get a group together to participate. **Remember: It's not just the cars: It's the people!**

Dave Ogden has lined up 2 more Fall Tours for your driving pleasure. The first was the Halloween Tour on Saturday, October 30th that was a very nice fall drive thru the foothills towards Sequoia National Park and ended at the Red Caboose Café on Shaw/Academy for a late lunch. The second tour is scheduled for Saturday, November 14. It will be a day run to Coulterville for some warm chili. Dave wants to assure you ladies that there will be other food choices besides chili!

Our November 9th dinner meeting will be at The Elbow Room in Fig Garden Village. Christine Richard is ready to take your reservation and will have a table ready for your raffle prizes. Our **Holiday party's date has been changed to** Friday, December 10th and will still be held at the Downtown Club. We regret that the date needed to be changed and hope that you can still attend.

Again, thank you to all of you who made a memorable weekend of auto crossing and partying Oktoberfest style.

.....*Turbo Fred*

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OKTOBERFEST

OCTOBER 9TH, 2010



Photo Credits: Steve Williams

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RETROSPECTIVE

BY MARGIE & JACK BACK, HISTORIANS

As we continue our series about autocross, I think it might be helpful for all non-autocrossers to read again the words from our February 2010 Zeitung, written by our Competition Director, David 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 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."

This month we feature three more club members with their "car" stories. I hope you are enjoying this opportunity to learn more about your fellow club members.

This is Merilee Amos' story, in her own words

Tom bought his 912 tan Porsche from Carlson Motors in San Carlos. He met me (**Merilee**) in 1970 and started to let me drive his Porsche a few months later. After we married, I started driving it full-time for about a year. A friend from Control Data gave it the nickname "Pork chop." The name has stuck. After we moved to Fresno, he drove it for awhile, but with no air conditioning and the old 912 "heater" (sort of recycled engine heat); I wasn't thrilled to drive it.

It languished for several years in our garage because it needed MAJOR work. Also, it wasn't so great to put a child's seat in for our son David (who wasn't always 6'3"). Kevin Molineaux re-built it in 2003-2004 and we joined the PCA. I had never heard of autocross, but then we met Debilyn who, as you know, had raced for years and was a champion at it. So, her example inspired me. I just "started out" at an autocross that Kevin and Debilyn were running about five or six years ago at Millerton Lake parking lot. Tom and I shared driving the Porkchop. Kevin was my first teacher and stuck it out with me for 8 runs. I had NO idea what I was doing; I didn't even know that people drove fast! That was probably good--I didn't get too nervous the first time out. On the first run on the course designed by Kevin, I went out of the pylons, but continued with the run. I was quite offended when I was given a DNF (did not finish) because I had gone out-of-bounds. Well, I had never driven in between those things before in my life! I was the last of the last, but I had a goal to shave at least 10% off my time each lap. And I did; at the end I had improved by around 28-30 seconds--obviously I had a lot of "wiggle room." I had a great time and felt an amazing sense of accomplishment.

After that I wanted to do more, and so I went with Tom up to Monster Park or whatever it's called now (Candlestick) for a weekend's School plus Autocross. The first time was in the Porkchop. Again, it was exhilarating, nerve-wracking, exhausting and FUN. The 912 did well on the autocross circuit because it's not so powerful and so was easier for me to maneuver. We did all the maneuvers (I can't remember them, but they are the basics: Skidpad, Figure 8, Slalom, they are all in Secrets to Solo Racing). Slalom was my favorite and everyone in our group was cheering me on during my runs, so I felt encouraged and supported. And that made it all the more fun.

The third and last time I autocrossed was, again, at Candlestick. (We had given our 912 to our son David.....don't you know, you should never SELL your first Porsche.) We went up with a larger group and had

RETROSPECTIVE

BY MARGIE & JACK BACK, HISTORIANS

our first Boxster. It was fun to drive. It was, actually, a repeat of the one a year earlier, but all of it was so new, that I thought it would be worth it--and it was. I was glad to find out that I had actually learned stuff from the first time and could run with it the second time. One great memory was when one of my instructors told me, on the second run of the "Brake and GO" (can't remember the name) to run toward the end about 5-10 more feet and then turn the 180 degree turn and take off. I was determined to do just that and not bore him to death--so I gave it all I could and was thrilled to hear him say, "I like what I just saw!" OK! (That may not sound like much of anything, but when you are heading right at something at, say, 25-30 miles/hour and you are not stopping, but still going strong, it sure looks different than regular driving!

I quit after "talking and tango-ing on tabletops in San Miguel de Allende, Mexico, and tumbling off." I think that makes a better story than the real truth of what happened when I broke my wrists while in Mexico. I just have never gotten back into it. And, now we've sold our second beautiful Boxster for our first beautiful E-class, which even though is the Sports model, probably won't see an Autocross.



Yes, Tom autocrosses also and is "one with the machine" and always does extremely well. So, he's always in the top finishers and I was always in the last ones. But, who's really paying attention to that if you are having a great time and trying something you never, ever, thought you would do and are lucky enough to be able to do something outrageous? Safely? How many people on the planet, really, get this kind of an opportunity?

Leon Malding is a new member of our club, having joined this past year together with his wife, Jan. He got his first Porsche, a 914, as a gift. It had a body, but no motor! Then his friend, Steve, purchased a new Mini Cooper in 2004, and together they converted it to a road race car. Leon sold the 914 and focused on the Mini. They ran it in the Silver State 90-mile race and won in the 115 mph class. They also ran it at Buttonwillow and Thunder Hill. The two buddies made a joint decision to not drive the Mini Cooper on the street. She was just plain too fast.

Then one fatal day, Steve and another friend decided to take her for a spin east on 180 toward Orange Cove. She was handling like a dream until they turned down Sand Creek road. Steve ran off road into the grass, and the Mini's exhaust ignited the extra-dry blades beneath her body! Steve grabbed the fire extinguisher and for about 20 seconds, it looked like he was going to be a hero and save the day. Then the thermostatically controlled electric fan kicked on, and the dry bed caught a second time.



RETROSPECTIVE

BY MARGIE & JACK BACK, HISTORIANS

The winds whipped the flames into a terrifying monster, chasing "Sparky" and his friend uphill while the Mini's melting engine flowed downhill. The car burned to a crisp... a total loss. Furthermore, 26 acres of grass were toasted, an air fire tanker was deployed (complete with supplies and crew), paramedics arrived post-haste... ugly.. costly...tsk! tsk! tsk!

In 2005, Leon met Jan through Sparky and his wife, Julie. Jan never knew that cars could be so much fun! Shortly after they got married in 2006, Leon purchased his 914 back and began to assemble his car with EBay parts, Macco paint, and quiet determination. Dave Odgen invited Leon to his first autocross... and the rest is history. He joined Porsche Club and has continued to improve his ranking in autocross events.

Leon likes all types of speed: autocross, road track, drag racing, you name it! Jan has even gotten him to talk more... and faster! She really understands his love of cars. Leon currently owns a 911SC, three 914s, a '65 Corvette, a '69 Mustang, an '85 Mercedes 380 SL, a 2005 Mustang GT, and a 2003 Ford truck! ...and they lived happily ever after!

Thomas Lockton is one of those who learned to love the Porsche because his family loved it. He started driving his dad's Porsche the day after he turned 16. He actually inherited it when he turned 30. It is a tangerine 1969 912 coupe. His dad (Barry) purchased it new from the dealer showroom of Kendon Motors on PCH Highway. He started autocrossing it when he turned 18, and this is the car he still autocrosses with. In 1994 he took the "Intro To Autocrossing" course at the Fresno Fairgrounds with Fresno SCCA. When asked about his experience with that, he said he was all over the place – sliding, spinning, and hitting cones. He loves autocrossing because he can take the car past its limits in a safe and legal environment. His dad autocrosses too, but the two of them do not compete. He has learned a lot from his dad about driving.



He has autocrossed at Redwood Region, Millerton Lake, Fresno Airport, Castle AFB, and Detroit Lions Stadium Parking lot. He helped design, fabricate and compete in a global collegiate engineering competition called Formula SAE while at Fresno State. He ended up building three race cars between 1999 and 2003 together with a team of students and spent a lot of time autocrossing the race cars locally at the Fresno Airport, Millerton Lake and Castle AFB.

New Membership & Milestones

Welcome to Our New Members - 2010

Obed & Joy Silverwood - 2007 Silver Boxter S
Robert & Anita Scott - 1983 Gray 911 SC
Mark Giesbrecht - 2001 Silver 996
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

ZONE 7—AUTO-X

OCTOBER 9TH & 10TH 2010



Photo Credits: Steve Williams

ZONE 7—AUTO-X

OCTOBER 9TH & 10TH 2010



Photo Credits: Steve William

ZONE 7—AUTO-X

OCTOBER 9TH & 10TH 2010



Tech & Safety

by Pedro Bonilla

The Battery

by Pedro P. Bonilla (GCR PCA)

Our car's batteries use technology invented in 1860 by Gaston Planté and they are of the 12 volt, lead-acid, starting type.

The traditional 12 volt lead acid battery is actually made up of six identical 2 volt cells. Each cell is made up of lead plates of different composition, immersed in dilute sulphuric acid.

Lead dioxide (PbO_2) plates are connected to the positive terminal of the cell and react with the sulphuric acid (H_2SO_4) to form lead sulphate and give up electrons.

The negative terminal of the cell is connected to pure lead (Pb) plates which react with the sulphate ions to also form lead sulphate.

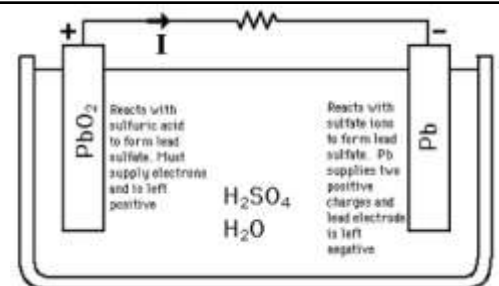
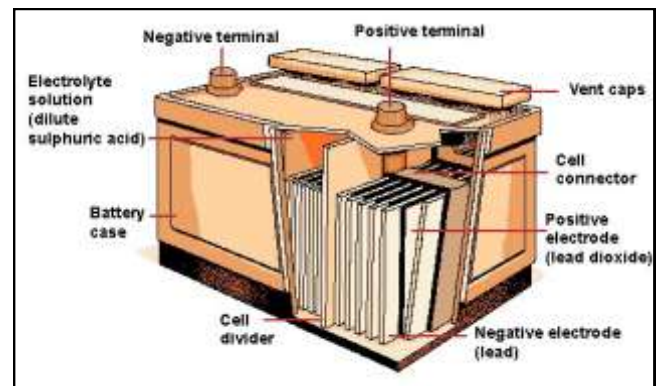
The pure lead plates supply two positive charges and are left negatively charged.

The stream of electrons passing from the lead-oxide plates to the pure lead plates is the electric current generated by the cell.

When the battery is recharged, the lead sulphate in each cell is broken down resulting in lead dioxide being redeposited onto the positive electrode, and lead being deposited onto the negative electrode.

Starter batteries are made up of many thin lead plates which enable them to discharge a lot of energy very quickly which is what's required by a vehicle's starter motor which must turn over the engine in order to start it.

These types of batteries, like everything else, have their pros and cons.



PROs	CONs
Low Cost	Heavy and bulky
Very reliable	Charge efficiency only 70%
Tolerant to abuse	Danger of overheating during charging
Tolerant to overcharging	Not suitable for fast charging
Can deliver high current	Typical life is 300 -500 cycles
Indefinite shelf life when stored dry	Must be stored charged with electrolyte
May be on float/trickle charge for long time	Can leak corrosive acid
Many sizes and capacities available	Require ventilation
Many manufacturers worldwide	
World's most recycled product	

In order to prolong the battery's life you need to charge it immediately after use. They will last longer with partial discharge rather than a full discharge. The best charging method is a constant voltage followed by a float charge. Unfortunately a fast charge is not possible.

PORSCHE

Tech & Safety - *by Pedro Bonilla*

The vehicle's alternator is actually the battery's charger. As soon as the car's engine starts, the alternator starts sending an electric current back to the battery, which keeps it fully charged and ready for the next engine start.

When charging, be it by the vehicle's alternator or by an outside charger the battery slowly loses water due to evaporation and therefore needs periodic maintenance. Regularly check the volume of electrolyte in each cell and top off as necessary with distilled water.



There's newer battery technology on the market (Absorbed Glass Matt - AGM) which requires no maintenance and has eliminated quite a few of the cons of the traditional lead-acid battery, such as: has better weight-to-power ratio, can be placed in any position, even upside down, higher tolerance to vibration and shock, will not leak or out gas, needs no vent, is completely sealed, has a lower rate of self-discharge, and lasts longer.



In these AGM type batteries the lead plates and the separator are wound and tightly compressed into a cell tube so they can't move, shed, or break even in severe shock and vibration applications and the separator, which is an absorbent glass matt, holds the electrolyte like a sponge so it can't spill. Their main drawbacks are higher cost and unique shape which needs special adaptors and plates to safely mount in our vehicles.

If you are storing a battery for an extended period, it is recommended that it be stored in a cool, dry place, off the floor and connected to a smart charger which will apply a constant voltage until the battery fully charges, then maintains a float or trickle charge to keep it at its peak.



If you want to find out more about Batteries and how to make them last longer in your Porsche, please visit our website: www.PedrosGarage.com.

Happy Boxsterng,

Pedro

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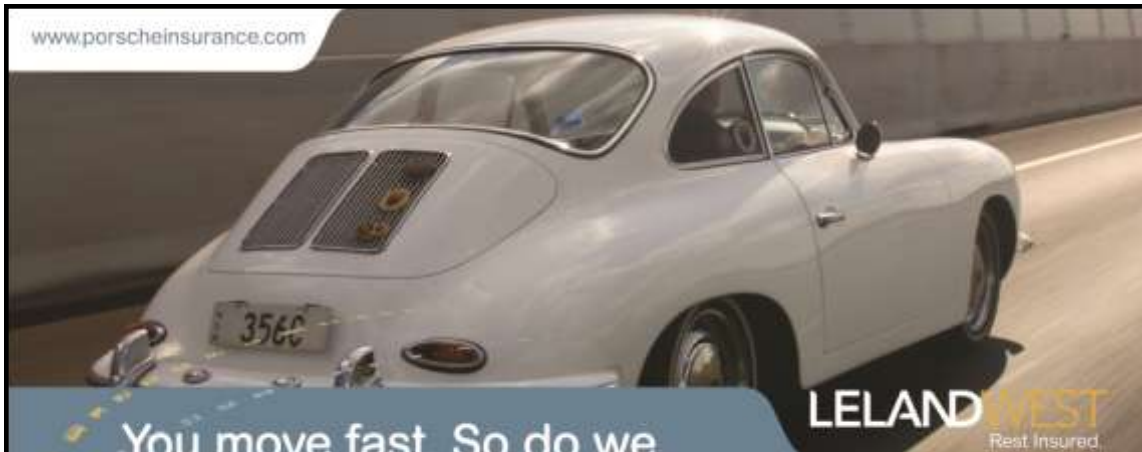
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phone: 559-916-8604
email: twolostsoulsphotography@live.com
www.twolostsoulsphotography.smugmug.com

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606 Divisadero
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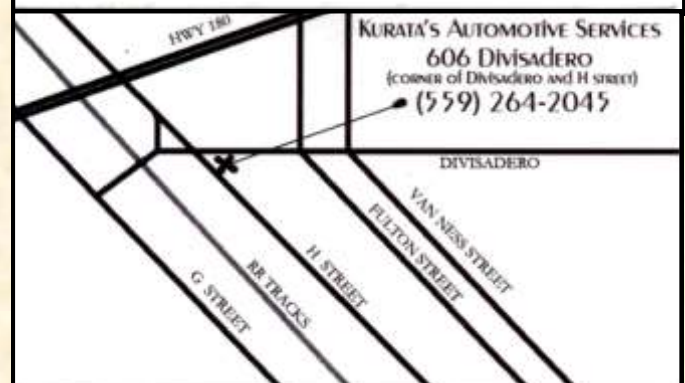
TEL (559) 264-2045
FAX (559) 264-8042



Arthur L. Moyé III
Certified Public Accountant

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

Arthur@mbsaccountancy.com
www.mbsaccountancy.com



KURATA'S AUTOMOTIVE SERVICES
606 Divisadero
(corner of Divisadero and H street)
(559) 264-2045

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