



ZEITUNG

PCA-SEQUOIA REGION



February 2011



Springtime is Here—Time to get out the wax!

2011 Tour Season is Here
Zone 7 Auto-x is April 2nd & 3rd



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

FROM THE PREZ

The Presidents Message: by *Dave Ogden*



Last year we reached record levels in several areas and for 2011 we have set the bar a notch above to make sure our club is growing and becoming more involved.

Events – Last year we did Oktoberfest and set a goal of 100+ attendees and we reached that. This year we are shooting for 125+, better food, and more activities.

Competition – We put on our first Zone 7 Auto-cross in several years. David Crabtree coordinated and with the help of many, many members, we had a great success and this year we have already booked April 2-3 for a Zone 7 Auto-x.

Tours – Several great tours and a fun time by all. We did Death Valley, Mammoth Mountain, and almost every foothill road in the valley. We heard the response from the questionnaire about slowing down the speed and we will a route sheet available at each tour with designated stops planned and locations so all can drive at the pace they are comfortable with. Our Goal is to enjoy the beautiful scenery and enjoy friends and meet new ones; not to rack up traffic tickets or put anyone in harm's way. Please, plan on joining us to Mammoth for the 3-day tour in July or the many 1-2 day tours every month.

Membership – Last year we had over 15 new members but we lost over 18 current members for normal reasons (moved, sold car, etc..). Our goal is to have a net gain of 10 members this year and up to 200 total members by 2012. Roger Mariast is working on ways to increase the club's exposure and promote Porsche owners and tell them about the club. If we do not continue to grow, we will shrivel up and become a small club that has no resources or passion.

Charity – Last year we gave over \$1,200 to charity. Half went to Evangel Home and Half went to Police Activities League (PAL). This year, based on the voting of members, we are focusing on PAL. We have to evaluate them and make sure it is a win-win for both. I can tell you they are very excited to hear about our interest in supporting their organization. We will have their CEO attend our next dinner meeting and tell us what PAL's is all about. I envision our club to be what Harley's are to the "Rumble to the Summit" (Make a Wish Foundation). We need the exposure and a cause to tap into that we can see a direct impact on our community.

Track Days – Last year we did two different tracks. This year we plan to visit 3 tracks; Laguna Seca, Button Willow, and Infineon. Dates are posted on the website and e-mail blast. You should ask last year's attendees what they thought of the events, but don't believe all that they tell you J

Bottom line, we have 2-3 events a month you can choose from. What we really need is your help by getting involved, leading a tour to a secret spot or favorite dinner or wine cellar or many, many other ways – give me a call or write me an e-mail.

"SUPER DAVE"
Dave Ogden
Pres/Tour Director

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SEQUOIA REGION

Current Events Calendar

Mth	Board Meeting	Dinner Meeting	Auto-X	Tours	Track Days
Feb	8th The Landmark Before Dinner Meeting 5:00 p.m.	8th The Landmark 644 E. Olive Fresno, CA Cost: \$27 per person	No Auto-x This Month	12th 198/25 to Hollister Meet: Starbucks at 41 & Divisadero 8:00 a.m. Lunch in Hollister Area'	
Mar	8th India Grill Before Dinner Meeting 5:00 p.m.	8th North India Bar & Grill 80 West Shaw Clovis CA Cost: \$25 per person	20th Sequoia Auto-X 12801 W. Shields Kerman, CA 8:00 am Cost: \$35 per car	12th Three Rivers Depart Shaw & Academy Chevron Station 8:30 am Lunch at Gateway Inn	16th Laguna Seca Driving School 9:00 am to 4:30 p.m
Apr	4th Home of : Vern Simmons 7:00 p.m.	12th Richard's Steak & Seafood 1609 E. Belmont Fresno, CA Cost: \$35 per person	2nd Zone 7 Auto-x & 12801 W. Shields 3rd Kerman, CA 8:00 am Cost: See flyer for deals	16th Cru Winery - Madera Meet: Starbucks Riverpk 9:00 a.m. - Cost: \$20 ea Inc Wine Tasting & Lunch	
May	2nd Home of : Margie & Jack Back 7:00 p.m.	10th Elbow Room 731 W. Shaw Fresno, CA - Fig Garden Cost: \$30 per person	7th Sequoia Auto-X or 12801 W. Shields 14th Kerman, CA 8:00 am tbd Cost: \$35 per car	TBD	20th Buttonwillow Bakersfield, Ca
Jun	6th Home of : TBD 7:00 p.m.	14th Chevy's 7634 N. Blackstone Fresno, CA - Riverpark Cost: \$25 per person	No Auto-x This Month	TBD Grants Grove - Sequoia	
Jul	12th Home of : TBD 7:00 p.m.	12th Manhattan 1731 W. Bullard Fresno, CA Cost: \$40 per person	No Auto-x This Month	15th Mammoth Lakes & Meet with Caynmen Club 17th of Nevada See flyer for details	
Aug	1st Home of : TBD 7:00 p.m.	9th Jon's Bear Club 1695 E. Manning Reedley, CA Cost: TBD	No Auto-x This Month	TBD	
Sep	12th Home of : TBD 7:00 p.m.	13th TBD Cost: TBD	10th Sequoia Auto-X 12801 W. Shields Kerman, CA 8:00 am Cost: \$35 per car	TBD Equinox Tour Courtewrite Rewvoire Potluch lunch	9th Laguna Seca Cherries Jubilee
Oct	3rd Home of : TBD 7:00 p.m.	Oktoberfest Party TBD	2nd Sequoia Auto-X 12801 W. Shields Kerman, CA 8:00 am Cost: \$35 per car	14th Rensport Reunion 15th at Laguna Seca 16th Monterey, CA http://www.mazdaraceway.com/	
Nov	7th Home of : TBD 7:00 p.m.	8th TBD Cost: TBD	6th Sequoia Auto-X 12801 W. Shields Kerman, CA 8:00 am Cost: \$35 per car	TBD Chili Run - Mariposa	
Dec	5th Home of : TBD 7:00 p.m.	Christmas Party Cost: TBD	No Auto-x This Month	No Tour This Month	

"Retrospective"

by Margie & Jack Back, Historians

Tour: *A journey for business, pleasure or education often involving a series of stops and ending at the starting point. (Webster)*

Tour: *traveling around from place to place, journey in a circuit, jaunt, trek, outing, sightseeing, gadding. (Synonym Finder)*

Our new president loves tours. He has led a number of them since he joined the Porsche Club, and he is eager for more. Coming up in the next few months we will have an opportunity to **tour** to Hollister, to Death Valley, to Yosemite and the giant Redwoods, to Grant's Grove, to Mammoth for a Jazz Festival, to a Tarantula Festival, as well as the annual Equinox tour and a chili run. Lots of choices.

Over the years there have been many very-loved tours. We have visited mountain areas, coastal areas, the Bay area, Mendocino and in-between. We have fine-dined overlooking the beautiful Pacific Ocean, at a huge table-for-twenty in Santa Barbara, and on the top floor of a casino. We have done one-day tours to have a fish dinner in Moss Landing, to have a pot-luck on top of Mammoth Mountain and among the trees at Courtright Lake, to eat red-hot chili, and to lunch at Humphry's Station. We have visited a cheese factory, a beef jerky factory, sat in on "graduation" for service dogs in San Rafael, walked on the beach near Pacifica at night, studied the stars in Death Valley, visited the earthquake center in Parkfield, went "Sideways" in Solvang, enjoyed the Monterey Histories, rode the Sugar Pine train together, picnic'd at Bass Lake, thrilled at the beauty of Lotusland in Montecito, and – one of the largest tour groups (24 cars) enjoyed a day at Harris Ranch Horse Farm. Several cars once "toured" all the way to Parade in Seattle. Some tours get repeated, year after year, because we enjoy them so much.

Sometimes these are one-day and sometimes a night or two. **Always** a tour is an enjoyable and interesting experience. Sometimes it is beautiful scenery. Sometimes it is a drive on "Porsche roads." Sometimes it is a stay at a quaint or special hotel or B&B. Sometimes it is a restaurant or special menu that draws us. Sometimes we take over a town – such as our tour to Occidental.

Tours guarantee you an opportunity to get acquainted with someone new as well as a time to deepen friendships. The hours of eating, drinking, relaxing, visiting, driving and taking breaks together make it happen.

Do plan to sign up for one or more tours this year.

Do NOT worry about the "too-fast-driving" – this is being addressed.

Do sign up to lead a tour, if you have an idea in mind.

Do talk them up!



PORSCHE

Tech & Safety - *by Pedro Bonilla*

Who are RON and MON?

If you look closely at the gas pump the next time you're filling up your car's tank, you'll see that the different types of octane available at the pump are measured using the $(RON + MON) / 2$ method. Here in South Florida the typical octane ratings (also known as gasoline grades) are 87, 89, 91 and 93.

But what exactly is **octane** and who are **RON** and **MON**?



When crude oil is “cracked” or refined, it breaks down to produce hydrocarbon chains of different lengths:

Methane (CH_4) with one single carbon atom
Ethane (C_2H_6) with two carbon atoms in the chain
Propane (C_3H_8) with three carbon atoms in the chain
Butane (C_4H_{10}) with four carbon atoms in the chain
Pentane (C_5H_{12}) with five carbon atoms in the chain
Hexane (C_6H_{14}) with six carbon atoms in the chain
Heptane (C_7H_{16}) with seven carbon atoms in the chain
Octane (C_8H_{18}) with eight carbon atoms in the chain
Nonane (C_9H_{20}) with nine carbon atoms in the chain
Decane ($C_{10}H_{22}$) with ten carbon atoms in the chain
and others, including Kerosene, Fuel Oil, Lubricating Oils, Grease, Vaseline, Parafin Pitch, Tar and Petroleum Coke, each one with consecutively longer carbon chains with up to 26 or more carbon atoms in the chain as is the case of Petroleum Coke.



In an internal combustion engine, its compression ratio is a single number that can be used to predict the performance of the engine. It is the ratio between the maximum volume of the combustion chamber and cylinder, when the piston is at the bottom of the stroke and the minimum volume when the piston is at the top of its stroke.

In a properly-firing cylinder, the spark plug ignites the air/fuel mixture at just the right time and a flame front starts on one side of the piston and burns across the top to the other side, which creates a rapid and evenly-expanding gas that pushes down on the top of the piston and thus makes the engine rotate its main shaft. When the air/fuel mixture is

PORSCHE

Tech & Safety - by Pedro Bonilla

ignited prior to the spark plug firing as with pre-ignition, the two flame fronts collide, causing a pinging and knocking noise and a loss of peak power.

High performance cars generally have high compression engines, such as the ones found in our normally-aspirated, flat-6 Porsches, because the higher the compression ratio, the more mechanical energy an engine can squeeze from its air/fuel mixture. However, higher compression ratios also make detonation more likely.

An octane number or octane rating is a measure of the resistance of gasoline and other fuels to self-ignite or pre-ignite due to compression in an internal combustion engine. As the compression ratio of an engine increases, so does the required octane number of gasoline if you want to avoid knocking.

In order to account for differences in the performance quality of gasolines, two engine octane numbers are routinely used: The most common type of octane rating worldwide, **RON** (**R**esearch **O**ctane **N**umber – simulates the fuel performance under low severity engine operation) and is determined by running the fuel in a test engine with a variable compression ratio at 600 rpm, and **MON** (**M**otor **O**ctane **N**umber – which simulates the fuel performance under more severe engine operation using the same test engine but with a preheated fuel mixture, at 900 rpm and with variable ignition timing to further stress the fuel's knock resistance). The octane number is then reported as the average therefore we see: $RON + MON / 2$.



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It turns out that heptane (C₇H₁₆) handles compression very poorly. Compress it just a bit and it self-ignites spontaneously. Octane (C₈H₁₈), on the other hand, handles compression very well – you can compress it quite a bit and nothing happens. By definition, the RON and MON of n-**heptane** and iso-**octane** are exactly 0 and 100.

So, ninety-three-octane gasoline is gas that contains 93% octane and 17% heptane (or some other combination of fuels and additives that have the same performance of the 93/17 combination of octane/heptane).

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FUEL	RON	MON
hexadecane	< -30	
n-octane	-10	
n-heptane	0	0
diesel	15-25	
n-hexane	25	26
1-pentene	34	
2-methylhexene	44	
1-heptene	60	
n-pentane	62	
n-butane	91	
Regular Gas (USA)	91-92	82-83
iso-octane	100	100
benzene	101	
t-butanol	103	91
ethane	108	
propane	110	
toluene	111	95
xylene	117	
isopropanol	118	98
ethanol	129	116
methanol	133	105
methane	135	122
hydrogen	> 130	10

Other fuels and their RON and MON values are as follows:

An octane number doesn't relate to the energy content of fuel as some people tend to believe, it is just a measure of the fuel's tendency to burn in a controlled manner rather than exploding in an uncontrolled manner.

Another misconception that some people have regarding gasoline is that if they use a higher octane level than recommended by the manufacturer they can obtain better gas mileage or higher horsepower. That is not so because switching to a higher octane rating does not add any more hydrocarbon or oxygen content. The different octane ratings exist so that each particular engine can have the best fuel possible due to its internal design (compression ratio).

However, burning fuel with a lower octane rating than recommended often reduces the power output or efficiency on the engine because of the knocking. Modern Porsches have anti-knocking systems integrated into the engine which are controlled by the ECU (engine control unit or main computer). These systems retard the ignition timing to reduce the tendency to detonate, but by the same token retarding the timing reduces power output and fuel efficiency.

To obtain the maximum power out of your engine, follow the manufacturer's recommendation for gasoline octane requirements for your particular engine.

Thanks for Reading.....**Pedro**



SEQUOIA REGION

Hollister Tour - *by Obie Silverwood*

It was a crisp, dry, sunny Saturday morning as our five Porsches exited the downtown Fresno Starbucks parking lot. Catching a whiff of hot rubber from the tire spin of our lead car, I sensed this was going to be a spirited drive. In the line up were club president, Dave and Tami Ogden (2003 996), and their son, John, and his girlfriend, Jaycee, (1999 Miata), and members Roy Frye (2006 Boxster), David Crabtree (2001 Boxster), Steve Williams (2000 Boxster S), Leon and Jan Malding (whose Porsche was in the paint shop) driving their Mustang as our sweep car, and my wife, Joy, and me in her 2007 Boxster S, which I had just bought her as a 37th anniversary present. Being new PCA members, this was our first drive with the club.



We hopped onto the Hwy 41 and headed south to Hwy 198 west, which carried us across broad expanses of farmlands – mostly cotton fields. This section of road is well patrolled by the CHP, so the lead cars were like steeds chomping at the bit, streaking forward occasionally then slowing back to the dreary speed limit.

Where 198 meets Hwy 5 we stopped at the renown Harris Ranch Restaurant and were joined by members Rob and Darla Tuttrup (2001 Turbo), past president Fred and Nancy Scott (2008 Turbo Cabriolet) and Roy Bell and his grandson, Joe Rogers (shiny red 1999 911).

Our ten cars, tops down on most, continued west on 198 and then turned north on to California State Route 25, which is the east entrance to the Pinnacles National Monument. Now the real fun began. SR25 is an unbelievably beautiful, relatively traffic free 75 mile stretch that winds and undulates through oak and pine covered ranch lands. This was the type road, for which Porsches were made. There was lots of hard cornering and accelerating with some rallying for better position in the straights. The group started stretching out as each driver found his comfortable speed.

Arriving at the western town of Tres Pinos, with damp palms and a full bladder, I was glad to see that those ahead of me had pulled over for lunch at the historic “19th Hole Bar & Grill.” Built in 1882, its front wall peppered from shotgun blasts, this old watering hole still bore the scars of yesteryear.



Back on the road we turned east on to CRJ1, which provided some interesting challenges, narrowing to single lane in places with some loose gravel and potholes in spots. Fortunately, our guide, Dave, having driven these roads many times before, knew when and where to slow down.

Our final transition was on to Hwy 180 and back to Fresno, safely ending our 254 mile, 7 hour romp. Had we covered the same distance in Europe we would have traversed a couple of countries. Though there were no cameras or trophies waiting, I felt like I had just completed the 24 Hour Le Mans. It was a fun day. I hope Joy lets me drive her car again.

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!

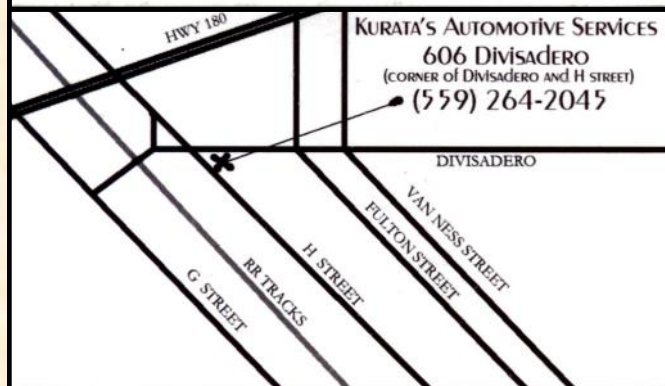
Thanks,

Vern Simmons

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SEQUOIA REGION

ZONE 7 - AUTO-X EVENT



Sequoia Region Presents Zone 7 Autocross



Saturday, April 2nd
Zone 7 Autocross series

12801 W. Shields Ave. Kerman, CA 93630
Pre-registration preferred
7:45 a.m. - Registration and check-in
8:00 to 8:45 - Tech inspection
8:45 a.m. - Drivers Meeting
9:00 a.m. - First car out
5:30 p.m. - No Host Pizza & Videos

Sunday, April 3rd
Zone 7 Autocross series

12801 W. Shields Ave. Kerman, CA 93630
Pre-registration preferred
8:00 a.m. - Registration and check-in
8:15 to 8:45 - Tech inspection
8:45 a.m. - Drivers Meeting
9:00 a.m. - First car out

Online registration through MotorSportReq.com

Early registration closes midnight March 5th
Online registration remains open until midnight March 30th – after that you will be asked to register the day of the events. Cancellation fee 10% of total registration will be charged.

Registrants will identify their own class

Entry Fees –

****Early Online Registration – Ends midnight March 5th**
Two-day autocross - \$60/driver
Saturday only autocross - \$35/driver
Sunday only autocross - \$35/driver

****Late Online Registration – Ends midnight March 30th**
Two-day autocross - \$80/driver
Saturday only autocross - \$45/driver
Sunday only autocross - \$45/driver

****Day of the event registration**
Two-day autocross - \$85/driver
Saturday only autocross - \$45/driver
Sunday only autocross - \$45/driver

Pre-registration may be completed off-line by sending check/payment and completed registration form to: PCA Sequoia Region, c/o Vern Simmons **ADDRESS NEEDED HERE.** Registration forms and payments must arrive by March 5th for early registration or by March 30th for late registration.

SEQUOIA REGION


2011 BOARD OF DIRECTORS

2011 - Board Members:

Dave Ogden, President..... dogden@mvphydratech.com
David Crabtree, Vice President..... doclcsw@yahoo.com
Susan Williams, Secretary..... swilliams86@comcast.net
Vern Simmons, Treasurer..... vernsimmons@comcast.net
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Steve Williams, Member..... swilliams86@comcast.net

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