

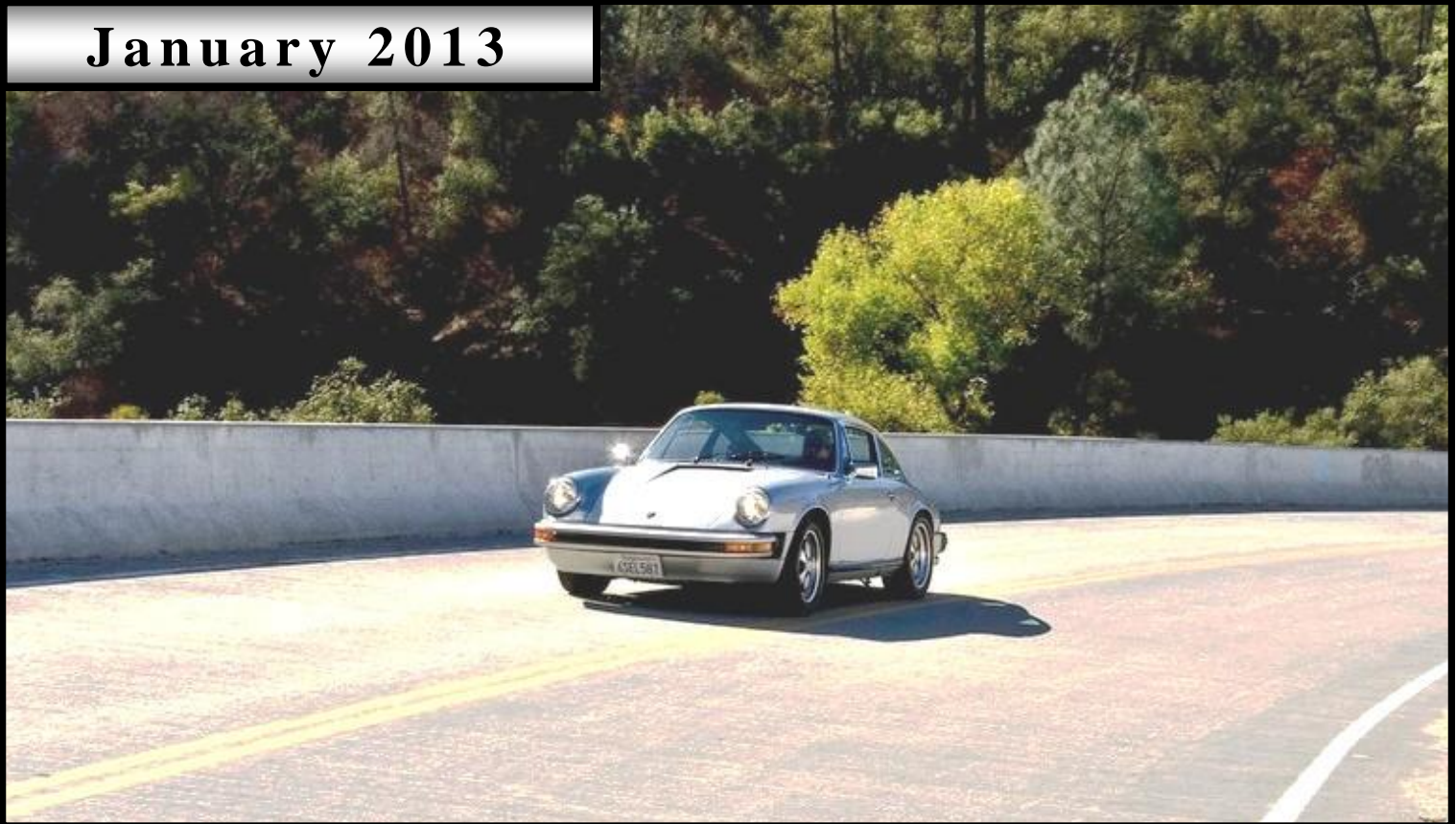


ZEITUNG

PCA-SEQUOIA REGION



January 2013



HAPPY NEW YEAR!



Inside This Issue:

- Helmet Safety
- Introducing our New Sequoia Region President
 - Farewell to Friends - 2012
- Upcoming Tours & Auto-x Schedule
 - Monthly Dinner Meetings

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

FAREWELL MESSAGE FROM THE PREZ

The Presidents Message: by Dave Ogden, Retiring President



PCA Members,

The last 2 years as your President have been a complete joy for both Tami and I to serve, thank you!

In This Issue

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Sequoia Region Charity Raffle

2013 Sequoia Region Board

Next year, **Roy Frye** is going to lead the club in 2013 and I know he has many great ideas and plans for all of us to join in on.

We ended the year with 70 members attending the Christmas Party at Belmont Country Club which again did an awesome job, so much so, we re-booked for 2013 with them.

- Margie Back was awarded the Enthusiast of the Year and rightfully so with her 3 month effort raising gifts for silent auction. Thank you Margie!
- For the event of the Year, the committee of the Oktoberfest was awarded for all their efforts in doing such a step up from last year's event, thank you again all!
- During dinner Steve Williams provided a great slide show showing the year in review, thanks Steve!
- And if not enough to top off the evening the board presented Tami and I with two great photographs from Steve Williams. One is me at auto-x and the other for Tami is a stunning waterfall Steve got 2nd place at the Parade Art show with, thanks again!

I finally bought a race car so next year more driving at the tracks, so I'm stepping out

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FAREWELL MESSAGE FROM THE PREZ

The Presidents Message: by Dave Ogden

of the Pres. seat and into the driver's seat. And on that note I have 10 tours and 3 DE track days lined up for 2013 and David Crabtree has 7 auto-x days and maybe one of them to be a Zone Event for 2013.

Another New thing we are going to try is "First Saturday" meet and Greet/Coffee. We will start this in February on Saturday the 2nd from 8-10a.m. The location is in downtown Clovis at "On the Edge"

412 Pollasky Ave. My goal is to have a place where new members can meet and learn from other members and share the passion of Porsche together. So mark your calendars and come into downtown Clovis and join us each first Saturday of every month starting in Feb.

So there is plenty to plan for in 2013 , all you have to do is join us, we look forward to seeing you in 2013!!.....***Dave Ogden***

**Dave Ogden joins the Past President's Club
Thanks for your service Dave!**



*Fred Scott & Dave Ogden
Past Presidents*



Dave Ogden at Auto-x



*John Lillian
Past President*



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INTRODUCING ROY FRYE

PCA Sequoia Region 2013 President



Notes From the President

It is a new year and I hope this publication of the Zeitung finds you well and eager for some Porsche Club fun. During my Presidency I will 'keep the main thing the main thing', we are automotive enthusiast based club with a rich history and a diverse membership. Everyone has something to offer and contribute to SEQ, based on our kindred spirit for the prestigious Porsche marque, sharing of common interests and a passion for the driving experience. I consider myself very fortunate to be the custodian of a Porsche that in addition affords me the opportunity to be associated with PCA and SEQ members. It is my goal, as your President to increase your participation in club activities and solicit your input for direction. I will be looking for and advocating for shifts in direction and activities, which are intended to increase participation and create an environment that you want to belong to and share with others. I feel I have the resources in the make up of the Board to move forward. You are aware Ferry and Ferdinand Porsche's code was to keep it

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INTRODUCING ROY FRYE

PCA Sequoia Region 2013 President

small, light and nimble. SEQ is a small, some of us are not so light, but are nimble in thought and deed.

When I was approached to run for President, my response to David Crabtree and Dave Ogden, was that if you can't find someone more qualified, I would run. I did not count on being the only candidate, by the way thanks for your support. When I discussed this opportunity with my wife, Ann, who after forty-five years of marriage has first hand knowledge of my short comings and strengths, I asked what qualifications do I have and what contributions can I make to SEQ. Her response detailed my support for Auto-X, even though I don't drive, I have been recognized as the Enthusiast of the Year, I have served on the Board and made contributions (more like suggestions) for changing the basis for the our charities and the silent auction for Oktoberfest.

The Board and activities directors have submitted their list of respective events, which will be published in the Zeitung and on the SEQ's website. The first order of business is to insure SEQ has direct communication with its members. We have a new member Karl Lawley, who was discovered by Julio, Vice President to assist Vern with publishing the Zeitung at least bi-monthly. Karl has been a in PCA in the Florida region since 1995, and has made many contributions to their region's news letter and completion activities. Membership Chair is working through the membership roster to insure your information is correct, expect to be contacted in the near future. The Board will be making a finalizing a decision on the charity and expanding the Competition program.

First order of business: Changing the location of the Auto-X. The parameters are a level piece of asphalt at least 750 X 500 feet, located closer than Kerman. If you know of a location that would be appropriate for our competition events contact Dave Crabtree, Competition Chair/Board Member or me.

As a private pilot I have learned the definition of "situational awareness" and have adopted it to my outlook on life: Don't be concerned on the altitude you don't have, or the runway behind you, or the airspeed you don't have.

Roy M. Frye Jr.

SEQ President

559.472.6199

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From the Editor

Vern Simmons, Zeitung Editor

Greetings and Happy New Year!

Last year, some of you may have noticed that I got a little behind on issuing Zeitung. It's not that I was really busy or laid up in the hospital, nothing like that. I just goofed up and put the news letter at the bottom of my pile of to-do's. Well, 2013 is a new year and my goal is to get back on track and stay on track.

I like putting this news letter together but I need your help. If you have any great photos of your cars or PCA group activities, please send me a copy; My e-mail is VernSimmons@comcast.net The club has a couple of great photographers including Steve Williams and Corey McNair but they can't attend every function. Plus, sometimes it's nice to see a party or tour from your perspective.

Also, I'd really appreciate it if every now & then, you would submit an article for the Zeitung. I've received some great stories over the years but it's has slowed down lately. Not only do the readers like hearing about a tour or auto-x or a picnic, but so do I.

Here's a challenge for you:

I'd love to hear how you got involved with Porsche. When did you get your first and when did you fall in love with the car (could and most likely was many years before you actually got one). How many Porsches have you had over the years or do you still have the same one because you still love it. Are you driving a classic? Was it a classic when you bought it? I remember Bo Boehringer telling me about his 356. Can you believe that in the early days he would pack the trunk with towels, lawn chairs, picnic baskets, sit on the lid to get it closed, and then fill up the inside with kids and off to the beach they went? I bet back then he never dreamed that his \$3k car could be worth hundreds of thousands in half a century.



As for me I remember exactly when I fell in love with Porsches. I grew up in San Francisco and lived in the Sunset District. My best friend across the street, well his dad anyways, owned the San Francisco Porsche VW dealership. There were always Porsches and VW's parked at their house. His dad was German and had a very (and I mean very) sharp temper - something similar to Hitler. When ever I would go over to play, we would walk thru the garage, with our backs against the walls and we were always sure we did not even breathe on those cars. If there was one single finger print.....well, there never was because my friend would be killed by his father — I'm sure you get the point.



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From the Editor - *still*

Vern Simmons, Zeitung Editor

I remember hearing the cars start and drive off with that distinctive sound of the small air cooled engines. Keep in mind this was the late sixties and early seventies so those engines were little 2 liter or 2.4, 2.7, etc...The one's with the unique Porsche whine/purr.

Guess what? I have now a seventies Porsche 911. A 1974 to be specific. When I was thinking about buying a different Porsche (I already had a 944 and a 914) someone asked me "Why don't you get a Boxster?" I said that I really wanted an older 911 and my friend looked at me as if I were crazy. Of course, he never stops begging me to drive it. My point is, I remember when the 1974 Porsche 911 came out. And, it was parked right outside my front window on a daily basis. I'm pretty sure I drooled a few times as I watched them drive off.



I can honestly say that every single time I drive my car, it's a pleasure ride. I never get bored with it and many, many times I take the long way to wherever I'm going. I can't tell you how many times I have gone to the store and ended up on the Madera Valley Children's Hospital off ramp - I highly recommend trying that curve at about 75 and you'll know why I go that way. It's only 20 miles out of my way but it just keeps happening. Who knows, maybe the car is making me do it.

Anyway, I hope to keep on schedule this year and I'd love to receive any photos or stories that you might have.

Vern Simmons

Zeitung Editor

An advertisement for Revolution Autosport. The background is a dark, stylized image of a car's interior, focusing on the dashboard and steering wheel. The text is overlaid in various colors and fonts. At the top, in red, it says "REVOLUTIONIZING YOUR AUTOMOTIVE EXPERIENCE...". Below that, in white, it says "Specializing in Porsche • Audi • VW" and "Servicing All European Makes & Models". The company name "Revolution Autosport" is prominently displayed in large, bold, red letters. Below the name, the phone number "(559) 412-0312" is shown in white, and the website "RevolutionAutosport.com" is at the bottom in red. There are also three small circular icons on the left side of the dashboard area, labeled "Performance", "Refinement", and "Reliability".

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Tech & Safety - Safety Helmets

The Safety Helmet / Brain Bucket / Mellon Protector.

The head is probably your most important asset and the most vulnerable part of your body during an accident. While the driver's body is strapped in very tightly to the seat, the head can jerk around uncontrollably. The **helmet** is designed to dissipate impact energy over the entire helmet and prevent debris from puncturing it.

Every professional and amateur race car driver is required to wear some type of protective safety helmet. Most choose a **full-face helmet**, which covers the entire head and wraps around the mouth and chin. Others wear an **open-face helmet**, which only covers the head. Drivers who wear the open-face helmet usually wear protective goggles or face shields as well. Some claim that a full-face helmet restricts their peripheral vision or that it's too hot inside the car.



There are three main parts to racing helmets:

- Outer shell**

- BeadALL liner**

- Inner liner, padding and hardware**

Once a shell design has been approved, a custom-made nickel model is created for that particular helmet. Construction of the **outer shell** begins with a thin layer of gelcoat. Then a special resin, consisting of several types of glass, carbon, **Kevlar** and other exotic fibers and weaves, is added to the shell. This all combines to make the hard, glossy outer shell.

Just underneath the outer shell is the **BeadALL liner**, which is a special foam layer in the crown of the helmet. The purpose of this liner is to absorb the energy that the outer shell has not absorbed. This layer is made of **polystyrene** or **polypropylene**.

The **inner liner** of most helmets is a form-fitting layer that is made of either nylon or **Nomex**. Nomex is a special fire-retardant material made by DuPont. It doesn't melt, drip, burn or support combustion. Helmets are also equipped with cheek pads, chin straps and visors. The visor is made of a tough **Lexan** plastic. Lexan, which is also used in many racing cars' windshields, is commonly known for its use in bulletproof glass.

Tech & Safety - Safety Helmets

All helmets go through some sort of testing before they are considered safe enough for high-speed racing. The **Snell Memorial Foundation** is an independent organization that sets voluntary standards for auto-racing (and other application) helmets. The standards set forth by Snell are more stringent than the DOT standards, and are the ones used for auto racing in the USA. To test the impact resistance of a racing helmet, Snell places the helmet onto a metal head form and drops it onto various types of anvils. If the peak acceleration impacting the metal head exceeds a magnitude of force equal to 300 Gs, or 300 times the force of gravity, it is rejected.

This level of impact is hard to conceptualize -- a head-on impact at 30 mph into a concrete wall is measured at 80 Gs. Most impacts on a race track are between 50 and 100 Gs. A 100-G impact for a 160-pound man would feel like 16,000 pounds pressing on top of him.

There are several types of motorsport safety helmets available on the market:

SA: Sports Application

M: Motorcycle

K: Karting

Each one must meet specific and unique safety and protective requirements.

Snell "SA" (Sports Application) rated professional helmets are designed for auto racing and provide extreme impact resistance and higher fire protection.

When I'm doing tech inspection at any of our events which require certified helmet approval, I always get asked: "Why can't I use my motorcycle (or karting) helmet? Well, here's what I tell them:

The Key differences between SA, M and K Rated Helmets are:

SA standard requires flammability test while the M and K standard does not.

SA standard has rollbar impact tests while the M standard does not.

SA standard allows narrower visual field than the M standard (Some SA helmets aren't street legal).



Tech & Safety - Safety Helmets

To identify their standards, each manufacturer of a certified safety helmet must include the official Snell sticker inside the helmet. Snell revises and updates their standards every 5 years, so the newest standard available is the 2010 (just made available on 4/1/10). Most of the manufacturers will have SA2010 – stickered helmets on the market by September or October 2010. This is what those stickers look like:



For DE and Club Racing applications,

Porsche Club of America (PCA) and most auto clubs accept the last two Snell certifications for Sports Application (SA) helmets.

So, as of today, you may participate in a PCA Driver Education or Club Race event if your helmet has a Snell SA2000 or SA2005 sticker. By the end of the year, your helmet must have SA2005 or SA2010 and the SA2000 will no longer be accepted at DE events.

For Autocross the standards are a bit more relaxed and older Snell certifications are accepted, such as SA2000 and SA1995.



If you have an SA2000 or older Snell-certified helmet you will not be able to use it PCA DE or Club Race events, but we welcome your donating it to the PCA Sequoia Region for the AX Helmet Loaner Program.

Many newcomers to the sport come to their first AX events without any helmet protection and the Club provides loaners for them so they can participate and get themselves into motorsports. Be-


Tech & Safety - Safety Helmets

cause AX is run at much slower speeds, older Snell-certifications are still valid and accepted at AX events. But we can only accept SA-certified helmets, not M or K.

If you would like to donate your old SA-certified helmet, please contact our AX Chair, David Crabtree

Keep your chin strap tight and ...Happy Porsche'ing,


Pedro



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Farewell to Our Friend

Farewell to friends..... 2012

During this past year, we lost two of our fellow members due to a tragic accident. We will miss them, and we offer our condolences to their families.

We were saddened to hear of the passing of Gary Smalz and his wife Laura when the 1989 Harley Davidson motorcycle they were riding was hit by a vehicle while driving northbound on Road 600 north of Road 31. Both were taken to the Community Regional Medical Center, where they died. The driver of the Dodge vehicle was arrested on charges of driving under the influence.

Gary joined the Sequoia Region PCA in June of 2007. He very soon became our efficient webmaster and has taken good care of our website until just a few months ago. Gary and Laura were married a couple of years after we met him. The following paragraph appeared in the Zeitung in June 2007:

"**Gary Smalz** lives in the foothills south of Yosemite and owns (and loves) a 1998 Guards Red 911 cabriolet. He chose it particularly because this was the last year that Porsche manufactured the air-cooled engine. He also has another classic automobile, a 1966 Mustang convertible, as well as a garage full of antique and modern motorcycles. His bike collection includes Indians from the 40's, 50's and 60's era Hondas. He works part-time in the California Motorcycle Safety Program and plays the bass in a bluegrass group called the Smiley Mountain Band. His friend Andrienne was with him at the dinner."





TOURS & AUTO-X

2013 Tour schedule

- Jan- no tours
- Feb- 198/25 Hollister - date tentative 23rd
- Mar- Solvang 2 day - tentative date 23-24th
- April- Obie - TBD
- May-TBD - tentative date 18th
- June-Mile High - tentative date 22nd
- July- Mammoth 2 day - firm date 16-17th
- August - TBD
- Sept- Equinox - Dave Crabtree to pick date
- Oct- Tarantulas & chili (yum) - date 26th
- Nov- Obie - TBD
- Dec- no tour



2013 Auto-x Schedule

- March 9th
- April 7th
- May 4th & 5th Zone 7 event (dates cleared with Zone Auto-x chair)
- June 1st
- Sept 7th
- Oct 5th
- Nov 2nd



Auto-x is held near Kerman, CA - only 5 miles west of 99
12801 W. Shields Ave. Fresno Ca.

Setting up the course and registration 8:00a.m. First car out is approximately 9:30am. We will finish around 2:00p.m. depending on the number of drivers, the weather and how much fun we're having. Bring an enthusiastic friend who wants to drive, too! Bring a sack lunch and chairs along with a hat and close-toed shoes. Also bring a helmet or borrow ours (limited supply). All cars must pass tech inspection. (all lug nuts/bolts in place and tight, battery tied down, firm brakes, etc.). Cost to run is \$35/driver.

Any questions please email or call. See you there! **David Crabtree**
559-960-1129 doclcs@yahoo.com

TOURS & AUTO-X

If you haven't joined us on a Tour or Auto-x lately, here's a few snaps of what we've been doing. Why not join us for a spectacular



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.

Upcoming Dinner Meetings

Feb 12 - The Cattlemens
1800 Art Gonzales Parkway, Selma, CA 93662

Mar 12th - The Old Spaghetti Factory
1610 E. Shaw Ave, Fresno, CA 93710

Apr 9th - Elbow Room Bar & Grill
731 W. San Jose Ave, Fresno, CA 93704

Dinner Meeting Details:

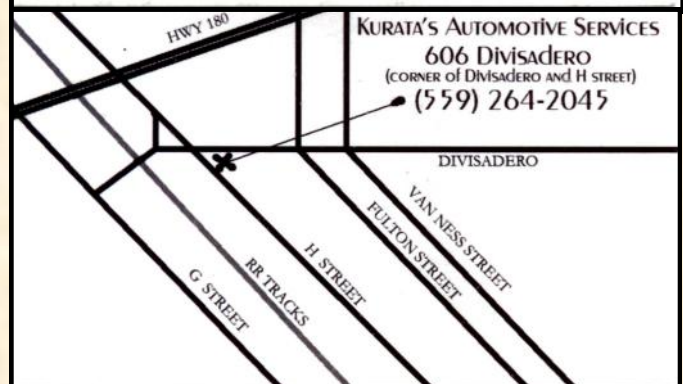
- It's not really a meeting but more of a social meet.
- 6:30 Social, 7:15 Dinner
- Generally always on the 2nd Tuesday of each month unless that falls on or just after a holiday (any changes will be notified via e-mail blast)
- Prices vary and will be announced via monthly e-mail blast
- Please RSVP one week before dinner to Lora & Brent Looney
221-0923 or email **looneybin5150@sbcglobal.net**

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SEQUOIA REGION

2013 Board of Directors

2013 - Board Members:

Roy Frye, President..... *rmfrye@sbcglobal.net*
Julio Alvarado, Vice President..... *revolutionautosport@gmail.com*
Susan Williams, Secretary..... *swilliams86@comcast.net*
Vern Simmons, Treasurer..... *vernsimmons@comcast.net*
Wayne Hotzakorgian, Member..... *wv.hotzakorgian@att.net*
Steve Williams, Member..... *swilliams86@comcast.net*

2013 - Committee Reports:

Tours: Dave Ogden..... *dogden@mvphydratech.com*
Competition: David Crabtree..... *doclcs@yaho.com*
Historians: Jack & Margie Back..... *margieback@aol.com*
Membership: Anne Frye..... *annlfrye@sbcglobal.net*
Programs: Wane Hotzakorgian..... *wv.hotzakorgian@att.net*
Social: Brent & Lora Looney..... *looneybin5150@sbcglobal.net*
Webmaster: Corey McNair..... *mopar_racer440@hotmail.com*
Zeitung: Vern Simmons..... *vernsimmons@comcast.net*

Upcoming Board Meeting Schedule

Feb 4th - Home of Roy & Ann Frye

March 4th - Home of Steve & Sue Williams

April 1st - Home of David Crabtree

May 6th - Home of Vern Simmons