



# ZEITUNG

PCA-SEQUOIA REGION



February 2013



Bryan Boardwell's 1955 550-6 Tribute Spyder

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# Notes from the President

*Roy Frye, PCA Sequoia Region President*



Hello PCA Sequoia,

Well another month has passed in which SEQ had its first Cars & Coffee event in Downtown Clovis. If you didn't attend you missed a great time with members and others showing up with cars we don't usually get to see and meeting with potential members. Pictures provided by the efforts of Ed Suarez can be seen in this issue of the Zeitung.

While standing in the street a bicyclist stopped to ask about the activity, and it just so happens he had recently purchased a Cayman in San Diego. He was not aware of the PCA or SEQ, but became interested in becoming a member once he was informed of our events. This is another instance supporting that our membership needs to do more promoting SEQ. We have to do it ourselves since we do not have any dealer support. If you see a Porsche that is not displaying a PCA member decal place SEQ card under the wiper. If you don't have cards contact me.

The Board reached a change in paradigm last year for SEQ's basis for our charity contribution. The foundation of this change is predicated on the logic that we can give food to someone and feed them for a day, or teach them to farm so they can feed themselves for life. SEQ has not made the annual donation to charity yet, because the Board is in the process of selecting a recipient. The focus of our charity donation is to fund a high school automotive technologies program (you may know the program as auto shop) that's been the target of funding cut backs or program elimination.

It was interesting to hear the administrator's opposition to the idea that "every student is college material" and their support of shop programs. Three programs are being considered, Duncan Polytechnic (Fresno), Kerman High School, and Porterville High School. I have been in touch with all of the instructors, and each has a unique roll in education and different needs.

Duncan has benefitted from Fresno Unified by receiving equipment from programs that were eliminated at other schools. Students at Duncan must apply and be selected from the entire Fresno Unified District and are required to meet attendance and academic standards. Porterville's program is augmented by the Porterville High Motorsports, although they are racing a BMW. You can learn more about their program on [www.portervilleschools.phs.org](http://www.portervilleschools.phs.org). I learned of the program when I met some of the students at last years "Legend's of the Autobahn". I was very impressed

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# Notes from the President

*Roy Frye, PCA Sequoia Region President*

*(Continued from page 2)*

these young gentlemen as they spoke well and presented themselves like ambassadors of good will. The Kerman program was the most responsive and amazed to be considered. He asserted that he has never been contacted or heard of anyone or car club making a donation to any shop program and would be grateful for tools such as torque wrenches or diagnostic equipment. The Board has set March as the final selection date and amount of distribution to the respective programs. SEQ will be given recognition for our contributions in a Fresno Bee article and maybe KJM's Car Talk program. If you have any input, please contact me.

Two changes have been made in the Social Events Calendar, the Tuesday dinners for May and June are being substituted for a Sunday Brunch (5/19) at Copper River and Saturday (6/8) a pot luck or half catered pot lock at a members home. By April 1<sup>st</sup> we'll start to finalize the events venue. Also it is with regret SEQ is losing Lora Looney, who will be stepping down from the Social Chair at the end of this year. I am sure we can all thank her for her contribution to SEQ for the last two years Social Chair. That being said, we are looking for a replacement.

## SAVE THE DATE:

Feb 23rd – Tour to Hollister – Let Dave Ogden if you're going to attend.

Mar 9<sup>th</sup> – Auto-X in Kerman – Contact David Crabtree if you're going to attend.

Mar 23-24 – Solvang Tour / Two days; make your reservation well in advance.

This year I am encouraging the SEQ membership to develop an informal communication network for none SEQ events. If you are going on a day trip, or breakfast and would like to see if others would want to join. We will develop a group within Google groups for those members that are willing to participate. Therefore you are going to have to contact Membership or Vern to be included. You will send an email to [www.pca-sequoia@googlegroups.com](mailto:www.pca-sequoia@googlegroups.com) announcing your trip and it will be authorized for distribution through Google groups.

With start of the driving season, let us remember to drive within your skill level and with limits of your Porsche. We participate for the fun, and don't have anything to prove to anyone. While on a tour, remember to "hold" until the car behind has you in insight.

ALWAYS FLASH OTHER PORSCHEs

Roy M. Frye Jr.

SEQ President

559.472.6199

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# From the Editor

*Vern Simmons, Zeitung Editor*

Greetings PCA Sequoia Members,

Last week we had our first “Cars & Coffee” meet at The Edge Coffee House. Located in downtown Clovis on Polaski Ave, it’s a small, local coffee shop with good coffee, treats, and good parking out front. We met at 8:00 am which is a bit early for me, and when Ann Frye called to wake me up at ten to nine, I naturally lied and said I was in the car and on my way. Next month I will be sure to set my alarm.



23 cars showed up and so the parking area looked great with all the Porsches lined up out front. Bryan Boardwell drove his 1955 550-6 Tribute Spyder which took center stage as everyone crowded around to admire it. The car (shown on this month’s cover) has a twin-plug 2.4 911S engine producing 225 HP; not bad for a car that only weighs 1,400 lbs.

Did I mention they have strong coffee? It must have been strong because I managed to go home and get all my planned maintenance done on my car which included new CV joints, fuel lines, brake lines, tune up, ball joints, and a wash & wax. And, I got all this done before midnight.

Anyway, come out and join us next month—it will be at the same place on Saturday, March 2nd. Hope to see you there..... ***Vern***



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# Retrospective

*Margie Back, Club Historian*

## A History of Our Presidents

Margie Back - Historian

Today, as I write this article, our country is celebrating the inauguration of our 44<sup>th</sup> president's second term of office. A couple of week ago, we celebrated and welcomed a new president into our Sequoia Region Porsche club. These are significant events, and they allow us to recognize the considerable importance of leadership, even in a volunteer organization.

Presidents especially carry a large portion of responsibility for the direction and the forward movement of a volunteer organization. Just counting the number of events a PCA Region president is expected to be present for can be intimidating.....board meeting and dinner meeting monthly are just a start. Then there are tours, autocross, detailing sessions, and newly the "meet and greet" on first Saturday. Beyond our region there are Zone events at which our president is expected to participate, and maybe even take leadership in. Again, dinners, board meetings, and track events at that level. Then beyond the Zone there is the annual Parade. And what regional president wouldn't want to be at Parade?! An opportunity for more dinners, and meetings, and learning about the car, the club, and the wonderful people who share the love for Porsche. Being president of a local Porsche Club is no small commitment of self, time, energy and resources.

Over the history of our club – from Fresno Region to San Joaquin Region to Sequoia Region – we now have elected our 58<sup>th</sup> president: **Roy Frye**. Some have served multiple times, others just one term. We remember them all with gratitude and often with wonderful stories of what took place during their term of office. We have had only one woman president (1985). Here they are listed:

1959	Chuck Perry	1960	Max Davie	1961	Hans Nienstedt
1962	Dick Smith	1963	Bill Henry	1964	Arnie Hollenbaugh
1965	Bud Hogue	1966	Dick Arnold	1967	Harry Benov
1968	Ed Havey	1969	Jim Madsen	1970	Dick Smith
1971	Jim McBride	1972	Dick Arnold	1973	Dick Broemel
1974	Dick Broemel	1975	<b>Tony Maslowski</b>	1976	<b>Tony Maslowski</b>
1977	<b>Jack Back</b>	1978	Dick Arnold	1979	Bob Burton
1980	<b>Gene Gilpin</b>	1981	<b>Gene Gilpin</b>	1982	<b>Dutch Green</b>
1983	<b>Dutch Green</b>	1984	Kathy Benov	1985	Kathy Benov
1986	Steve Gilbert	1987	Steve Gilbert	1988	<b>Gene Gilpin</b>
1989	<b>Glenn Pierce</b>	1990	<b>Glenn Pierce</b>	1991	George Scheidt
1992	George Scheidt	1993	<b>Glenn Pierce</b>	1994	<b>Glenn Pierce</b>
1995	Steve Spangler	1996	Pete Suddjian	1997	Pete Suddjian
1998	Kevin Molineaux	1999	Kevin Molineaux	2000	Jim Coon
2001	Kevin Molineaux	2002	<b>Dutch Green</b>	2003	<b>Rocky Taylor</b>
2004	<b>Rocky Taylor</b>	2005	<b>Vic Nimechek</b>	2006	<b>Gene Gilpin</b>
2007	<b>John Lillian</b>	2008	<b>John Lillian</b>	2009	<b>Fred Scott</b>
2010	<b>Fred Scott</b>	2011	<b>Dave Ogden</b>	2012	<b>Dave Ogden</b>
2013	<b>Roy Frye</b>				

(**Bold** type indicates those who are still members)

# Tech & Safety - Alignment or Balance?

## Alignment or Balance?

by Pedro P. Bonilla (GCR PCA)

“I get a shimmy at speed”, or “my car pulls to the left when cruising down the road” are two of the most common complaints regarding steering wheel feedback ...

... and the question generally following is: “Should I have an alignment done, or do I need balancing?”

I will attempt to oversimplify what otherwise are complex and very precise adjustments, very important for your Porsche to perform at its best.

### Balance

The technical definition of balance is: *the uniform distribution of mass about an axis of rotation, where the center of gravity is in the same location as the center of rotation.*

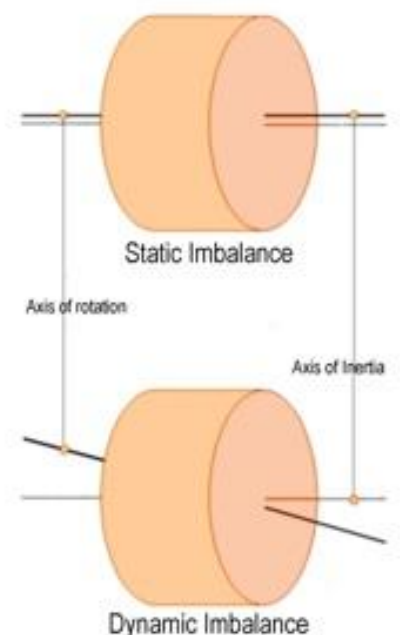
Because of manufacturing imperfections and/or additional requirements such as the tire's valve stem, the tire pressure monitoring system, etc., when a tire is mounted on its wheel the combined weight distribution is not perfect. This can be corrected by the addition of small weights strategically attached to the edge or underside of the wheel. Tire balance actually encompasses balancing the tire and the wheel to which it is mounted on. Tire balancing is a necessity because an imbalance of mass will cause the wheel to wobble when the tire rotates, generating vertical or lateral vibrations which may increase with speed and which can be felt through the steering wheel.

The best way to balance tires is by dynamic balance, where tires are mounted on a rotating axle which has sensors capable of detecting small unbalanced forces on the axle. These sensors are connected to a computer which calculates the forces and taking into account the diameter and width of the tire, tells the operator how much counter weight to add and exactly where to add it on the wheel to eliminate the imbalance.

There are actually several types of imbalance that can occur:

**Static Imbalance:** The vertical movement resulting from light or heavy wear spots on a tire.

**Dynamic Imbalance:** Side-to-side movement resulting from unequal weight on the sides of the tire and/or wheel.



# Tech & Safety - Alignment or Balance?

**Run-out Imbalance:** Excessive movement generally due to improper bead seating of the tire on the wheel.

**Vehicle Imbalance:** Vibration due to vehicle components other than tire/wheel assembly, such as brake rotor, wheel hubs and drive lines.

Static and dynamic imbalance can be corrected with a dynamic (spin) balancer. Run-out can be corrected by properly re-mounting the tire and vehicle imbalance can be corrected by replacing or repairing the imbalanced component.

After some miles on a new set of tires, imbalance can occur due to the loss of a counterweight or by wear spots on the tire. If you start to feel a slight vibration through the steering wheel, have your tires' balance checked.

## Alignment

The adjustment of the angles of the wheels so that they are set to the manufacturer's specifications.

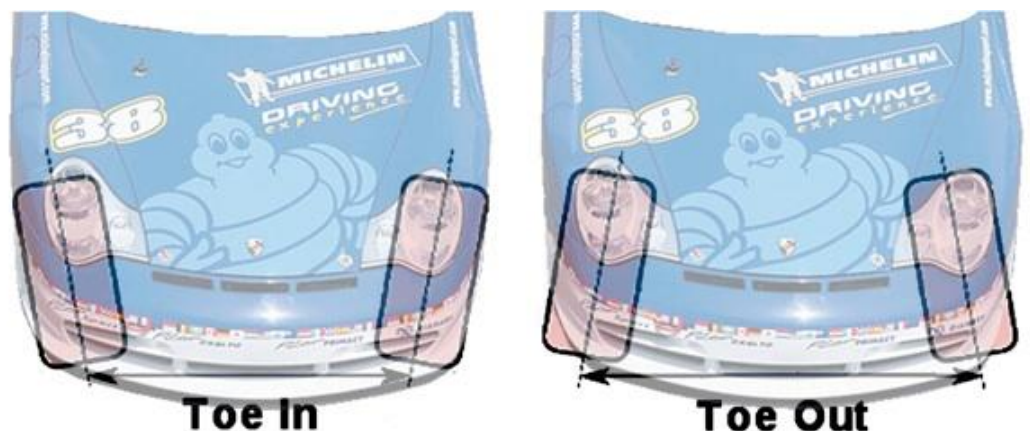
Alignment is much more complex than balancing since it involves primary and secondary wheel angles, which are obtained by adjusting several suspension parts.

The three basic alignment parameters are: **Toe**, **Camber** and **Caster**, but an alignment goes well beyond just these three since there are secondary angles that can be adjusted, such as SAI, Included Angle, Toe-On-Turns, Maximum Turns, Toe Curve, Track Width Difference, Wheel Base Difference, Frame Angle, Ride Height, etc.

**Toe:** is the symmetric angle that each wheel makes with the longitudinal angle of the vehicle. In other words, when the steering wheel is straight, are the tires pointing in (toe in) or out (toe out)?

In a rear wheel drive car, such as a Porsche, increased front toe in provides for better straight line stability, but hampers turning response and increases tire wear.

So, for DE (high speed, straight-line stability) you





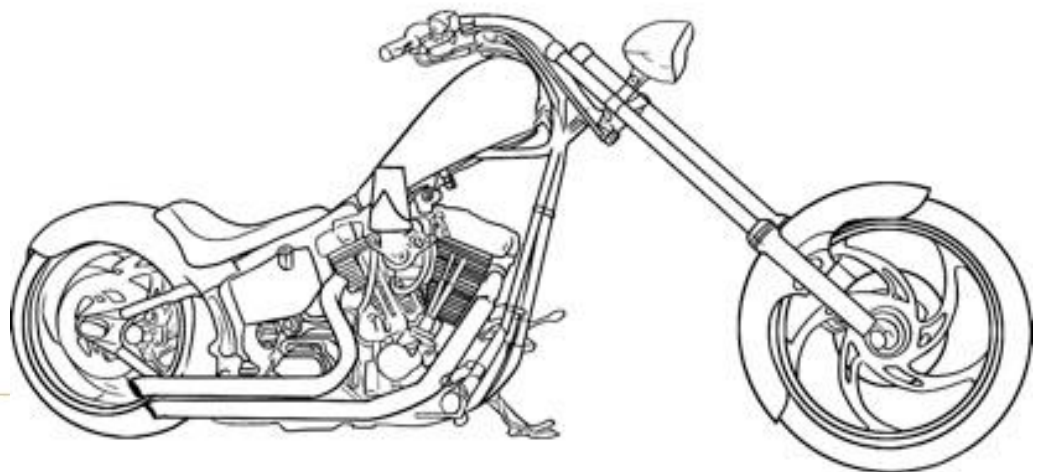
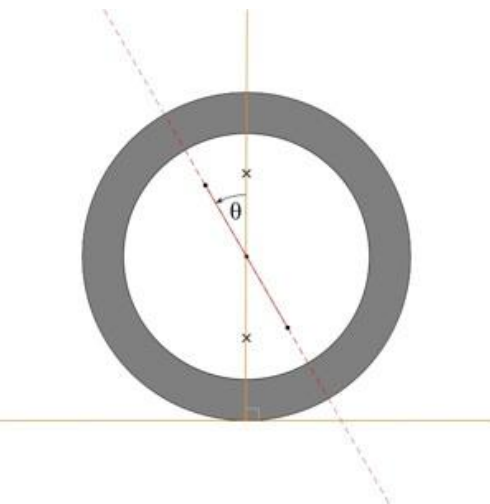
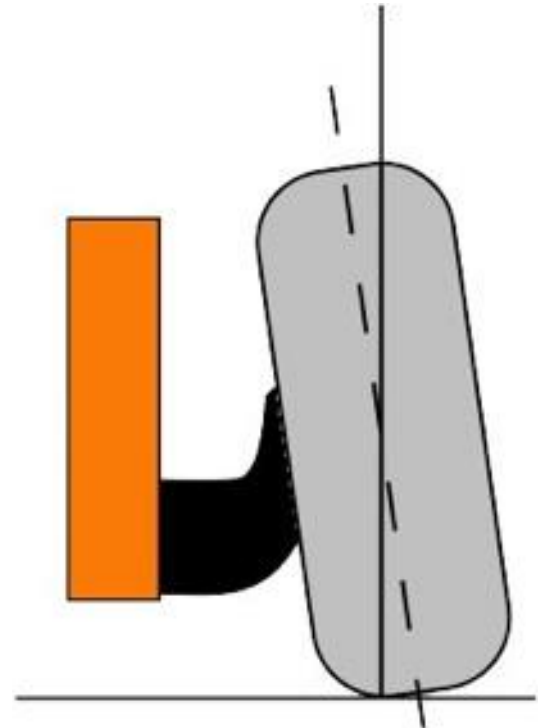
# Tech & Safety - Alignment or Balance?

need a different setting than for an AX where turning response is favored over straight line stability.

**Camber:** is the angle between the vertical axis of the wheels and the vertical axis of the car, when viewed from the front or the rear. Generally Porsches have negative camber, especially on the rear wheels, which means that the inner top edge of the wheels are closer than the inner bottom edge.

Generally, more negative camber improves grip when cornering but induces more tire wear on the inner edges of the tires but, on the other hand for maximum straight line acceleration, the greatest traction will be attained with zero camber angle.

**Caster:** is the angular variation from the vertical axis of the suspension. Think of the rake in a chopper's front suspension. Caster has more to do with the ability of the driven tires to self-center themselves (straight-line stability).



Most of these adjustments interact with each other. Changing camber will affect toe, and changing ride height will alter the geometry and requires additional modifications to bring back the alignment to spec.

All of our cars come from the factory precisely aligned, but alignment is not permanent.




# Tech & Safety - Alignment or Balance?

Bumps, pot holes, curbs and general wear will affect the alignment settings which need to be brought back to spec periodically.

With a proper alignment (as close to the factory specs as possible), you will be able to reduce excessive tire wear, have good cornering traction, and maintain high speed stability in your Porsche.

Happy Porsche'ing,

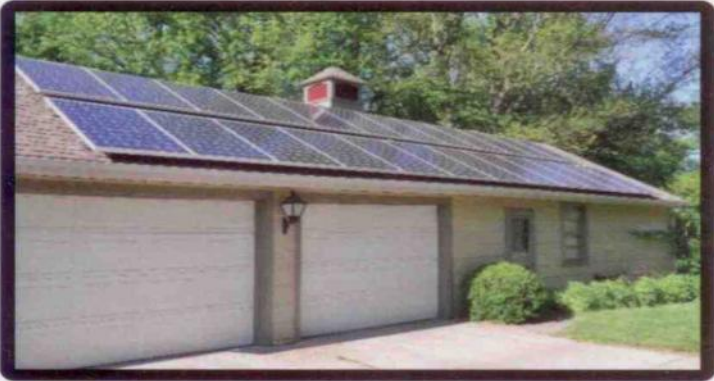
**Pedro**



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# 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](mailto:doclcs@yahoo.com)



# Electrical Tools for the Garage

*By Richard Newton*

The whole idea of an electrical system is to get electricity from one point on your racecar to another point. The hard part is that you can't see electricity. The good part is that even though it's invisible you can measure it. Think of a wire as a garden hose. Electricity flows through the wire the same way that water flows through a garden hose. Sometimes your garden hose springs a leak and the water never gets to the place you need it. Sometimes the garden hose gets kinked and the water flow stops. The big difference is that when you mess around with your garden hose you can actually see the water.

Since we can't see electricity we need some special tools to measure (or see) electricity. There are three items that concern us when we measure electricity.

**Resistance** – This is anything that impedes the flow of electricity. How well is the electricity flowing through the wire. We measure this resistance in ohms.

**Current** – This is the *amount* of molecules flowing through the wire. We measure current in amps. Remember as the diameter of the wire increases so does the amount of current that can pass through it. Bigger wire is simply a bigger hose.

**Voltage** – This is the amount of pressure, or strength, of the electrons. This pressure is measured in volts.

*Now lets look at the tools we need:*

**VOM** – This is short hand for Volt/Ohm Meter. It's also called a multi-meter. This tool can measure resistance, amps and voltage. I like the cheaper (around \$50.00 or less) and simpler models. Older cars have a very simple electrical system and you don't need the features found in an expensive multi-meter. Most of the time you'll be testing continuity and using the Ohms scale. You want to see if you have electricity getting from point A to point B. Probably the most common use is to check spark plug wires for excessive resistance.

**Test Light** – This looks almost like a screwdriver except instead of a blade the end has a very sharp point. A wire comes out of the top and there is an alligator clip on the end of this wire. The idea is to attach the clip to a good ground wire and then use the pointed end to probe a connection. You're using the light to see if you have voltage flowing through the wire. You just keep checking the system to see exactly where the voltage stops. When the light no longer illuminates you've located the problem. If you pay over \$25.00 you've just purchased an expensive test light. The difference between this expensive one and the \$5.00 one is so insignificant that it doesn't really matter. The more expensive tool is actually a better value. The expensive ones not only last a lot longer but also are a lot easier to use.

# Electrical Tools for the Garage

*By Richard Newton*

**Test Leads** – You can make these from parts you buy at Radio Shack. They're simply wires with alligator clips on both ends. You want two of them; one of them should be long enough to go from the front of the car to the back, the other one should be about two or three feet long. These leads are used to actually replace the in car wiring during a test. Perhaps your fuel pump isn't working. You can take the long lead and connect one end directly to your battery post and the other end to the fuel pump. If the fuel pump works with the lead in place then you have a wiring problem, not a fuel pump problem. You use these leads to trouble shoot electrical components by bypassing the wiring in the car.

**Wire Strippers** – Admit it. You've used your teeth to get the insulation off a wire. You've also purchased a cheap wire stripper at some flea market. Get over it. Just buy the best wire stripper you can find. This tool is going to last you the rest of your life. The expensive ones actually work a whole lot better than the cheap ones.

**Sandpaper** - I believe that ninety per cent of all electrical problems are caused by bad ground connections. A ground connection can only work if there is a metal to wire connection. When rust builds up you have a bad connection and an intermittent problem. Remove the ground and sandpaper everything until all the rust is gone. You now have a good ground.

**Fuse Tongs** - Sure you can remove fuses with your fingers but these tongs are so cheap why bother. These can be found at any local parts house. Like every other electrical tool you're never going to wear it out so just buy the best one you can find.

*By Richard Newton at Vintage Motorsport Magazine*



## *Dinner Social, 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 Oktoberfest and 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.

### Monthly Dinner Social

**Feb 12 - The Cattlemen's**  
**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**  
\*\*

**May 19th - Sunday Brunch**  
**Place & details to be announced**  
\*\*

**June 8th - Potluck Lunch/Dinner Party**  
**Place & details to be announced**  
\*\*

**July 9th—Yoshino's Japanese**  
**6226 N. Blackstone Ave, Fresno, CA 93710**

#### **Dinner 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](mailto:looneybin5150@sbcglobal.net)

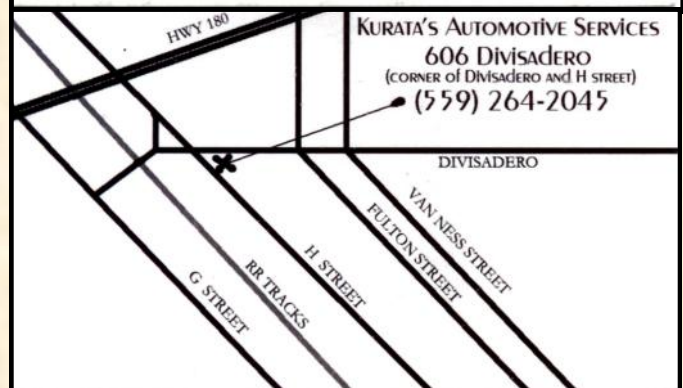
### Attention New Members

All existing dinner coupons expire in April 2013. April dinner at Elbow Room is the last time these coupons will be accepted so come and join us for dinner - on us!

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## 2013 - Board Members:

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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@yahoo.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

March 4th - Home of Steve & Sue Williams

April 1st - Home of David Crabtree

May 6th - Home of Vern Simmons