

SequoiaZeitung

MAR | APR | MAY 2016



Cardella Winery Visit Review

By Obie Silverwood | Photos by Steve Williams

March 19, 2016 - Sequoia Region PCA

What a wonderful day - sunshine, Porsches, friends and good wine! Our group assembled Saturday morning at the downtown Fresno Starbucks. Present were the Backs, Webbs, Suarez's, Tuttrups, Deans, Blains, Holmes, Simpson, Fries, Rogge, Huene, Dias's, Williams and Joy and I. We headed out highway 180 west for a relaxing

drive through farmlands to the Mendota area. Turning off of Panoche Avenue a mile long entrance road lead us to Cardella's secreted estate, a Tuscan style villa surrounded by lush lawns, herb hedges and flower gardens. Entering the estate's cobblestone drive we rounded a large fountain and parked. Inside their event center, Nathan Cardella (the winemaker/owner) awaited us with his staff.

CARDELLA WINE TOUR 2016



PCA SEQUOIA REGION



He divided our group and turned half over to his estate manager, Peter Vasquez, who was born on the estate. Peter provided those in his group with a glass of Cardella Prosecco and lead them to the wine production area and cellars, where he explained the vinification process. Nathan presented his group with tastings of Cardella's Rosato, Pinot Grigio, Ruby Cabernet, Sangiovese, Zinfandel, and Barbera, after which the two groups switched. Shaded tables had been arranged for us on the patio, where we



enjoyed our basket lunches and wine purchases. A good time was had by all.

Special thanks go to Richard Webb for preparing the route map and to Steve Williams for the photos; and especially to Nathan Cardella and staff for hosting our group.

Obie Silverwood | Drive Organizer



For the complete set of photos visit: <https://boxster986s.smugmug.com/Events/Cardella-Wine-Tour-2016/n-f9Csr5/>

President's Letter

Trackdays & Tours | 2016

Members

It's been a fast start to the year with many events. After our successful Morro Bay trip we had a fun opening to our Autocross season headed by Ken Vaughn. A week later we had a large group go on Obie's Cardella winery tour. Read his article in this newsletter.

By the time you read this newsletter, we will have gone on our next tour to Death Valley. In April we will have our next dinner at Sakura Chaya, followed by dinner at Andiamo's in May.

The year has been full of events so far and we continue to find new fun and exciting things to do. We are always looking for new ideas to keep the fun coming. The Saturday meet and greets have proven to be a great success and we are adding many new members. It's always fun to get together and show off our cars and share our experiences in owning great driving machines.

We have been busy in revamping our website and keeping it up to date and adding new features. Please take the time to peruse through the website. We are adding members' articles featuring their cars. So if you would like to have your favorite story about your car, please contact me or one of the other board members. We'd love to share your story.

Hope to see you joining us for one the many events that we are having this year. It's been a pleasure so far serving you and the club. See you soon!

Ed Suarez

President Sequoia Region Porsche Club

Rock Tour

By Dave Ogden | Photos by Steve Williams

This February, instead of doing our usual Hollister Tour, we created the "Rock Tour" to Morro Bay for the day. We gathered at our usual spot in downtown Fresno at the Starbucks and began our trek over to the Rock.

This trip we piloted a new program by breaking the ride up into the "Spirited" and "Cruiser" groups. We actually created separate routes for each group, starting out together heading down 41. We then picked up 3 more cars in Lemoore and another 2 cars at our rest stop in Kettleman. After a quick stretch, we divided up and I took 6 cars on the curvy back roads route into Morro Bay. Rob Tuttrup handled the "Cruisers" on the more direct route to our lunch stop on the Wharf. It was a huge help to have had the parking area reserved for us by my friend (and owner of the restaurant) right across the street from our destination! Thank you Jim Tolle for the parking and fabulous food at La Vida Roca!!

Lunch was great and the view was spectacular, with huge waves making explosive impacts on the rocks. After lunch, many of us walked the Wharf and shopped. We again timed this trip with great weather and beautiful California scenery!



For a complete set of the photos from this tour, visit:
<https://boxster986s.smugmug.com/Morro-Rock-Tour-2-27-2016/>

Rock Tour

(Continued)

With over 17 cars and 30 people, this was one our biggest tour groups ever! Make sure you join us for some of our upcoming tours, which promise to be just as great!!

April 2-3
Death Valley
2-day Tour

May 21
Bass Lake/Ducey's

June 17-19
Mammoth Mtn.
3-day Tour

Regards,

Dave Ogden



Redwood Region Autocross

The Cones Awaken!

Saturday, April 23, 2016

At Charles M. Schultz Sonoma County Airport , Santa Rosa

Sponsored by *Hi Tec Automotive*
and Mobile Works West



Driving in Redwood Region Autocrosses is limited to PCA members and Porsche drivers only. PCA members may drive any vehicle; non-PCA members must drive a Porsche. All non-Porsche driver participants must show PCA membership card at the gate. Come join us for the finest in learning car control.

Pre-Register on MotorsportReg (MSR) and save time and money. MSR registration fee is \$40 and can be paid either on MSR or at the site the morning of the event; to pay at the gate select "Skip Payment" on the final registration page. The event fee for registering (non pre-registered) at the morning of the event is \$50.

Registration is open on
MotorsportReg.com

<http://www.motorsportreg.com/events/2016-redwood-autocross-2-sonoma-county-airport-pca-806970#3wG90vkr1MM>

You must use the link in this flyer, the website, or the calendar to register as these events are not searchable.

8:00am -Gates open

9:00am -All Cars must be tech'd prior to Check-in / Registration

9:20am SHARP -Pre-Registration check-in and on-site Registration closes

10:00am -First car out.



Loaner helmets and instructors will be available No open exhaust, 92db sound limit

Directions: Take Highway 101 North to Shiloh exit, a few miles north of Santa Rosa, turn left (West) on Shiloh Road, left (South) on Windsor Road for about a mile to the rear gate to airport (on your left). Please drive safely and quietly in respect for the local residents.

For more information visit the <http://red.pca.org/autocross/autocross.html>
or contact Grady Carter by carterg50.rr.ax@gmail.com



Concours Judging School

Sunday, April 24th

From 10:00 A.M. to 2:00 P.M.

Porsche of Livermore in the Livermore Auto Mall

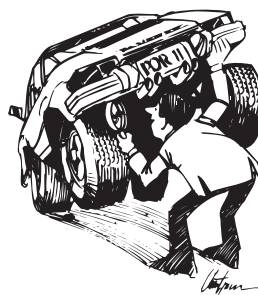
3100 Las Positas Road • Livermore, CA 94551

All Zone 7 members are invited to attend our concours judging school. Remember that to be eligible for year-end Zone 7 concours awards, you must volunteer to assist in the Zone 7 Concours Series as a judge; so sign up early and get trained because your help is really needed.

Also included in the school will be discussions related to car preparation, cleaning techniques, how and where to clean your Porsche, and cleaning products available.

*There is no fee for this event. Lunch will be provided.
You must sign up no later than April 15, 2016*

To enroll, contact Les Schreiber at
(408) 316-8654 or email Les996@me.com.



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CRAB IS COMING!



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Saturday: Morning Autocross & Driving Tour;

Afternoon Autocross & Driving Tour; Walking Tour

Saturday night: CRAB Banquet & Dancing with Music by The Speedsters

Sunday: Rallye, Gymkhana, Concours de CRAB,
Beer & Brat BBQ

...and a very special private air show by SVR's own Brian Sanders [Sanders Aeronautics](#)



May 13 - 15, 2016

<http://www.svr-pca.org/>

Registration Now Open! (closes May 6th)

[Crab 36 | Sacramento Valley Region](#)

Looking Back.....

Was it male bonding or "just" an article of clothing? Was it capturing a sense of group identity? Was it the answer to "what shall I wear?" in an era when going out for dinner meant "dressing up"? Or was it just plain fun? During the 1960's men of this Region (and even a few of the women) proudly wore matching red sport coats, with the San Joaquin Region logo-patch on the left-front pocket, to all dinner meetings and other Porsche events. It was like a sea of red flowing into a restaurant, bringing a smile to the lips of on-lookers, and a warm thump to the hearts of the wearers.. Golden Gate Region wore gold jackets; Sacramento Region wore green. "Join the Red Coats!" was a headline in the Zeitung. Vice President Ed Havey found the supplier at a cost of \$24.95 plus tax.

Margie Back, Historian

Photo: Christopher Back, age 2-1/2, with a coat like Dad's



Submitted in February 2006, and again April of 2016



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FOR INFORMATION CONTACT:

CONCOURS: PETER RIDGEWAY, 727-804-9513, peter_ridgway@sbcglobal.net

SWAP: JIM BRYANT, 408-937-5469, jjbryants@hotmail.com

LOMA PRETA REGION HOME PAGE ----- <http://LPR.PCA.ORG>

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Sprucing Up My Air Cooled Engine

My 1974 911 had always been in good shape but when the time came to replace my clutch; a fairly simple project, I figured this would be a good time to take care of cosmetic issues that can best be completed with the engine out of the car.

A warning to the reader: this can and did open up a giant can of worms.

I started by dropping the engine. Since I had never done this before, I spent some time on the internet and decided to make a platform that would fit onto my floor jack and cradle the engine. I was a bit worried that I might goof things up but the whole process turned out to be very easy and only took an hour to get the engine out of the car. Of course, it took months before it went back in.

Once the engine was out, I realized that it was much dirtier than I realized and was going to take considerable effort to clean it up. I scrubbed and scrubbed for days and probably used a gallon or so of simple green and lots of elbow grease and scalding hot water.

I removed the old clutch and flywheel and sent out parts for resurfacing. While I waited for the shop to do its job, I decided that I would attempt to refinish the engine shroud which was full of chips and scratches. Of course this required me to remove the fuel injection which took many, many hours (man, I wish I had smaller hands).

I sanded the shroud every evening until it was completely smooth. Afterwards, I filled in small scratches and gouges with Bondo and then sanded again. My first attempt at using Bondo did not go so well, it hardened up before I could fill a single crack so I started over and eventually got it right.

After sanding, I painted the shroud with several coats of primer and then paint and then clear—about 10 coats total and I was really happy with the results. Unfortunately, the newly painted shroud looked so nice that all of the engine's cooling tin suddenly looked dingy and worn. This bugged me for days and so I couldn't live with it and decided I would have it all powder coated. So off to the powder coater with a box of parts for powder coating. Cap's Powder Coating does great work with very decent pricing.



My first engine drop. Only took about an hour after building a simple platform that fit onto my floor jack.



Engine Shroud after filling in scratches with Bondo and then painted with primer



Fan shroud painted "Ford Red"

Did I mention this would open a can of worms?

The freshly coated engine tin now made the cooling fan look old and tired. Not to mention the valve covers. I went back to the powder coater with more parts; fan housing, valve covers, sway bars, fuel tank filler, motor mounts, and I'm sure there were other parts I can't seem to remember now. I sent the fan to a guy who refinished the fan and re-plated the pulley.

I also re-did my injection system with PMO independent throttle bodies and EFI but that's another story for another day.



Powder Coated Engine Tin



Refinished Fan and Re-plated pulley.



Ceramic Coated Fan Shroud and Valve Covers below



Story by **Vern Simmons**

The final product! Took several months longer than expected but (it's my hobby).

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Upcoming Events for Zone 7

In The Zone-

Spring is around the corner and there are many upcoming events to enjoy your Porsche. In addition to your local regional events, take a look at these zone events that might interest you.

April 16th and 17th. The Zone 7 Autocross season is about to begin! Join us at Marina Airport for a fun weekend. Hosted by Golden Gate on Saturday and Loma Prieta on Sunday. Register at motorsportreg.com.

April 24th. Please join Zone 7 at Porsche of Livermore on Sunday, April 24th for everything Concours. There will be a judging school and discussions related to car preparation and cleaning. Everyone welcome. You don't have to Concours to come out and learn. Sign ups are free. Email les at Les996@me.com

April 29th-May 1st . If you are attending the 2016 Continental Monterey Grand Prix at Laguna Seca, stop by the Porscheplaz tent where you can relax, watch the races on TV, hear presentations by drivers and more. You can also purchase a corral pass when you buy your race ticket. Want to help out? We could use some volunteers throughout the weekend. Let me know.

May 13th-15th. The premier Porsche weekend is returning. This is a don't miss event with something for everyone. Driving tour, autocross, funkhana, walking tour, wash & shine concours, beer and brats and a crab feed rolled into one great weekend. For more information, svr-pca.org.

Stay tuned to hear more about the Zone 7 Website updates. It is currently being revamped. It will be

user friendly with many new features. We'll have current event info, photo and video pages, and smart phone friendly!

Did you know Zone 7 has a car grill badge? Yes, we do! Please email Chuck Pierce at cpcycle@velociter.net to purchase one at \$30 each. Thanks for supporting the Zone.

Needed-Zone 7 Treasurer! Zone 7 is now incorporated. So, we need to have a treasurer. It will be a very easy job. Mainly we need someone to file the tax returns. Since we have little money, it will be easy! More questions? Call me.

Safe driving-

Sandy Provasi
Zone 7 Rep
408-947-0980





2016 Zone 7 Autocross Series

March 26 and 27 - Zone 7 Autocross School, hosted by Loma Prieta Region at Marina Airport, Marina CA

April 16 – Zone 7 Autocross #1, hosted by Golden Gate Region at Marina Airport, Marina CA

April 17 - Zone 7 Autocross #2, hosted by Loma Prieta Region at Marina Airport, Marina CA

May 21 – Zone 7 Autocross #3, hosted by Redwood Region, Charles M. Schulz Sonoma County Airport, Santa Rosa, CA

May 22 - Zone 7 Autocross #4, hosted by Redwood Region, Charles M. Schulz – Sonoma County Airport, Santa Rosa, CA

June 11 – Zone 7 Autocross #5, hosted by Sacramento Valley Region at San Joaquin County Fairgrounds, Stockton, CA

September 24 - Zone 7 Autocross #6, hosted by Loma Prieta Region at Marina Airport, Marina CA

September 25 - Zone 7 Autocross #7, hosted by Loma Prieta Region at Marina Airport, Marina CA

For information contact:
Vern Thomas, Zone 7 Autocross Chair
verngoesfast@gmail.com
(925) 681-9280





MARCH 12-13
THUNDERHILL RACEWAY

APRIL 8-10
AUTO CLUB SPEEDWAY

APRIL 30-MAY 1
WILLOW SPRINGS RACEWAY

MAY 14-15
BUTTONWILLOW RACEWAY

JULY 22-24
MAZDA LAGUNA SECA RACEWAY

SEPTEMBER 3-4
THUNDERHILL RACEWAY

SEPTEMBER 10-11
HIGH PLAINS RACEWAY

SEPTEMBER 16-18
UTAH MOTORSPORTS CAMPUS

NOVEMBER 12-13
BUTTONWILLOW RACEWAY

THE WCS WILL FOLLOW THE NATIONAL CHAMPIONSHIP SERIES RULES,
with the exception that awards will be determined by the totals of the best 8 championship races from the 9 West Coast Events.
Each West Coast Event will have 2 championship races. Ties for the first three positions will be broken by the highest total in
the 9th race, then the 10th race etc...

You may review the rules on the Club Racing website via PCA.org

FOR MORE INFO: wcs@pca.org

PCA Calendar of Events & Meetings | 2016

	BOARD MTG	DINNERS	TOURS	TECHDAY	AUTO-X	FIRST SAT COFFEE	trackdays
April	4-Apr Vern	12-Apr	4/2-4/3 Death Valley		9-Apr Visalia Airport	Bighat day no coffee	
May	2-May Steve	10-May	21-May Boyden Cave		14-May Visalia airport	7-May	
JUNE	6-Jun Ed's	14-Jun			NONE	4-Jun	
JULY	11-Jul Vern	12-Jul	Mammoth Ramos winery		NONE	2-Jul	
AUG	1-Aug Margies	9-Aug			NONE	6-Aug	
SEPT	12-Sep Manhattan	13-Sep			NONE	3-Sep	
OCT	3-Oct Ed's					1-Oct	
		Oktoberfest	tarantula		Visalia Airport		
NOV	7-Nov Steves	8-Nov				5-Nov	
			Pinehurst		Visalia Airport		
DEC	TBD Verns	3-Dec Belmont	NONE	NONE	NONE	3-Dec	



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A Truly Porsche Experience

By Ryan "Statch" Golom | Photos by Hanna Golom



Even though my wife, Hanna, and I moved out of the Sequoia region, I thought I'd share our recent experience in Atlanta.

After the Yankee Gift Swap at the Chesapeake After Holiday Party, I was pretty disappointed. I saw that now-infamous pair of Porsche Experience Center gift certificates make their way around the room all night and I never even got my hands on them. But that event planted a seed in my wife's head that would bring both of us to the Porsche Experience Center (PEC) in the very-near future.

Hanna enlisted the help of our relatives and surprised me with an early birthday gift – a weekend in Atlanta with a 90-minute track session in a manual Cayman. Thanks to Southwest airlines and Hanna's smart hotel shopping skills, the weekend trip didn't break the bank. We arrived early on a Friday morning and departed late on a Sunday night, which left us plenty of time for one of the best aquariums in the world and one of only four zoos in the U.S. to display pandas. I highly recommend seeing both if you have time.

But the real reason we were there was for the Porsche Driving

Experience. My session started at 2pm on Saturday but we arrived at the PEC a little before noon to see all the sights. Multiple 991-2s were on display as they had just been debuted only a month or two prior. The two-story museum displayed a lineup of RS 911s and a guards red 959 – most of which I had never seen before. We ate lunch at the café and listened to the glorious sounds of the Porsche fleet race around the PEC course as the drivers of the 12pm session had their fun.

Before my time on the track, there was the usual paperwork. It included the standard "death-waiver" along with a liability limit form. If you accept the liability limit, the most you are responsible

for with regards to vehicle damage is \$10k. Decline, and you'll be responsible for more. I accepted.

With the required paperwork out of the way, I met my driving instructor. He was about my age and spends around 30 weekends each year at the track. He started with PCA High Performance Driving Events (HPDE) and ventured out to try Chin Motorsports, SCCA, and NASA events a few years ago. He currently races a BMW with NASA but stays relatively active with other HPDE organizations. Needless to say, I was in good hands.

Due to a scheduling error on PEC's part, I didn't drive a manual



Porsche Experience

(Continued)

Cayman. There is only one manual Cayman currently in the PEC fleet and someone else snagged it, so I wound up with a free upgrade. After a radio call or two, my instructor rolled up in a manual Boxster GTS – score! I had to wait around for about 15 minutes for the dust to settle, but we were driving before I knew it.

There is no prior experience required to participate in any of the PEC driving programs. Most of the people I saw were in a track environment for the first time. As I have seven years of track and autocross experience along with a PCA National HPDE instructor certification, I was not the normal student. My instructor adjusted quickly and we were dominating the “handling circuit” (road course portion) in no time. Passing is allowed with a blinker signal by the slower car and constant radio communication between instructors, so don’t worry about being held up or pressured regardless of your experience level.

The other track modules available as part of the experience are highlighted and described at porschedriving.com/experiences/driving-experiences. My personal favorites were the “low friction circle” (wet skid pad) and the “kick plate” – a straight section of wet pavement with a mechanical plate that literally kicks the rear end of your car sideways in a random direction. Pictures and videos of the kick plate do the module more

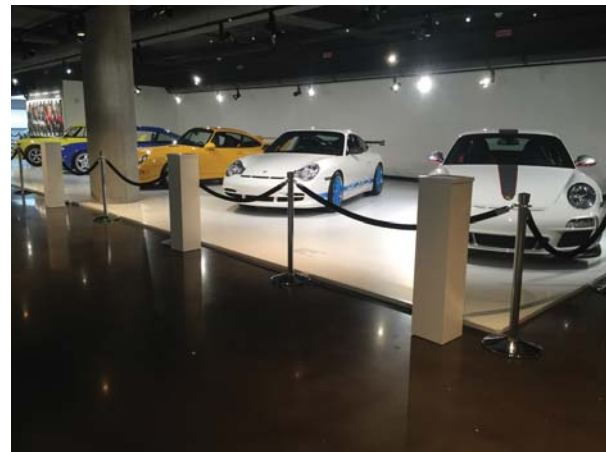
justice than my prose, so please check them out online. I will say that with Porsche Stability Management (PSM) completely on and with an entry-speed of 27 mph, I went sliding down the entire kick plate area backwards without even being close to properly recovering. Is this really legal to do in a brand new Porsche that isn’t mine?!?!

Overall, Hanna and I had a great day at the PEC. She was my photographer for this trip but since we will be driving to Pensacola, FL regularly to visit her side of the family, I will be her photographer the next time we pass through Atlanta.

You might be wondering what I thought of the 981-1 GTS since I am a proud owner of a 997.1S. Honestly, I was afraid that I would fall in love with the 981 and list my car as soon as we returned from Atlanta, but my worst fear was not realized. Don’t get me wrong; I absolutely loved the Boxster GTS. The mid mounted engine, superb chassis, and sport exhaust are quite the winning combination. But the gearing, torque, ability to select PASM without SPORT mode, and hydraulic steering feel of my 911 are attributes worthy enough to keep my faithful steed in our Maryland stable. If I were looking for a new 911 though, that would be a different story...

Here are a few other quick notes about the PEC:

1. No helmets are required during



Porsche Experience

(Continued)

the driving experience

2. With a convertible, you can absolutely drive with the top down

3. Your 90-minute driving session is not structured – you just drive around on the modules that are the most fun for you

4. You can split your 90-minute session between multiple drivers

5. Inexperienced drivers in 911s look stunned when a Boxster shoots past them on the handling circuit

6. The PEC has three stories of underground covered parking

7. The PEC is basically on the Atlanta airport (ATL) property

8. Parts of the Cayenne off-road course allow you to drive over the rubble of the demolished Ford assembly plant that previously covered the PEC's acreage – Henry Ford may or may not be rolling over somewhere...

The PEC is a short 1.5 hour flight or a mild 10 hour drive from Maryland. If any of you have any questions about my experience, email me at the autocross director email or find me at any of our club's events. Until then, drive safely!

Very respectfully,
Ryan "Statch" Golom
LT USN

Email: RyanGolom@gmail.com



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PHOTO COURTESY TAYLOR SOUTHGATE

TREFFEN LAKE TAHOE

September 7-11, 2016
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For program information and registration details,
see the Treffen website: treffen.pca.org
or email the Treffen North America staff at: treffen@pca.org

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DIANE TJERRILD

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