

SequoiaZeitung

APR | MAY | JUNE 2017



Kings Canyon and Grizzly Falls Tour

By Dave Ogden | Photos by Ed Suarez

Our Boyden Cave tour had a changed-up route due to a closure at the location from last summer's fire but that did not stop us from enjoying the Kings River and the massive summer run-off.

We launched from Blossom Trail again this month which, by the way, serves a very nice breakfast at a reasonable price. As 9:30 a.m. arrived we had 16 cars lined up ready to go. With a quick drivers' meeting to go over common sense guidelines for tours - like keep your headlights on, wait for the car behind you at a turn, and do not gather at an incident - we departed and headed up to Wonder Valley where Obie and Joy were

waiting for us alongside the road. We then slowed to gander at the pigs at the farmers place just outside of Wonder Valley. The climb up and out of Elwood is one of the best around as long as there are not too many cows and their road deposits.

We quickly grouped back together and turned on the 180 headed up to the park. We had several tour buses and motor homes to stare at during the drive but we made it to the gate where you now pay \$30 per car to enter. We made a pit stop at the Grant Grove for bathrooms and drinks before we made the short but very scenic drive to Boyden Caves.

(continued)

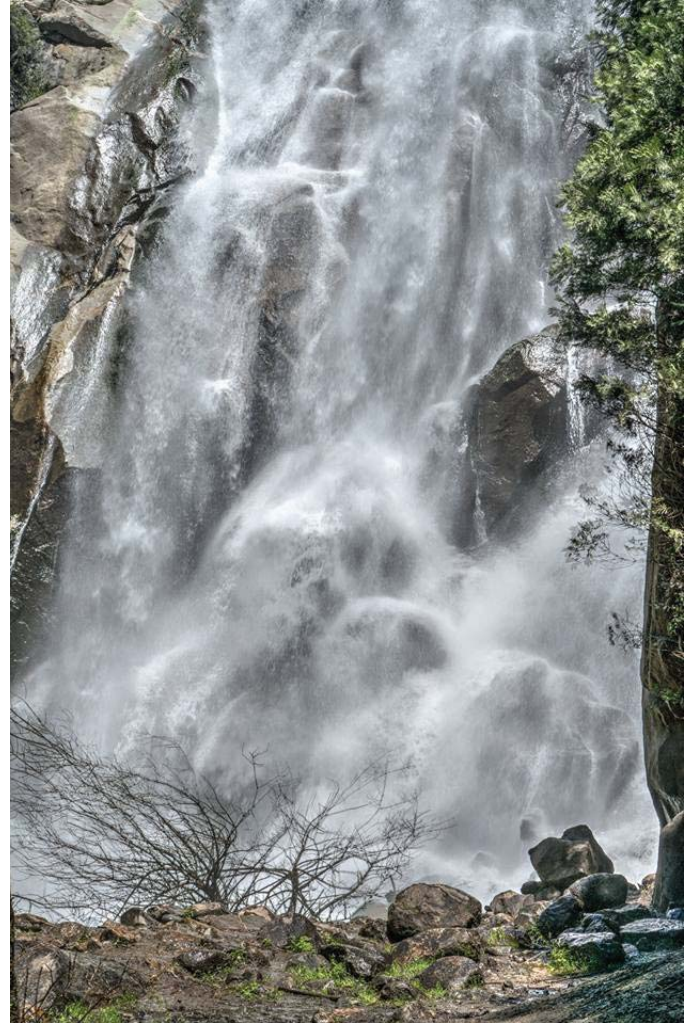


Boyden Cave and Grizzly Falls

(continued)

The fire had taken out many square miles alongside our route and even threatened Hume Lake. But Mother Nature is already creating a new landscape for us to see. The hillsides are covered in wild flowers and the ground scrub is exploding with new growth. After we arrived at Boyden and saw the gate and barriers we continued to the next picnic area - which really turned out to be better - at Grizzly Falls. There we had plenty of tables, plus a nice view and a cool mist from the waterfall and we were 100 yards away. Most ate and then either drove to the Park or headed home. I wanted to show Tami the river so the next day we jetted up on the bike to beat the crowds and to drive 'till road was no more. We are very fortunate to have such beauty in our backyards!

- Regards, Dave Ogden



President's Letter

By Ed Suarez

Members:

Hard to believe we are half way through this year already!! We've done so much and have so much to look forward to as well. Hope we all don't melt before then!

On the business end of things, your Board is currently reviewing all of our By-Laws and determining if there are updates or changes that need to take place. We may be looking for input from members on items as they come up, so keep an eye out for emails or the website to get your voice heard. Once we've nailed things down, we'll provide members a link on the website to the entire document. The Board is also planning to put out an end of the year Financial Summary, which will also be set up on the website at the end of the year (or beginning of 2018) for members to review. Elections will also be coming up soon for the board. More details will be published soon.

In addition, our relationship with Porsche of Fresno continues to strengthen... thanks to all the members who showed up on June 17th to support owner C.J. Wilson while he was attending LeMans!! The race, the food, the drink and the great costumes were all terrific and made for a fun Saturday morning. On top of it all, the Porsche 919 won the fastest LMP1 class. Unfortunately this event interfered with our originally scheduled trip to Ducey's for a drive and lunch, but we'll reschedule that for a later date. We're also in talks with the dealership to nail down our Oktoberfest event... details will be

forthcoming, but it looks to be bigger and better than ever!

On the fun side, we've had some great tours and have had exceptional turnouts for our Auto Cross events, as well as April's Driving Clinic. It was a great event for many members that had the opportunity to learn more on the handling of their cars. Auto Cross continues to draw a lot of interest and we've just acquired a new timing system at a great deal! Still need to get some software, and hope to have it all up and running for Fall Auto Cross.

Porsche Ladies have been more active recently as well. More than half a dozen of our beautiful Porsche Women came together at Margie Back's home earlier this month to learn what colors show off their best selves. Everyone had a wonderful time and they are hoping to plan more events in the future. It will help to have email addresses from members who are interested, so you may see sign-up

(continued)



Ladies' event photos by Liz Chu



President's Letter

sheets at upcoming events... so make sure you get on it!

There are many more activities planned for the year. Please go to our website (www.Seq.pca.org) to see what's happening on the calendar. We also have a very active Facebook page (<https://www.facebook.com/groups/sequoiapca/>) where our members share photos and stories.

I look forward to seeing you at one of our upcoming events.

Ed Suarez
Sequoia Region President



Robb Report

Driving the 2017 Porsche 911 Turbo in South Africa

The 911 Turbo is one of the most capable and well-rounded sports cars on the market...



<http://robbreport.com/motors/cars/driving-2017-porsche-911-turbo-south-africa-232389/>



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Porsche Wins!

By Obie R. Silverwood | Photos by Ed Suarez (Three Pages)

What a fun 24 Hours of Le Mans viewing party, hosted by C. J. Wilson's Fresno Porsche Dealership. On arrival, guests were served French crepes and pastries, as if they were in Le Mans. Later the fair turned to burritos, quesadias, guacamole and beer.

Everyone had a front row, center seat and choice of three large viewing screens. For those who wanted a thrilling race-course experience, C.J. had thoughtfully provided five race simulators. And, of course, there were his replete inventory of new Porsches to see and test drive.

Interviewed at trackside in Le Mans, C.J. commented that he presently races Porsches in the IMSA Continental Tire Sportscar Challenge series. A former major league pitcher (Rangers and Angels), he now aspires to become a professional driver.

To make the day even better, the Porsche 919 won the fastest LMP1 class. An Aston Martin Vantage won the GTE Pro class, and a Ferrari 488 won the GTE Am class.

After the race viewing, a few hard-core PCA partyers followed Obie and Joy up 41 to the Fasi Winery, where facility

manager, Erica Magarian, had set a long table and glasses for us in their cool (it was 105 degrees outside) tasting room. There, we partook of Swiss Raclette cheese, sliced red onions, baguettes and dark chocolates, all washed down with Fasi's delicious Malbecs and Syrahs.

Special thanks goes to C.J. Wilson and his staff for providing food, drink and entertainment, and a great Porsche dealership. Likewise, thank you to Ralph Fasi and his staff for accommodating our group and providing a classy winery venue to the area,

Obie R. Silverwood









Gold Country Time-Speed-Distance Road Rally

Sunday, August 20, 2017

Start - Brookfields
 I-80 at EUREKA
 1817 Taylor Rd.
 Roseville, CA 95961

Presented by
Sacramento Valley Region of
the Porsche Club of America

Registration 9 - 9:15 AM \$20 per car

First Car Out 9:31

Area will be the foothills:
 Roseville, Auburn, and south along Hwy 49.
 Open to the public,
 PCA club membership not required.
 Equipped, Stock, Novice, and First Timers.

Pre-registration or questions contact:
 Richard Wetzel rally@svr-pca.org or
 530 304-6555.

Pre-registration by email recommended.
 General instructions will be provided a
 minimum of 24 hours prior to the event to
 those that register via email.



Three Rivers Tour

By Dave Ogden | Photos by Timothy Harris and Geneva Ann Reinhard

In April, we started our day lining our cars at Blossom Trail Café .

With over 12 cars of all colors and styles we headed out Belmont towards Wonder Valley and picked up Obie & Joy. As we left Wonder Valley we slowed to see the Pig Farm...scary. As we tied into 180 we headed up the hill towards our turnoff at 245.

After some tight turns and scenic ridge route we had a rest stop at Mountain House. After we stretched our legs, we finished the last part of the tour heading into Three Rivers for lunch at Gateway Restaurant where the staff was prepared for us and sat us outside with a view of the roaring rapids below. Again we had weather that was just perfect for the drive and only the sad state of the forest with all its dead trees from the bark beetle that is ever changing the view and landscape of our mountains. Make sure you come out and join us for the next tour. Check our website for dates and destinations.

Regards,
Dave Ogden



CJ Wilson's epic month features Spa, Le Mans, McLaren gamer challenge



By Tony DiZinno/NBC Sports | Jun 21, 2017 - Submitted by Carol DeFendis, Fresno Porsche/Audi/BMW Dealership

The post-baseball life is not bad for CJ Wilson, who's racing full-time now that he's retired from Major League Baseball.

Wilson races domestically in the IMSA Porsche GT3 Cup Challenge USA by Yokohama and he's also racing with United Autosports, co-driving a Ligier JS P3 with Andrew Evans in the Brands Hatch, Spa and Snetterton rounds of the Henderson Insurance LMP3 Cup Championship.

Wilson had his Spa debut earlier this month in the LMP3 car.

More recently Wilson, who owns several automotive dealerships including McLaren Scottsdale [and Fresno Porsche], has partnered with McLaren's recently launched "World's Fastest Gamer" competition to create the CJ Wilson Racing 570 Challenge, powered by McLaren Scottsdale.

The five-race series runs in July and August at Daytona, Sebring, Road America, Sonoma and Road Atlanta, with qualifying beginning July 3 on Forza Motorsport 6 for the Xbox One.

"Racing is unlike any other sport, for example there is no way to accurately simulate baseball whereas the entirety of your driving inputs and controls can be tweaked and honed online and judged or graded," Wilson said in a release.

"You can race in the simulator exactly as you would at Silverstone, COTA, or Monaco. While competing at the highest levels of Motorsport is a completely unique experience- with today's simulator and even console technology- the merging between simulation and reality is closer than ever."



Photos by Rennlist & NBC Sports

Executive Director of McLaren Technology Group, Zak Brown added, "McLaren group is committed to bring Motorsport to new audiences, and having CJ on board is another step in this process."

Wilson was also at Le Mans this year for this year's 24 Hours of Le Mans. We'd advise you to view his Twitter feed, @Str8EdgeRacer, for all the festivities he took part in over the year.





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CSUF ALUMNI

In The Zone

By Sandy Provasi
Zone 7 Representative

Looks like we have at least 104 cars and 170 Zone 7 members attending the 62nd Parade in Spokane over the week of July 9th, 2017. We will have a Zone 7 Party at the Davenport Grand on Sunday, July 9th before the Welcome Party.

Looking Forward (info at the zone website, <http://zone7.pca.org>):

● **Monterey Bay Region, Zone 7
Concours #4, Carmel Valley, July 23rd.**

● **Sierra Nevada Region, Zone
Concours #5, Rancho San Rafael
Park, Reno, July 29-30.**

● **Werks Reunion, Corral de Tierra,
Friday, August 18th**

● **PCA Corral, Laguna Seca,
Saturday, August 19th and 20th**



Safe driving.

Sandy Provasi
Zone 7 Representative

sandyprovasi@gmail.com
408-947-0980

<http://zone7.pca.org>



Kristen Lee/Jalopnik



The Monterey Bay Region presents:

Concours in Paradise

Concours #4 - Zone 7 Concours



Sunday, July 23, 2017 in Beautiful Carmel Valley, CA

- Location:** Situated on the [picturesque Monterey Peninsula](#), the Carmel Valley Community Park is a grassy swale with tree-shaded picnic area. There are great art galleries, restaurants and wine-tasting opportunities within four blocks of the park.
- Directions:** From Hwy 1 and Carmel Valley Road, the park is 11.4 miles. To view the directions on Google Maps, please copy and paste or type into your browser this url: <http://goo.gl/maps/hlJBz>
- Schedule:**
- | | |
|--------------------|------------------------------------------------------|
| 8:00 - 9:30 a.m. | • Gates open, car placement, last minute touch-ups |
| 10:00 - 12:00 p.m. | • Judging and Scoring |
| 12:30 - 2:00 p.m. | • Lunch and then the Awards Presentation will follow |
- Menu:** The ever-popular BBQ Tri-Tip or Chicken Breast, complete with Chili and Green Salad

The Monterey Bay Region
wishes to thank our Trophy Sponsor,
Porsche of Monterey, for helping
make this event memorable.



Porsche of Monterey will also be displaying new Porsches during our event.



YOUR INFORMATION			
Name:	Phone:		PCA Region:
Address:	City:	State:	Zip:
Email:	Your Co-Registrant:		
CAR INFORMATION			
Porsche Model:	Body Type:	Year:	
Concours Class Entered:	I Will Volunteer To Help Judge:		<input type="checkbox"/> YES <input type="checkbox"/> NO THANK YOU!
Yes, I Want To Display My Car(s)!	# of Cars: _____	There will be plenty of room on the grass for Display Cars. These Porsche Beauties will not be Judged; they are there for our Enjoyment.	
EVENT TOTALS			
	Concours @ \$30/car:	_____ x \$30 =	\$ _____
	Display Only @ \$10/car:	_____ x \$10 =	\$ _____
	BBQ Lunches @ \$24 pp:		
	• Tri-Tip:	_____ x \$24 =	\$ _____
	• Chicken:	_____ x \$24 =	\$ _____
	• Half & Half:	_____ x \$24 =	\$ _____
TOTAL DUE:		\$ _____	<input type="checkbox"/> Check <input type="checkbox"/> Pay at Door

REQUIREMENT: Must register by July 17 to be included for lunch & trophies; help us help you have an enjoyable time at the Concours. Thank you!

Questions? Please contact: Dave Aliotti (831)658-0356 or email: David59A@aol.com

Want to prepare for this event, please visit:

* <http://zone7.pca.org/new-concours-rules-2017>



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WHERE THE ENTHUSIASTS ARE—Werks Reunion is the premier Porsche gathering during the world-famous “Car Week” on California’s Monterey Peninsula. PCA welcomes all Porsches, Porsche enthusiasts, and Porsche clubs to join us for the day. Last year’s event had more than 800 Porsches on display, and up to 1000 are expected at this year’s event. Free admission for spectators!



New location this year:

Corral de Tierra Country Club • 81 Corral de Tierra Road • Corral de Tierra, CA 93908
South of Highway 68, minutes from Mazda Raceway Laguna Seca

Friday, August 18, 2017 • www.werksreunion.com

Also, be sure to join us at the PCA Corral at the Rolex Monterey Motorsport Reunion. Event info: pcacorralmonterey.com



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A Memoir

By

Obie R. Silverwood

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Martins. Enjoy the world's finest
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your reading lamp, sit back and
relax. You are about to live the
"Bond Life!"*



The West Coast Series is a PCA club racing points competition comprised of all the PCA club races that occur on the west coast of the USA. Historically, club racing in the PCA has been most popular on the east coast, and this series was created (starting with the 2014 season) to encourage west coast club members to take up club racing by providing them with the increased competition and sense of camaraderie that comes with having one's own competitive series. All PCA club racers are eligible to participate and all entrants to the listed events are automatically entered into the series. You may review the rules on the Club Racing website <https://www.pca.org/rules-licensing-forms>
For more information: wcs@pca.org

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September 16-17
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September 30 - October 1
Willow Springs Raceway
November 11-12
Buttonwillow Raceway

Welcome New Members | Kevin & DeDe Seward

Submitted by Margie Back, Historian

Welcome to new members, Kevin & Dede Seward, who have retired to a new home in Yosemite Lakes Park from the Bay Area. They have had a number of years of enjoyable involvement in Porsche activities of the Golden Gate, Loma Prieta, Diablo, Sierra Nevada, Hawaii Regions and more. Dede is the “carguy” in the family and her enthusiasm, especially for Porsche Motorsports, has provided her with great Porsche experiences. In 2013 she

won Porsche’s Facebook 5Million Fans Contest and earned a trip to the Silverstone Porsche Experience Center to drive the Facebook 5Mil Carrera 911 4S-Aqua Blu Metallic. Ask her about test-driving the Panamera in Atlanta with Porsche, or the 718 Boxster in Berkeley recently. Also, ask about her blog “Porsche Every Day - Dedeporsches Blog,” or who she knows - like the Factory drivers at Porsche AG. Dede has some wonderful stories to tell.



DeDe at Facebook headquarters in her 1997 Pastel Yellow Boxster 986 (first generation) received from her husband Kevin in 2004.



Thanksgiving Porsche Drive on Pacific Coast Highway. One of many drives that she did in the greater Bay Area.



Porsche GT3 rented in Oahu for a PCA Hawaii event.



With factory drivers Patrick Pilet and Timo Bernhard (Timo just won the LeMans in the LMP category)



DeDe’s other Porsche, 1995 911 993 Carrera Iris Blue Metallic. Last of the air-cooled.

With Paul Ritchie, former pres./CEO of Porsche Motorsports, and Jeff Zwart, auto-photographer, videographer and driver.





By Vern Simmons

Many of you may not be familiar with the 1974 Porsche 911. This was the first year of the "impact bumper" cars (i.e., G-Model), this model ran from 1974 thru 1989. There were minor modifications over the period but the body style remained mostly unchanged and is highly recognizable.

1974 thru 1977's were referred to as the Mid-Year Porsche and are easily recognized as the "narrow-body" Porsche. The successor 911 SC got flared rear fenders and its successor 911 Carrera got even wider rear flares.

I personally like the mid-year as this car has a unique and classic look with the narrower rear fenders. However, there are limits to the wheel sizes that can be put under those fenders. 7" rear wheels are the limit and the later optional 8" Fuchs Wheels that were used on the Carreras won't fit without serious wheel rubbing. Mid-years originally came with 15" tall wheels but many people upgrade to the Carrera 16x7 wheels. The 16x8's are a definite no-go. Unfortunately, there are very few performance tire options for the 7" wide rims and, as modern car wheels have gotten taller over the years, the tire manufacturers aren't making as many performance tires that they used to for this wheel size. The 944 Turbo in 1986 (one year only)

had a 16x8 Fuchs wheel that was nearly identical to the 911 16x8 except that an extra inch of wheel width was added to the inside of the rim vs. the outside (technically called the offset). This one-year-only wheel will fit a mid-year 911 and won't rub and it fills the wheel well about as beautifully as you can. When I found this out, I had to have a set and so this started my search for a perfect set of 1986 only 944 Turbo Fuchs. This should be easy, right?

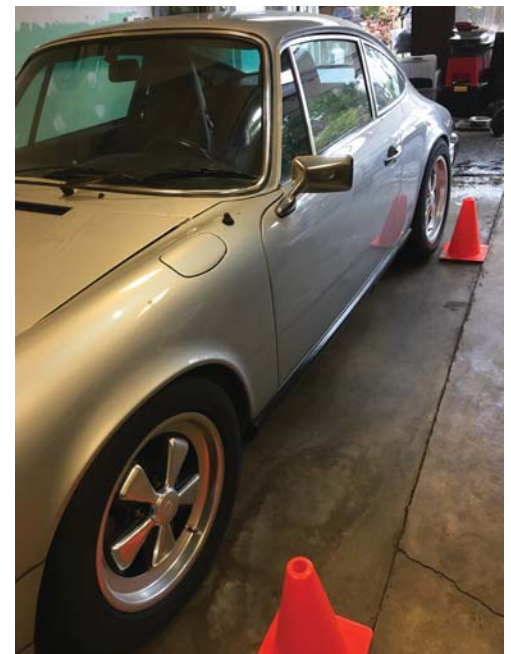
It took me a few years to find a perfect set of 944 Turbo Fuchs. I'm pretty sure I checked eBay and the Porsche Forums daily for years. The only wheels I ever found were either trashed or way over-priced. Unfortunately, scarcity adds to the price (by a lot). Finally, I found a set that I could afford and weren't all scratched up.

The 944 Turbo Fuchs have an "all black" painted center vs the "anodized petals" that came on the

mid-year cars. Me having OCD, would not be satisfied with black centers since I want my car to be "mostly" original with only subtle "sleeper" upgrades – that's just my preference.

I found a shop in Costa Mesa, CA (Fuchs Restoration Service) and I shipped my wheels to have them stripped and re-anodized to the period-correct, mid-year finish. Here are some photos of my finished project and I couldn't be happier with the quality job that FRS did on my wheels. After I got my Fuchs back, I sent my 944 wheels to them for restoration – but that's another story.

- Vern Simmons





Porsche Car Control Clinic

By Dave Ogden | Photos by Ed Suarez

On May 13th we had a Car Control Clinic for all Porsche owners right after the Autocross group when Ken Vaughn got finished. Lucky for us the weather was 74 degrees with a steady breeze. The Auto-crossers started early for us so they could wrap up by 1 pm.

Many of our 16 students showed up early, watched, and walked the perimeter of the course to catch all of the action on the track. We had a free lunch thanks to the Club and finished up just in time to start the class.

As you can see from the many pictures, we had several Ladies attend and for them you could tell the first part of the course was a bit stressful. Then as they got the hang of the first lesson - ABS engagement - you could see big smiles in the cockpits. The ABS was showing everyone that their car can handle more braking than they could anticipate.

Then we advanced to a 30 ft. skid pad. Here we wanted the student to push their car to the point of losing control. With many tries and in both directions, again we learned that our Porsches have

some extreme tire grip! Some got a spin in, others with today's electronics just kept going.

Our final event was the Chicago Box. This quick lane change event was to show drivers how to move around a shopping cart or animal that jumps out in front of you without losing control of their car. As we sped up the MPH and changed directions many of our students cleared the box perfectly without touching a cone.

All of our students passed with great advancements made in knowledge and skill levels of their cars and were presented with a certificate. Sue Simpson and Rebecca Kirlin both got Most Improved and received nice car care bag of goodies.

Thank you to Ken V. for setting up the course, to Leon and Ed for their help running class drills, and most of all to all of the students for coming out to learn something new about their car.

Regards,

Dave Ogden

(continued)



More Porsche Car Control Clinic Photos

Photos by Ed Suarez



Calendar of Activities

To check the Sequoia Region Club Calendar - Click here:

<http://seq.pca.org/calendar/>



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NEWSLETTER DEADLINES

Articles & Ads Due:	For inclusion in this Issue:	Submit via email with Porsche or Zeitung in the Subject Line
Dec. 15th	1st Quarter January	DianeTjerrild@comcast.net
March. 15th	2nd Quarter April	DianeTjerrild@comcast.net
June 15th	3rd Quarter July	DianeTjerrild@comcast.net
Sept 15th	4th Quarter October	DianeTjerrild@comcast.net