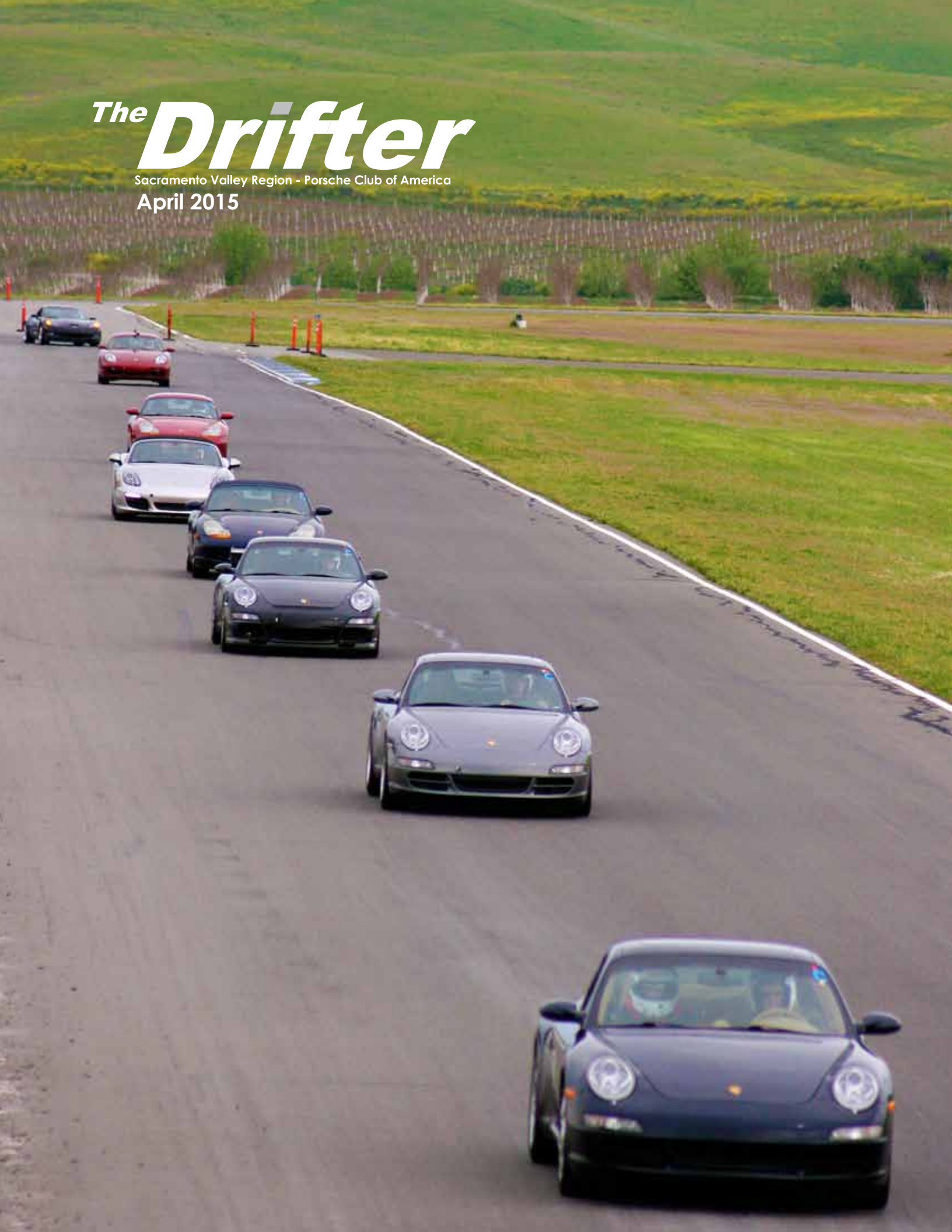


The Drifter

Sacramento Valley Region - Porsche Club of America

April 2015





SVR members approaching Turn 1 at Thunderhill Raceway during the recent HPDE



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Sonoma/Sears Point	Jun 20
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Sacramento Valley Region, Porsche Club of America (SVR), publishes the Drifter monthly for its members. Written contributions and photos are welcome and should be e-mailed to the editor. The deadline for material is one month prior to the month of publication. SVR members should notify the membership director promptly of an address change to insure uninterrupted delivery. All material in this newsletter is protected by copyright. However, newsletter editors of others regions chartered by the Porsche Club of America may reprint any article provided that credit is given to the author and Sacramento Valley Region and that The Drifter is cited as the source.



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The Drifter

Sacramento Valley Region - Porsche Club of America

Volume 53, No. 4

April 2015

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SVR President's Notes

Collin Fat, SVR President



As we enter into spring, it is hard to believe all of the events we still have on the calendar with an activity for every member. Whether it is a DE event at Thunderhill, an autocross or a **Matt and Lisa Menning** tour we have you covered.

As of this date, we have completed our first **Sake to Me Tour** with a sell-out crowd of over 20 drivers participating. The group toured 3 sites in Folsom; the **Keikkekan** Sake factory, the **Kikkoman** soy sauce facility and finished the tour with a lunch and tour of the **Cal ISO** (California Independent System Operator) facility. For those of you who know and are familiar with ISO, it is a quasi-governmental agency responsible for the management and day to day operations of the state's power grid. Matt and Lisa Menning did not stop there and had some 30 plus members for a special behind the scenes tour of the **Union Pacific Railyard** in Roseville a few weeks later. This location is one of the busiest railyards on the west coast.

The competition team was busy in March conducting the **5th Annual Niello Porsche Autocross School** which was expanded to include a fun day at the track at the San Joaquin County Fairgrounds in Stockton to put their newly learned knowledge to the test. 30 students participated in the two day school and autocross chair **Tim Howard** hopes to expand and make more room for students some of which this year were wait listed. We hope all of the students attend SVR's season autocross opener on **April 11th** as registration is now open.

The Driver Education event at Thunderhill Raceway was another successful SVR event with 54 drivers participating and learning the ins and outs of high speed driving and car control. **Frederick Rauch** and his crack team of instructors included **Matt Deter, Bob Peake**. They were assisted by the great staff at **TrackMasters Racing**. SVR's next DE Event will be on **July 10th**.

Matt and Lisa had their "**Tuner's Tour**" scheduled to visit Bay area Porsche tuner's **Parts Heaven, Elephant Racing, EASY**, and **FD Motorsports** on April 4th, and we have a monthly dinner at **Todo Un Poco Bistro** in Elk Grove hosted by **Liz Houser** on April 13th. The big event for the month is **Mike and Emily Willis's** Bi-annual 3 day tour to **San Simeon**. Sorry, but Mike's tour has been sold out for some time and if you were thinking of signing up, you'll just have to wait till 2017!

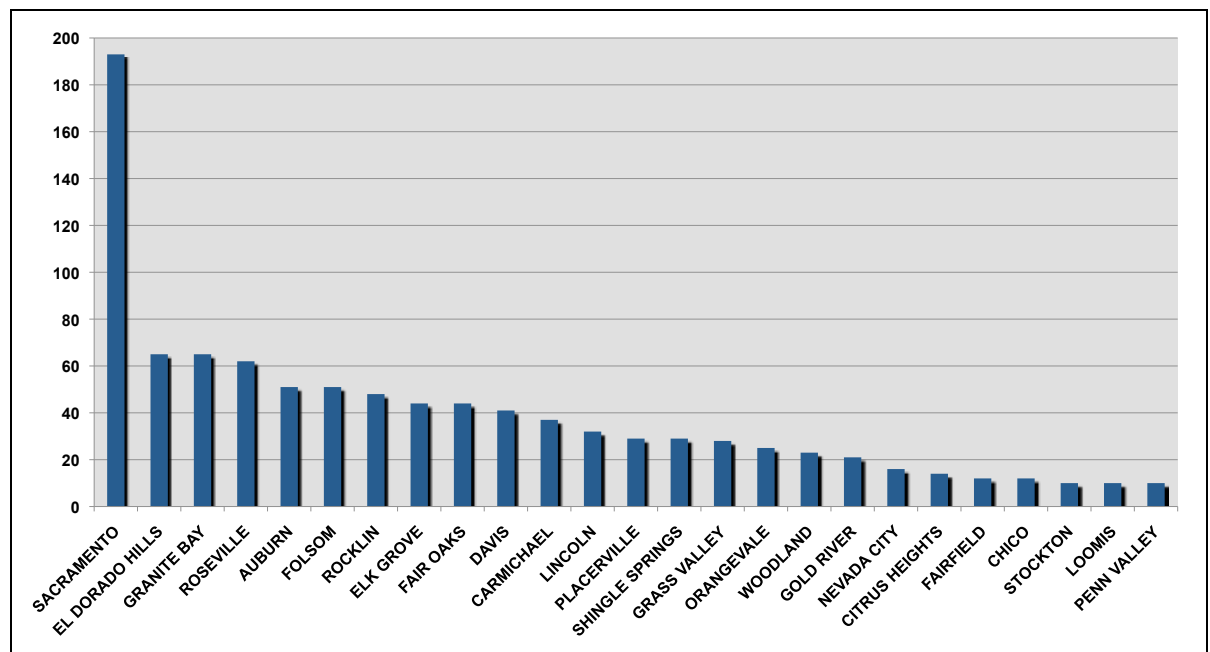
May also has a host of events scheduled so watch our calendar! A couple of new events have hit the calendar in the last few weeks with tech chair, **Skip Quain**, hosting a detail clinic at Detail Maniac in South Sacramento on **May 30th**. If you have ever wanted know how to wash and concours wax and detail your Porsche, don't miss this event. It's free with a barbecue lunch included!

Where are our Members Parking Their Porsches?

I've now been a member of the Sacramento Valley Region for 8 years and have always been impressed with the friendliness of all of our members and amazed at the types and variety of Porsches in the Sacramento region. Geographically, SVR membership territory includes the counties of Sacramento, Colusa, Yolo, Sutter, Yuba and Amador Counties in addition to Placer County, west of Echo Summit, El Dorado County, west of Carson Pass, and parts of Nevada County west of Donner Pass. It is a fairly large area with a population of over 5 million residents and includes major urban as well as agricultural and rural areas. Recently I have asked where our members live and park their prized Porsches? As club president, I have access to the club's extensive data base at PCA National and started to look at answering the question, where do our members live?

To my surprise, most of our members are located in the city and county of Sacramento with 32% of members while El Dorado Hills and Granite Bay accounted for 11% each followed by Roseville (10%), Auburn (10%), Folsom (8.5%), Rocklin (8.1%), Elk Grove (7.3%) and Davis, (6.8%) rounding out the top ten communities where we park Porsches. If we combined the members in the 3 region Placer County area, they would account for nearly 29% of members nearly equaling the members

living in the Sacramento area. The significance of this data is helpful as we continue to seek venues, restaurants and locations to hold our events and to make them convenient to where our members live. I've attached a graph of the communities where most of our members park their Porsches below and hope that you will find the information interesting. Next month I'm delving into what we drive with a surprise finding to come. Do most of us drive air cooled or water cooled Porsches?



Editor's Corner

Steve McCrory, SVR Drifter Editor



Porsche Roads. They're everywhere...and we all have our favorites. They are pure enjoyment for Porsche enthusiasts, and can be found anywhere the urban environment gives way to two lane country roads. Pick almost any direction coming out of the Sacramento area and you will find them. They are best driven at moderate speeds to enjoy the scenery. Shiny side up. One of the best ways to discover new Porsche roads is to join a SVR club tour event. Check out the updated Calendar for Tours.

If you want to drive faster than a moderate tour speed, see the calendar for Autocross and High Performance Driver Education events and improve your driving skills. The recent HPDE experience at Thunderhill is described in detail by club member **Gregg Plourde**. Of the 53 drivers, 27 were PCA members and of those, 23 were from our Sacramento Valley Region club. The next HPDE event is scheduled for Friday July 10th and the first SVR Autocross is coming up April 11th. See Upcoming Events Close Ups for the extra details on many club events.

Barbara and I had the pleasure of attending the very special **Niello** Re-opening Celebration. A good turnout of Porsche people enjoyed the gala and was attended by many SVR members. Look for more details and photos in the next Drifter, and if you haven't seen the remodel, drop in to say hi and see the changes.

I want to thank everyone who submitted articles and columns for the April Drifter. Inside this issue you'll find stories about Porsche Racing by **Tim Cronin**, and **Tim Howard's** Autocross Ground School, **Bob Peake** and the articles describing the **Matt and Lisa Menning's** Tours, **Mike and Deb Dunn's** introduction of two new sponsors, **Bertolucci's Body and Fender shop** and **Rocky Mountain Window Tint**. **Collin Fat** gives us news about club activities, and **Rik Larson** updates us on Porsche news and a look back at SVR history. **Skip Quain** is chairing a detail seminar at Detail Maniac, and it's just in time to prepare for the upcoming Zone 7 Concours Series. See his flyer for details. It will fill up quickly.

This is your Drifter. It keeps club members connected and up to date about upcoming activities and topics important to Porsche owners. Your ideas, suggestions, stories and photos are what make it happen...and for April, that's a wrap. I am on my way to the Tool Sale.



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THINKNIELLO

PDK (Pretty Darn Kwik)

Rik Larson, SVR Rally Guy



- The first Saturday breakfast in March had a full house. Talk of finding a bigger place was mentioned. Zone 7 Representative Paul Czopek and wife attended.
- You have a chance to win one of the 60th Anniversary Club Coupes. No entry fee, no entry form. If you are the primary member of PCA, then your name is in the hat. I mentioned last month that there would be a raffle.....yes, there will be a raffle but not of the type where you have to be anything. Just be somebody.
- Speaking of the 60th Anniversary Club Coupe; I still have not received a call from PCA about being one of the lucky ones to buy one. I know that some of the calls have been made (and offer declined). I am still waiting. They tell me that there are 13 cars left to be offered.....my number on the list has just not come up yet.
- 55 people attended the March SVR dinner at The Monk's Cellar in Roseville. Tandra Kroetz had made cute menu choice markers for you to use to mark your seating spot. She had a blue fish (Fish and Chips), brown "MOO" card for the Monk's Burger, green circle with green strips pasted on for the Cobb Salad, a hand drawn 'lamb' on a white piece of paper for the Lamb Stew, and the final choice of Cottage Pie was a great 3D representation of a house (cottage) on a piece of paper. And the beer was great.
- CRAB 36 will occur in 2016. Just waiting for a date.
- The Menning Friday tours are doing just great. Lots of great feedback.
- Registration has opened for the Werks Reunion in Monterey in August. Check it out at www.werksreunion.com
- Registration for the Escape to Rushmore in September is now open. Check it out at www.escape2015.pca.org
- And the Rennsport Reunion V now has a website at porschereunionsportreunion.com. This event is also in Monterey at Laguna Seca in September. The detail schedule is posted.



- The 60th Porsche Parade in French Lick, Indiana, has over 900 entries. Registration is still open and they will help you find a place to stay. One of the hotels, West Baden (the one with the dome), was recently the site for the gathering of a group of model airplane flyers. But it is a unique group. Their planes weigh 1.2 grams (less than your typical \$100 bill), are powered by a rubber band, and are not under the control of their owner/designer. Check out the video (it is only 2 minutes) at: www.youtube.com/watch?v=lu3CRi2SBdw
- Registration closes on May 8th for the 50th Anniversary Celebration for Sierra Nevada Region. You can get the details at www.snr-pca.org (notice that their website address is just one letter different that the SVR one) or the Events Close Ups in this issue. The event is being held on May 15th and 16th.
- A Cayman GT4 is the grand prize in the PCA raffle this spring. Yes, the spring 2015 member only raffle features a 385-horsepower engine and GT3-derived suspension. Tickets are \$50 and are available at www.pca.org thru May 31st. And if you win the car, you also get \$25,000 cash (helps pay for the incidentals).

LOOKING BACK...

10 years ago - April 2005

- Zone 7 Representative, Larry Sharp, reported that there would be a Zone 7 Concours school presented this month. And SVR was holding an AX at the Stockton Fairgrounds. Larry also let people know that Terry Zaccane was organizing a caravan to the 50th Porsche Parade in Hershey, Pennsylvania. The Parade is sold out. YouTube is launched.

15 years ago - April 2000

- The SVR Grand Island Mansion tour was conducted by Allen and Dolores Weddle. The highlight again was the "Mirror Tour" where half of the group is on the opposite side of the river and you see each other as you drive down the Sacramento River. It is said that this idea come from Phillip Marks. Notes from Larry Wilson's DRIFTING BACK (on the SVR website) indicated that the two groups experienced the crossing of the Courtland Bridge at the same time, but in opposite directions. There were 30 cars, 15 in each group.

20 years ago - April 1995

- CRAB 23 was held at the Radisson Hotel. Chairs Tim and Sue Fleming reported that 75 cars attended including 41 from SVR. It was such a successful event that participants forced the Flemings to do it again in 1996 for CRAB 24.

25 years ago - April 1990

- CRAB NINETEEN (The Premier Porsche Weekender) was presented by Kern and Cindi Breaux. They moved the headquarters from the Red Lion (now the DoubleTree) to the Radisson Inn (now the Red Lion). They introduced a new event, the Concours de CRAB. The special CRAB trophies were done by Tandra Kroetz. A special item to note is that the team of Jim McDade and Kirk Bradford did not repeat as champions of the funkhana.

30 years ago - April 1985

- CRAB XIV was headquartered at the Red Lion Inn (now the DoubleTree). It was chaired by Mike and Vicki Willis. 123 cars were registered, with 53 from SVR. Kirk Bradford was the "Voice of CRAB."

35 years ago - April 1980

- CRAB NINE was chaired by Larry and Pat Wilson. I leave it to the reader to lookup all the numbers related to this event (booze consumed, pounds of crab served, etc.). There were 140 Porsches registered (250 entrants) with 46 of those being SVR cars.

40 years ago - April 1975

- CRAB IV was chaired by Dave and Chrissie Neukom. The AX was held at Cal Expo. Dennis Kay had a lap of 2 minutes and 36 seconds flat in his 10-wheel school bus. There was 700 pounds of crab to feed 261 people. CRAB IV headquarters was the El Macero Country Club. Entry fee was \$35.

50 years ago - April 1965

- On April 5, 1965, Porsche officially began production of the 912 coupe. It outsold the 911 during the first few years of production. Nearly 30,000 912 coupe units were built and about 2500 912 Targa units were built during the five-year manufacturing run. The 912 replaced the 356 model in 1965. The pricing of the 912 was brought close to that of the 356 by deleting some features that were standard on the 911.



Autocross News

Tim Howard, SVR Autocross Chair



On Saturday, March 21, SVR held the Autocross School classroom session with 29 eager students attending. The school was conducted by experienced autocrossers with club members **Matt Deter** and **Steve Nieslony** taking the lead. SVR President **Collin Fat** gave a brief introduction while other SVR club members including **Bob Peake, Joy Nieslony, David Schnitzer, Greg Zajic, and Melinda Lincoln**, provided valuable information and comments throughout the day to the students. There was a lot of discussion between instructors and drivers about the sport during the 4 ½ hours. I am certain everyone left with some new knowledge of the sport and were looking forward to applying it on March 28th at the Stockton driving exercises, and getting timed runs on an autocross course.

The day started off with introductions with the students providing background information on prior competitive driving experience, why they were attending, and the model Porsche they drive. There were a few students who had little or no competitive driving experience. Their cars included a 1970 914-6, 1987 944S, 2010 Panamera Turbo, and lots of late models of Boxsters, Caymans, and 911s.

Matt started the classroom session with a discussion on what to expect when arriving at your first event, from topics like registration, car classification, tech inspection walking the course, driver's meeting, safety guidelines, grid, and paddock parking. He later discussed how to be a course worker, and emphasized to all the students that we are all volunteers, and everyone needed to chip in and work a station, as part of their responsibility in making the event run safely and smoothly. During Matt's discussion on course work, he discussed worker stations, cone penalties, the meaning of the different types of flag, DNF's, various hand signals and explained the communication

between course workers and the people in the timing trailer.

Matt also covered the topic of how to prepare your car for your first event. He discussed a range of topics from the condition of your tires and checking all of your fluid levels to insuring that you don't bring a car to the event that is not safe to drive or has fluid leaks of any type. He went over basic preparation of your car to include checking the torque on your wheel bolts, preparing the interior of your car of items that may fly around when on course and create a safety issue to helmet requirements and what a Snell certification means.

Steve Nieslony next led the discussion of how to drive at an autocross. He explained proper seating position, the dynamics of braking and cornering and the effect on the balance. He also talked about some of the unique handling issues with driving a rear engine Porsche. He talked about how to approach a course and the best line into various turns with emphasis on oversteer, understeer, late and early apexes, linking turns, and slaloms.

Attendees were: **Jim Barrilleaux, Lew Breon, Gary Conway, Bill Faust, Ted Fitts, Tito Guevara, Rolinda Harper, Roy Johnson,**

David Louie, James Mead, Joyce Mead, Larry Moeller, Patrick Nevis, George Okamoto, Eduardo Ortega Jr, Gavin Payne, Chuck Pierce, Jennifer Pierce, Skip Quain, Mardi Quain, Erik Reykjalín, John Reykjalín, Dan Rowland, Robert "Reed" Schulze, Wayne Sloan, Darin Smith, Jon Sturtevant, and Tom Tyer.

The club thanks **Niello Porsche** for providing their newly redesigned facilities for the school. If you have not seen the remodel, you should drop in for a visit. It's like a candy store if you know what I mean. We cannot thank the dealership enough for their long term sponsorship and support of the club. A Special thank you goes to **Todd English** (General Manager), **Jerry Christine** (Sales Manager), and the rest the **Niello Team**

Official 2015 autocross competition rules and car classifications are available for printing and viewing on the SVR website. The URL is: www.svr-pca.org/content/car-classification-competition-rules.

SVR's first autocross of the year is on April 11th. Registration is open. So far there are 14 registered. Hope to see you there. In the May **Drifter**, I will cover the 2nd session autocross.



Participants in the SVR Autocross Ground School at Niello Porsche Photo by Collin Fat

Upcoming Events - Close Ups...

Porscheplatz at Laguna Seca



Photo by Rich Tsai

May 1-3

Porscheplatz ---- what is it?

It is a car corral (Porsches of course), and hospitality tent located at various track events. It is sponsored by PCNA (Porsche Cars North America), PMNA (Porsche Motorsports North America) and PCA. You will see these same sponsors at Rennsport Reunion V at Laguna Seca in September.

There will be a Porscheplatz at the TUDOR United SportsCar Championship series the first weekend in May at Laguna Seca. The corral costs \$25 and is in addition to any tickets you purchase for the weekend. And the corral is open only to Porsches (you do not have to be a PCA member). Tickets are available at www.mazdaraceway.com.

The hospitality tent is open to any Porsche owner (show you PCA card or your key) and is free. There is seating, a close circuit TV broadcasting the races live, and refreshments. There are presentations by professional race car drivers, executives from PCNA, PMNA, and PCA. And there are drawings for various prizes: a set of Michelin tires, hot-pit tour, and more. No charge. But you must be present to win prizes. And you can also sign up Porsche parade laps (to be held on Saturday around noon time). Registration for the parade laps is normally done on a first-come-first-served basis and may be limited to 100 cars.

by Rik Larson, SVR Rally Guy

SNR Celebration



May 15-16

Plans are coming along nicely for the Sierra Nevada Region 50th Anniversary Celebration Weekend, Friday-Saturday, May 15-16, 2015. The committee was been working diligently to put together a good program of events. The celebration begins Friday night with a **Meet & Greet** social in the poolside terrace room at the **Nugget** from **5-7 PM**. There will be a cash bar and hors d'oeuvres. Cost is \$15 per person. The Nugget was chosen because it was in Trader Dick's at the Nugget where the club was first organized 50 years ago. The room will be decorated in a Hawaiian theme like Trader Dick's to honor the occasion.

Saturday features three events. First is a no charge **Show & Shine at Bill Pearce Porsche**. Set-up is from 8-9 AM, with the event running from 9-11 AM. Refreshments will be provided by Einstein's Bagels courtesy of club member Steve Reimer. This is just a social gathering with no judging of the cars (... so wash 'em up and bring 'em out!). An exciting **Drive & Dine Lunch** follows, departing from **Bill Pearce Porsche** at 11:30 AM. Plan on some great driving roads and a delicious lunch (lunch will be "pay as you go"). We'll be back by 2:30 PM to give everyone plenty of time to get ready for the grand finale! The **Anniversary Celebration Banquet** will be held Saturday evening from **6-9 PM** at the **National Automobile Museum**. This event costs \$50 and will feature a cash bar, hors d'oeuvres and a dinner buffet. The special, short evening program will include recognitions and recollections – it's sure to be fun!

Registration for the weekend opens March 16th. To register go to: www.snr-pca.org.

Registration closes May 1st !! (there will be no chance to register after this date!). Participation in some events will be limited, so sign up early!

SVR Eureka Tour



June 19-21

Starting Friday morning at Granzella's in Williams the tour will offer two routes to get you to Eureka. One route will go on Hwy 20 around Clear Lake to Hwy 101 and then up Hwy 101 through the redwoods to Eureka. The other more adventurous route will go along the eastern edge of the coast range to Red Bluff, and then take Hwy 36 across to Eureka. This route is slightly longer but a real Porsche road (mountain curves). Friday evening there will be a cocktail party at Cookie's daughter's house.

Saturday there will be a choice of several local attractions to tour or a day on your own to explore the North Coast Redwoods. Saturday night we will dine at the Ingomar Club, which is the old Carson Mansion pictured. This is a private club for members and guests.. There will be dinner, and a guided tour of the Mansion. On Sunday we suggest a grand breakfast at the Samoa Cook house, the original cook house for the lumber camp in this area.

Lodging: The Best Western Humboldt Bay Inn, (5th & Broadway Phone 707-443-2234) The cost per night is \$95.99 + tax, which includes, hot tub, heated pool and free breakfast. Please make your reservations early.....before the summer crowd. Mention Sacramento Valley Porsche Club to get the special rates.
www.humboldtbayinn.com

Dinner: RSVP by June 8, 2015: \$79 per person pre-paid. Send checks (*made out to PCA-SVR*) with your email address; please indicate if you will be attending the complimentary cocktail party on Friday night, Send to:

Richard Walker
9255 Tamara Jean Rd.
Orangevale, CA 95662

Questions and Contacts:

Richard Walker	916-988-7468 richannewalker@gmail.com
Bob Jacobson	916-645-3555 bobjacobson@yahoo.com
Cookie Anderson	916-988-6534 ck_ya@hotmail.com



Sacramento Valley Region Calendar of Events



Event dates and locations are subject to change. Always check www.svr-pca.org for the most up-to-date information
For schedule changes, contact Eduardo Ortega, Jr. at vicepresident@svr-pca.org

Scheduled 2015 SVR Events

www.svr-pca.org

- April 11** **AX at San Joaquin Fair Grounds.** Stockton
- April 13** **SVR Dinner at Todo Un Poco Bistro.** Elk Grove. Pizza and Mexican food, Liz Houser. See flyer.
- April 24-26** **San Simeon Tour.** Mike and Emily Willis / Gregg and Rebecca Plourde. **(Sold OUT)**
- April 26** **Wash And Shine Cancer Research Fund Raiser** by Yosemite Region (with Sacramento Valley Region). Steve Perry. quiz2573@yahoo.com
- May 2** **SVR First Saturday Breakfast.** Brookfields. Details at Monthly Events below
- May 4** **SVR Dinner at Fat's.** Folsom. Cookie Anderson
- May 23** **New Member's Tour.** Cookie Anderson. Starting at Niello Porsche in Rocklin. See flyer in this issue.
- May 30** **Tech Session by Detail Maniac.** Skip Quain. See flyer in this issue.
- June 2** **Dinner at Los Pinos.** Cameron Park. Howard Wolf
- June 6** **First Saturday Breakfast.** Brookfields.
- June 6** **SVR Zone 7 AX.** Stockton. Tim Howard.
- June 13** **Lodi Wine Tour.** Matt Menning.
- June 19-21** **Eureka Tour.** Anderson, Walker and Jacobson.
- June 28** **SVR and Zone 7 Concours.** Niello Porsche, Rocklin. Kent Brandon.
- July 4** **First Saturday Breakfast.** Brookfields. Details at Monthly Events below
- July 4** **4th of July Parade.** Pocket area. Lisa Okamoto.
- July 7** **Dinner at Source Global Tapas.** Granite Bay. Janet Conner.
- July 10** **Driver Education at Thunderhill.** Willows. Frederick Rauch. See flyer in this issue.
- July 11** **Tour for new members to Jack Russell Brewery.** Cookie Anderson. Start at Niello Porsche in Rocklin.
- August 1** **First Saturday Breakfast.** Brookfields. Details at Monthly Events below

Recurring SVR Monthly Events

- 1st Saturday 8:30 - 10 AM** **SVR First Saturday Breakfast** **Brookfields Restaurant** 11135 Folsom Blvd., Rancho Cordova. Come by and enjoy a great time with breakfast. Senior breakfast is also available. You are welcome to just show up. Herb and Jan Hoover at 916.424.5163
- 2nd Wednesday 7 - 9 PM** **SVR Board Meeting** Sacramento Metro Fire Department Station 32, 8890 Roediger Lane (just off Hazel, north of Sunset Avenue), Fair Oaks.
- 2nd Saturday 9 - 11 AM** **356CAR Breakfast** Marie Callender's, 5525 Sunrise Blvd, Citrus Heights. Jim Hardie: jehardie@aol.com or 916.972.7232

SVR Autocross Events

Contact Tim Howard: autocross@svr-pca.org / 530.626.7807

- April 11** **San Joaquin Fair Grounds.** Stockton
- May 16** **San Joaquin Fair Grounds.** Stockton
- June 6** **Zone 7 AX by SVR.** Stockton.
- July 18** **San Joaquin Fair Grounds.** Stockton
- August 15** **San Joaquin Fair Grounds.** Stockton
- September 19** **San Joaquin Fair Grounds.** Stockton
- October 17** **San Joaquin Fair Grounds.** Stockton

Zone 7 Competition Events

www.zone77.org

CONCOURS

- June 7** **Loma Prieta Region.** PartsHeaven. Hayward.
- June 28** **Sacramento Valley Region.** Niello Porsche
- July 19** **Monterey Bay Region.** Carmel Valley Park
- August 2** **Golden Gate Reg.** Carlsen Porsche, Redwood City
- September 6** **Sierra Nevada Region.** Reno
- September 20** **Redwood Region.** Ledson Winery, Kenwood.
- October 4** **Yosemite Region.** Porsche of Livermore.

AUTOCROSS

- April 11 GGR/ April 12 LPR** **Golden Gate and Loma Prieta Regions.** Marina Airport, Marina.
- May 9-10** **Redwood Region.** Santa Rosa Airport.
- June 6** **Zone 7 Hosted by SVR at Stockton.**
- August 29-30** **Golden Gate Region.** Alameda Point, Alameda. (AX School on the 29th)
- Sept 12 LPR/ Sept 13 GGR** **Loma Prieta and Golden Gate Regions.** Marina Airport, Marina.

Upcoming PCA Events 2015 - 2016

- May 1-3** **Porsche Platz at Laguna Seca.** Part of Tudor SportsCar Championship races.
- June 21-27** **Porsche Parade.** French Lick, Indiana. Registration opens March 17, 2015. parade2015.pca.org
- August 14** **Werks Reunion,** Monterey. Registration now open at: www.werksreunion.com
- September 25-27** **Rennsport Reunion V.** Monterey. Tickets on sale now. www.mazdaraceway.com
- Sept 30-Oct 4** **Escape to Rushmore.** South Dakota. escape2015.pca.org
- June 19-25, 2016** **Porsche Parade.** Jay Peak Resort, Vermont. pca.org
- September 16** **Escape to Lake Tahoe.** Nevada

Upcoming Events of Interest

- August 1** **Fulton Avenue Car Cruise.** Sacramento. CAM
- August 16** **Pebble Beach Concours.** Pebble Beach

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ORDER FROM THE MENU AND PAY FOR YOUR OWN MEAL
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Sacramento Valley Region PCA 2015 Autocross Schedule



April 11th -

May 16th -

June 6th -

July 18th -

August 15th -

September 19th -

October 17th -

Stockton

Stockton

Stockton (Zone 7 Event)

Stockton

Stockton

Stockton

Stockton

ON-LINE REGISTRATION REQUIRED-

<http://svr-autocross.deter.com/register>

BEGINNERS ARE ALWAYS WELCOME!

Instructors and loaner helmets available

FOR INFORMATION-

Contact Tim Howard: autocross@svr-pca.org



Todo un Poco Mexican & Italian Bistro

Monday, April 13th

Social 6:30 Dinner 7:00

9080 Laguna Main Street. Suite 1A

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Dinner Buffet \$35.00 pp

Includes: citrus baked carnitas, mini pizza's, pasta dish, chicken dish, salads, rice, refried beans and dessert.

No one will leave hungry!

No host bar - outstanding Sangria, Margaritas and an Impressive Wine list.

RSVP BY Wednesday APRIL 1st

Please make checks payable to "PCA-SVR" and mail to:

Liz Houser

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Questions? 916-624-4970

Plenty of safe parking!

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May 4th • \$40/pp *(inclusive)*

Social Hour - 6 pm • Dinner - 7 pm

Dinners must be paid in advance

Make Check to:

PCA-SVR

Send to:

Cookie Anderson

6320 Hickory Ave

Orangevale, CA 95662

RSVP by April 30!

Call or e-mail to reserve your place:

916.988.6534

ck_ya@sbcglobal.net

Don't Forget to Share the Wealth!!



2585 Iron Point Rd Folsom, CA 95630 916.983.1133

New Member's Tour and BBQ

May 23rd - Limited to 30 Cars

Meet at Niello Porsche @ 9 am

Tour leaves @ 9:30 to Stephen Childs' house and garage

Lunch 12:30-1:00

Bring swim suits and towels!

RSVP required by May 16th to 916.988.6534

\$7/pp - Send check (made to PCA-SVR) to:

Cookie Anderson

6320 Hickory Ave.

Orangevale, CA 95662

Event sponsored for the New Members Group by:
Cookie Anderson, Kim Nelson, Steve and Vicki Childs



Tech Session

Saturday, May 30, 2015, 9:30 am

6320 Belleau Wood Ln STE #3, Sacramento, CA 95822

The session will provide SVR members with useful points on detailing and paint protection for your Porsche with Hands-On instruction.

Event starts at 9:30 with doughnuts, coffee and an introduction of Detail Maniac's team. At the end of the detailing demonstration, Man and Ken will have a barbecue for the SVR attendees. After the barbeque, the team will be available to demonstrate their detail techniques on member's Porsches.

Space is limited to 30 Porsches. There is no charge for this event as Detail Maniac has waived the fee. RSVP by contacting Skip Quain, SVR Tech Chair by email: technical@svr-pca.org or phone 650-504-4846.



Golden Gate Region & Loma Prieta Region

host Zone 7 **Autocross** @ Marina Airport



For details contact:
Anne Roth
alroth@sbcglobal.net
408-710-0547

Information:

Registration: 7:30 - 8:30 am
Helmets required, limited loaners
Drivers must work for sessions run
Lunch will be available to purchase
Pre-registration on motorsportreg.com



Saturday/Sunday: April 11 & 12

Directions: Take Highway 1 south toward Monterey and Laguna Seca Raceway. Take the Reservation Road exit south towards Marina. After one short block, turn right in order to stay on Reservation Road. Follow the road through Marina approximately two miles south of town. Turn left at (Imjin road) signal into marina Airfield. Turn right after the first large building on the right and follow the cones to the autocross site.



Stompin' at the Schultz XI - Zone 7 Autocross
Redwood #3 and #4

Saturday and Sunday, May 9 and 10, 2015
at Charles M. Schultz Sonoma County Airport, Santa Rosa
sponsored by Hi Tec Automotive & Mobile Works West

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 site select "Skip Payment" on the final registration page. The event fee for registering (not pre-registered) at the site on the morning of the event is \$50. Zone 7 classification rules <http://zone77.org/node/10>

Registration will open on April 13 for May 9 at

MotorsportReg.com
msreg.com/RRZ7a

Registration will open on April 13 for May 10 at

MotorsportReg.com
msreg.com/RRZ7b

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

Thunderhill HPDE

By Gregg Plourde, SVR Member



Photos by Steve McCrory

The day started out cloudy with calm winds and cool temperatures. Driving to the track I thought... what a good day to learn high performance driving. I had been to Thunderhill five years earlier, for a new members tour introduction to High Performance driving and Autocross. While not a Driver

The Start/Finish Tower at Thunderhill

Education event, we were shown the facilities, given an introduction to required equipment and given rides in track cars. We also drove a few slow laps around the track. At that time, I thought I would take a DE class, someday.

Five years later, I'm driving to Thunderhill for

my first DE event. I found a place to park, and with helmet and driving gloves in hand, had the GT3 safety checked. After the tech inspection, returned to my spot, time to go to work. Put on numbers, remove all items from trunk, center console glove box, arm rests, remove extra floor mats, put in tow hook. (I hoped not to need that!). Then into the club house for the first training session. Doug Gale of TrackMasters introduced the program and key staff, and was followed by Frederick Rauch, Bob Peake, and Matt Deter, conducting the Driver's Meeting.

Bob started by giving all drivers Advanced, Intermediate and Novice an overview of the day's events. The Advanced and Intermediate drivers were excused to prepare for their first run. The Novice group stayed for an in depth discussion of course safety, flags, and of course how to drive the track. Each driver was urged to exhibit professionalism, courtesy and cooperation while out on the track. No problem here!

While in class the other run groups (A and B) went out on track, and as they flew by the observation windows in the club house, Bob Peake explained the track and its fifteen turns. He went into the finer points of driving a lap at Thunderhill. This included how to approach, brake, turn in, apex and exit the corner. He was great at describing the how to in language we all could understand. The sound of cars flying by the windows slowly diminished and Bob finished instructing us on track exit and how to drive the longest straight. We knew our time out on the track was coming up. A last mention of 'point by' passing and safety we departed the club house to get ready for our first run.

Helmet and driving gloves on; I drove slowly through the paddock to pit lane. We were to do the first session in a 'Lead and Follow' method. A small group of three cars would follow an instructor in their car. Another lead car and three cars and so on. As we crept up to the start line, with the instructions racing through my mind, we were flagged onto the track.



Doug Gale of TrackMasters introducing the group to the event



Bob Peake hard at work...

Things changed as we picked up speed and approached the first turn, picking up speed and watching the lead car take turn one. Approach from the far right - wait smooth turn of the wheel head for the apex, apex late get on the gas head out of the turn and let the car run out to the right berm. Wait, was that right? Too late - time for the next turn and the next and the next. Before I knew it, we were around the three mile track and heading for turn one again, this time at a much higher speed. Head right, following the lead car, brake turn in towards apex and off you go. Each lap became a little bit faster as we became familiar with the track. I started to relax. Thunderhill has a wonderful feature, few hard walls and lots of runoff areas making it a great place to learn the limits of both you and your car.

After the first session we went back into the club house for the first of three downloads planned. It was an opportunity to ask questions and for the instructors to make recommendations mostly pertaining to safety. Bob continued to show us, now in more detail, how to take the first third of the tracks fifteen turns. Pointing out approach, brake zone, turn in, and exit of each of the corners. All of the corners have their own challenges including how to not only take the corner, but be in the right spot to take the next one. Great information and very helpful.

Next session I had the opportunity to have a driving instructor assigned to me. We headed out and the first thing he showed me is where to be on the track to be in order to take the first turn correctly, at a moderate rate of speed. That ended on the second turn as requests for more gas, more gas! That was followed by brake more brake! The pace was indeed getting more interesting for me. Each circuit of the track the instructors instructions made me feel more comfortable and I was able to pick up the pace. That was the best six times around the track, we kept communicating and he provided excellent feedback, allowing me to improve my driving skills.

Back in for the second download, Bob focused on the second third of the turns and this included the fastest group of turns 6, 7 and 8. That was followed by lunch, a time to relax, have a bite to eat and talk with other SVR members and get their observations. After lunch we headed out for our third run of the day. Man, that was great, I unleashed the GT3 and it responded solidly and perfectly. The steering was surgically precise and the brakes were outstanding, as I could go really deep into the turn before smoothly applying pressure. Notice I said smoothly that is one of the keys in high performance driving.

By being smooth you control the cars suspension so it behaves as it was designed. All turns started to make sense to me and the other drivers, as the pace was increased. Then it was in for our last download and instructions for the last third of the turns.

The day came to a close and I was already wanting more track time. There is another one scheduled at Thunderhill Friday July 10th. I highly recommend taking a HPDE course after experiencing Autocross. Autocross teaches you aspects of car control at lower speeds and will prepare you for HPDE. If you haven't been to Thunderhill, consider HPDE as an opportunity to improve your driving skills, and experience your Porsche at speed. Many thanks to Frederick, Bob and Matt, as well as the entire Thunderhill team...a great day and another great SVR event.



The author in the pits and at speed (below)



Happy SVR participants after a day at the track



Union Pacific Roseville Rail Tour

By Lisa and Matt Menning, SVR Members



On Friday, March 20th, we held our second tour in as many weeks. What a blast!

New generation "green" yard locomotive

A total of 24 people joined us in Roseville for a very exclusive tour of one of the largest railyards west of the Rockies. It's a massive landmark in our metropolitan area. Local historians say it's what put Roseville on the map and the area prospered around it. Everyone arrived on time at a convenient parking lot just down the road and we boarded our beautiful charter bus for the short 5 minute ride. We met Union Pacific's regional public affairs director Lisa Stark and terminal operation director Armando Tirado at the yard command center to give us the rarely given tour.

We learned so much about the yard's function and all the new technology built into it. First opened in 1906, the Roseville railyard began as a Southern Pacific yard after their smaller yard in Rocklin was deemed obsolete. Many long time locals remember the events in April 1973 when an ammunition train caught fire and several thousand bombs exploded, destroying the yard and parts of surrounding Antelope and Roseville. In 1996, Southern Pacific was purchased by Union Pacific. 109 years and 3 major renovations later, it's grown to be six miles long, over 950 acres and 86 miles of track.

The tour brought us through much of the yard command center where we visited the crew room, simulator, yard dispatch and special agent office. We dropped in on rail crews doing their paperwork and data entry. Then we got to see a very impressive simulator booth used for operational and safety training. It was better than any video game we've ever seen. Their local special agents are UP's police force with full interstate law enforcement jurisdictions. In total, the entire force made is up of a few hundred officers protecting 34,000 miles of track in 23 states.

We then boarded our bus again and headed out into the yard as our guide Lisa Stark narrated our jaunt through the yard. In railroad terms, it's both a classification and hump yard. The term "hump" refers to the minor elevation rise built into a select portion of the yard. Using gravity and inertia, the incoming cars roll into the switching yard and are organized into future outbound trains. It was a real treat to watch a yard worker operating a locomotive with a remote right in front of us. He stood along the track and "shoved" a line of at least a dozen cars over the hump at low speed, one car at a time, simultaneously pulling the handle on the coupler to set the car rolling on its way. Since each

car uses a unique ID number, referring to a manifest, another worker in a yard building electronically switches the car as it rolls onto another track according to its destination to build a new train. This method greatly improves the efficiency of the yard.

Everyone's eyes were glued to the locomotives rumbling by as our guide described the process. Time flew by and it was time to keep the tour moving along as well. Wrapping up the tour we briefly observed other train movements in the yard, the locomotive repair and rail car maintenance shops from the bus before heading back to our cars. We all thanked Lisa Stark for taking the time to grant us the tour. The tour was very interesting and memorable. Thanks to all who attended!

Photos by Doug Klein and Lisa Menning



Hump yard crewman operating with a remote control on his belt



"Sake-to-Me" Tour

By Bob Peake, SVR Past President

I went on possibly the shortest SVR Tour ever held (mileage wise) and probably learned more than on any SVR Tour I've been on in the past 35 years! I started working in Folsom in 1984, and moved to Folsom in 1997. The Gekkeikan Sake, the Kikkoman Plant, and Cal ISO have all been built since then. I have driven by them hundreds of times, but never stopped to investigate exactly what goes on there ... especially Cal ISO, I didn't even know that was an option! So, when I saw the tour Matt and Lisa were putting on I figured ... hey, why not?!

It was on a Friday, so there were only about 24 people and 14 cars on the Tour. After meeting by Folsom Dam Road, we made the long and arduous 3 mile drive down Auburn Folsom Road, and Folsom Blvd to Glenn Drive where Kikkoman is located, amazingly no one got lost! I've consumed my fair amount of Kikkoman in my years, but never really thought about exactly what was in it or how it was made. We watched a video, and we were given a plant tour by Becky, who has been there a little over 10 years. Starting in Japan, Kikkoman has been making Soy Sauce since 1917. They only have 3 plants in the US, and Folsom was picked for the high quality water that is available here. The process of making Honjozo Soy Sauce takes soybeans, wheat and aspergillus to make a "mash" called Koji. It is fermented, filtered in huge cloth filters, and aged in dozens of large 18,000 gallon tanks. The Folsom plant produces about 5 million gallons of "commercial size" (5 gallon buckets and larger) Soy Sauce, so their end users are restaurants and food manufacturers. They were nice enough however, to give us a gift bag with normal size bottles to take home! The plant is very efficient and only has a total of 31 employees.

After rounding up the group, we made another long scenic drive of about a half mile to Gekkeikan Sake. Again, in typical Japanese style, the entire plant employs about 34 people. Sake is a wine that is made from rice. We were shown a video on the Sake Production process, where the rice is polished, steamed, fermented, pasteurized, aged and packaged. Next we were given a tour of the facility and saw their 18 gallon "Sake Boxes" being filled and packaged. We were then treated to samples of 3 or 4 different sake's including a "sparkling sake" (Zipang), and their newest Plum Sake which is due to be released this month. This facility produces Gekkeikan Sake for the US, Canada, South America and Europe. They produce about 1.6 million gallons a year, and just like Kikkoman, Folsom was chosen for the high quality water that is used to make their premium sake.

Photos by Eduardo Ortega, Jr. and Lisa Menning



SVR members Sake tasting



Kikkoman's General Manager of the Folsom Plant

Finally the group drove the final 2 miles to Cal ISO, and only one of SVR's Board members got lost for about 10 minutes on this complicated driving section of the tour. Cal ISO is the nice looking modern building between Iron Point Road and Highway 50 just North of Prairie City Road and Folsom High School. When you see it from outside you see a beautiful structure with lots of glass window and a nice curving road out front. What we learned on our tour, from Steve, the facility manager, is that the entire campus is an extremely high security structure designed to be protected from all manner of threats or attack. The "Core" of the facility is basically a bomb shelter built in such a way that lots of natural light can come in from several stories above the core. The nice curvy road at the entrance has a "catch fence" that can stop an 18 wheeler traveling at 45 mph if it tries to breach the perimeter of the facility.... but I digress.

Cal ISO basically manages/over-sees the "grid" and big 250 kV power lines that transfer high voltage power all over the state of California and suppliers outside of California. They work with all the "local suppliers" like PG&E and SMUD, predicting the needs for power, tracking availability and usage, and the available power from multiple sources to insure it is available when needed by both industry and consumers. They have a huge "war room" that looks like a NASA facility with 80 foot wide video screens and multiple "pods", each with 8 ergonomic computer screens wrapping the work stations and two operators each that work 12 hour



Sake Tour morning meeting



Sake Tour leaders Matt and Lisa Menning

shifts. Both the tour, watching the "pulse" of the power for the entire state, and the Q&A was very informative and fascinating.

Many, many, thanks to Matt and Lisa for arranging this fun filled and informative day. I see they have 6 other tours scheduled for the year. After going on this one I'm going to check my calendar and make sure I go on a few more Menning Tours!

Le Mans 2015: Putting The Rabbit Into The Hat

By Tim Cronin, SVR Member



Porsche 919 Hybrids in 2015 Le Mans colors

Photos by Porsche Media

Aerospace legend Dutch Kindberger, when asked how he was able to produce the iconic P-51 Mustang fighter plane from concept to first flight in just 128 days at the very onset of World War II, is credited with replying, "Before you can pull a rabbit out of the hat, you must very carefully place it in the hat beforehand."

In the context of the 2015 World Endurance Championship (WEC) and particularly Le Mans, the folks at Weissach appear to be following that philosophy not only in the development and preparation of the 919 Hybrid LMP1 prototype, but also the preparation of the individuals who will be driving Porsche's 919 entries at Le Mans.

The 919s initial, five days of testing program in Abu Dhabi (UAE), in January, was termed "a successful start to the season for us,very productive and, therefore, an important step on our way to Le Mans" by Porsche's Fritz Enzinger, Vice President LMP1. This first track test of the 919 focused on implementing and checking all of its systems and components under race speed conditions. Halfway through the test the Weissach crew was able to begin to work on the car's set-up, and also managed to do longer runs. Moreover, tire testing with Michelin was conducted, gathering considerable amounts of valuable data that will be carefully studied by Porsche's engineers. The five days on the Abu Dhabi Grand Prix

circuit permitted the Weissach-based squad to run the second generation of the Le Mans prototype under competition conditions. The development work with the team was done by the 919 works drivers, Timo Bernhard and Neel Jani. Significantly, at the same time, 911 RSR drivers from the Porsche GT program – Earl Bamber, Frédéric Makowiecki and Nick Tandy – were also able to get "wheel time" in the 919. In total the drivers put down 2,570 miles (4,092 km) at true racing speeds during occasional rain showers.

This year Porsche will enter a third 919 LMP1 prototype in the Six-Hours of Spa-Francorchamps on May 2nd, as well as the 24-Hours of Le Mans on June 13th-14th. The WEC's sanctioning body, the Paris-based Automobile Club de l'Ouest (ACO), confirmed that the car numbers that were requested for the three Porsche 919 Hybrids will be numbers 17, 18, and 19.

Impressive performances during January's Abu Dhabi testing of the Porsche 919 LMP1 earned two "werks" GT Program drivers seats in Porsche's LMP1 squad: Nick Tandy and Earl Bamber will tackle Spa-Francorchamps as well as the 24 Hours of Le Mans at the wheel of the third 919 prototype. Teaming up with Formula 1 driver Nico Hülkenberg, who will be "on-loan" to Weissach from Team Force India, Tandy and Bamber will compete in both races in the third (number 19) 919 Hybrid.

Tandy has achieved great success in Porsche brand trophy racing, both in Europe and the States.

In 2010 Tandy competed in the Porsche Mobil 1 Supercup and the Carrera Cup Deutschland series where he promptly snatched vice-championship honors in both series. In 2011 he secured overall victory in the Carrera Cup Deutschland and the following year picked up the Porsche Cup as the most successful private Porsche driver in the world. 2013 saw him promoted into the factory driver squad and he went on to win Petit Le Mans at Road Atlanta, as well as the 2014 season-opener at the Daytona 24 Hours and the WEC race in Silverstone. He will continue competing in GT races, including the Tudor United SportsCar Championship (USCC), with the 911 RSR duties parallel to his LMP1 engagement.

Bamber, who received support as part of Porsche's youth development program, has had by any measure a rather meteoric climb up the career ladder into the top tier of long distance racing.

After winning the Porsche Motorsport International Cup Scholarship shootout, he went on in 2014 to clinch the title in the Porsche Mobil 1 Supercup as well as in the Porsche Carrera Cup Asia for the second time since 2013. Moreover, the "Kiwi" won two rounds of the Carrera Cup Deutschland and secured second



Porsche Factory Drivers (L-R): Earl Bamber, Nick Tandy and Nico Hülkenberg

the number 17 919; Number 18 will also go unchanged from 2014's driver combination of Romain Dumas, Neel Jani, and Marc Lieb. These six team members now know each other, as well as all of the tracks on the WEC calendar. But Le Mans will be new territory for Nico Hülkenberg, as well as for Earl Bamber, and Weissach has given its utmost to support them, including development of the requisite skills for lapping slower GT class cars, and the potential consequences of so doing.

place at Petit Le Mans, one of the long distance classics in the United States.

These successes earned Bamber a contract as a works driver just prior to the 2015 season and he then quickly climbed the next step on the ladder into the LMP1 program. Notwithstanding this addition of his commitments at the wheel of the 919 Hybrid at Spa-Francorchamps and Le Mans, we will still have the pleasure of witnessing Bamber tackle the USCC here in the States in the 911 RSR.

Tandy and Bamber's climb to the premier class of long distance racing not only confirms the effectiveness of the Porsche youth development program, it also underlines the importance of Porsche's brand trophy series as a career stepping stone for young race drivers who are not only really fast, but also bring the necessary talent, a willingness to learn and the determination to succeed.

It is worth noting that two other "werks" drivers competing as part of the LMP1 driver lineup in this year's WEC season began their careers in Porsche's one-make race series. Both Timo Bernhard and Marc Lieb climbed the ranks via the Porsche youth development program to join the circle of the world's best sports car drivers.

The aforementioned four drivers have one thing in common: Over the course of their careers, they have all won either the Porsche Mobil 1 Supercup or the Carrera Cup Deutschland.

Five days of subsequent team testing in March with the Porsche 919 LMP1 Hybrid in Aragon, Spain, were a mixture of endurance and performance testing for Silverstone (April 12) and Spa (May 2). These tests were focused on tire testing with Michelin, operational practice for the crew, such as pit stops and driver changes, as well as increasing the new drivers' familiarity with the 919. The Aragon team

tests also addressed twin concerns exposed during the 2014 WEC campaign: operational challenges related to the complexities of what it will take to enter three LMP1 prototypes, while simultaneously orchestrating utilization of the nine drivers at Spa and Le Mans.

The most important new components update to the 919 at Aragon was a new aerodynamics package that Weissach will run at the first two six-hour WEC races in Silverstone and Spa. Together the drivers covered 4,772 miles (7,599 km) in Aragon, which increases the total testing mileage on the new 919 to 11,847 miles (18,866 km).

Mark Webber's transition from Formula 1 to the LMP1 team in 2014 and the above noted addition of Formula 1 driver Nico Hülkenberg to the number 19 car's driver team have created their own unique concerns for Weissach.

In the WEC, and especially at Le Mans, there are unique driver qualities to be taken into account. Being fast is not enough; the ability to stay focused constantly and to deliver consistent performances are unequivocal requisites for endurance racing. Another factor is development of "unit integrity" that recognizes the value of, and respect for, a team ethic and the requisite skills to integrate into that team. Fritz Enzinger, Vice President LMP1, pointedly noted that unlike Formula 1, this sport is not for egocentric loners; drivers have to view everything they contribute as an element of the bigger picture. In every regard, each driver always has to take into account his teammates, inasmuch as the average of their individual speeds is in the end the metric that reflects the Porsche Team's results.

In this regard Porsche has chosen to leave the proven driver combinations from last year untouched. The existing trio of Timo Bernhard, Brendon Hartley, and Mark Webber will share

Porsche's driver support also includes Olympic-class physical training to enhance the 919 drivers' physical and mental endurance. Eight days of intensive physical training for the nine 919 drivers, as well as the contingent of factory 911 RSR drivers, was conducted at the Porsche Fitness Camp with the drivers not only performing six hours of fitness training every day, but also a great deal of team building exercises. In addition to power and endurance training, the drivers' fitness schedule also included various exercises to improve speed, flexibility and coordination.

The totality of Porsche's actions leads one to the conclusion that Weissach is, indeed, very carefully inserting the proverbial rabbit into the magical hat. And the results could be - just maybe - truly magical: a triple win with the driving crews of the numbers 17, 18, and 19 Porsche 919 LMP1 Hybrids on the podium at Le Mans on June 14th.

Weissach has made an unequivocal commitment to WEC racing, manifesting that motorsport is deeply rooted in Porsche's DNA. More importantly, that commitment also manifests that the 919's high performance hybrid technology is more than an end in itself - it is the incubator for technologies that are relevant to the customer on the street.

(The information contained in this article was derived from periodicals, documents and press releases by Porsche Club of America, Porsche AG [<http://www.porsche.com/usa/eventsandracing/motorsport>], and FIA World Endurance Championship [<http://www.fiawec.com>]. Any opinions, conclusions, or analyses stated herein are exclusively those of the author and are not attributable to any manufacturer, sanctioning body, or organization.)

Deb And Terri Talk Over Lunch

By Deb Dunn, SVR Member

Both Mike and I grew up in Sacramento and as a teen I remember Bertolucci's as a magical place. Its name was associated with beautiful automobiles and fine paint finishes. Bertolucci's surfaced again when I met Mike. He was from a family of autocross enthusiasts who raced Triumphs and a Jaguar XKE and were well acquainted with the Bertolucci name. Mike had a Bugeye Sprite with a leaky top but his heart's desire was to purchase an old Porsche and fix it up to a Bertolucci standard. His Porsche dream had to wait until 2011. So we now welcome Bertolucci's, a longstanding contributor to our community, as a new advertiser to the "Drifter."

Bertolucci's has been in business since 1948, founded by Richard Mario "Dick" Bertolucci and his wife, Beverly. He started with customizing cars in his parents' garage until the neighbors complained about the noise. In 1979, Bertolucci's established their current location at 33rd and Stockton Boulevard. Early in his career, Dick was active in car clubs, autocrossing and drag racing. He has always been a "Chevy man" with a love of Corvettes. He owed a '63 and a brand new '68 which he tore apart and totally customized for the Autorama. Today, at age 86, he still judges for the Sacramento



Autorama. In fact, there is a trophy named for him, "The Dick Bertolucci Automotive Excellence Award, Fit and Finish", given out annually. The shop houses a rare and exquisite display of classic automobiles all restored by Dick Bertolucci. We enjoyed touring the collection and thought a visit might be a great candidate for a SVR activity.

Today, making the magic happen at Bertolucci's is Terri Bertolucci Parra along with her siblings Tina, Vince, Tami and Tracy and third generation Joey, all stakeholders working the family business to keep the Bertolucci dream living.

When most Sacramento 16 year olds of her generation were at Folsom Lake's 5% Beach getting a summer tan, Terri was required to work at Bertolucci's, Dad's orders. Now as General Manager and stakeholder, she directs the talented and skilled technical team focusing on meticulously repairing cars damaged by auto

collisions and providing high quality painting. "If you should have the misfortune of being in an accident, you can be sure that our expert staff and state of the art equipment will give you the high quality, specialized repairs, that your vehicle deserves. We work with ALL vehicles, and we work with ALL insurance companies." So whether it's your beloved Mini Cooper or your treasured Porsche that's in an accident, the Bertolucci promise is "Where quality is the patience to check and double check."

Terri and Ed Parra have been enjoying SVR membership for almost four years. Although Dick is a Chevy man, both Terri and Ed have Porsches. Terri's yellow '99 Carrera is a stand-out. Then there's Ed's new 2011 Black GTS that he is ready to take on the road and enjoy its performance. With both kids out of college, it's a great time to get involved and enjoy SVR activities and new friends from the club. They'll see you on the San Simeon Tour!



Terri and Ed Parra with their special Porsches. Photo by Mike Dunn

"Roadwise"

By Mike Dunn, SVR Drifter Ad Manager

During the 1st Saturday breakfast, I overheard Collin Fat comment on how pleased he was with a recent hood re-spray and new clear bra installation on his Porsche. In fact, he mentioned that all three of his cars are now fitted with clear bras and by the same installer: Rocky Mountain Window Tint. The Drifter staff is always on the lookout for quality businesses that have built their reputation by delivering top notch repairs and service. Those that meet this criteria are invited to be Drifter advertisers and recommended to SVR club members.

Following up on Collin's recommendation, I contacted **Rocky Mountain Window Tint**. I met with the owner, **David Kurokawa**, who has been in business for 27 years and at the same location, which speaks for itself. Originally Rocky Mountain was part of a franchise of the same name. When David purchased the business, he decided to keep the name. Though the business initially specialized in window tinting, it has grown to include a number of other installation services and has built a reputation for great workmanship, excellent customer service and lifetime warranties. Over the years, he and his staff have received many awards for their efforts. According to David, most of his retail customers tend to be avid car enthusiasts and those most interested in protecting themselves from UV rays and their autos from rock damage.

Today Rocky Mountain offers window tinting, clear bra paint protection, car alarms, which include remote starts and keyless entry, vinyl wraps, mobile audio and video, GPS, and back-up cameras. Everything you need to keep your prized 4 wheel possessions safe and road worthy!



Technicians applying window tint to a new Macan at Rocky Mountain Window Tint. Photo by Mike Dunn

In addition to its retail customers, Rocky Mountain services most of the dealers, body shops and repair shops in Sacramento County. They also have the city, county, state and federal agencies and local media companies as clients. A full range of services along with special discounts can be found on their website: **RockyMountainTint.com** or call **(916) 922-3960**.

As the Tour, Auto-X and DE events season approaches and the "Road Well Traveled" is filled with debris, potholes and rough pavement – give Rocky Mountain a call – they are supporting us, and we need their services - so support them. Happy Motoring.



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Porsche to Re-Enter Tractor Market

By Bradley Brownell, flatsixes.com

After decades of concentrating solely on making fast and fun automobiles, Porsche has announced that they are returning to a market they once had a strong presence in, tractors. Having produced a small handful of tractor models, including their most famous model the "Diesel Junior", Porsche feels the time is right to give that market a taste of their Sports Car medicine. The best in performance machinery can now be found in your gardening shed. Move aside John Deere, Porsche is here. In a surprise move, Porsche's first foray into the tractor business in decades will be with a small-bore tractor of the lawn-mower variety. In a joint brand initiative with home improvement giant Home Depot, Porsche will launch three new "riding" models over the next year, before expanding further into the "push" and "zero-turn" styles of mower. Rumor has it that president of Porsche Cars North America, Detlev Von Platen, and the CEO of Home Depot, Mr. Craig Menear, came up with the idea for the venture while playing tennis and sipping poolside mimosas at the Atlanta-area health club the two both frequent. The first model, with subtle styling cues taken from its namesake, is the Carrera "Rasentraktoren" (lawn mower), shown here.

The full press release follows:

Atlanta, April 1st, 2015: The newest member of the Porsche family is the hotly anticipated Rasentraktoren. This is the first time Porsche is introducing a sports lawn tractor, combining elements of the past, present, and future in one model. Our newest product is capable of mowing the grass at the Nurbürgring Nord-schleife in under 37 minutes and 40 seconds, setting the new benchmark at the top of the premium riding lawn tractor market segment. It also makes a clear statement that Porsche will continue to promote radical riding lawn mowers in the future – sports tractors developed at the motorsport department in Los Angeles.

Where most lawn tractors on the market use some form of the Briggs & Stratton V-twin engine, the Rasentraktoren will make use of a brand new Porsche-designed watercooled engine displacing 175 cubic centimeters and producing 59 horsepower. This is an all-new engine for this market, and provides our tractors with a lower center of gravity for more efficient lawnscape endeavors. Further aiding handling, we've enhanced our new lawn tractor with a wheel and tire package ideal that stems from our experience with road cars, employing larger wheels and tires at the rear of the car for improved acceleration, lateral grip, and engaging handling. Further engineering grafted from our road-car division includes a specially designed 7-speed Porsche Doppelkupplungs-

The Classic has been updated...



The NEW benchmark in its class: the Porsche Rasentraktoren!

getriebe (PDK) gearbox with active powertrain mounts for optimum weight balance through faster corners. More focused mowing aficionados can select an optional 6-speed manual gearbox, if desired.

Employing a carbon monocoque chassis, further extending the connection between our new tractor and the all-conquering 918 Hybrid supercar, our full line of tractors are lightweight and agile. When equipped with a PDK gearbox, the Rasentraktoren accelerates from zero to 100 km/h in 11.9 seconds; its top speed is 84 km/h. A generously sized Porsche carbon ceramic braking package is employed to ensure that the tractor can return to a complete stop quickly and safely.

Fit for recreational or commercial use: the Rasentraktoren differs from most lawn tractors in its rapid speed, as well as its grass-cutting efficiency. The cutting blades on the bottom of the tractor have been meticulously shaped in

our wind tunnel not only to create the smoothest and most uniform cut possible, but also to evacuate air from the underside of the tractor, creating a downforce effect allowing you to push ever harder through the corners, finishing your lawn cutting much faster than competing tractors allow.

The Rasentraktor celebrated its world premiere on April 1st at the Springfield, MO Lawn and Garden Expo. See your local Home Depot store to place your order now, units will arrive in stores by the beginning of May. In Germany, the price of the Rasentraktor is 4,390 euros including VAT and country-specific features.

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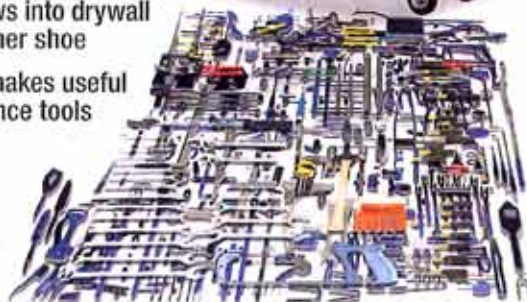
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March SVR Board Minutes

By Rita Barker, 2015 SVR Secretary

EMAIL BUSINESS

February Minutes: The final February 2015 meeting minutes were reviewed by the board and approved by email vote on 02/23/2015 by Eduardo Ortega Jr., Steve Barker, Collin Fat, Bill Fargo, Steve McCrory.

CALL TO ORDER

President Collin Fat called the meeting to order at 6:56 PM, Wednesday, March 11th, 2015 at the Sacramento Fire Station #32.

Attending: Collin Fat, Steve Barker, Steve McCrory, Barbara McCrory, Bill Fargo, Suzanne Sanders, Eduardo Ortega Jr., Frederick Rauch, Cookie Anderson, Mike Dunn, Janet Conner, Kirk Bradford, Gerry Coupler, Skip Quain, Rik Larson, Matt and Lisa Menning, Jim McMahan, Rich Walker, Larry Wilson, Alma Thompson

OLD BUSINESS

Business Cards: Frederick is working on the design and had members select the information he provided on his sample sheet.

Union Pacific Tour: Matt Menning submitted the final budget for approval, motion to approve was made by Eduardo and seconded by Janet. Approved

Electronic voting procedure: Discussion on electronic voting to review the purpose and process for e-voting.

President's Meeting: Collin gave an overview of topics discussed; proxies, membership retention, Region Procedures Manual, expulsion and appeals process, member database, PCA emailer, opt out choice, Zone 7 awards, and membership demographics.

NEW BUSINESS

Treasurer Report: Janet presented SVR 2015 budget revisions. Motion to approve the 2015 budget made by Rich Walker and seconded by Steve McCrory. Approved. Additionally there was a review of the February financials.

Eureka Beer Tour: Rich Walker presented the addition of a beer tour to the Eureka Tour. Discussion and motion to approve by Bill Fargo and seconded by Suzanne Sanders. Approved board meeting to make adjustments for DE. Motion was made to accept the report as written by Steve Barker and seconded by Sue Sanders. All approved

Board Member and Event Chair Reports

Drifter Steve McCrory reported the new Drifter is out now and discussed the need for more feature articles.

Competition Frederick Rauch
Frederick Rauch
Frederick reported the HPDE will be March 20. Registration is open at TrackMaster's web site

Autocross Tim Howard
No report.

Concours Kent Brandon
No report.

Driver Ed Frederick Rauch
No report.

Rallye Rik Larson
No report.

Charity Alma and Gary Thompson
No report

Advertising Mike Dunn
Mike led discussion about the Membership Directory for 2015, he requested approval to add current advertisers to the Membership Directory at no extra cost. Motion to approve made by Janet Conner and seconded by Suzanne Sanders. Approved.

New Member Group Cookie Anderson
Cookie submitted her budget for the May 23rd tour to Steve Child's garage. The tour will be limited to 30 cars. Motion to approve made by Rich Walker and seconded by Suzanne Sanders. Approved

Treasurer Janet Conner
See New Business.

Goodie Store Linda Bradford
No report

Membership Richard Walker
Rich Walker reported 681 Primary, 473 Affiliates, total members 1154. 6 new members and 1 transfer in.

Dummkopf No report.

Social Suzanne Sanders
Suzanne presented the budget for the Los Pinos Restaurant dinner. Motion to approve made by Eduardo Ortega Jr., and seconded by Steve McCrory. Approved

Technical Skip Quain
Skip is looking for people to help write tech articles. Also brought up was a Detail Clinic is in the works for May featuring Detail Maniac.

Webmaster Bill Fargo
Bill requested feedback on the website and announced there are 14 followers now on Twitter

President Collin Fat
No report..

Vice President Eduardo Ortega, Jr.
Eduardo Ortega Jr., noted changes to the club calendar. PCA has already sent certificates of insurance for the two tours in March, the DE event in March and the March and April upcoming autocross events.

Past President Steve Barker
No report.

MEETING ADJOURNED: 9:11 PM (PT)*

NEXT MEETING: 7:00 PM PT, Wednesday, April 8th, 2015 at Fire Station 32

**SVR has the tradition to end the meeting with a time that matches a Porsche model. Thus, sometimes another time zone is used to accomplish this, e.g. using MDT.*

March Membership

By Richard Walker, SVR Membership

The Sacramento Valley Region of the Porsche Club of America has 681 primary members and 473 affiliate members, for a total of 1,154 members.

Since we use e-mail for most of our communications, it is necessary for all of us to keep our e-mail address current with SVR and PCA. To update your membership record with PCA, you go to www.pca.org and login. You can then make any updates as needed (address, car, e-mail address, etc.). Also, even though we receive the information from PCA monthly, you can send the same updates to:

membership@svr-pca.org

SVR - PCA Member Services

How do you join the Porsche Club?

Go to: www.pca.org

This is an online system that will request a credit card for payment. If you would rather fill out a paper form, contact the SVR Membership Director, Richard Walker, at membership@svr-pca.org or 916.988.7468.

Not a Porsche owner but interested in the PCA?

Try the PCA Quest program. For information, go to: www.pca.org/pca-quest

Need to update your PCA information?

Update your PCA record at www.pca.org

Do you have 2 e-mail addresses?

Want Club info sent to a second address, work, home, spouse, friend...? It's as easy as e-mailing your second e-mail address to the Membership Director at:
membership@svr-pca.org

Lost the gold medallion from your badge?

Mail \$3.00 to the Membership Director to receive a shiny, new replacement.

Need to change your contact Information?

If you change your e-mail or street address, notify the Membership Director at membership@svr-pca.org to insure uninterrupted delivery of bimonthly event notices and of the Drifter.

Want a PRINTED version of the Drifter?

Only \$15 yearly. Please send your check to the Membership Director. (see address below)

How can I contact the SVR-PCA by mail?

**SVR,
Post Office Box 254651,
Sacramento, CA 95865-4651**

New Members

Jerry Jackson

Lincoln
jacksonenv@aol.com
1996 911 Turbo

Newton Kwan

Roseville
newtkwan@gmail.com
1995 911 Carrera

David Louie

Roseville
dzlouie@yahoo.com
2013 Boxster S

Terry Rooney

Lincoln
taroonney@gmail.com
2001 Boxster

Jon Rosdail

Granite Bay
rosdail@rosdail.net
2006 911 Carrera Coupe

Brian and Larry Tupper

Lotus
b.tupper@att.net
2000 911 Carrera
transfer from Golden Gate Region

Licudine Zackary

Granite Bay
zdanishdevil@gmail.com
2015 Cayman GTS

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Thomas Brown

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Ronald Feinstein at r.feinstein@yahoo.com / text to: 916.509.2491 6/14

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SVR Goodie Store

Linda Bradford, SVR Goodie Store Manager

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This is the official PCA National Goodie Store and offers a completely different assortment of products with the PCA logo. Clothing choices are fewer but there is a wide variety of other products available, from umbrellas to wine glasses. Check it out and happy shopping!



I only have six clothing items left which will be sold at the new members party or the next autocross. We have SVR car badges and license plate frames available in "local inventory" through your Goodie Store Manager, Linda Bradford: 916.899.5731



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