

The Drifter

Sacramento Valley Region - Porsche Club of America

May 2015



Photo by Matt Menning



Lisa Menning getting to know the workings of a 911 chassis at Elephant Racing on the recent "Tuners Tour".



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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. 5

May 2015

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SVR President's Notes

Collin Fat, SVR President

It's hard to believe how fantastic the weather has been this spring and how quickly we are approaching summer. If not for the severe drought we are currently experiencing, it's been perfect weather for getting your Porsches out for some exercise and that is exactly what many of our members did for April.

Matt Menning hosted a Tuner's Tour of several Porsche tuner shops in the Bay area that included stops at Partsheaven, Elephant Racing, FD Motorsports, EASY, and Fantasy Junction. Matt indicated he had 14 members participate and all had a great time. The group covered 130 miles of total driving before ending up exhausted! Hope he'll do a similar tour next year. **Tim Howard** and the autocross team had 39 drivers participate in SVR's season autocross opener on April 6th. 16 novice drivers participated with most of these drivers having attended the Niello Autocross school. The club's monthly dinner was held at Todo un Poco Bistro and was chaired by **Liz Houser**. The April dinner at Todo Un Poco Restaurant in Elk Grove was a big hit, about 20 people attended including new members, **Mark & Bryce!** The owner, Marie Mertz, made a variety of wonderful dishes for us, finishing with warm caramel churros. Emily won the "Thomas Jefferson Birthday Trivia Quiz."



May has a full calendar of events with the monthly dinner at **Fat's Asia Bistro** hosted by **Cookie Anderson**. It will be a sell out so sign up with Cookie ASAP! **Cookie Anderson** and **Rich Walker** are hosting a new member event with tour and visit to **Steven Child's** garage on May 23rd. **Dennis Stettner** will be leading the drive and lunch is included. The tour is open to new members only and I encourage anyone who has joined the club within the last year to attend. **Skip Quain**, SVR's technical chair is organizing a car detail clinic at **Detail Maniac** in South Sacramento on May 30th. If you ever wanted to get a lesson on how to properly detail your Porsche this is a not to be missed event. It's free to SVR members and includes lunch. Our next autocross is May 16th at the San Joaquin County Fairgrounds in Stockton. Registration is now open. Contact **Tim Howard** for questions at autocross@svr-pca.org.

I would like to welcome **Bertolucci's Body & Fender Shop** as our newest Drifter advertiser. **Terri Parra** and her husband **Ed** have been active members of the club for the last few years and have participated in many of our monthly dinners as well as several tours over the years. Terri's husband, Ed, recently completed his

first track day at Thunderhill in March and is an avid autocrosser as well. Both Terri and Ed have Porsches with Terri driving a 1999 996 Carrera and Ed driving a 2011 Porsche GTS. Bertolucci's is one of Sacramento's premier auto body repair and restoration shops having been in business for more than 50 years. I have known Terri since junior high school, and have always taken my cars to her shop knowing the quality work done and customer service is top notch! In fact, I just recently had Terri repaint the front end of my 2003 Turbo. I encourage all members to support our advertisers as they help support the monthly production of our Drifter. Thanks to SVR advertising manager, **Mike Dunn**, for his efforts on securing new advertisers.

Our club's membership recently eclipsed the 700 member mark for the first time in recent history thanks in large part to Niello Porsche's PCA membership sponsor program. If you purchase a new or used Porsche from them and live in the greater Sacramento area, the dealership will include a free one year membership to the club. To get the most out of the club, I encourage all members to participate. Members are friendly and fun and all share your passion for the marque. Drop me an email anytime if you ever have a question about an event or how to get more involved in the club: president@svr-pca.org.



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THINKNIELLO

Editor's Corner

Steve McCrory, SVR Drifter Editor

"Connectivity"

Connectivity, it's all around us. And SVR Members are connected in many ways, by way of our club activities and our friendships. As a club, we stay in touch by reading the Drifter and visiting our Region's website. Some of us Twitter and Facebook, while others just prefer old school and pick up the phone. I've reached a happy medium with email being part of my daily routine. Whatever your preferred method, we find a way to stay connected. In this issue, see **Bill Fargo's** introduction article. Bill shares his background, and how he became a Porsche enthusiast, and gives us an insight into his role as webmaster. Being married to the Redwood Region's webmaster, I can appreciate the work that goes into keeping the club website up and current.

New members joining our Sacramento Valley Region have many opportunities to get involved with Club Activities, but it isn't always easy being the new kids on the block. **Richard**



Walker, our Membership Director, has come up with a great idea to make it easier to meet and say hello to new members. Newcomers will have the option of placing a colored round sticker on their membership badges. You can keep a lookout for them, say hi and welcome them to the club.

With the **Concours** season just around the corner, take a look at the **Detail Maniac** event. The Maniacs will demo detail techniques to keep your car looking good. This Tech Session is about much more than just waxing your car. Contact **Skip Quain** for more information about the event.

The first Zone 7 Concours event is scheduled for June 7th at Partsheaven in Hayward and is hosted by the **Loma Prieta Region**. It includes a Swap Meet, so it must be time to clean the garage of un-needed parts and look for needed parts to complete a current project.

Photos wanted. Remember to take your camera on your next club event. Your event chairs will appreciate the help while they're busy directing traffic, and we might be able to use it in the next Drifter. Every picture tells a story. It's just one more way that we can all stay connected.



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Photo by Phil Lawrence

Phil Lawrence, SVR member in West Virginia as well as SVR, stays in touch with a photo of his NEW Cayman GTS...

PDK (Pretty Darn Kwik)

Rik Larson, SVR Rally Guy



- Gary Thompson received the Dummkopf award at the March dinner at The Monk's Cellar. There were actually two candidatesGary won hands down.
- The first Saturday breakfast in April was a little lite in attendance. There were 35 people present. It was the day before Easter and we also had a tour that started at 7:30 that morning that probably took a few attendees away.
- The Heaven on Earth Tour (also known as the Canepa Tour) is on hold. The tour was originally going to be May 9th. Matt and Lisa Menning indicate that they are still working on getting it rescheduled.
- Bob Cannon had been waiting for a year or two to get his special "Parking Lot Sale" ad published. It finally happened. See page 21 of the **April DRIFTER**. It is just a coincidence that the Porsche Tractor "announcement" was available. Note that the reference was April 1, 2015.
- That was an antenna on the second car on the cover of the March DRIFTER. It was at such an odd angle. Must have something to do with "telemetry"?
- The Cayman GT4 raffle is going strong. You can get you raffle ticket for \$50 up until May 31st.
- CRAB 36 dates in 2016 are May 13-15. Mark your calendars (electronic, refrigerator, hardcopy).



Photo by Steve Barker

Gary Thompson proudly displaying his new trophy

- The saga continues on my goal to get an opportunity to buy one of the 60th Anniversary Club Coupes. They are now in round/week 5 (as of April 21st) and have 7 cars not yet taken. Half of the people contacted (telephone and e-mail) in each round have not even responded.
- Sources for LOOKING BACK? I find some of items by using Google. I also scan through the PCA national website, hardcopies of Panorama and our own DRIFTER. And even the electronic copies of The Nugget (the newsletter from Golden Gate Region). The biggest source is the use of the *drifting back* series of articles that was published monthly in the DRIFTER by **Larry Wilson**, SVR Historian. The series was published starting in 2001 and finished in 2010. Every month, Larry would provide tidbits about the region that covered that particular month but was specific to those items occurring 10, 20, and 30 years previously. The whole series is available on the SVR website by clicking on the "About" tab, and then "Our History."

LOOKING BACK...

10 years ago - May 2005

- SVR conducted two Zone 7 events: an AX at Mather Field, and a concours at Niello (I think this was at the old location on Madison Avenue, but I could be wrong.)

15 years ago - May 2000

- President Clinton announced that accurate GPS access would no longer be restricted to the United States military.

30 years ago - May 1985

- A "Progressive Dinner" that did not progress? That is what happened when Bob and Mary Siles hosted the SVR Unprogressive Dinner event.

35 years ago - May 1980

- The newest version of the Dummkopf award appeared (the same one that Gary Thompson won in March.....see first item in this column). It still has that golden digit. It is an award you definitely want to get out of your possession as quick as possible.

40 years ago - May 1975

- The first Mendocino Tour was held. I had asked Larry Wilson, SVR Historian, to see what he could find out about this event. As a result, I now have about 8 pages of details. It seems that the event moved to the October/November timeframe beginning in 1976. The initial tour consisted of 17 Porsches, led by Paul and Gail Bates. It was an overnight tour that stayed at the Pine Beach Inn (just south of Fort Bragg). Larry reported that the group met Clint Eastwood at the Little River Inn bar. Clint, the bar at Little River Inn, and the Pine Beach Inn are still around.



Autocross News: Part -1

Tim Howard, SVR Autocross Chair
and Greg Zajic, SVR Autocross Co-Chair



Photos by Steve McCrory

Autocross School Exercises at Stockton held on March 28th

Thanks to our sponsor Niello Porsche for helping support this event! A special thank you goes to all of the people who helped coordinate, set up and serve as instructors during the event! We all want the students to know that we appreciate their attendance and participation in this event and hope that they had as much fun as we did. Seeing you improve and the fun that you have during that process provides a great deal of satisfaction for us. Remember, we're here to help you continue this journey and become better so PLEASE reach out to anyone on our AX team for input, advice, or coaching as you continue honing your skills. We're happy to help and if requested ride along and provide additional coaching as you skills progress.

Good news Top Time of Day: Our top five times of the day were separately by a mere ½ a second! Top time of day (non adjusted) goes to (imagine a drum roll here).

Gavin Payne in his 2009 Cayman S coming in with a top time of day at 42.036. Right on his bumper was Darin Smith in his 2010 Panamera Turbo (aka the SS Panamera) with a time of 42.130 a mere 94/1000 of a second slower. Racing into the third spot we have Jon M Sturtevant in a 2013 Boxster S with a top time of day at 42.412. Top time of day for our ladies was brought across the line by Joyce Mead with an improvement over her prior run of 1.3 seconds for a best time of day of 43.987.

PAX (Performance Adjustment Index) is an adjusted top time based on assigned handicaps based on vehicle make/model/year and level of modification. These handicaps are based on actual performance of cars in multiple PCA AX events over the years. This adjustment allows for comparison of times on a more even playing field.

Top PAX time of day goes to Darin Smith in the previously noted SS Panamera with a PAX Adjusted time of 34.210. A full car length behind we have Gavin Payne with a PAX time of 38.194 followed closely by Bill Faust with an adjusted time of 38.319. Joyce Mead also gets our Ladies top PAX Adjusted time of 40.468.

Most Improved: Average times progressed well throughout the day as the eager students became more comfortable with their cars and their own abilities!



Instructor and student take the Checkered Flag

The Average Difference between the first run and everyone's best run was nearly a 9% improvement.

Our most improved award goes to Rolinda Harper with a 28.6% improvement. She started off tentatively but quickly moved to faster and faster times throughout the day culminating in a best run of 49.071 in her sixth run of the day. Next in line is Jennifer Pierce with a 16.8% improvement in times. She started off smoothly yet cautiously and progressively moved to faster times and smiled her way to a best time of day 45.981 on her fifth run! John Reykjalín showed a 14.8% improvement across his runs. He started off well and quickly improved his time on his second run and gradually sped up through the rest of his runs and nabbed his best run of the day, a sub 43 time of 42.996!

Consistency: One of fun measures is who's the most consistent. This takes your three best runs of the day and determines a standard deviation for those runs. Standard deviation is an indication of the variance from the mean value of your best three runs. The lower the value, the more consistent your runs were. Lew Breon with a Standard deviation of a mere 0.020 seconds difference, followed by Darin Smith with 0.075 seconds, and James Mead with 0.139 seconds. Bringing in our consistency award for the ladies is Robin Fine with 0.301 seconds.

Sad news. There were a total of 50 cones run down during the event. Fortunately all are expected to make a full recovery and expected to be bravely stand in harm's way for the April 11th Autocross!!!!

Cone Mower: Before we get into the award winners for cone mowing, please note that we do not recognize people for NOT hitting cones, so sorry won't be

mentioned if you were successful at avoiding cones!!! This special award is reserved for those individuals that kept course workers from just standing around watching cars. In addition to this award, they have the additional benefit of the most time spent for cleaning black smudges off their car (don't worry, getting the cone smudges off is easy).

Without further ado our top cone mower award goes to Larry Moeller who took out a total of seven cones during his six runs. One cone each on his third, fourth, and fifth run and then went for broke and took out four cones in his final run of the day! Larry is followed by George Okamoto who took out six cones. George started out with three in his first run, two in the second run and one in the third. George successfully avoided the cones for the remainder of his runs. For third place we have a tie with five cones each for Rolinda Harper, Bill Faust, and John Reykjalín. We had 11 other individuals who assisted in keeping course workers busy and they took out three or fewer cones. Thank you all for keeping the course workers busy! We had 12 individuals that did not hit any cones. Next time, hit some cones, the course workers were bored!



Collin Fat at the driver's meeting

Autocross News: Part -2

Tim Howard, SVR Autocross Chair
and Greg Zajic, SVR Autocross Co-Chair

SVR Autocross # 1 held on April 11th

We had a great start to our 2015 SVR Autocross season. The weather was kind to the participants, with temperatures in the upper 70's and breezes off and on during the day. Thanks all of the people who showed up early and help set everything up, some of them were there before 7:00AM and many more showed up shortly thereafter. Their assistance was invaluable in ensuring that things went smoothly during this inaugural 2015 event.

We had a total of 39 drivers show up to test their skills. Of the 39 drivers we had 27 novice drivers, with six or fewer AX events with the SVR. Of those 27 we had a whopping 16 were attending their first AX event with SVR!

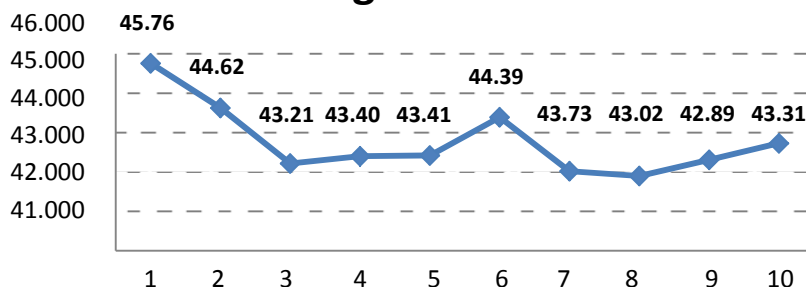
The course as deceptively easy on paper but tying the components together smoothly, efficiently and consistently proved a challenge through the day. Average times started out just shy of 45.8 seconds and dipped quickly to 43.2 before our lunch break with our best average at the 8th run 42.9 seconds. The morning was not a big producer of best times with only 8 best times of the day were brought in before lunch. The last three runs of the day brought in the lion's share of the top times with the 8th run brining in 9 top times, 9th run with 8 and then 11 very happy individuals nabbed their best time during their last run!

Top Time of Day: Our tops three times of the day were separate by a scant $\frac{3}{4}$ of a second. The top time was nabbed by Alan Patterson in his 2006 Dodge Viper with a time of 36.551. Close on his bumper was Steve Nieslony in his 1972 914 at a time of 36.831. The top three was rounded out by Lanny Bowden in his Corvette C4. Rounding out the top five times for the Porsche's we had Caleb porter with 38.471, Tim Howard with 38.506, Dave Parker at 38.747 and David Schnitzer at 38.934.

Ladies Top Time: The top four ladies times of day were brought by individuals that were attending either their first or second SVR event!!! Congratulations to Robin Fine for smoothly crossing the line with a time of 44.179. Rolinda Harper was saving her best time for her last run came in at 44.441. Jennifer Pierce also saving her best time for the last run darted across the line at a time of 44.811. Finishing off our top four we had Kathleen Johnston sneaking in a sub 45 time by a mere 1/1000th of a second at 44.999.

PAX: Top PAX time of day goes to Caleb Porter with a PAX adjusted time of 35.086. A shade Cableb, was Dave Parker with a time of 35.647

Average Run time



followed closely by Steve Nieslony with a time of 35.782.

Novice (6 or fewer SVR Events):

Top Time: The top three times for Novice drivers (6 or fewer events) came from Carl Winkler at 40.116, Kevin Lee at 40.470 and a first time event participant Lloyd Feaver with a time of 40.828

Novice Top time Ladies: (See above ladies top times... it's the same ☺)

Most Improved: Average times progressed well throughout the day everyone got more familiar with the course. The Average Difference between the all novice drivers first run and best run was just over 5%. Our most improved award goes to Kathleen Johnston who shaved off just over 7 seconds in her times showing a with a 14% improvement. Next in line is Jennifer Trovato who trimmed her time by over 6.5 seconds for a 13% improvement. Rolinda copped 6 seconds off her times coming with a 12% improvement.

Other fun Stuff:

Consistency: One of fun measures is who is the most consistent. This takes your three best runs of the day and determines a standard deviation for those runs. Standard deviation is an indication of the variance from the mean value of your best three runs. The lower the value, the more consistent your runs were. Bob Peake's best three runs varied by a mere .040 of a second, Greg Zajic came in at 0.049

and Caleb Porter at 0.051.

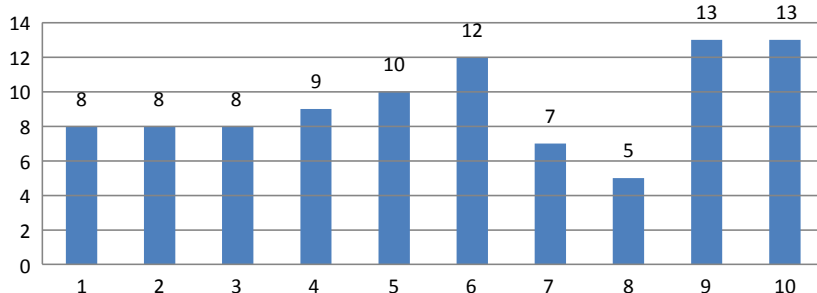
Sad news: There were a total of 93 cones run down during the event ☹. 92 are expected to make a full recovery and expected once again to bravely stand in harm's way. The remaining one cone has been permanently retired and will no longer be subject to under vehicle inspections.

Cone King and Queen: Before we get into the award winners for cone mowing, please note that we do not recognize people for NOT hitting cones; so sorry. You won't be mentioned if you were successful at avoiding cones!!! We thank these award winners for keeping the course workers on their toes. Our "Cone King" award is shared by Rhett Jones, Steve Nieslony, and Anthony Black; each of them took out a total seven cones during their ten runs. Our "Cone Queen" award goes to Rolinda Harper with a mere 4 cones.

Thanks for your participation in our first of seven SVR Autocross events. The next event is May 16th and we hope to see you there!

Also, remember the SVR autocross team is here to help you continue improving your car handling skills so PLEASE reach out to members of the AX team for input, advice, or coaching as you continue honing your skills. We're happy to help and, if requested, ride along and provide additional coaching as your skills progress. We look forward to seeing you at future events.

Cones Hit Per Run



Upcoming Events - Close Ups...

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 has 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

SVR-PCA Driver Education Event



July 10

SVR is hosting the 2nd of two driver education events for 2015 at Thunderhill Raceway on July 10th. For those members not familiar with what a DE event or Driver Education Event is all about a short explanation would be that it is an event with the goal of teaching, first hand, all of the capabilities of your Porsche in a safe, structured and controlled environment. SVR has not hosted a DE event since 2011 and has scheduled two events to provide our members with a chance to experience a fun day on the track and to meet requests for these types of club activities.

Driver Education events are not racing, and are designed to provide students a way to improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety. If you have attended any of the club's autocrosses or one of our annual autocross schools you have more than the basic skills and knowledge to take the leap to a track day and experience your Porsche's handling in a high speed and safe environment. Lastly, Driver Education is a fun experience and what better way to spend your weekend with like-minded, fun seeking Porsche enthusiasts.

The cost for this event is \$260 for SVR or PCA members, slightly more for non-members and includes, for novices, instruction, classroom discussion between runs, complimentary loaner helmet based on availability, and a \$15 lunch certificate for SVR members. Thunderhill raceway is located approximately 1 hour north of Sacramento in Willows, California and is one of the premiere race tracks in Northern California. It is also one of the best tracks for beginners and has generous run off areas rather than concrete K-walls or tire barriers seen at other race tracks.

Is there an element of danger and possible damage to your vehicle? In short, yes. Will my insurance cover me should I damage my vehicle? Probably not but you need to inquire. If I wanted track day insurance what is the cost? Depending on the year and model of your Porsche it can range from \$250 to \$500 per day and provide many first timers with some sense of security should they incur accidental damage to their vehicle. Does it happen, yes. The likely hood is small and our events stress safety and fun as top priorities. To register or ask questions, contact Frederick Rauch at competition@svr-pca.org.



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

- May 2** **SVR First Saturday Breakfast.** Brookfields. Details at Monthly Events below
- May 4** **SVR Dinner at Fat's.** Folsom. Cookie Anderson See flyer in this issue
- May 23** **New Member Tour #1** 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 See flyer in this issue
- 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. See Upcoming events- close ups
- June 28** **SVR and Zone 7 Concours.** Niello Porsche, Rocklin. Kent Brandon. See flyer in this issue
- 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. See flyer in this issue
- July 10** **Driver Education at Thunderhill.** Willows. Frederick Rauch. See flyer in this issue.
- July 11** **New Member Tour #2 to Jack Russell Brewery.** Cookie Anderson. Start at Niello Porsche in Rocklin.
- August 1** **First Saturday Breakfast.** Brookfields. Details at Monthly Events below
- August 7-8** **Wooden Boat Show.** Lake Tahoe. Dan Rowland.
- August 10** **Dinner at Mints.** Rancho Cordova. Mike and Emily Willis
- September 5** **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 Callendar'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

- 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

- May 9-10** **Redwood Region Zone 7.** 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
- Sept 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
- Sept. 7-11 2016** **Escape to Lake Tahoe.** Nevada

Upcoming Events of Interest

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

FLASH: THE SVR BREAKFAST GROUP

NOW MEETS AT-

BROOKFIELDS RESTAURANT

11135 FOLSOM BLVD (HWY 50 AND SUNRISE)
RANCHO CORDOVA, CA 95670
916.683.2046



THE FIRST SATURDAY OF EACH MONTH

THE CLUB IS A CONVERSATIONAL GROUP DEDICATED TO THE ENJOYMENT OF ITS MEMBERS.
IT IS A FRIENDLY GROUP IN WHICH THERE ARE NO STRANGERS. PLEASE JOIN US FOR
CONVERSATION ABOUT OUR CARS, UPCOMING EVENTS, OR ANYTHING THAT INTERESTS YOU.

MEET IN THE BANQUET ROOM AT 8:30 A.M.

ORDER FROM THE MENU AND PAY FOR YOUR OWN MEAL
ANY QUESTIONS? CALL HERB OR JAN HOOVER AT 916.424.5163



Sacramento Valley Region PCA 2015 Autocross Schedule



May 16th -

June 6th -

July 18th -

August 15th -

September 19th -

October 17th -

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



SVR May Dinner Meeting

FAT's Restaurant - Folsom

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



2585 Iron Point Rd Folsom, CA 95630 916.983.1133

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!!

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



TUESDAY, JUNE 2ND

3420 Palmer Drive, Cameron Park

Sizzlin Fajitas, Chicken Burrito Rancheros or Enchilada Supremas
cilantro rice, black beans and non-alcoholic beverages.
\$22 per person



wolfpackcp@sbcglobal.net / 530-672-0742

DON'T FORGET TO SHARE THE WEALTH!



PCA members	\$40.00
Non-members	\$50.00

For Information Contact: Tim Howard - autocross@svr-pca.org



Niello Zone 7 Concours

presented by Sacramento Valley Region

Sunday, June 28th

Niello Porsche
4525 Granite Drive
Rocklin, CA 95677

Registration: 7:00-9:00 AM

Judging starts at 9:00 AM

Entry Fee is \$30.00 per car

Lunch available \$5; (free lunch for entrants and Judges)

Door Prizes for entrants, trophies and special vendors!

Special Porsche Corral and Awards for non-concours entrants!

For additional information-

contact Kent Brandon, SVR Concours Chairman 916.663.1702 / concours@svr-pca.org



PORSCHE

NIELLO PORSCHE

SVR DINNER MEETING TUESDAY JULY 7TH



Social Hour - 6^{ish} / Dinner - 7
Family Style Dinner with Outdoor Patio Dining
Large selection of Tapas
Happy Hour Prices for Wine and Beer
Seating limited -- 50 people
\$38 per person

source

GLOBAL TAPAS RESTAURANT
5540 DOUGLAS BLVD., GRANITE BAY

RSVP by Monday, June 29th!
Mail check (payable to PCA-SVR) to:
Janet Conner
2663 Highland Hills Dr.
El Dorado Hills, CA 95762
jlconneredh@hotmail.com
916-939-3882

Don't forget to "Share the Wealth"

SVR-PCA Driver Education Event

Friday - July 10th, 2015

Thunderhill Raceway, Willows, California



Registration is now open!

- High-Speed Driving School
- For Advanced, Intermediate, Beginners/Novices
- Original Track configuration
- In Car Instruction Available for Beginners
- Classroom/Download Sessions
- Limited Supply of Loaner Helmets Available
- Each run group limited to 25-30 participants

Event Fee: \$260.00

SVR-PCA Members-
Bring your SVR-PCA Membership card and receive food ticket worth up to \$15.00 towards lunch.

Free Paddock Camping on Thursday night-
Contact Frederick D. Rauch



Registration is first- come, first-served!
For Registration information-
Contact Frederick D. Rauch- fdrmoto@gmail.com
or 916-595-3371

All cars require a Pre-Event Tech Inspection by a qualified party.

LOMA PRIETA REGION

ZONE 7

PORSCHE CLUB OF AMERICA

AND PARTSHEAVEN PRESENT



Spectators FREE!

ALL PORSCHE SWAP & CONCOURS

SUNDAY, JUNE 7

ZONE 7 CONCOURS

CONCOURS 8-2 pm JUDGING STARTS AT 10:30

\$25 per Entry

Peter Ridgway: 727-804-9513 / peter_ridgway@sbcglobal.net

SWAP MEET

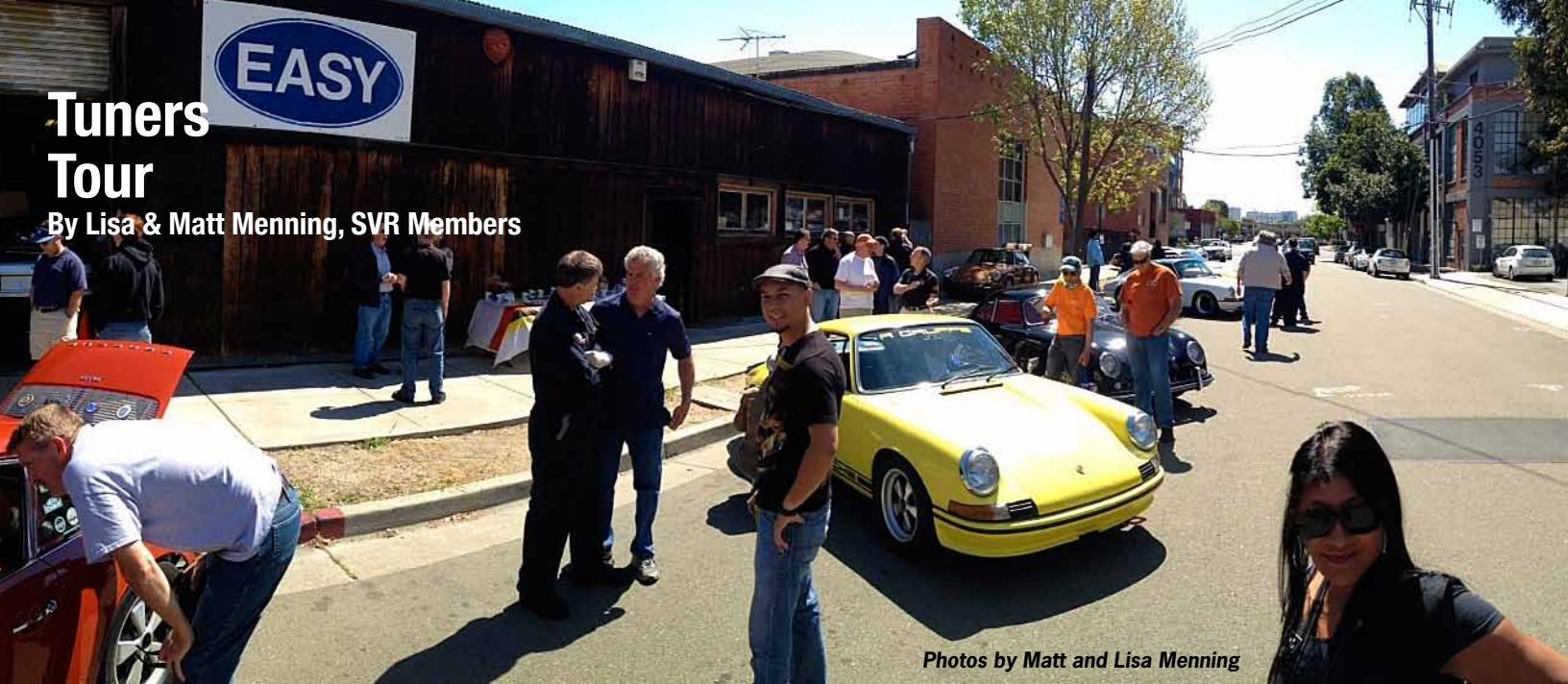
REGISTRATION 7 am SWAP 7:30 am to 2 pm

\$30 per stall (10 x 20)

Les Schreiber: 408-446-0288 / les996@me.com

Tuners Tour

By Lisa & Matt Menning, SVR Members



Photos by Matt and Lisa Menning

Impromptu Porsche lineup in front of European Auto Salvage Yard (EASY) in Emeryville

OKCall us ambitious... it's our 3rd tour in less than 6 weeks! We named it the Tuners Tour since we were visiting several Porsche only shops and suppliers well outside the Sacramento area. Some of these places you will see as ads in our PCA Panorama and tech articles in the various other Porsche magazines. As advertised, this was going to be a substantial drive since we were driving to the East Bay and cramming in four to five destinations and ending in Santa Clara. Our drivers meet up started at 7:30 a.m. at the 49er truck-stop in Natomas. The drivers meeting included detailed information about the tricky aspects of our drive. Our group totaled 11 cars and 14 people and the weather was perfect!

Once underway, we headed towards Brentwood to begin the first leg of our tour to FD Motorsports. We chose to take the scenic Delta route, of course, heading through Walnut Grove and Isleton on CA160. We arrived at our first shop on-time and were greeted with hot Starbucks coffee and 2 dozen Krispy Kreme doughnuts. FD motorsports co-owners Darin Fister and Mark DiPietero introduced us to what they are about and preformed an install of sport mufflers on a customer's 997 while we hung out. The before and after was impressive. The exhaust note was throaty but not obnoxious. These guys are super nice to chat with and very knowledgeable.

In order to keep our schedule in check we had to wrap it up to travel to the famous EASY. We were back on the road again in an hours time. Heading west, we began the most difficult part of the tour and attacked Marsh Creek Road and skirted the Northeast slope of Mt Diablo. The twisties and glorious countryside did not disappoint. We did endure a heavy dose of boulevard driving as we sliced through Brentwood, Clayton and Concord. The group

enjoyed the 7 tenths of a mile long Caldecott Tunnel before entering Emeryville. EASY is also known as European Auto Salvage Yard. Owner Jim Breazeale was very happy to see SVR dropping in on this beautiful day. His son Richard and John Montano kept the parts counter manned and very friendly. EASY has acquired an iconic presence with the vintage Porsche owners since opening up in 1978. Their inventory system appears to be chaos but they know exactly what they have. Over time, the RGruppe and Early 911 Registry have established their own monthly "cars n coffee" social event. It amasses dozens of extremely impressive Porsches that are all driven to the block long. Over the years, a few TV shows have dropped in to feature the "Baby Rennfest." The coffee was fresh but we missed the doughnuts this time around. EASY is a stone's throw from Pixar Studios and another magical place called Fantasy Junction. We strolled into the consignment brokerage to gander at the multi-million dollar inventory of ultra-rare exotics and vintage race cars. It was like a chock full cathedral in there. Simply amazing. Time was not on our side and we had to get underway yet again!

Once we navigated through a tricky section of Oakland, we were on our way to Partsheaven in Hayward. The traffic wasn't so great on southbound 880 but we soldiered on, doing our best to keep within sight of each other. By now our 2-way radios were dead. Arriving on schedule, we were greeted by our host and Porsche parts specialist Spencer Ng. When we all filed into the lobby... guess what? More doughnuts and coffee were ready to be devoured! WooHoo! Partsheaven is also a Porsche salvage yard that has been around for a few decades. These guys know their stuff!! They primarily deal with any Porsche car from the mid 1960's thru early 2000's. We were invited to explore the entire warehouse and observe their diverse inventory.

They also have a retail area full of maintenance and restoration supplies. It was really fun to visit this place and there's so much for us to look at. We had plenty of light hearted discussion as well as parts inquiries. You don't want to miss their giant swap meet and concours on June 7th. After an hour we needed to get back on the road to our final shop.

We continued our push southward on 880 towards the heart of Silicon Valley. After all the miles, traffic and four previous destinations, we arrived within 5 minutes of our scheduled appointment time!! Elephant Racing is a recognized Porsche suspension engineering



Some of the stock at Elephant Racing



FD Motorsports

The crew at Partsheaven

house of genius worldwide. Their mottos are "Keep your trunk in the front" and "Technology meet asphalt." This is a true R&D facility with a fully functional workshop (complete with many Porsche "mules") to test and install their über-designed goods. We were greeted by product marketing/technical specialist Bart Pichola and company owner Chuck Moreland who had refreshing cool beverages waiting for us. We were given a very comprehensive tour that included in-depth Q&A about everything Elephant does and a full shop walk. There was a large workbench with a wide selection of highly engineered suspension pieces just begging to be picked up and marveled. The demo

of the shock dyno was very informative. They also had a 3D printer running during our visit. Really cool stuff! Elephant's website features an interactive "suspension builder" that lets you play with all sorts of goodies for your particular model and year Porsche. I think we spent the better part of two hours on site before it was time to call it a day.

Lisa and I want to thank everyone who attended this spirited drive and tour. Many made it all the way to the end. Serious troopers! We were all exhausted from the long day but what a great tour. Keep an eye out for one of our next SVR tours. We STILL have a few more to go this year!



**Tour leaders extraordinaire-
Matt and Lisa Menning**

Fantasy Junction, Emeryville



Niello Grand Reopening Celebration

By Steve McCrory, SVR Drifter Editor



Photos by Bob Cannon

Niello Porsche in Rocklin staged a Grand Reopening Celebration on the evening of March 26th. Over 200 Porsche enthusiasts, including many SVR Region members, attended the event to see the results of the 15 week remodel to the showroom, offices, customer lounge and boutique and reception areas.

The remodel opens up the display area for better viewing of current Porsche models, giving extra space and light to show the Porsche models to their best advantage. New large format art work was an added dimension to the visual experience.

Hosts **Todd English** and **Rick Niello** welcomed everyone to the gala and provided information about the remodel process and how it ties into the evolution of the Porsche brand. Key dealer staff mingled with the crowd, answering questions about the remodel and the Porsche lineup. Stir in a techno beat and a multimedia presentation. My eyes kept coming back to the white Cayman on the showroom floor, viewing it from different angles and the different intensities of direct and reflected light, and my imagination started whispering in my ear.

Fat's Restaurants provided an outstanding selection of food and drink, and I sampled much of it. If you haven't seen the remodel, drop in and say hi, and see the changes. Thanks to Niello and staff for their hospitality and a great event. Now, about that white Cayman...

The new showroom is light, airy and decorated with bright graphics



Niello Porsche General Manager Todd English welcoming friends and customers to the Grand Reopening Celebration



Why I Drive a Porsche

By Bill Fargo, SVR Webmaster



It was about 1967 when I noticed my first Porsche, a year before purchasing my first sports car, a 1959 Triumph TR3A. We bought the TR as a project car since my father was a master mechanic and we had a large garage, it could fit in between the 1955 Merc wagon and the 2 door. At that time I understood American engines and was quickly introduced to the Idiosyncrasy of a British contraption with two carburetors that always had different ideas on how to run.

After restoring the TR, including block and blueprinting the engine, I soon discovered that that weird looking little car called a Porsche was one of the few cars around which I considered in "My Class" that could beat me. It was shortly after that that I got my first ride in one. A friend's mother had a 911 Targa. Hers may have been a 68 or 69. Most of you reading this know that there is something about a car whose engine sits on the rear axle. I was sold and understood that someday, somehow I was going to own one. College, marriage, a couple of kids later, I purchased the Porsche I now drive. A 2002 Lapis Blue Carrera. I bought it in 2006.

A few years ago my wife and I decided to go to Yellowstone. We traveled through Salt Lake City on the way to and again stayed on the way back. Noticing quite a few Porsches I figured something was up but we were just passing through..... We weren't driving the Porsche. On the way home we ended up tracking with a few California Porsches. It was at a rest stop somewhere in Nevada I struck up a conversation with one of the couples in a Boxster. That's where we found out about PCA. Sometime shortly afterward we joined.

"Webmaster needed" "Sacramento Valley Region is looking for a webmaster. Approximately 6hrs per month required" Since I generally only work 60 hours or so a week, I was certainly a candidate seeking something to fill in that extra time. I built my first website in the early

1990's and have run them and built them for fun and business ever since. SVR would fall into the fun one side. Besides, my wife and I hadn't really gotten involved in any of the clubs activities, other than a new member BBQ and a Mendocino run with one of the other clubs. I became the new webmaster early this year. What I discovered was a clean no frills website that did an effective job of sharing news and information to the club members. As I looked at the statistics, I was surprised at the number of visitors but also rationalized that it was a web devoted to the enthusiasm of a group of people about a car of all things. Our region web gets anywhere from 8-15,000 visitors a month. Web traffic is important to almost any site, including ours. I track it to see how new additions draw traffic or not. As you can imagine our busiest traffic is whenever the Drifter is posted. Many in our group and around the world download it from our site. Besides the home page and Drifter, the classified section is probably the most seen followed by the forum, which sadly sees little activity.

If you have visited our website lately you will notice a few changes. One of my goals was to encourage more member participation and bring in a little social media. Yes, SVR has a Twitter account and Facebook. I don't run the Facebook page. As you can imagine, most of the visitors to our website are from the US but we get them from practically every country in the world. Something I've noticed since bringing more activity to the twitter account is the activity from Europe has increased. We follow and are followed by a few European Porsche enthusiasts. If you are on Twitter, you really should follow us @svrpca. Other subtle changes I've made is to incorporate some of our club member's cars as links to some of our events. I am looking for more photos to use. I am also encouraging our members to share their story, like this one. We have a broad range of members and it would be interesting to hear how they arrived at owning this funny little car.



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12-Hours Of Sebring: Falken's 911 RSR Shoulders The Load For Weissach

By Tim Cronin, SVR Member



Photos: Porsche Media

The TUDOR United SportsCar Championship's (USCC) 12-hour endurance race at Sebring once again proved to be a jarring experience, both figuratively and literally, for the Porsche factory team's two 911 RSRs.

Recycled from a World War II vintage bomber base that is notorious for its grossly uneven, seam-ridden concrete slab pavement, Sebring incorporates 17 turns within its 3.75 mile (5.95 km) circuit of conjoined old runways and taxiways. Adding to the cache of the anachronistic facility is the roster of iconic racing legends who have competed there: Juan Manuel Fangio, Dan Gurney, Hans Hermann, Jacky Ickx, Carroll Shelby, and Mario Andretti. Hollywood celebrities Steve McQueen, who finished second overall in 1970 in a Porsche 908, Paul Newman and Patrick Dempsey have also fulfilled their racing dreams at Sebring.

Porsche is the most successful manufacturer in the history of the 12 hour endurance event. With 18 overall victories and 67 class wins since Sebring's first race in 1950, it is not hyperbole to assert that Sebring is sacred ground for Porsche. Perhaps Porsche factory driver Nick Tandy best summarized the Sebring mystique: "It's always a highlight to compete in Sebring, regardless in which series you compete for the rest of the year. On this storied

track you truly breathe sports car history and that fascinates me."

History notwithstanding, the Porsche North America works team went home empty-handed despite an otherwise brilliant performance with the 911 RSR. Right up until the last hour they held onto the lead in the manufacturer-oriented GT Le Mans (GTLM) class, but were unable to repeat last year's victory at the oldest long distance race in the United States.

In qualifying, the factory's two 911 RSRs locked out the first grid row; a better starting position could not have been possible. Heading into the race from pole position, the number 912 RSR driven by Frédéric Makowiecki, Jörg Bergmeister and Earl Bamber jumped into the lead from the proverbial "get-go."

Over the course of the race the second RSR shared by Nick Tandy, Patrick Pilet and Richard Lietz, number 911, swapped positions with the number 912 car, also settling into stints at the front of the GTLM class. Both of the factory 911 RSRs ran the most laps in the lead of any of their GTLM competitors. Regardless of the conditions, including a track temperature exceeding 120 degrees Fahrenheit, they maintained a consistent pace. Thanks to top performances from all drivers as well as

The Falken 911 RSR at speed

perfect pit stops, everything ran according to plan. Every time the interim results were displayed hourly by the stewards, a factory 911 RSR held the lead in the GTLM class - up until the last hour.

Then things began to unravel. Shortly after the second-placed number 912 RSR had been held up in the pits with the crew unable to remove the left rear wheel, the GTLM class leading number 911 RSR developed gear shifting difficulties. In the end, Tandy, Pilet and Lietz's number 911 RSR finished in fifth place, with their teammates Bamber, Bergmeister and Makowiecki's number 912 RSR occupying seventh in the GTLM class.

However, Porsche's unparalleled support of its customers' teams paid huge dividends for both the marque and Team Falken Tire. For the Falken Tire customer team, this marked its first race with the 911 RSR at Sebring.

After a difficult qualifying session where the team qualified eighth, the 911 RSR campaigned by Falken Tire in the GTLM class stealthily picked up its pace. After four hours, "werks" driver Wolf Henzler and his teammates held the lead for the first time. With "sportsman driver" Bryan Sellers setting the fastest lap for the team, all three drivers, supported by

a well-prepared pit crew, never let up their aggressive challenge for the race win. Factory drivers Henzler and Patrick Long, along with Sellers, captured a podium-worthy third place in the GTLM class.

Notably, Team Falken's third place finish came as a result of a tough battle in the race's last 30 minutes as Long aggressively challenged Pierre Kaffer in the Ferrari F458 Italia for second, moving past the F458 only to be passed again by Kaffer. Racing more against the clock than the Ferrari, at the 12-hour mark Pat Long's 911 RSR finished in third, 27.6 seconds behind the second place F458 Italia.

Henzler accurately summed-up Team Falken's effort: "A fantastic race. Third place is a super result for the entire Falken Tire team. We were able to match the pace of the others, and at times were even in the lead. We didn't experience one technical problem, our 911 RSR ran perfectly."

In the fiercely-competitive GT Daytona (GTD) pro-am class, the Porsche 911 GT America fielded by Team Seattle-The Heart of Racing/Alex Job Racing, with drivers Mario Farnbacher, Ian James, and Alex Riberas, scored its first win of the season. Although the trio had endured several mid-race challenges, including giving up the lead with 10 minutes to go in the 12-hour race, they refused to give up and fought their way back to the front to bring home victory in the last lap.

Farnbacher started from the GTD front row and took the early race lead, maintaining it for almost his entire first stint before handing the number 23 GT America over to James. James drove a brilliant first stint, keeping the car in the top two, before he came to pit lane for tires and fuel. On lap 69, under the yellow, Riberas took the reins of the now fifth-place number 23 machine and promptly made contact with another Porsche leaving his pit box. Fortunately, there was not any serious damage to the car, but he restarted the race in ninth. From there, he drove a great stint to put the car in the top three before Farnbacher got back in.

Throughout the middle of the race, all three drivers did multiple stints and kept the Alex Job Racing-prepared Porsche consistently in the top five.

On lap 207, Riberas just completed a green flag pit stop, where he took tires and fuel. But, before he completed his first circuit on the new tires, the right rear tire blew out, causing damage to the rear bumper. He promptly made a pit stop to replace that tire and pull the damaged bumper from the number 23 Porsche.

From there, Riberas dropped to seventh place, but worked his way up to third with two hours remaining. That's when Farnbacher got back in the car for his final double stint, taking the lead with about an hour to go in the race.

But, the drama wasn't over.

With 10 minutes to go, and with Alex Job Racing looking to capture its 10th Sebring win, Farnbacher had a problem with his brakes and went off in Turn 10. At this point, he gave up



Porsche Werks driver Wolf Henzler

the lead to the number 33 Viper. But, as luck would have it, the Viper had problems of its own with about five minutes to go in the race. The Viper pulled down pit lane, giving Farnbacher the lead for good, proving the maxim that to finish first, first you must finish.

Perennial competitor WeatherTech Racing's number 22, also an Alex Job-prepared 911 GT America, finished seventh in the GTD class.

Leh Keen started the race for WeatherTech and quickly settled into third. As teammates Cooper McNeil and Andrew Davis raced through the afternoon, the GTD field was swapping the lead.

The WeatherTech Porsche led several laps throughout the afternoon and relinquished it as they cycled through pit stops. The pivotal moment came with just one hour to go when

Keen pitted the car on lap 307. The team checked the front brake caliber pads' width and determined that they had to change them. The brake change cost them two laps and any chance at a podium finish.

Although Sebring, as always, was difficult, Porsche's factory team performed brilliantly. The 911 RSR ran superbly and was leading for eleven hours. The team had found an excellent setup for the 911 RSR on this difficult track, resulting in handling that number 912 driver Earl Bamber, who will also be driving Porsche's 919 LMP1 Hybrid prototype in the WEC and at Le Mans, described as being flawless. The drivers did not make any mistakes, the pits stops were impeccable and Porsche executed the correct strategy. The GTLM class 911 RSRs and the GTD class 911 GT Americas finished without the slightest scratch.

In the final analysis, this year's Sebring event functioned as a de facto "stress test" that inherently prepared both the factory and customer teams to demonstrate some distinctly top tier racing in the next two USCC events: the street course in downtown Long Beach in April, and then the natural road course through the knolls of Laguna Seca in May. As the number 911 car's driver Richard Lietz noted: "Our teamwork was excellent and a top result was within reach until just before the [checkered] flag. Now we have to turn our complete attention to the next race in Long Beach and go all-out."

(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>], Alex Job Racing, WeatherTech Racing, Falken Tire Racing, 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.)

“Roadwise”

By Mike Dunn, SVR Advertising Manager

As I mentioned in a previous Drifter article, the Tour, Auto-X and DE seasons are upon us. So, heeding my own advice, I took my 911 in to Frank's Automotive to be serviced. Frank's has been servicing my Porsche for many years and I appreciate their attention to detail. Frank's is a valued Drifter advertiser. To my surprise, Frank's has finally completed the major upgrades to their office, waiting room, and bathroom. Their project began in November, but the planning began in 2013. I know the comfortable temporary office in the conex container (metal shipping shed) will be sorely missed..... by nobody!

For those of you who have never visited Frank's, perhaps some history will help understand their business objectives. The business started with Frank Lettini arriving from Italy in 1959. Later he joined the U.S. Army and after discharge opened for business in 1969. Frank's has been at the current location since 1973. Frank's goal was to work only on German automobiles.

Frank's sons Nick and Ray began helping out at the shop in the early years. Nick says that he and his brother were more pests than helpers. In later years, Nick began working and taking an active part in the business after school and on the weekends. Learning the trade from his Dad, father and son became partners in 1997. Eventually Nick took the reins expanding on his father's dream. For 45 years, the focus on the details combined with great customer service has been the goal.

With their new upgrades and future plans in place, Nick states: "Customers get the best of both worlds, a family friendly owned garage and modern diagnostic and repair equipment matched with highly skilled technicians who understand German autos. All geared to exceed your service expectations."

After my visit, I believe they have met their goal. Make an appointment and check Frank's service level for yourself or go to their website (www.franksautosacramento.net). Nick asks what chair would you rather sit in.... be at a desk or behind the wheel of a 356? Make your choice!



View of the newly remodeled customer waiting area at Frank's Automotive



Nick Lettini at the desk



Nick behind the wheel of a 356- make your choice

Photos by Mike Dunn

From The Editor's Bookshelf

By Steve McCrory, SVR Drifter Editor

A long time ago, when the drivers were still using skinny tires and racing recaps, there wasn't much information available for newcomers to the **Sport of Autocross**. It was basically watch how others drove the course, and then jump in and get your feet wet with the help of a volunteer instructor who had some experience and hopefully great communication skills. The

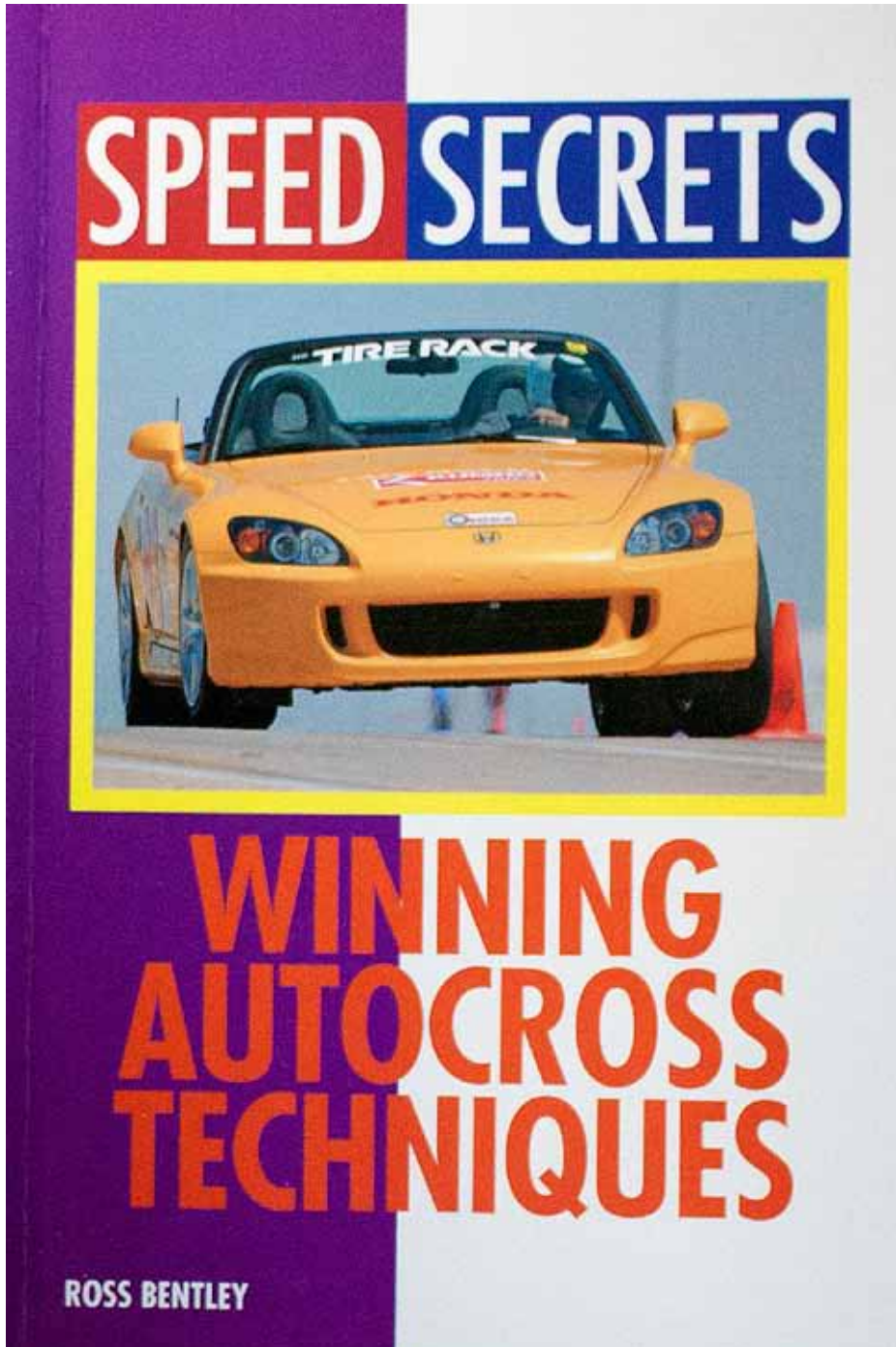
novice was at the starting point of his learning curve, and once he had the basics in mind, it was time to solo, no pun intended. Sure, there were a few books about road racing, but much of it didn't apply directly to autocross.

Well, all that has changed. No longer the stepchild of road racing, the sport of autocross has evolved into a national sport enjoyed by

thousands of participants every weekend at events organized and sanctioned by PCA and SCCA, and various other marque clubs. No longer does the novice autocross driver face a lack of available resources. A ground school followed by hands on exercises and an autocross course format like the one recently organized by Sacramento Valley Region's **Tim Howard** and instructor volunteers taught 30 students the basics of this exciting sport. Benefits of autocrossing are many, not the least of which are making you a better and safer driver on the street.

Autocross is a sport with many dimensions, and after basic training, it is time to continue the learning process with more information as your experience continues on the path to improvement. There is always something to learn, and even very experienced drivers will review the basics at the beginning of new season, much like an athlete attending another spring training.

Winning Autocross Techniques, written by a professional racer and driving coach Ross Bentley, is part of his Speed Secrets Series, and will take both the beginning student and the seasoned driver on a journey of improvement. From the basics, to the advanced techniques of driving, chassis setup, mental preparation and how to practice, it provides a foundation that will shorten a driver's learning curve. Autocross, like road racing is largely a mental game combined with physical techniques and experience. There is always a way to improve your performance, and even a small change can create a winning advantage. This book can be an important resource to show you the path to excellence.



Technical Notes

By Herb Hoover, SVR Member

This information will interest owners of older Porsches, although since they are all getting older maybe you all should read this.

I left the coffee shop one day and went to our car, a 1973-1/2 911 and it wouldn't start. No clicks, nothing. Well, that sounds like either dead batteries or a bad solenoid. The radio worked fine as did the headlights so that eliminated the dead batteries. Btw, I had them tested later and they were fine. Not knowing what else to do I got out of the car and rocked it. Guys do that, right, and I had to do something. Anyway, the car started instantly so I filed this info for later, and went on my way.

A month or so later the same thing happened so I installed a new solenoid and everything was fine for a few weeks, then guess what, yep, same thing, it wouldn't start.

Thinking I might have got a bad solenoid I installed another new one and everything worked fine for a few weeks, but, you guessed it.

The next step was a new starter and ask me some day how much fun that was. All I'll say



now is that no one should be able to design parts for a Porsche without having first served an apprenticeship, fixing them.

The new starter did not solve the problem so I went to Richard Young who has a starter/alternator/generator shop in town and he gave me all the voltages that I should find while the starter was under load. That was an uncomfortable job because I was under the car with my volt meter while Jan was in the car operating the starter. I know, with the car on jackstands nothing is going to happen, but Anyway, the values were all good.

What to do next? I went down to Autosports (Dwight still had it) and I bought a new starter switch and was about to install it in his front yard when Bruce, one of Dwight's mechanics, came out and said he thought it might be a corroded or oxidized electrical plug somewhere

in the starting system. Further, he said he thought that the circuit activating the solenoid might go thru the multiprong plug that resides behind the CD unit. I pulled it and the prongs were shiny, like new, but of course I could not see the female component of the plug since the holes are very small.

While I was at it I pulled every electrical plug I could find on the car. Most of them are on the firewall, all are hard to get at, and it's a real pain to unplug, then replug them, but it was worth it. There was a plug somewhere, probably on the multi plug behind the CD Unit, that was oxidized enough to intermittently interrupt a circuit in the starting system. Just the physical movement of unplugging, then replugging these plugs did the job. It removed the oxidation, or at least upset it, the problem went away and has never returned.

So, the lesson here? Sometime when you are not real busy, find your electrical plugs, do the above, and enjoy a car with an electrical system that works and a system that you know will not let you down, at least not for that reason.



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

Tech Session

Saturday, May 30, 2015, 9:30 am

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.

April SVR Board Minutes

By Rita Barker, 2015 SVR Secretary

EMAIL BUSINESS

March Minutes: The meeting minutes were reviewed by the board and approved electronically by Frederick Rauch, Janet Conner, Steve McCrory, Bill Fargo, Steve Barker and Rich Walker

CALL TO ORDER

Meeting called to order at 7:00 pm by Eduardo Ortega, Jr., filling in for Collin, Wednesday, April 8, 2015 at the Sacramento Fire Station #32.

Attending: Eduardo Ortega Jr., Sue Sanders, Rich Walker, Frederick Rauch, Bill Fargo, Rita Barker, Steve Barker, Steve McCrory, Mike Dunn, Rik Larson, Cookie Anderson, Matt Menning, Lisa Menning, Barbara McCrory, Alma Thompson, Jerry Cupler, Gregg Plourde.

OLD BUSINESS

Business Card: Frederick Rauch reported that the business cards will be ready to hand out next week.

Membership Directory, Rich Walker has been working with Rik Larson to make some changes such as block format, additional information and color change, addition of a presentation page, and lots of photos.

NEW BUSINESS

2014 Surplus Regional Rebate: has been received from National.

Board Member and Event Chair Reports

Drifter
Steve McCrory

New *Drifter* is out! Need more photos submitted from SVR events. Skip Quain is looking for people to help write tech articles

Competition
Frederick Rauch

Frederick reported the Driver Education event of March 20th was a great success with 53 drivers. A small loss, due to a shortage of 5 more needed participants, is expected to be made up in the July DE Event. July is a lot more marketable event date. Next DE event will be July 10th at Thunderhill Raceway

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

Alma reported that donations for the auction are coming in.

Advertising
Mike Dunn

Mike announced new advertiser FDR Motorsports and that he was getting donations from advertisers.

New Member Group
Cookie Anderson

New Member Tour and BBQ to Steve Childs Garage will be May 23rd. Tour will be led by Dennis Stettner.

Treasurer
Janet Conner

No report.

Goodie Store
Linda Bradford

No report

Membership
Richard Walker

Primary 692 - increase of 61 from 2014. Affiliates: 473 - decrease by 3 from 2014. Total members: 1165 - increase by 58 from 2014. 1 Transfer in 17 New Members - increase by 13 from 2014 1 Transfer Out

Dummkopf

No report.

Social
Suzanne Sanders

Sue submitted budget for July 7th Dinner hosted by Janet Conner. Motion to approve made by Rich Walker and seconded by Steve McCrory, all approved

Technical
Skip Quain

No report.

Webmaster
Bill Fargo

Discussed changes to the web site such as a tab for "other events", updating the security and a discussion on refreshing the photos as suggested by Matt Menning.

President
Collin Fat

No report.

Vice President
Eduardo Ortega, Jr.

Changes to Club Calendar for April has been completed. Following precedent of previous past Vice Presidents, insurance certificates for miscellaneous events that do not fall in the traditional "wheels moving" or "cars being lifted" criteria will be requested also.

Past President
Steve Barker

Update on CRAB 36. There will be a kick-off meeting in April with the event leaders to outline the schedule and begin forming the teams to run the events.

MEETING ADJOURNED: 8:31 PM (PT)*

NEXT MEETING: 7:00 PM PT, Wednesday, May 13th, 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.*

April Membership

By Richard Walker, SVR Membership

The Sacramento Valley Region of the Porsche Club of America has 692 primary members and 473 affiliate members, for a total of 1,165 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

New Member badges will now come with a removable colored sticker to encourage introductions at club events. They can be removed at any time. Welcome to the Sacramento Region of Porsche Club of America.

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

Fred Bolay

Folsom
fred.bolay@gmail.com
2010 Boxster S

Gary Conway

Grass Valley
gary@conwayengineering.com
2009 911 Carrera S

Joshua Dirksen

Sacramento
skaet_2000@yahoo.com
1985 911 Carrera Targa

Keith Eide

El Dorado Hills
keith_eide@hotmail.com
2015 Cayman

Efrain Fonseca

Antelope
forsecaefrain11@yahoo.com
2001 Boxster S

Allen Gillespie

Lincoln
allenm40@ymail.com
2015 Panamera

Bryce Hansen

Sacramento
bryce@hansenfg.com
1999 911 Carrera

Mark Hansen

Sacramento
mark@hansenfg.com
2001 911 Turbo

Perry Maringer

El Dorado Hills
pcmtalent@rocketmail.com
2012 Panamera

Kathleen and Richard Nefzger

Auburn
kathy@randkes.com
2014 Boxster

Julie Partain

Davis
julie_partain@yahoo.com
2014 Boxster

Thomas Petros

Granite Bay
trock@surewest.net
2011 911 Carrera

New Members

Robert Richey

Sacramento
mikerichey@comcast.net
2015 Panamera

George Ryan

Volcano
gryan.esq@sbcglobal.net
2011 911 Carrera

Douglas Schulze

Pine Grove
drs72@juno.com
2008 911 Carrera

Sam and Liz Sublett

Roseville
samanliz02@gmail.com
2000 Boxster S

Peter Sugar

Rio Linda
pyharri5@comcast.net
2015 Boxster

Anniversaries

5 Years

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Marvin Gatz and Robert Jacobsen
Matthew and Jane Linder
Dennis Stytz**

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Fuel Filter - Bosch #0 450 905 016 911 110 176 00 \$25
Oil Sump gaskets (3) - 930 101 391 00 \$5/ea.
Porsche Heat Exchangers/ Exhaust Elbow - 911 211 022 10 Right
911 211 021 60 Left **\$500.00**

Porsche Technical Specifications (72-73 911 T E S) \$40
Bosch Fuel Injection & Engine Management (Text) \$30
Ronald Feinstein at r.feinstein@yahoo.com / text to: 916.509.2491 6/14

1 BBS WHEEL 16 X 8. 3 piece NOS, never mounted, for 911. Not perfect, clear coat on outside rim starting to show age. \$500. Contact Steve McCrory at steve@ground-speed.com 11/14



4 STEEL WHEELS. 15 x 6 1/2. Pro built for early 911, never mounted but scratches will need touch-up \$500. Contact Steve McCrory at steve@ground-speed.com 11/14



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911 OEM FLAG MIRRORS - 74-89 Right-manual, with new inside reinforcement piece. Electric - Pair, Lft-Rt, with wiring & Switch; \$300 OBO for all;

MANY 911-914 PARTS - email for list. Contact Larry Moeller, mojac007-web@yahoo.com or 530-889-8268 2/15



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HIRSCHMANN ANTENNA FOR PORSCHE Replacement Antenna with Black Mast. Was purchased from Eklers but never installed on a 1981 Porsche 911SC. New \$25, will sell for \$15. Bill 530-409-0889 5/15

WANTED

92-94 964 C2 COUPE OR WIDEBODY. My beloved 92 Porsche 911 was recently totaled due to a careless, texting, driver. I'm trying to replace it with a 1992-4 911/964 in good condition. My preference is a C2 coupe or widebody; I'd love a turbo but it is probably out of my price range. A cobalt or other blue would be a dream come true. I might consider a C4. I am not interested in a cabriolet or tiptronic models. If you have something that fits the above criteria please call or text Mike Conner at 530.848.5759. 9/14

CLASSIFIEDS INFORMATION

Always Check Current Listings on www.svr-pca.org

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SVR Goodie Store

Linda Bradford, SVR Goodie Store Manager

Check out our NEW Online Goodie Store!

Access the store using the following link:

sacramentovalleyregion.clubstore.us.com

Or, just go to the SVR website (svr-pca.org) & click on the "Goodies & Stuff" Tab. In addition to the 'SVR Goodie Store,' there is also an option to go to the 'PCA Webstore.'

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



SVR Car Badge \$15



SVR License Plate Frame \$10



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The Drifter

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