

The Drifter

Sacramento Valley Region - Porsche Club of America

August 2015



On the Cover

Photo by Barbara McCrory



SVR members in front of the Carson Mansion during a recent tour to Eureka.



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The Drifter

Sacramento Valley Region - Porsche Club of America

Volume 53, No. 8

August 2015

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SVR President's Notes

Collin Fat, SVR President



Events

The last event of June was the **Niello-SVR Zone 7 Concours** on June 28th at Niello Porsche in Rocklin. There were 29 cars entered in the competition which according to event chair, **Kent Brandon**, made the SVR event the most well attended concours event of the season. Last year just 24 cars registered. The variety of cars on display was an amazing history of Porsche cars ranging from early 1950s to 1960s Porsche 356s, to a brand new Porsche Panamera and everything in between including a gorgeous 1979 slate gray 930 Turbo to a super clean 993 with only 5,000 miles. Two of my personal favorites were a black 914-6 GT and a 1962 slate grey 356 Cabriolet. I was not able to stay for the awards and know that there will be a follow-up article in this edition. A great job by **Kent Brandon** and his crew for organizing another fantastic event!

The July monthly dinner was held at **Source Tapas** at the Quarry Pond in Granite Bay and was chaired by SVR treasurer **Janet Conner**. The event had 20 SVR members attend and was the first event ever held at this fairly new restaurant. It was a great venue for Elaine and I as we live only 3 minutes away.

The second **new member's tour** was hosted by **Cookie Anderson** and assisted by others including **Rich Walker**, **Jim Kinnicutt**, **Linda and Kirk Bradford** and **Elaine and Collin Fat**. Nearly 25 cars started at the Starbucks in El Dorado Hills Town Center and ended at the **Jack Russell Brewery** in Camino for a deli lunch and some nice local micro brews. New members introduced themselves. Board members in attendance had a chance to address the crowd and talk about their roles in the club and most importantly tell the new members about all the events the club organizes each month. Board members; **Eduardo Ortega**, **Rich Walker**, **Sue Saunders**, **Steve McCrory**, and **Collin Fat** attended as well as committee and event chairs, **Alma Thompson**, charity, **Gary Griffiths**, Gold Rush Tour, and tour chairs **Matt and Lisa Menning**, were also in attendance.

Tim Howard and crew hosted their July autocross number 5. The weather was as hot as the driver's tires with 40 drivers participating. If you have not had an opportunity to test the handling limits of your Porsche there is no better venue than at an autocross. Kent Treiber has joined the dedicated autocross team and is contributing his efforts to assist in course design. Kent took the lead on designing the course and was tutored by Matt Deter on the nuances involved. The course was fast and quite challenging and I heard lots of compliments on how fun it was.

Big thanks go to Tim's autocross team members including: **Weyland Fat**, **Steve and Joy Nieslony**, **Matt Deter**, **Greg Zajic**, **Caleb Porter**, **Dave Schnitzer**, **Melinda Lincoln**, **EJ and Susan Fontaine**, and **Collin Fat**.

SVR members attending **Parade in French Lick, Indiana** included **Rik Larson**, **J Toney**, **Eli Toney**, and **Mark Smedley**. Rik emailed me after the announcement was made in French Lick that the 2017 Parade will be held in Spokane, Washington. For those unaware, PCA tries to alternate the locations of Parade each year from the west to east coast. If you have not had the opportunity to attend a Porsche Parade it should be on your personal bucket list!

Upcoming August Events

With summer in full swing, the kids and grandkids out of school, and vacations on the schedule, it's sometimes difficult to make time to attend a club event. That being said, if you're baby-sitting your grand kids or have kids in the house there is not a reason in the world you can't bring them along for a club event, when appropriate. Herb Hoover has his monthly breakfast scheduled for August 1st. The inside scoop is that even though the start time is published for 8:30 am you will not find a seat if you get there later than 8:30 am. There is always a great crowd of early risers and lots of friendly Porsche owners to get to know. The August monthly dinner is scheduled at Mints and is being chaired by **Mike and Emily Willis**. As of the date of this column there is still room. Contact Mike or Emily at mikew@cwo.com for details and reservations. **Tim Howard** and his autocross crew have their next event on August 18th at the San Joaquin County Fairgrounds in Stockton and if you have an interest in seeing how your Porsche handles at the limit there is no better venue than at an SVR autocross. Instruction is always available. Another tour is scheduled for August and this one is hosted by **Dan Rowland** who will be leading a group of only 20 cars to the **Wooden Boat Show** in Lake Tahoe. If you have not seen this show it's something not to miss.

Our **annual charity auction** is coming up in October and chair, **Alma Thompson**, is seeking auction items and volunteers. The event is being held on **October 18th** at the beautiful residence of **Kim and Rachel Nelson**. Last year we raised over \$11,000 for two local charities and it is the hope of the board that we can exceed our generosity this year! If you would like to donate a weekend to your vacation retreat, some airline miles for a trip to Hawaii or Europe, that would fit the bill.

Lastly, **Kim Nelson and Steve Barker** are heading up the planning committee for **CRAB 36** which is being held at Eagles Nest Airport in Lone, just outside of Sutter Creek. The dates are **May 13-15th 2016**. If you have not attended a previous CRAB this is a not-to-be missed multiple day event with a rally, concours, autocross, welcome dinner, crab feed, and tours.

Get Involved by Volunteering!

The success of our club depends on a dedicated group of dozens of volunteers ranging from event chairs to your board of directors. There would be no club if not for this group. If you have participated in any of our dinners, autocrosses, concours, or tours you have seen first-hand the effort being put into organizing these events. For 2016, we are looking for several members to fill termed out board positions for social director and treasurer. If you would like to serve, give Steve Barker, our nominating committee chair a call. He can be reached at pastpresident@svr-pca.org. Club elections and nominations are scheduled for October.



Janet Conner and husband Curtis



Weyland Fat & Joy Nieslony hamming it up



New Members Richard and Roberta Held

PHOTOS BY COLLIN FAT

Editor's Corner

Steve McCrory, SVR Drifter Editor

New Members Tour

One of the most important functions of any car club is welcoming new members into the group, and in my experience, no one does it better than the Sacramento Valley Region. It's an opportunity to share club activities with other Porsche enthusiasts, create new friendships and provides for an expanded talent base to continue the important club functions that make a good region a great region.

The recent **New Members Tour** to the Jack Russell Brewery, organized by **Cookie Anderson**, chair of the New Member Group, and **Richard Walker**, SVR Membership Director, welcomed new members and provided an orientation of club functions and upcoming activities and followed a spirited drive through scenic Gold Country on uncrowded roads with smooth pavement. Some club members had driven directly to the venue that morning to set up and make preparations for lunch. New member introductions were followed by SVR President **Collin Fat**'s introduction of SVR Board Members who welcomed new members and described their roles in running the club. **Gary Griffiths**, a new SVR member who transferred in from the Golden Gate Region, talked about his upcoming **Gold Rush**



Tour slated for September 19th. It's another opportunity to enjoy driving your Porsche on some of the region's best 2 lane black top. To all new members attending, **Welcome** to the Sacramento Valley Region, and we look forward to seeing you at future club events. Look in the monthly Calendar to see what's coming up. And what a great month it's been with a variety of events to choose from, and many more coming up on the calendar.

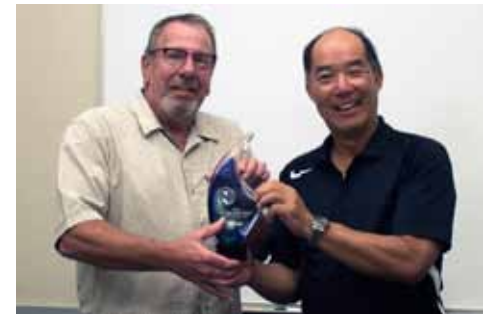
By now, most of you have heard that the Drifter was awarded 2nd place in its class at the **60th Porsche Parade**. Congratulations go to **Bob Jacobson** and the **Drifter Team** for their combined efforts in creating an excellent monthly that brings news of events past and future of interest to Porsche club members. This award goes not only to the Drifter Team, but to everyone who contributes their time and energy to create articles, photographs and commentary, and everyone who steps forward to create the events that we all enjoy.

Bill Fargo is the webmaster for our award winning **SVR website**, taking the honors for PCA Best Overall Website at Parade. He encourages club members to visit the site to see the changes. Check out the "would you like to see your car here" section and take the poll on the front page about club member participation. Bill notes that July was our biggest month of the year for website visitors, with over 23,500.



PHOTOS BY STEVE MCCRORY

Close-up of the PCA National Website Award



Collin Fat presenting the PCA National website award to Bill Fargo

In this issue see Richard Walker's take on the **Eureka Tour** experience. I'm not sure I want to wait till 2017 to go on the next one. **Skip Quain** gives us the details on using **DrColor-Chip** to correct that all too frequent occurrence of road rash on our favorite cars. Skip and his brother-in-law are still on speaking terms so the operation must have been a success. PDK's **Rik Larson** tells us about Parade week, and straps us in for another ride in the historical wayback machine. **Greg Zajic** describes results of the last autocross in Stockton. **Tim Cronin** takes us to The 24 Hours of Le Mans, and I cover the **Niello Concours** and the upcoming not-to-be-missed **Werks Reunion**. It's all looking good from here.

PHOTO BY STEVE BARKER



PCA National Newsletter Award for 2015



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PDK (Pretty Darn Kwik)

Rik Larson, SVR Rally Guy



- So I go to the July 4th breakfast. I arrive at 7:45 am and I am not the first person there. I was just checking to see if the comment about people arriving way before the publicized time of 8:30 am was true or not. It was true. Larry and Pat Wilson were in their July 4th T-shirts from the 2000 Porsche Parade (Sacramento). A total of about 25 people showed up. Not bad for a holiday.
- Werks Reunion and Rennsport Reunion V are looking for volunteers to assist with setup, cleanup, and just general working a shift. Contact Sharon Neidel at sharonneidel@yahoo.com for the particulars. Date for Werks Reunion is Friday, August 14th.
- Speaking of Werks Reunion, they have more than 500 cars (Porsches) already signed up. Registration is still open at www.werksreunion.com. This year they are celebrating 40 years of the 911 Turbo. You can see this free event on Friday, August 14th at the Rancho Canada Golf Club, Carmel Valley. Just don't park up on the road that parallels the site. Word is that the CHP will ticket cars this year that do it. And there were a lot of them that did it in 2014.
- Back in Black? Yes, the California DMV is

making available those black backgrounds with yellow lettering plates available (for a fee). They are referred to as the 1960s Legacy Plates. You can get them personalized also (when did they start doing the 7 character plates?). The plates have to be assigned to a registered vehicle. And motorcycles can also have them.



- Sources for LOOKING BACK? I find some of items by using Google. I also scan through the PCA national website, hard-copies 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 - August 2005

- Hurricane Katrina strikes the U.S. Gulf Coast and causes over \$115 billion in damage.

20 years ago - August 1995

- The 40th Porsche Parade was held in Portland, Oregon at the Red Lion complex along the Columbia River. It was held there again in 2006. And The DRIFTER took 2nd in class in the newsletter contest.
- Windows 95 debuts

25 years ago - August 1990

- East and West Germany announce that they would unite. They sign a treaty to join legal and political systems.

30 years ago - August 1985

- The SVR annual family picnic and charity auction was held at a park. The club provided beer, wine, and soda. And a hot grill. The auction generated over \$1300 for charity. And a volleyball game broke out.

35 years ago - August 1980

- The 25th Porsche Parade was held in Portland, Oregon. Is this going to start a pattern for holding future Porsche Parades at popular locations?



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THINKNIELLO

Autocross News

Greg Zajic, SVR Autocross Co-Chair



Thanks to all of the people who attended SVR AX #4! We had 37 drivers show up at our July 18th autocross event at Stockton to try their skills at a course designed by Kent Trieber who was taking his first foray into course design. Great job on a fun and challenging course Kent!!! We look forward to future Kent originals!

Of the 38 drivers, we had a total 13 drivers with four or fewer AX events with SVR. Of those 13 we had 6 that were attending their first AX event with SVR! If you're one of the 13 or even one of the six that attended the first event PLEASE reach out to us and let us know how we did and what we can do to make things better. The weather was breezy and nice and once the sun came out from behind the clouds things warmed up quickly! Lots of water was on hand to keep everyone hydrated so a good day overall.

We had a lot of volunteers showing up early to help with setup so things went quite smoothly. Your assistance is appreciated!

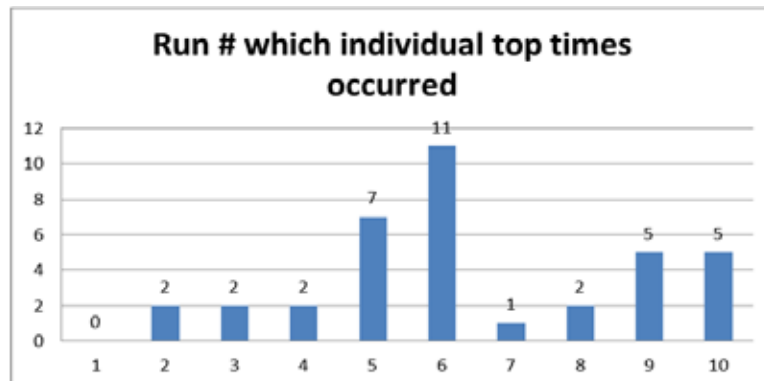
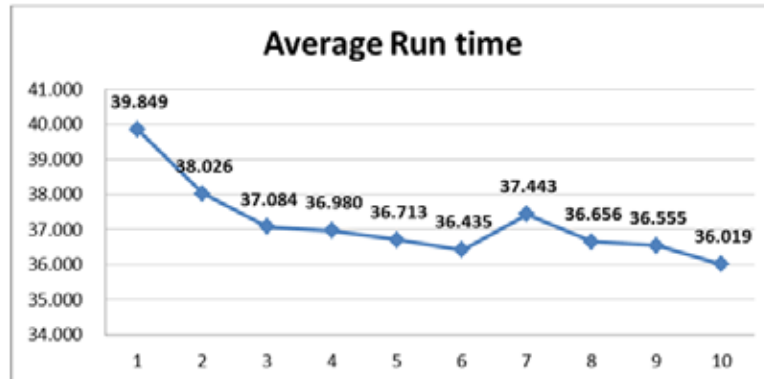
The wonderful course had a nice combination of sweeping turns that tested your nerves as well as your skill.

Average times progressed as expected and leveled out through the day with a noticeable hiccup right after lunch. Most of the drivers (65%) captured their best time in either the of the morning's six runs. For those that did not capture their best time in the morning and kept trying, 5 drivers were rewarded with their best time for the day on the final run!

Top Times of Day: Proving once again that horsepower is not necessarily king of the autocross, Steve Nieslony skillfully drove his 914 and snatched the top time of day of 32.241 on his 9th run of the day from Lanny Bowden and his high powered Corvette. Lanny's had his top time of 32.444 in the morning set of runs. Steve and Lanny were closely followed by Kurt Schnier with a time of 32.886 and E.J. Fontaine with a time of 33.006. Rounding out the top five times for the Porsches we had Susan Fontaine with a time of 33.157 in her final run of the day and Joy Nieslony with 33.647 in her

final morning run.

Ladies Top Time: Top time of day was brought across the line by Susan Fontaine who had very constant times throughout the day but saved her best for last with a 10th run time of 33.157. Very close behind was Joy Nieslony bringing in a time of 33.647. Snatching the third spot for the ladies we had Vern Thomas with a time of 36.250.



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 times of for our PCA members goes to Kurt Schnier with a time PAX time of 30.913 with E.J. Fontaine coming in with a 31.191. The next three adjusted times were separated by a MERE 4/100ths of a second. Caleb Porter was third with 31.298 followed by Susan Fontaine with a time of 31.333 and then Steve Nieslony with a time of 31.338.

Drivers with 4 or few SVR Events -Top

Time: The top three times were Scott Rasmussen with a time of 35.145, closely followed by Ted Fitts with a time of 35.560, closely

followed by Greg Matsumoto and a time of 35.660.

Most Improved: Average times progressed well throughout the day everyone got more familiar with the course. The most improved were brought by drivers at either their first through third Autocross events. The Average difference between the all novice drivers first reasonable run (run one or two) and best run was about 12% which equates to around five seconds. The biggest improvement came from Gabriel Okamoto who steadily improved his times throughout the day and shaved off 6.15 seconds between his first run and ninth run of the day equating to a 15% improvement. Lynne Sperry managed to trim off just shy of 6.09 seconds between her first run and final 10th run of the day for an overall 13% improvement. Reed Schulze and Scott Rasmussen and managed trim times by 4.49 (10.3%) and 4.02 (9.7%) seconds respectively.

Other Fun Stuff:

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. Steve Nieslony's best three runs varied by a mere 0.036 seconds, who eeked out slightly more consistent runs than Scott Lines with 0.042 and Susan Fontaine with 0.049, and Caleb Porter with 0.054.

Interesting quote:

"The addition of a supercharger to your car is supposed to add 100 HP. Do you realize that is more HP than my 914 has?"

Coneage: This course was much kinder to the cones than last month with a 307% decrease in cones flattened. However we still manage to clip, run over or in some cases plainly mow down (BMW couch cough) a total of 57 cones during the course of the day.

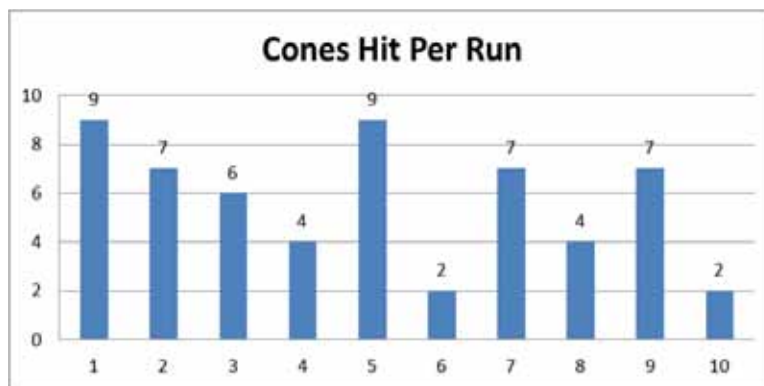
The total cone count is more in line with our First and second event of the season. It's believed that all of the cones will be returned to service but there were a few dragged under vehicles for quite a distance (same BMW ahem... why do we let them out here?) . Please remember to thank the cones for their tireless service during your next course walk and apologize in advance to the ones you know you'll probably mow over. (Please see **CARE** status below).

Cone King and

Queen: Let it be known that we do NOT recognize for avoiding cones, so please don't look for your name here if you were successful in those endeavors!!! We thank these award winners for keeping the course workers on their toes.

King - Our top cone

plowing award goes to Greg Zajic who took out a whopping 11 cones during his 10 runs... five cones were credited (which is believed to be a very conservative estimate) were mercilessly mowed over at the crossover during his second run. We actually had to hold the start for the next vehicle so a team of course workers could put the mess back in place and find replacements for the ones he drug around the course. Greg managed to clear six more cones from their boxes during his afternoon runs, in one case 3 in one fail swoop on the back straight. (This would have been four but one had been carried off by another car previously). Honorable mention goes to Kurt Schnier who managed to knock down, or move 7 cones out positions during the course of the day of which only 2 were displaced in the morning runs but Kurt stepped things up in the afternoon and managed to wipe



out 5 more including a 3 in one run. Please note that Greg and Kurt managed to account for over 30% of the cone displacement.

Queen - We have a tie at four cones each for Vern Thomas and Joy Nieslony. Normally it's fairly easy to determine a winner here but both Joy and Vern managed to get each of their four cones in a single run. So it's only fair that the Cone Queen award will have to be shared for the time being. We look forward to a resolution of this battle at the next event!!!

CARE Update: The ongoing challenge continues with the organization called **CARE** (Cones against Repeated Exposure). Since the first event we have been working with them to ensure a greater level of safety for the cones put out on the course. They were threatening

to have a cone out at event 5, but our dramatic decrease in cones hit at this event is faring well with our negotiations with the organization and they have agreed to provide services for the next event and that news coverage will not ensue. We've forwarded the FOIA (Freedom of Information Act) request for the past 3 years cone data to Vern Thomas for review after last events 175 cones were smacked during AX. We hope we can remedy the issue before it affects the rest of the Regions in Zone 7. Last month we brought up the fact that our data is much better than at SCCA events so CARE should be focusing on them rather than the PCA events.

Finally, please 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. Coaching is not for just for the NEW drivers, it's for everyone. If you've hit "that plateau" let us know. We're happy to help and if requested ride along and provide additional coaching or suggestions for fine tuning of your driving as you skills progress.

Thank for your participation in our third of seven SVR Autocross events. The next event is Saturday August 15th.

We look forward to seeing you at future events. Your PCA Sacramento Valley Autocross team



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Upcoming Events - Close Ups...



August 14, 2015

The Porsche Club of America will hold its second annual Werks Reunion Friday, August 14, 2015. It is the premier Porsche event and will take place during the world-famous "Monterey Car Week" on California's Monterey Peninsula. In years past, PCA co-hosted Legends of the Autobahn at the Rancho Canada Golf Club. Attendees will be treated to a stunning display of more than 500 Porsches and vendor booths, and the camaraderie of fellow car enthusiasts. The 2015 show will feature the latest Porsches, special vehicle presentations, celebrity guests, and a surprise or two.

Win a set of Michelin tires, attend the 2016 24 Hour of Le Mans - It's as easy as registering for the 2015 Werks Reunion. Yes you read that right. Michelin, the presenting sponsor of the 2015 Werks Reunion, is providing substantial prizes for Werks Reunion attendees. The first official raffle items will be a set of Michelin street tires (1st), Michelin jacket (2nd), and set of Michelin tire covers (3rd). To enter for a chance to win one of these three items, simply register your Porsche in the concours or corral by July 25.

In addition, all registered Werks Reunion concours and corral entrants will be automatically entered for a trip (airfare/lodging) for two adults to the 2016 24 Hour of Le Mans. All winners must be present August 14 with their Porsche on display in the concours or corral to claim their prize. Prize restrictions may apply.

Werks Reunion is open to all attendees and tagged as "A Porsche Gathering" for a reason: PCA is inviting all Porsche clubs, owners and enthusiasts to join in the fun! It is intended to be a new way for all Porsche owners to mingle during Monterey's annual auto extravaganza. As a result, the Porsche Owners Club, Porsche Racing Club, 356 Registry, 356 Club, Early 911S Registry, R Gruppe, 914 World, and all other Porsche clubs and registries are all welcome. Membership in PCA is not required.

Register online at the following link:
<http://www.motorsportreg.com/events/porsche-club-of-america-werks-reunion-monterey-rancho-canada-golf-course-pca-963997#.VRWXZJPF-lp>



October 1-3, 2015

Experience the exhilaration of driving your Porsche through history. Roam the hills with free-ranging buffalo, mine for gold at an old miner's camp, explore some of the world's largest caves, dine where Calamity Jane and Wild Bill Hickok once called home, tour monuments like Mount Rushmore and Crazy Horse. Escape to Rushmore 2015 is an event that you will not want to miss.

Visit great places with unique things to see and do. Check out their website (<http://escape2015.pca.org>). Registration is open now. There are 31 tours planned for the three days, Thursday thru Saturday, October 1st thru 3rd. There is a welcome buffet and party on Thursday night and a farewell banquet on Saturday evening. All meals and tours are priced individually. They are expecting 300 Porsches to attend. Headquarters is in Rapid City, South Dakota. You have relatives or friends in South Dakota? - you gotta go!!



At Escape 2015, you'll enjoy awesome variety and appealing activities in all directions. You and your Porsche will love variety and the choices you make.

Mendocino Tour



November 6-8, 2015

This is the initial announcement for the annual Mendocino Tour. This is a 3-day, 2-night tour to the Mendocino area.

This is a very informal tour. We will have some kite flying (weather permitting), miniature golf, and several socials. We have several hotels/inns that we work with to house our group. You are welcome to stay at any place of your choosing.....some folks have even gotten together and rented a vacation house for a few days.

Schedule:

Friday morning: leave Niello Porsche; lunch stop in the wine country; social on Friday evening.

Saturday: open (kite flying, miniature golf, shopping, Botanical Gardens, etc.).

Sunday: open, with folks generally returning home in some groups.

Don't miss out on this popular tour - we even have members from other regions join us for a good time.

And remember, don't turn your back to the ocean.

Accommodations this year (3 locations):

MacCallum House Suites Rooms are \$159 per night (plus taxes). Contact Frederick Rauch at competition@svr-pca.org or 916.989.0580

Little River Inn Rooms run from around \$160 to \$325 per night (plus taxes). Contact Rik Larson at rik.larson@gmail.com or 916.481.6084

Hill House Rooms run from about \$100 to \$180 per night (plus taxes). Contact Tom and Tandra Kroetz at 916.989.1954



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 - 2016 SVR Events

www.svr-pca.org

- August 1** **First Saturday Breakfast.** Brookfields. Details at Monthly Events below
- August 7** **Wooden Boat Show Tour.** Lake Tahoe. Dan Rowland. See flyer in this issue
- August 10** **Dinner at Mints.** Rancho Cordova. Mike and Emily Willis. See flyer in this issue
- September 5** **First Saturday Breakfast.** Brookfields. Details at Monthly Events below
- September 19** **Gold Rush Tour.** Gary Griffiths.
- September 20** **BBQ** Hosted by Cookie Anderson and Jerry Cupler. Music by the Speedsters.
- September 21** **Dinner at Kanpai Sushi, Folsom.** Ruth & Marv Starks and Andy & Danna Leight.
- October 3** **First Saturday Breakfast.** Brookfields. Details at Monthly Events below
- October 3** **Oktoberfest Tour and dinner.** Matt Menning.
- October (TBD)** **Dinner at TBD.** Lisa Okamoto.
- October 18** **Charity Auction.** Alma Thompson. Held at the Nelson' house.
- October 31** **Fall Colors Tour (US 50 route).** Matt Menning.
- November 6-8** **Mendocino Tour.** Rik Larson. See flyer in this issue.
- November 7** **First Saturday Breakfast.** Brookfields. Details at Monthly Events below
- December 5** **First Saturday Breakfast.** Brookfields. Details at Monthly Events below
- December 11** **Christmas Party.** Sutter Club, Sacramento. Mike and Emily Willis.

2016 Events

- January TBD** **Yearly Events Planning Meeting**
- April 8-10** **Pacific Grove Tour.** Jim McMahan
- May 13-15** **CRAB 36, at Eagle's Nest Airport** in Lone

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

- 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

- August 2** **Golden Gate Region.** Carlsen Porsche, Redwood City
- September 6** **Sierra Nevada Region.** Reno
- September 20** **Redwood Region.** Ledson Winery, Kenwood.
- October 4** **Yosemite Region.** Porsche of Livermore.
- October 18** **Monterey Bay Region.** Carmel Valley ("makeup date")

AUTOCROSS

- 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 - 2017

- 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
- July 9-15 2017** **Porsche Parade.** Spokane, Washington

Upcoming Events of Interest

- August 1** **Fulton Avenue Car Cruise.** Sacramento. California Auto Museum
- August 16** **Pebble Beach Concours.** Pebble Beach
- October 4** **Concours at Serrano.** El Dorado Hills.
- November 29** **Christmas Tree Decorating and Pot Luck.** California Automobile Museum. Kim and Rachel Nelson.

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



August 15th-
September 19th-
October 17th-

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

Lake Tahoe Wooden Boat Concours Tour

Friday, August 7th



Leave @9:30 from El Dorado Hills Center-
Hwy 50/Latrobe Rd. Meet at Starbucks

\$25 Show entrance- no tour fee; your own trip home.
Limit 15 cars total. Note this is a FRIDAY tour!

RSVP to / contact:

Dan Rowland
916-988-1642
dlrowland@sbcglobal.net

SVR August Dinner

Monday, August 10th

Social and Appetizers 6:30

Dinner 7:15

\$23.50 PP, includes Soft Drink/Ice Tea



Euro-Asian Cuisine

11088 Olson Dr Suite A

Rancho Cordova, CA 95670

OUR MENU...

Spring Roll
Papaya Salad
Kimchi
Mango Beef
Lemon Grass Chicken
Garlic Noodles
Green Beans/ w Tofu
Rice

Wine prices are reasonable...

\$10 Corkage Fee if you bring your own

RESERVATIONS...

Reservations are limited to 34 due to space- your check is your reservation.
You do not need to select any entrée as the total menu is available.

Reservation deadline is August 1st

Send Check (*payable to PCA-SVR*) to :

Mike & Emily Willis
2748 Tiffany West Way
Sacramento, CA 95827

916-363-8313

mikew@cwo.com or ewillis@cwo.com

Don't Forget to "Share The Wealth"

September Dinner Meeting Monday, September 21, 2015



1013 Riley Street, Suite 100
Folsom, CA 95630

Social 6 pm, Dinner 7 pm
RSVP by 9/14, \$20 per person*

Menu

Bento Box option: choose 1: teriyaki chicken, beef, or salmon
select 2: tempura, gyoza, or CA roll
each Bento box includes steamed rice, salad, and miso soup

Sushi option: choose 1 from the following rolls

Rocky Roll (fried shrimp, crab salad, avocado, sauces, fish roe)

Baked Scallop (crab salad, avocado, salmon, scallop, garlic sauce)

Zen Roll (fried unagi, cream cheese, avocado, spicy tuna, sauces)

Sake Lover (crab salad, cucumber, salmon, hot oil, lemon)

TnT Roll (spicy tuna, cucumber, tuna, albacore, spicy sauces, roe)

each roll includes miso soup and a side of edamame (soy beans)

Send check payable to PCA-SVR
(receipt of check
confirms reservation)

to: SVR Club Dinner
Dianna Leight
106 Atfield Way
Folsom, CA 95630

Be sure to include dinner choice!

Questions? Call:

Dianna Leight, 916-984-9624, or
email: flashleight@sbcglobal.net
or Ruth Stark, 916-987-4882

*Dinners include tax, tip, soda, iced or hot tea. Beer, Wine & Sake available for purchase.



Celebrate Ferry Porsche's Birthday by driving your Porsche on 110+ miles of twisty back roads in the Sierra Foothills

Date: Saturday, September 19th
Start: Niello Porsche in Rocklin
Meet: 8 AM
Depart: 8:30 AM

Contact: Gary Griffiths
gary.griffiths@comcast.net
831.247.4359



www.alphak9.org



www.ridetowalk.org

Charity Becomes You

We need treasures for The SVR Charity Auction
October 18, 2015 at Nelson's Garage

To donate contact: Alma & Gary Thompson
charity@svr-pca.org
916-342-3434

Mendocino Tour 2015

November 6th - November 8th

A very informal tour.

- kite flying
- miniature golf
- socials



MacCallum House Suites- \$159 /night + tax

Contact Frederick Rauch at competition@svr-pca.org or 916.989.0580

The Little River Inn- \$160 to \$325 /night + tax

Contact Rik Larson at rik.larson@gmail.com or 916.481.6084

Hill House in Mendocino. \$100 to \$180 /night + tax

Contact Tom and Tandra Kroetz at 916.989.1954

*For Additional Details See
"Upcoming Events Close - Ups" in this issue*





Rancho Canada Golf Club
4860 Carmel Valley Road
Carmel Valley, CA 93923

Celebrating
40 years
of the
911 Turbo

The Porsche Club of America will hold its second annual Werks Reunion Friday, August 14, 2015. It is the premier Porsche event during the world-famous "Monterey Car Week" on California's Monterey Peninsula.



PORSCHE CLUB OF AMERICA
SIERRA NEVADA REGION



CONCOURS

D'ELEGANCE

Presented by:



Saturday-Sunday
September 5-6, 2015
Rancho San Rafael Park, Reno



Registration, Meet & Greet, Tech
Quiz and Dinner at Atlantis Casino
Resort on Saturday, September 5th

Concours Sunday, September 6th - 8 am to 3 pm

FOR MORE INFORMATION VISIT SNR-PCA.ORG/CONCOURS

Eureka Tour 2015

Rich Walker, Event Co-Chair



Left:
**Humboldt Bay Harbor,
View from Ingomar
Club at Carson House**

Below:
**Oysters on the half-
shell, post dinner**



PHOTOS ABOVE BY STEVE AND BARBARA MCCRORY

Friday June 19 started early as the 67 participants going on the Eureka tour started arriving at Granzella's in Williams at 8am. After the driver's meeting we broke up into two, almost equal, groups for the two different routes to Eureka. Ron Reagan led the tour for those who wanted a relaxing and fun drive. Rich Walker lead the spirited tour that goes back roads to Red Bluff and then on the famous Hwy 36 to Eureka.



A great place to stop in Williams!



Rich Walker gathering up the drivers

Ron's Tour

After a brief driver's meeting and radio checks we pulled out of Williams taking a short drive to connect to Hwy 20 and headed west toward Hwy 101. As we climbed the last hill entering Clear Lake, it was an awesome site to look in the mirrors and see nothing but Porsches in a long row and for the most part that's exactly how we traveled the entire route.

We made a brief stop in Willits for restrooms and gas then we headed back up 101 to a rest stop for lunch. We stopped at a very nice area with a park-like setting with plenty of shade and tables. Everyone was able to chat with friends, meet some new ones, and enjoy the sunshine. Back into the cars for the push to Eureka and we just cruised in unison in the right lane enjoying the sun and sights. Everyone made the last turn into the motel, checked in, and waited for the rest of the gang traveling Hwy 36 to arrive.

Rich's Tour

With 17 cars in hot pursuit, we traveled some less traveled roads through Stonyford and around the back of Black Butte Lake on our way to Red Bluff where we stopped for gas and lunch at the park on the Sacramento River. After reassembling at the north end of town, we started on our Hwy 36 journey and this road did not disappoint as we were able to enjoy a road Porsches were made for. With only a needed stop at a friendly ranger station we got to Eureka with plenty of time to check in before the Friday Night Party started.

Friday night we all gathered at the home of Chris and Teri Levitt for an oyster and tri tip bar-b-que. With great food, a keg of beer and a variety of wine, it was a great close to a fun day.

Saturday offered a choice of activities and these included Bob Jacobson's Beer Tour, and Cookie's walking tour.

Bob's Beer Tour

Twenty four brave souls who chose the Beer Tour option, entered a limousine at the Best Western Humboldt Bay Inn in Eureka.

Lunch stop was first at the Lost Coast Brewery restaurant with a private dining room. After lunch and souvenir shopping, we headed out the back door to a waiting bus to transport the now lively group to the small Six Rivers Brewery in McKinleyville. A private back room tour of



PHOTOS BY COLLIN FAT



the hand processed beer and bottling was done by assistant brewer Mike and many questions were answered followed by actual tasting at the bar in front. Mike showed how most of their brewing and packaging was done by hand. Next stop the Redwood Curtain Brewery in Arcata with beer only sold in the brewery or in a growler. (This spot is very popular with the Humboldt State University students). Next and last stop back in Eureka was for a tour of the brand new twenty seven million dollar Lost Coast Brew House owned by Barbara Groom. The plant is so new that their tours are not yet open to the general public. Our guide was none other than the owner, Barbara Groom! Barbara not only gave a very thorough plant tour but with colorful stories of the difficulties for a woman to finance and politically bring her dream to completion. SVR members were held in awe over one problem solved after another. One of the best was her story of how the CHP closed part of Highway 101 (Redwood Highway) just to transport the large, wide, German brewery tanks to Eureka by truck.



Cookie's Walking Tour

Twenty SVRers joined Cookie for a docent lead tour of the Eureka Museum where they learned about the history of this region of California. Then it was on to a wine tasting of local wines. This tour then went to one of Eureka famous Italian restaurants for lunch, after which most did some shopping on their own before heading back to the motel to prepare for the evening ahead.



Saturday night we all had drinks and dinner at the old Victorian home of the former Lumber mill owner, known as the Carson Mansion. Before and after dinner docents led tours of this great home.



Sunday it was time to have breakfast with friends and start the trip home.

PHOTOS BY COLLIN FAT

New Member Tour to Jack Russell Brewery

By Gary Griffiths, SVR Member

What a great drive for new SVR members to experience. There were 19 cars on the tour.

Terrific weather, in the 80's, hadn't seen that cool a temperature in awhile. We headed up Marshall Road into Georgetown and out onto Wentworth Springs Road – wonderful road! The group stopped at Stumpy Meadows Lake boat launch for a health and B.S. Break. While we were there a large group of Corvettes pulled for a break. Nice cars, but then they aren't Porsches. From there we went onto Ice House Rd and down Hwy 50 to get to Jack Russell Brewery for tasty food, beers and visiting with fellow SVR members.

Congratulations to all the work the organizers did putting on such a successful event. A very nice day!

Thanks!



PHOTOS BY KIRK BRADFORD AND COLLIN FAT



Save the Date!

MAY 13-15, 2016

CRAB 36 Welcome Party

By Dianna Leight

In the June Drifter, Steve Barker, Kim Nelson and Kirk Bradford got the ball rolling with an overview of a very exciting event coming up next year. CRAB 36 promises to be bigger and better than ever. This weekend long event is an ambitious undertaking but our 40+ committee members are up for the challenge.



The CRAB 36 welcome committee

Festivities kick off Friday evening May 13, 2016 around 6 pm at the Eagle's Nest Airport in Ione, CA, which is just a short drive east of Sacramento.

In keeping with the overall CRAB philosophy we are bringing together members who have taken part in CRAB before and newer members who bring a fresh insight into the festivities. The Welcome Party committee members are: Ira and Carol McKee; Andy and Dianna Leight; Skip and Mardi Quain, and Jim and Debi Kinnicutt.

At the Welcome Party you will receive registration materials, see the venue and have the opportunity to take part in a driving event called a Gymkhana or in this case a "Funkhana!" (watch for the November Drifter article on this event). We will also have our very own SVR DJ, Dick MacFarlane, playing music and perhaps also having a Karaoke Party! The evening also provides an opportunity to meet and greet other Porsche enthusiasts, including folks from outside of SVR who make it a point to attend CRAB whenever they can. We will be serving appetizers and finger food as well as liquid refreshments. All of this evening's activities are included in the weekend ticket price. Details and budgets are still in the planning stages so we have not yet established the ticket cost but historically CRAB has been an excellent value for a fun-filled weekend.

Keep your eye on the Drifter for future write-ups on CRAB 36.

Your CRAB 36 Welcome Party committee:

Ira & Carol McKee
Andy & Dianna Leight
Skip & Mardi Quain
Jim & Debi Kinnicutt



The CRAB 36 Logo, designed by Matt Menning

The CRAB 36 Team

Co-Chairs-

Steve and Rita Barker

Kim and Rachel Nelson

pastpresident@svr-pca.org
secretary@svr-pca.org
knelson356@gmail.com
glassgirl@directcon.net

Autocross-

Tim Howard, Chair
Matt Deter
Steve Nieslony
Joy Nieslony
Greg Zajic
Dave Parker

timfhoward@gmail.com
porsche@deter.com
steve_7x@hotmail.com
joy91420@live.com
g.zajic@comcast.net
dave.parker@red93.com

Awards- Rachel Nelson

glassgirl@directcon.net

Beer and Brat/CRAB Dinner-

Collin Fat
Cookie Anderson

collinfat@fatsrestuarants.com
ck_ya@sbcglobal.net

Concours- Kent Brandon

kbrandon@ncbb.net

Decorations-

Rita Barker
Linda Bradford

secretary@svr-pca.org
kirkbradford73@comcast.net

DJ Music- Dick MacFarlane

dickm@hpsionline.com

Eagle's Nest Hosts- Brian and Sue Sanders

suesanders912@gmail.com

Facilities Manager- Gregg and Rebecca Plourde

grplourde88@gmail.com

Funkhana-

Jon Kramer
Dennis Stettner

jk65coupe@empywireless.com
dds911@gmail.com

Lodging- Alma and Gary Thompson

art56chevy@yahoo.com

Logo Wear/Marketing-

Linda Bradford
Kirk Bradford

kirkbradford73@comcast.net

Photographers- Steve and Barbara McCrory

bjmccrory@sbcglobal.net

PowerPoint Presentation-

Rally- Rik Larson

rik.larson@gmail.com

Registration-

Jeff Kinder
Richard Walker

kinderskeep@sbcglobal.net
richannewalker@gmail.com

Sponsorship- Mike Dunn

dunngood@surewest.net

Tours- Matt and Lisa Menning

mattmenning1@gmail.com

Voice of CRAB- Kim Nelson

knelson356@gmail.com

Walking Tours- Tom and Tandra Kroetz

tkroetz@comcast.net

Welcome Party-

Ira and Carol McKee
Andy and Dianna Leight
Skip & Mardi Quain
Jim Kinnicutt
Debi Kinnicutt

icmckees@yahoo.com
flashlight@sbcglobal.net
plumrunr@aol.com
jkinnicu@yahoo.com
carpenter_debi@yahoo.com



The 60th Porsche Parade or “The Best Pork Chop I ever had!”

By Rik Larson, SVR Rally Guy

PHOTO: 2015 PARADE PHOTO TEAM

French Lick, Indiana (the crossroads of America is a nickname given to the state) was the site of the 60th Porsche Parade. Besides being known for the complete restoration of the two hotels to the tune of \$650 million, it was the home town of Larry Bird, NBA player. And is also the home town of Jerry Reynolds, the former coach of the Sacramento Kings.

Everywhere you looked, you saw the 60th PCA logo — the trophies, the exhibit (museum) put together by the national office, the special 60 4 60 Historic Display, a multitude of signs at both hotels, and the big banner on the outdoor wall of the French Lick Hotel.

The heavy rains in Indiana a couple of days before the Parade started caused a decision to move the concours, scheduled for Monday, to be moved indoors. Contingency plans are part of the planning for each Parade and things happen quickly when they need to be implemented. The weather was nice during the middle of the week (TSD Rally on Tuesday, Tours, AX on Wednesday and Thursday). And then we saw more nasty weather (rain and wind), although Saturday afternoon was clear for the Parade of Porsches.

Fathers Day (for the 2nd year in a row) was the start of the annual Porsche gathering. This was the beginning of 7 days of competitive events, social events, banquets, tours, tech sessions, kids' activities, golf, 5K walk/run, R/C car competition, art show, beer tasting, wine tasting, cooking demonstrations, and of course, the Parade of Porsches.

The various ‘banquet’ nights (except the final banquet on Saturday night) featured videos of previous Parades (by decade) and costume contests according to the decade(s). The Concours banquet on Tuesday featured the introduction of a yellow Cayman GT4. It appeared at several other locations throughout the week. The Saturday night final banquet had a couple

of interesting twists. One was the awarding of transporting (sponsor Reliable Carriers) your car to the Parade in Vermont in 2016 — it was won by an entrant from Connecticut. The second twist occurred at the very end of the night when PCA President Caren Cooper introduced three kids who proceeded to take turns in reciting the first 6 lines of the old Irish



Checking out the new GT4

PHOTO RIK LARSON



PCA President Caren Cooper dressed for the 60s

PHOTO RIK LARSON



PHOTO 2015 PARADE PHOTO TEAM

The Concours prep area

Blessing "May the Road Rise (Up) to Meet You." I first heard this closing blessing recited by PCA President Mick Williams back in the 70s. A nice touch by Caren to have the kids send us off until next year.

The Parade as I saw it

I arrived in Louisville on Thursday morning (red eye from Sacramento) and proceeded to a Staples store to pick up some supplies for the TSD Rally (paper, pens, boxes, etc.). This was the beginning of 6 days where the administration of the TSD Rally would consume me.

I met up with J Toney (he had written the rally route) on Friday morning to go out and checkout the course. One sign (actually the entire pole) for an instructed turn was gone. We found the pole (metal) laying just a few away from the hole where it had been — obviously pulled up by someone. We placed it back in the hole and moved on. At least this was not as bad as what I encountered last year on the Friday just before the Parade in Monterey (2 signs gone and a rally road that would be under construction on the rally day).

Saturday and Sunday was consumed with making sure that the route instructions were printed, and registration check-in at the TSD Rally table was running smoothly. I did get a chance to make it over to one of the concours prep areas (tennis courts that are in a covered area).

Monday was concours day. Never saw it. J Toney had gone out on the rally course in the morning to show his wife the location of the checkpoint that they would be working the next day. They encountered a tree across the road that led into checkpoint four. It also was the road used out of checkpoint four. The cell phones got real busy. The folks at the French Lick Hotel contacted the county transportation folks and the tree was cleared that afternoon. Monday afternoon was the meeting for the rally workers and then the rally school. Monday night was spent making sure that all of the checkpoint items were boxed, checkpoint crew instructions complete, etc. I ordered room service.

Tuesday morning came early. Checkpoint crews showed up by 7 am at the start location and we handed over all of the materials. I ran the pre-run car with J Toney. Everything was fine. I worked the last checkpoint and we finished up before 3 pm. Scoring was completed by 6 pm and results posted. We actually had to follow the rules and officially post them again at 7 am on Wednesday to accept any inquiries from the entrants. No protests and no legs were deleted from scoring.

My Wednesday became more relaxing as we were able to gather all of the materials and get them ready for storing or shipping. TSD Rally awards were presented that evening at an outdoor BBQ. This is also where I picked up two awards for the region: best overall in the website contest and second place in class in the newsletter contest.

Thursday was a full day. I went over to the start of the Gimmick Rally and helped for about one hour. Then I took off for the AX site to work all day on the AX protest committee. Thursday night was spent on a dinner cruise at Lake Patoka with Terry Zacccone of Golden Gate Region. Are you still with me? For dinner we had the best pork chop we had ever tasted — it almost filled the plate, was cooked just right, nice thickness, and a great seasoning. It didn't hurt to have a couple of glasses of Crown Royal as well. Glad that the trip included a roundtrip on the bus.

Friday was my day to check out the hospitality room, the museum, tech academy, etc. As it turned out, most of the sponsors had already left the hospitality room, the museum was being dismantled (a day earlier than published) and I never found the tech academy.

Saturday was the worker party (I did not win anything either, just like Phil Lawrence). Later that afternoon I helped with the positioning of



PHOTO 2015 PARADE PHOTO TEAM

The Awards Banquet inside the West Baden Hotel



PHOTO RIK LARSON

One of the beautiful awards at this year's Parade

cars for the big photo on the lawn (still a little soggy but usable).

Only a few folks from SVR attended the Parade this year.....and I saw all of them: J and Eli Toney, Mark Smedley. There are thousands of photos on the parade2015.pca.org website.

The Parade next year is in Vermont.....and starts on Fathers Day.....3rd year in a row for this coincidence?

60th Porsche Parade

By Phil Lawrence, SVR Dual Member



The author proudly displays his concours trophy

visible in the rain. As he passed I noticed a guy in the back seat mouthing the words..."help me". The cop must have been trying to scare a confession out of him.

After a 25 mile mistake in directions we arrived at the Parade welcome tent in front of the beautiful French Lick Hotel/Resort. I was in awe at the size of it. It covered almost a half mile in a straight line and stood 6 stories high. All good.....but we had rented a small house within walking distance so we went there and unloaded the "Blue Beast". As a long time concours guy.....I proceeded to wash the car next door where there was a hose. I had just started when someone yells..."Hey who are you?" I turn around and standing there is George Neidel from Golden Gate Region. They had rented the house next door. How's that for a small (sic) world?

Due to heavy rains the field where the concours was to be held was now Lake French Lick so we were assigned slots in the 800 car hotel garage. As the car is new, it only took about 4/5 hours to bring it up to concours standards. The wheels took the longest time with Emily using many Q-tips. I spent my time on the interior and exterior. One thing about the Cayman is that it takes small hands to get way up under the dash and under the seats. When we finished we covered the car with a new Micro Bead cover and went back to the Neidels for some good Napa wine and conversation. The Neidels drove out and brought a few cases and friend Jerry with them.

PHOTOS BY THE AUTHOR

French Lick, West Baden

Ever hear of them?

Me neither. Turns out this spectacular resort is a National Historic Landmark and when rebuilt, after a fire in 1901, was modeled after the grandest spas in Europe complete with the world's largest free-span dome. Dubbed the "Eighth Wonder of the World", the resort was a haven for celebs from presidents to gangsters (Al Capone). Originally it was a health resort in 1845 due to the healing properties of the mineral water spring on the property. People swore by the water's healing powers. Pluto Water became known all over the world and made the resort owners wealthy men. The Monon Railroad even ran tracks to the resort to bring guests in and ship the water out. It was all uphill from then on.

Leaving Charleston, West (by God) Virginy on a beautiful Saturday morning Emily Barbee (Blue Ridge Region) and I were all smiles. We had packed the GTS the night before, got up early and were on the road by nine. YAY! The car was overloaded so it rode a lot better than when empty. (Damn X-73 suspension!) I ordered it 'cause it was free! All was well until this black

cloud appeared ahead. Then the dam broke! For the next 20 miles it was a monsoon! I mean it was coming down like God was draining Lake Tahoe! We all had our lights on except for this grey sedan which was rapidly overtaking me. Lo and behold it was a cop car! He was barely

Monday was concours day so after a Denny's breakfast we walked to the garage to wait for the judges. And it was a long wait. Our class, Boxster/Cayman Model Years 2013 On, street category, was one of the last to be judged. Finally the judges arrived and went over the car with near surgical precision but never bothered with the storage compartments! All that time I spent was wasted. I cudda been having a cool one at one of the hotel bars. Emily pointed out that they checked the area around the exhaust pipes VERY carefully and was glad she had spent extra time cleaning that area. When the



The French Lick Hotel Resort

judges were done I asked the woman who checked the interior what she had found. She pointed to a speck of lint no larger than the head of a pin and said that cost me a tenth of a point! Wow...talk about being thorough!! When the chief judge gave me a big smile I knew I had done well.....but was it enough for a trophy? An hour later we found out. Out of eight cars we were number one by seven tenths of a point! Our overall score was 138.9/140.... HOORAY!.....Eleven years after my last concours with my 911, another first.

Tuesday we slept in and after lunch worked at the Goodie Store. That evening was the Concours Banquet under the dome at West Baden. It easily held over 1000 of us. When our names went up on the TV screens a big cheer went up from my local region, Mid-Ohio. They were there in force! While we were admiring the trophy our names were called again. We had been awarded the "Honorary Judges Choice Winner" trophy. OMG!! We sure didn't see that coming.

Wednesday we worked at Hospitality and ate a lot of popcorn. Next door to Hospitality was the 60th Anniversary museum consisting of photos and memorabilia spanning the 60 years since PCA was formed. One of the photos from the 1979 Parade in Reston, Virginia showed a guy with his back to the camera wearing a t-shirt with "Thank you Dr Porsche" printed on it. Guess what.....that was me!

Thursday we went on a tour of the Ohio River area and Indiana route 66. This tour reminded me of some of the tours I used to go on with SVR - one of our CHP members in front and another at the rear. Suffice to say we saw 100 mph more than once! I was later asked what we saw on the tour.....My reply.....THE ROAD!!

Friday I did a little house cleaning and laundry while Emily attended ALL of the Tech Academy sessions.

Saturday Emily entered, and won her class, in the 5K run. She won last year also. Noon brought the volunteers lunch and eagerly awaited door prizes.....I won zip.....Emily won two more volunteer shirts.....Yippee! After lunch was the actual Parade of Porsches to the large town of Paoli about 10 miles away. We had police escorts and they had closed the road for us and all side roads were blocked. Well all I can say is that was some FAST police escort.....I was running 60-70 all the way coming and going. The only slow part was when we drove around the courthouse in the middle of town. It seemed the whole town had turned out to see us. They were waving and blowing horns and taking pictures. I guess we should have been tossing candy out the window.



Porsches filled the garage



Pirelli video crew. They liked my vest.



Trophies ready for the awards banquet



Yum!

After the parade was the photo shoot. They lined all who came on a large, flat area in back of the French Lick Casino. Several photographers were in a "cherry picker" waaay up in the air. You have probably seen the photo on PCA's page. Can you pick us out? No?..... me neither!

That night was the Victory Banquet. What can I say -more great food and new friends like the two couples at our table discussing the cost of insuring their as-new 356s and another member talking about his time in the Air Force. Parade is a genuine social event and one I always look forward to going to. Maybe we can talk PCA into holding one here in good old Charleston (LOL).

Concours 2015

By Steve McCrory

The Niello Zone 7 Concours presented by the Sacramento Valley Region was held on Sunday, June 28th at the Niello Porsche dealership in Rocklin, and offered a close look at a variety of Porsches produced over a period of time spanning almost 60 years. This concours is the second event of the Zone 7 Concours Series, with each event organized and held by a different region club in Zone 7. Entrant's 27 cars were evaluated and scored by 2 teams of judges, headed by SVR members Jim McMahan and Kim Nelson.

The day started early as owners arrived, registered, and began final detailing chores on their cars.

So why concours? It's a question asked by people who haven't yet made the decision to show or display their Porsches. Concours is an opportunity to view the entrant's vehicles in a condition that represents the car in an as new condition, whether original or restored and transports us back into the era the car was first manufactured and sold and driven. Owners are more than pleased to tell you about the history of their Porsche, and it is often a story of deeper involvement into automotive passion and club membership. From early one owner cars to newer recently purchased, there's a story behind each one. Mix in the social aspect of seeing your club friends again, a great lunch cooked by club volunteers and an awards ceremony dotted with great door prizes... what's not to like. An extra bonus this time was the showing of seven 356s, all in outstanding condition and reminding me of the era I came to be aware of Porsche as unique street cars and successful race cars on the world stage of road racing.

The Concours concluded with an Awards Presentation for entrants by Kim and Rachel Nelson, and the presentation of the Niello Dealer Award for outstanding car, and this time it went to Steve Baker for his stunning yellow 1973 911T. The door prize of the day, a complete detail Spa Treatment with a Porsche loaner for the day was won by Rick Bradley. Special thanks go to our hosts at Niello Porsche and all the participants who shared their cars with club members, and all the volunteers who stepped up to make this event possible. We'll look forward to 2016.

In other Zone 7 Concours news, the Monterey Bay Region Concours was cancelled at the last minute because of heavy rain at the Carmel Valley venue and the reschedule is TBA. By the time you read this, event number 4 in the series at Carlsen Porsche will be completed with 3 events remaining. See Calendar for details.



PHOTO BY STEVE/BARBARA MCCRORY



Niello staff presenting their Dealer's Award



PHOTOS BY KIRK BRADFORD/COLLIN FAT

The judges at work

Werks Reunion is scheduled for Friday, August 14th and here is the latest from Tom Provasi as of this writing: Registered for Concours are 122 Porsches, and 389 for corral. A few spaces remain but time is running out. Good news on the parking situation as an extra fairway has been rented to provide space for Porsche and non Porsche visitors, cost is 10 dollars. More choices on food this year with gourmet food trucks offering lunch. Michelin is going all out as the Werks Reunion presenting sponsor with more product display, vehicle displays, a patio and not to mention a door prize of Michelin street tires.

All Porsche related clubs are invited, so look for a spectacular display of a wide range of Porsches.. from street to track to historic. No entry cost to attend this event at the Rancho Canada Golf Club on Carmel Valley Road. Come early and stay for the awards ceremony. It's going to be a great day. See you there.

2015 Niello SVR Zone 7 Concours Results

Category	Name	Region	Year	Model
Wash & Shine 1st	Fred Huberty	SVR	1959	356A
Wash & Shine 1st	Jim McMahan	SVR	1980	911
Wash & Shine 1st	Dick Bottom	SNR	2012	987
2nd	Roy Johnson	SVR	2012	991
3rd	Mike Nichols	SVR	2005	997S
Wash & Shine 1st	Barbara McCrory	RED	1987	944
2nd	Brian Brown	SVR	1979	924
Wash & Shine 1st	Thomas Lee	SVR	2014	Panamera
2nd	Steven Barker	SVR	2006	Cayenne
Street 1st	Kathryn Enos	YOS	1959	356A
2nd	Jim Rotten	SVR	1957	356A
3rd	Lou & Joyce Fifer	SVR	1963	356B
Street 1st	Larry Wilson	SVR	1955	356
2nd	Rick Bradley	SVR	1960	356
Street 1st	Kirk Bradford	SVR	1970	911T
2nd	Ingr & Charlie Palmer	LPR	1971	911T
3rd	James Buckner	SVR	1972	911T
Street 1st	Ron & Jason Martiner	SVR	1984	911
Street 1st	Dennis Stettner	SVR	2008	997
Street 1st	Kent Brandon	SVR	1986	928
Comp/SI 1st	Larry Moeller	SVR	1970	914
2nd	Steve Baker	SVR	1973	911T
Preservation/UR 1st	Richard Shelton	SVR	1969	912
Preservation/UR 1st	Mike Burus	RED	1979	930
Restoration 1st	Kim Nelson	SVR	1961	356
Full 1st	Bob Cannon	SVR	1964	356
2nd	Jack & Joyce Bean	DIA	1962	356
Full 1st	John D'Angelo	GGR	1997	993
Full 1st	Tim Seaton	SVR	2009	997

Technical Notes

By Skip Quain, SVR Technical Chair



PHOTO COURTESY OF WWW.DRCOLORCHIP.COM

Few things are more irritating than taking your polished Porsche out for a road trip and coming back to discover a paint chip or worse yet, several paint chips. Don't despair, the Dr. ColorChip product was introduced at the SVR Detail Maniac seminar in May. A product developed by Dr. ColorChip is a process for fixing your paint chip problems. The simple 2-step process allows anyone to quickly repair chips in a fraction of the time it takes using regular factory touch-up paint or paint pens, and provides far better results. Dr. ColorChip's paint is not the typical stuff you can buy at the local auto parts store, or any dealership. It is a unique mixture of high-quality automotive tints and chemicals. Each order is hand mixed to ensure the proper color match. The paint dries very quickly, in approximately 1 - 2 minutes, enabling you to blend away all the excess paint in just minutes, leaving the paint only in the chips. Dr. ColorChip's blending solution is a proprietary solution that removes the excess paint. The company's advertising states "when used according to the directions, you won't find a faster, more simple and effective way to repair paint chips."

I discussed Dr. ColorChip's process with my brother-in-law who owns a 1998 Boxster. His Boxster is a daily driver and has its share of paint chips. He agreed to use his Boxster as the test subject. Ed ordered the product, the stage one kit. Part of the ordering process is to provide the make, model, year, and paint code specification, which will be found with your car's specification sheet. Dr. ColorChip formulates each paint in order to guarantee accuracy of the color. When the Dr. Colorchip package arrived we arranged to get together

and start working on the Boxster. We followed the instructions starting with the recommended preparation, we washed and thoroughly dried his Boxster. Then we used the ColorPrep cleaner supplied with the kit for surface cleaning and to remove haze, and other road substances. It's a good idea to do your work out of the direct sunlight. A shaded cool spot is better. Have several pair of latex gloves available to keep your hands clean. I suggest you start the process with a paint chip in an area that is not readily noticeable.

The next step starts with a dab of paint onto the chip areas with a brush; ten microfiber brushes are included, then lightly smear with your thumb to smooth the paint flat and flush across the chip. The instructions stated you may reapply the paint as needed until it appears to adequately cover the chip. If smeared properly, the paint will be dry to the touch within one or two minutes. For road rash, the paint may be applied to a cotton rag, then smeared across the panels to quickly address hundreds of tiny chips at once. The excess paint is then removed using the supplied blending solution. The solution is applied to a soft microfiber towel and lightly rubbed over the excess paint. The paint will begin blending away after a few passes with the cloth. A second microfiber towel is then used to buff off the residual solution to a great shine. This process can be done two minutes after applying the paint. While the instructions say you can still apply the blending solution after two hours, I wouldn't wait that long. Although the paint is dry to the touch, it will still take additional passes of the blending solution. And while the paint is dry to the touch, it will still take about a week

to fully cure. However, the chip repair may be immediately exposed to water without the paint coming out of the chips.

After Ed and I finished the Dr. ColorChip process on his Silver Boxster. The results were outstanding. The areas where the process was applied blended into to the surrounding paint seamlessly. We followed the instructions and were nervous at first, but as we continued the process the results really were amazing. We both looked very closely and could not locate most of the chip/ding repairs. I suggest you put tape around the areas you apply Dr. ColorChip so you can easily inspect the areas you repaired.

Dr. ColorChip's web site says the product can also can be used on deep, narrow scratches ($\frac{1}{16}$ " or less) down to the metal, and also on wide scratches ($\frac{1}{16}$ " or greater), gashes or other large defects. Light surface scratches can generally can be buffed out. If you can feel them with your fingernail, they might come out completely with some wet-sanding and buffing. Otherwise, our precision brush can be used to lightly apply the paint over the scratch and left as is.

The product comes in three sizes. 1) Repairs a dozen chips, 2) Repairs over 2 dozen chips, 3) Repairs over 100 chips. Pricing is on the web site: www.drcolorchip.com

I'm ordering Dr. ColorChip for my 2002 Carrera 4S and BMW X5

24 HOURS OF LE MANS: Porsche 919 Catches 8-Megajoules of Lightning

By Tim Cronin, SVR Member

For the first time in 17 years Porsche achieved an overall victory at the 24 Hours of Le Mans. Earl Bamber, Nico Hülkenberg and Nick Tandy finished in the first overall position in the scarlet number 19 Porsche 919 LMP1 Hybrid exactly 45 years after Porsche scored its initial win at the 8.5 mile Circuit de la Sarthe.



PHOTO BY PORSCHE MEDIA

As was the case in 1998 when Porsche's streamlined GT1s won the first and second positions on the podium, Porsche's 2015 victory also was a one-two win with Timo Bernhard, Brendon Hartley and Mark Webber finishing second overall in the white sister number 17 Porsche 919 Hybrid. Porsche's third 919, the coal black number 18, brought Romain Dumas, Neel Jani and Marc Lieb home in fifth position overall.

Adding a further element to Porsche's storybook victory is the fact that the iconic motorsport classic was won by a team of relatively hastily assembled rookies who bested three far more experienced crews driving a trio of Audi R18s. Neither Formula One driver Nico Hülkenberg, who was tasked with starting and finishing the race, nor Earl Bamber brought Le Mans experience with them. At least Nick Tandy, the third driver of the winning trio, had competed in two prior Le Mans races for Porsche in the GTE-Pro class. The winning number 19 prototype had started third on the grid, and for a short time at the beginning of the race had even dropped down the order to eighth before settling in sixth for a longer period. By doing super fast laps, staying calm but highly focused, the three of them drove a flawless, disciplined race with no errors and won it on their own merits.

In the early stages of the man and machine stressing marathon, the number 17 Porsche had been leading. However, a one-minute stop-and-go penalty at the end of the first third of the race dropped them back to fourth. Notwithstanding that significant sanction, Timo Bernhard, Brendon Hartley and Mark Webber drove aggressively and all three performed exceptionally for 16 hours, especially at night. The number 19 was particularly quick, and with a consistently strong performance they made it all the way back to second place.

The crew of the third Porsche 919 Hybrid, number 18, had a rather tricky race. Pole-sitter Neel Jani lost the lead right after the start to number 17's Timo Bernhard. For some time the number 18's drivers had to contend with the braking stability issues that resulted in two off-track excursions. Given that the number 18 car's support crew was unable to cure the braking problems related to its energy recovery

system (ERS) that plagued the third 919 for the duration of the race, more than fifth place simply wasn't within reach for the driving trio of the number 18 car.

Although the basic concept of the Class 1 Le Mans Prototype (LMP1) was retained in the second generation 919, Weissach refined virtually every component, resulting in three LMP1 competitors that proved to be lighter, more efficient, more rigid, and easier to handle, yet significantly more durable.

This second generation 919 is equipped with a 2-litre V4 turbocharged gasoline-fueled engine with an output Porsche coyly understates "to be of more than 500 hp," which powers the rear axle, as well as an electric motor with over 400 hp that drives the front wheels and gets its electricity from two distinct energy-recovery systems. A liquid-cooled lithium-ion battery temporarily stores converted braking energy from the front axle as well as converted exhaust-gas energy. The reworked drive system is more powerful and more efficient than before. In a perhaps more candid post-race press release, Weissach admitted that the combined horsepower of the dual system exceeds 1,000 hp.

As a sports car manufacturer Porsche has historically managed to pair maximum performance with the highest possible efficiency. The Sports Car World Endurance Championship's (WEC) revolutionary energy consumption regulations form an ideal research field for this.

In 2014 Weissach introduced a very innovative powertrain concept for the 919 Hybrid and it immediately proved itself, enabling Porsche to make the car's second generation iteration a comprehensive evolution instead of an entirely new development. This year's iteration of the 919 marked a landmark technical progression to the highest benchmark of the four energy categories in the LMP1 class when the Porsche 919 Hybrid was homologated for the top energy-recovery category (8-megajoules for one lap in Le Mans) for the first time in 2015.

Moving the 919 into the 8-megajoule category increased the performance of the 919's energy recovery system by approximately 33 percent. The vehicle's lower weight and improved overall rigidity, as well as optimizations made to the

suspension and aerodynamics, improved the handling of the endurance racing car. Despite the significant weight reductions, the Weissach engineers were still able to make key components [i.e., the transmission and drive train] more robust. As a result, this year Porsche was able to compete with an eminently "able-to-win" package.

However, the real beneficiaries of Porsche's LMP1 "doppelsieg" at this year's 24 Hours of Le Mans may ultimately be those of us who purchase their consumer-oriented street cars. Notwithstanding their well-deserved joy and satisfaction resulting from a LMP1 double-win at the Sarthe, Porsche management adamantly asserts that the LMP1 programs most important target is the research and development of future technologies for its road cars.

Wolfgang Hatz, board member for research and development at Porsche AG, noted the WEC regulations are designed to ensure that the most efficient car wins. Although Porsche already offers three plug-in hybrid production sports cars today, Mr. Hatz asserts that the automotive industry in general must adopt exactly the same approach to remain viable.

"This sets us apart from the competition and we plan to grow even stronger in this segment," said Hatz. "To this end, we need substantial expertise within the company. The tremendous pressure to perform in the top LMP1 category means our development specialists for production cars learn a lot in a very short time. On the other hand, young engineers receive top-quality training at turbo speed, and this knowledge can later be applied very effectively in series production. Learning from the racetrack for everyday roads is a tradition at Porsche."

At this point in time, one might be excused for questioning whether existing hybrid automobiles such as Prius and even the all-electric Tesla have been rendered 'passe' by Porsche's 919, and its progenitor, the 918 Spyder.

Unlike the trio of 919s, things did not go so well for the factory's Porsche Team Manthey in the GTE-Pro class.

Less than two hours into the race, the number 92 Porsche factory 911 RSR retired from the race when it sustained a catastrophic transmission failure that engulfed its engine compartment in a fireball.

Problems with the number 91 Porsche Manthey 911 RSR's tires and the heat made factory driver Richard Lietz's first stint very difficult. The number 91 car's performance gradually improved and during the cool of the night it was running second in the GTE-Pro class. With three-and-a-half hours to the finish, the number 91 Porsche Manthey 911 RSR looked likely to claim a podium spot, but it experienced problems with the shock absorbers resulting in two pit stops for repairs that took more than 30 minutes and destroyed any chance of a possible third place finish.

The end result for Porsche in the GTE-Pro class was a fifth position for the number 91 RSR and a DNF for the number 92 car.

Team Manthey's performance was in marked contrast to Dempsey Proton Racing's podium-worthy performance by "werks" driver Marco Seefried, and Californians Patrick Dempsey and Patrick Long, who also is a factory driver. The trio put in a strong team effort at their first joint Le Mans campaign, and Dempsey's number 77 Porsche 911 RSR secured second place in the GTE-Am class.

Obeying the maxim that to finish first, first one must finish, the number 77 car pursued a relatively conservative race strategy, staying within striking distance of a GTE-Am podium position for the first 18 hours of the race. In the final phase of the race, Dempsey Racing made its move for the podium. After falling back slightly in the field in the morning, around midday Patrick Long battled his way back to third place. Using the skill, experience and "local knowledge" acquired from his prior twelve Le Mans starts, he aggressively utilized the full potential of the superbly "dialed-in" number 77 RSR and laid the foundation for the team's success.

The last hour of the race was a particularly tough battle given the incredible speed that the cars are driven at Le Mans. Mr. Long noted that during his final stint, his primary focus was on just getting the number 77 RSR home unscathed inasmuch as in that final critical phase of the race, the car needs to be intact if one is to have any chance of a podium finish. Long's skill enabled Le Mans rookie Marco Seefried to cross the finish line in second place after putting in a flawless final stint.

(The information contained in this article was derived from documents and press releases by Porsche Club of America, Fox Sports, NBC Sports, 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.)

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July SVR Board Minutes

By Rita Barker, SVR Secretary

EMAIL BUSINESS

June Minutes: The meeting minutes were reviewed by the board and approved electronically by Steve McCrory, Bill Fargo, Steve Barker, Janet Conner and Eduardo Ortega Jr.

CALL TO ORDER

Meeting called to order by President Collin Fat at 6:54 pm, Wednesday, July 8, 2015 at the Sacramento Fire Station #32.

Attending: Collin Fat, Bill Fargo, Rita Barker, Steve Barker, Steve McCrory, Barbara McCrory, Mike Dunn, Rik Larson, Cookie Anderson, Janet Conner, Susanne Sanders, Rich Walker, Frederick Rauch, Alma Thompson, Gary Thompson

Also in attendance: Jerry Cupler, Matt Menning, Lisa Menning, Gary Griffith, Rik Larson

Excused absence: Eduardo Ortega Jr

OLD BUSINESS

Driver Education Event: Cancellation of the July 10 DE event was discussed and Frederick gave several reasons why this became necessary and the Board discussed ideas going forward. Special report completed by Janet Conner of the DE financials to date. Frederick provided a copy of the Thunderhill contract for the Boards clarification.

NEW BUSINESS

Gold Rush Tour: Budget for the Gold Rush Tour by Gary Griffith was presented and motion to approve was made by Frederick Rauch and seconded by Rich Walker, all approved.

Mendocino Tour: Rik Larson presented the budget for Mendocino Tour and motion to approve made by Steve McCrory and seconded by Bill Fargo, all approved.

Board Member and Event Chair Reports

Drifter Steve McCrory The Drifter won 2nd place in it's class.

Competition Frederick Rauch No report.

Autocross Tim Howard Another successful season. Attendance is up.

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 Reported continuing to get new advertisers.

New Member Group Cookie Anderson Cookie Anderson reported the Eureka Tour was a huge success with 67 members attending, and reviewed the tour to Jack Russell Brewery.

Treasurer Janet Conner Janet submitted report for June as well as SVR-PCA Thunderhill event breakdown as of June 30 and SVR-PCA Autocross revenue and expenses for 2015. Her tapas dinner at Source in Granite Bay was a great success with 30 attending..

Goodie Store Linda Bradford No report

Membership Richard Walker Rich reported as of July 1 SVR had 724 Primary members, 478 Affiliate members for total of 1202. 28 new members, 1 transfer in and 5 transfers out. Niello Porsche had 47 signups and out of that 36 became new members.

Dummkopf No report.

Social Suzanne Sanders Sue reported the August 10 dinner will be at Mints in Rancho Cordova, budget will be presented for approval via email.

Technical Skip Quain No report.

Webmaster Bill Fargo Bill was presented with the award from National that our SVR web site won 1st place overall. Discussion on what documents should be stored on the web site followed.

President Collin Fat Collin reported that SVR members Don Fraulob and Mike Willis have volunteered to review the by-laws for updates and submit their suggestions to Collin. Our Zone rep, Paul Czopek will be stepping down at the end of the year.

Vice President Eduardo Ortega, Jr. Eduardo was not in attendance but reported the calendar has been updated.

Past President Steve Barker Update on CRAB 36, committee meeting was held at Eagles Nest in June. Steve suggested monthly articles in The Drifter to promote the event both at regional level as well as throughout Zone 7. Steve also announced the logo submitted by the Menning's will be used as the CRAB 36 logo. Next CRAB meeting will be in August.

MEETING ADJOURNED: 9:12 PM (PT)*

NEXT MEETING: 7:00 PM PT, Wednesday, August 12th, 2015 at Fire Station 32



Fifty Years

1962 – 2012

**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.*

July Membership

By Richard Walker, SVR Membership

Membership Report

	July 2015	July 2014
Primary Members	724	639
Affiliate Members	478	468
Total Members	1202	1107
New Members	28	8
Transfers In	1	
Transfers Out	5	

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, 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.

Want a PRINTED version of the Drifter?

Only \$15 yearly. Please send your check to the Membership Director. (see form =>)

How can I contact the SVR-PCA by mail?

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

New Members

Barkhouse, L
Sacramento
lb2321@icloud.com
2010 911 Carrera S

Breece, Charles and Kathleen McClure
El Dorado Hills
commfixer@aol.com
2000 Boxster

Burris, Rodney
Granite Bay
rdburris@jps.net
2012 Cayenne

Chanm, Ian
Granite Bay
skihrtdoc@gmail.com
2001 911 Turbo

Clough, Gary
Sacramento
grclough@comcast.net
1988 911 Carrera Targa

Cooper, Daniel
Folsom
protwin1@gmail.com
2016 Cayman GTS

Daniels, Freddie
Sacramento
tywhitt46@hotmail.com
2015 911 Carrera

Ebinger, Patrick
Orangevale
pebinger@gmail.com
2009 Cayenne S

Fifer, Lou
Sacramento
louisfifer@gmail.com
1963 356

Forster, Robert
Lincoln
robforster@att.net
2014 Cayman S

Gillrath, Elmar
Rocklin
super.k.elmar@gmail.com
2013 911 Carrera 4S

Johnson, Daniel
Newcastle
2015 Cayenne Diesel

Jonas, Julia
Sacramento
Julia-Jonas@scusd.edu
2015 Macan S

Najafi, Farshad
Roseville
Farshad.Najafi@yahoo.com
2015 Panamera

New Members

Piatanesi, Thomas
Camino
jpiat@att.net
2015 Cayenne Diesel

Powell, Jay
Sacramento
jpowell3747@yahoo.com
2009 Boxster S

Ricca, Sal
Orangevale
salricca@gmail.com
2015 Cayenne Diesel

Rosner, Jody
Elk Grove
jody.rosner@lc.ca.gov
1973 911T

Seaton, Tim
Somerset
TimSeaton@hotmail.com
2009 911 Carrera S

Silveston, Kent
Sacramento
2014 Panamera

Smith, James
Orangevale
JamesLorenSmith@yahoo.com
1986 911 Turbo

Sperry, Lynne
Folsom
LynneKSperry@gmail.com
1999 911 Carrera
Cabriolet

Summerville, Jack
El Dorado Hills
jacksummerville@hotmail.com
2007 Boxster

Tudhope, Shannon
El Dorado Hills
2015 Macan S

Tyson, Kevin
Loomis
kavocat@gmail.com
2004 911 Turbo Cabriolet

Ventura, Richard
Elk Grove
2015 Macan S

Warner, Richard
Marysville
renandlick@gmail.com
2001 Boxster S

Whitely, Kevin "Luke"
Sloughhouse
eahluke@aol.com
1983 911 SC

Anniversaries

1 Year

Steve Chan
Ken Long
Nick Matulonis
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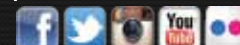
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PARTS AND OTHER ITEMS FOR SALE



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



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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

DRIFTERS, PANOS AND CHRISTOPHORUS MAGAZINES from the 1960's and later. 64 356C owners manual. Coins and original documents from my 1964 Treffen. Too much for this ad; phone me, we'll talk. Phillip 'Goose' Marks at 925-935-6077 6/15



4 PORSCHE TURBO WHEELS 8J x18, offset 50 and 11J x 18, offset 45. Porsche OEM take offs from 2003 Porsche Turbo. Part numbers 996-362-136-04 and 996-363-142-03. Excellent condition. Includes center caps. Included are Toyo R888's with 25% tread size 235-40-18 and 295-30-18. Additional photos on request. \$1200 Contact Collin Fat at president@svr-pca.org or 916-955-7966 8/15



PORSCHE 2001 (911) GPS UNIT w/silver trim. Includes single and multi- stackable CD unit. Like New. \$300 Proceeds to SVR charity. Contact: Mike Dunn at 916-837-0203 or dunngood@surewest.net 8/15

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2008 911 RIMS 18 x 8 and 18 x 10 4 ea. Purchased these for my 2003 911 but I recently found out they do not fit. Buy these for your 2008 Carrera or (07?) and you can have a different set of rims for auto cross. Very good condition. \$500. Reed Schulze 530-758-8627 or fairlaneman@comcast.net 8/15

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914 FRONT BUMPER COVER in good to very good condition. Contact Steve McCrory at steve@ground-speed.com 8/15

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Linda Bradford, SVR Goodie Store Manager

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