

The Drifter

Sacramento Valley Region - Porsche Club of America

September 2015



Photo by Barbara McCrory



Part of the Porsche Corral at Werks Reunion 2015



Is your Porsche Ready for Summer?



PERFORMANCE
SOFTWARE DEALER

The ART of Superior Maintenance
PORSCHE - BMW - MERCEDES BENZ
"Where the Right Way is the Only Way"

1206 C Street, Sacramento, CA.
916-453-1465

TrackMasters Racing

TrackMasters Racing is a leader in High Performance Driver Education events in Northern California and invites SVR-PCA drivers to participate in these events.

Sonoma/Sears Point AX	Sep 19
Mazda Raceway	Sep 19
Mazda Raceway	Sep 20
Sonoma/Sears Point	Sep 20
Mazda Raceway	Oct 3
Sonoma/Sears Point	Oct 12
Mazda Raceway	Oct 16
Mazda Raceway	Nov 1
Sonoma/Sears Point AX	Nov 21
Sonoma/Sears Point	Nov 22

Come out and stretch
your car's legs on some of the
finest tracks in the country!

Fun, safe, and definitely...
No speeding tickets!

www.TrackMasters-Racing.com

2015 Board of Directors



President

Collin Fat
916.955.7966
president@svr-pca.org



Vice President

Eduardo Ortega, Jr.
916.366.3811
vicepresident@svr-pca.org



Secretary

Rita Barker
916.771.8592
secretary@svr-pca.org



Treasurer

Janet Conner
916.939.3882
treasurer@svr-pca.org



Social Director

Suzanne Sanders
209.401.5607
social@svr-pca.org



Membership Director

Richard Walker
916.988.7468
membership@svr-pca.org



Competition & Safety Director

Frederick Rauch
916.989.0580
competition@svr-pca.org



Webmaster

Bill Fargo
916.802.4679
webmaster@svr-pca.org



Past President

Steve Barker
916.390.3009
pastpresident@svr-pca.org



Drifter Editor

Steve McCrory
916.747.1447
editor@svr-pca.org

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.



Zone 7 Representative

Yosemite Region
Paul Czopek
209.531.8141
axnut@att.net

The Drifter

Sacramento Valley Region - Porsche Club of America

Volume 53, No. 9

September 2015

Upcoming Events

6-11 SVR, Zone, PCA and
Local Events

Features and Reviews

12 Werks Reunion
15 Wooden Boat Tour
16 Saturday Breakfast
16 Share The Wealth
17 A Cayman GT4
18 United SportsCar
Championship
20 Replacing Turn Signal
Bulbs on Your 996/997

Columns and Sections

2 President's Notes
3 Editor's Corner
4 Pretty Darn Kwik
5 Autocross News
7 Calendar of Events
22 SVR Board Minutes
23 SVR Membership
28 Drifter Classifieds
29 SVR Goodie Store
29 Index of Advertisers



facebook.com/svr.pca

Information and Committee Directory

Advertising Manager

Mike Dunn 916.837.0203
advertising@svr-pca.org

Autocross Chair

Greg Zajic 916.961.6495
autocross@svr-pca.org

Charity Chairs

Alma and Gary Thompson 916.342.3434
charity@svr-pca.org

Concours Chair

Kent Brandon 916.663.1702
concours@svr-pca.org

Driver Education Chair

Frederick Rauch 916.989.0580
de@svr-pca.org

Dummkopf Chair

Jim McMahan 916.924.1463
dummkopf@svr-pca.org

Event Liaison to Niello Porsche

Kim Nelson 916.337.7716
knelson356@gmail.com

Goodie Store

Linda Bradford 916.899.5731
goodie@svr-pca.org

Historian

Larry Wilson 916.536.9703
historian@svr-pca.org

New Member Group

Cookie Anderson 916.988.6534
newmembergroup@svr-pca.org

Rally Chair

Rik Larson 916.481.6084
rally@svr-pca.org

Share the Wealth

Herb Hoover 916.424.5163
sharethewealth@svr-pca.org

Technical Chair

Skip Quain 650.504.4846
technical@svr-pca.org

SVR President's Notes

Collin Fat, SVR President



Market Watch



PHOTOS: COLLIN FAT

It is hard to fathom that a pristine 356 Speedster can command prices in excess of \$300,000 or that early model 911s from 1965 to 1971 are fetching well over 6 figures for even a daily driver. You can find article after article in many of the Porsche magazines lamenting the price inflation on a car that may have cost only \$5,000 when purchased new. We have many members in our club that own pristine models of early Porsches that bring them out of their secure storage locations for our annual concours and to share them with the public. You are not likely to see one of these very valuable classics at your local Raley's or favorite restaurant.

If you have ever considered getting into the classic car market, now is the time before the bubble crashes and prices stumble. It is a tough decision. Shall I spend \$150,000 on that 356 Convertible D or that slightly used 2014 GT3! What a dilemma! You can look at the choice in two ways. First, from a performance standpoint, why not get 475 horsepower, full electronic aids, working air conditioning, heated seats, ceramic disk brakes, and launch control versus a car without what most consider as basic creature comforts and safety devices. Secondly, I guess you would have to add in a measure of emotion that the 356 oozes with that can't quite be captured by the newer car. I guess that is a question that each of us needs to address in deciding on the purchase of a classic Porsche. Emotion! Air cooled or water cooled? Will it be a Porsche 356 or 911 2.4S? You get the idea. Most of our members who own a variety of classic Porsches have generally owned them since new and have maintained them for well over 50 years. In addition, they may have promised their children that the car will be theirs when the time comes and have been preparing them for that day since their first ride as a young child. Owners of these classic cars need to be aware that the Internal Revenue Service is always looking at ways to collect more taxes, even when you are six feet under and that depending on the size of your estate, there may be tax consequences to the gifting of a very valuable asset to your children. Check with your estate attorney or tax accountant for

details. In addition, watch your insurance to make sure it is covered for its full value should it be stolen or totaled.

If we invested in the stock market purely on emotion, most of us would still be working hard to retire or saving for our kid's college education. In the classic Porsche market, all bets are off and emotion plays just as important a role in the purchase as the potential for appreciation. Some pundits have even sounded the alarm as investing in a classic car may be a better alternative than playing the market. If the classic car market crashes, you still have your cherished Porsche! If your favorite IPO crashes, you're left with a big hole in your portfolio.

In addition to the early 911 market that is on fire, I've read countless articles concerning the impact these prices are having on the entire classic Porsche market from Carrera 3.2s, 911 SCs, and 993s that are fetching prices unheard of just a few years back. If you want a truly collectible Porsche that still has room for appreciation, forget the early pre 1970s cars and take a look at other future collectibles that can be had for around \$50,000 or less for a car in excellent condition. It's kind of like getting into an IPO before the stock prices soar.

The purchase could be as risky as a stock investment with all the risk and no guarantee of future appreciation. The only advantage, you can enjoy your classic Porsche and not worry about its value. After all, Porsches are meant to be driven and enjoyed.

The club has many longtime owners of classic Porsches who have owned their cars for decades. They have either spent the time and the money on restoring their cars or have kept them unrestored, yet can be used as weekend drivers. These include owners of many of the 356s and pre 1971 911s. There are a smaller handful of collector members who have the skills and the time to invest in a proper restoration of a classic Porsche and who have the skills to do a lot of the work themselves.

Lastly, there are those who would love to own a classic but are not yet convinced it is a wise investment and can't decide if the money spent for the performance gained is worth the price of entry to the classic market place. These members seem to be torn between the investment and the enjoyment of a generally depreciable asset. I guess that each of these types of members needs to think carefully of the reasons they own, desire and purchase a classic Porsche. Some like the history of the collectible, some anticipate the huge potential for return on investment, and some may opt out for a newer and higher performance vehicle that comes without the downsides of a classic car.

The classic Porsche market is hot so if you are perhaps looking to hedge your stock portfolio it could be a fun way to diversify and at the same time enjoy the investment every weekend on the road or at your favorite club event.

2015 CAM Cruise

The 7th Annual CAM Cruise was held on August 1st with some 400 cars participating and thousands of spectators lining the 5 mile cruise route and the final destination on Fulton Avenue. The Porsche Club was did not disappoint the fans with a parade of 24 cars ranging from classic 356s to more modern Porsche machinery. The weather was fantastic and the margaritas made from Bob Cannon's specially prepared mixer were big hits as the group convened at the Buggy Whip. Stephen Childs' 356 was honored with the Best European Sports Car award. Thanks go to Kim Nelson for helping to arrange the group. SVR members in attendance were; Bill Fargo,, Collin and Elaine Fat, Bob and Elaine Cannon, Bob and Kathy Murray, Charles and Arlene Meade, Duane Maracin, Eduardo and Margarita Ortega, Eric France, Gregg and Rebecca Plourde, Herman Jacobs, Jim and Joyce Karver, Jim and Linda McMahan, Ken Mattson, Kent and Cindy Brandon, Larry and Pat Wilson, Marvin and Ruth Stark, Matt Deter, Mike Nichols, Rachel Nelson, Ray Johansen, Ray Alamares, Steve and Vicki Childs, Steve and Rita Barker, Timothy Frates, Tom Tyer, and Tom Ware.



SVR Monthly Breakfast

There is no better way to start your day than getting off with a hearty breakfast at Brookfields in Rancho Cordova for our monthly breakfast. Event chair, Herb Hoover, recently relocated the event from a former restaurant to accommodate more members out to start their Saturday on the right foot and at the same time enjoy the banter about all things Porsche. Whatever your interest may be, whether the food, the conversation or technical question you have been struggling with, there is no better place to find the answer than at our monthly breakfast. In addition, the cars as well as the members make it as well. The food is great, the company is better and the cars, of course, make the monthly breakfast the way to start off your month! No reservations required and dress is casual. For more information contact Herb Hoover at sharethewealth@svr-pca.org.



Editor's Corner

Steve McCrory, SVR Drifter Editor

Monterey Car Week has become one of the world's premier automotive events, providing Porsche enthusiasts with a choice of experiences sure to please. It's a week long party that induces sensory overload of the best kind, and your menu choices include Auctions, Concours De Elegance, both formal and not so formal, Vintage Races at the Laguna Seca Mazda Raceway, and Road Rallies of classic automobiles that provide outstanding opportunities for professional and amateur photographers alike. Those attending include collectors, active and retired members of the international racing community, media types, auto manufacturer's reps, car club members and a supporting cast of thousands that all come together once a year to make this the greatest show on earth. And don't forget all the socializing, networking, meeting, greeting and chit chat that takes place from formal private parties to the nice people you just met in your motel parking lot. It's all good. Think 2016. The Monterey Car Week website will outline activities for you to select. Your preparation and planning for your 2016 Monterey Car Week adventure begins now.



SVR Members relaxing on the lawn at the recent Pebble Beach Concours d'Elegance

PHOTO: BOB CANNON



Classic



Rallye 356 Interior

PHOTOS: RICHARD SHELTON



fdrmotorsports.com

**DE/AutoX High
Performance
Brake Packages
Cross Drilled Rotors
Slotted Rotors
PFC Pads**

**Support Your Local PCA-SVR
Member**

Phone: (916) 595-3371

www.fdrmotorsports.com

Email:

fdr@fdrmotorsports.com

Rennsport Reunion is set for September 25-27 at Monterey's Laguna Seca Mazda Raceway. It is an event that celebrates the long and successful international history of Porsche race cars and the drivers who garnered racing victories on the world stage. The event is hosted by PCNA and will display the evolution of Porsche as a dominant force in racing competition. Thousands of Porsche enthusiasts are expected for this. Rennsport has become one of world's largest and most passionate Porsche gatherings.

Photos Wanted for the Drifter. Thanks to everyone who has contributed photos for the Drifter, and with the Rennsport Reunion on the horizon, we're looking for your best Rennsport photo to be included in the next issue...if we pick your photo as Best Rennsport Photo, we will give you a hard copy 2016 Drifter subscription.

Layout Editor Wanted for the Drifter Team. Duties include final print ready page assembly of the Drifter. No compensation offered except the warm appreciation of SVR club members. Skill set needed includes ability to use Photoshop and InDesign software. Special thanks go to Bob Cannon for his time in this position. Bob will be available for advice and guidance. The quality his efforts have added to the look of the Drifter can be seen in the pages of every Drifter.

Webmaster Notes are provided by Bill Fargo. With SVR elections coming up, Bill is looking closely at placing an electronic voting poll program on the website. Visit the SVR site and see the changes. There is now a Twitter account for the club, follow us @svr-pca.org. Take a look at the poll function on the web site and send Bill your suggestions on any questions you would like to see polled. Bill also mentions we have a forum section and a Want Your Car Here feature. Check it out.

2016 SVR Club Events are around the corner, and it's not too early to plan. Do you have a tour or a social event to share with SVR members? It can be as simple as a driving tour on your favorite roads, throw in an interesting destination and a place to have lunch. Look for more upcoming details about Eduardo Ortega's January Planning Meeting.

In this issue, an updated Calendar and details on upcoming events, tech info, a look at Porsche Racing, new classified ads, and much more. Join us at a future SVR event, it's your club.



PDK (Pretty Darn Kwik)

Rik Larson, SVR Rally Guy

- 21 people showed up at the August breakfast. It was down a bit in attendance as a number of SVR folks were getting ready for the CAM Car Cruise later that day.
- Did you see the letter to the editor in the July Panorama that was written by SVR member Kirk Bradford.?
- Tickets are still available for the Rennsport Reunion in September at Laguna Seca. The Porsche Corral tickets are sold out but you can still get 3-day admission and paddock tickets (\$80.00) or individual day tickets and paddock (\$30/50/50) are also available. Even general camping is still available.
- Crotch Check? That is what you see people are looking down at their crotch (cell phone) to do texting or see if they have any messages while stopped at a traffic light stop.
- 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

15 years ago - September 2000

- The 23rd running of the Carrera de Sierra Rally had an overnight in Truckee. There was also a tour that was chaired by Rich Swenson and Judy Hanna that was a companion event to the rally.

20 years ago - September 1995

- Charity chairs Steve and Diane Harris reported that the SVR Charity Auction brought in \$2,100 for the Sacramento Children's Home.
- Greg Peart chaired the SVR "Adopt-A-Highway" cleanup of a two-mile section of Interstate 5.
- eBay is founded.

25 years ago - September 1990

- The SVR Charity Auction raised over

\$2,000 for the Make-A-Wish Foundation. 42 cars enter the SVR Carrera de Sierra Rally to Yosemite.

30 years ago - September 1985

- SVR and Valley Oak Region (now part of Sequoia Region) hosted a two-day Zone 7 AX at Cal Expo's Lot A. The Saturday night party was held at the home of Dwight and Linda Mitchell. It was typical to have a social event on Saturday night when there were two Zone 7 AXs held on a weekend.
- The wreck of the *Titanic* is located.

35 years ago - September 1980

- SVR Treasurer Kern Breau reported that we had \$300 in the checking account and \$500 in savings.
- 95 cars entered the SVR Carrera de Sierra Rally to Yosemite. The event included a BBQ steak dinner and all the wine and beer you could handle. There were thirty-one PCA cars among the finishers.

40 years ago - September 1975

- There are two assassination attempts on President Gerald Ford. One in Sacramento at Capitol Park and the other in San Francisco.
- 41 cars entered the SVR Carrera de Sierra Rally to Yosemite with an overnight at Camp Curry. The two day rally ended at Rosetti's Restaurant in Wallace on Sunday afternoon.

60 years ago - September 1955

- PCA held its first business meeting in Washington, D.C.



Niello Porsche

Thinking about selling your Porsche?



At Niello Porsche, we know you don't want to sell your car to just anyone. With our buyback program, not only will we give you a great price, we'll give your Porsche a great home.



Niello Porsche

4525 Granite Drive, Rocklin
porsche.niello.com

Charles Hughes | 916.868.8513
chughes@niello.com



THINKNIELLO



Autocross News

Greg Zajic, SVR Autocross Co-Chair

We are continuing with the strong attendance at the SVR events and want to thank everyone who came out to the SVR AX #5! Despite the 100 degree forecast we had 36 drivers out there to brave the heat. This included two being added the day of the event. They were all there to try their skills at yet another challenging "Kent Trieber Original" course (his second this year). Get those course maps signed... they might be worth something someday J.

Of the 36 drivers, we had a total of 12 drivers with four or fewer AX events with SVR. Of those 12 we had 3 that were attending their first AX event with SVR! If you're one of the 12 or even one of the 3 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.

We got a good start to the day and set up the course and timing in record speed with the first runs out just after 9:30. We had a lot of volunteers showing up early to help with setup so things went quite smoothly. Your assistance is appreciated!

It was a nice course with multiple elements to keep you on your toes. You had to decide where to give up some speed to make the next turn better. Average times were very consistent throughout the day with a decrease of a mere 3 seconds which is less than usual. A mere (35%) captured their best time in one of the morning's six runs and saved their best for the afternoon after a little second look at the course during the lunch break. For those that did not capture their best time in the morning and kept trying, we had 15 drivers rewarded with their best time on their 9th or 10th run!

Top Times of Day: What a contentious day with the TTOD trading places five times during the day. Grady started out setting a time of 33.144 in his first run. Randy W beat that time in the second run, but Kurt Schnier would not let a Corvette keep the spot and pulled out a faster time in the third run. Alas Randy took the top time back in run four. This stood until Kurt then laid down two progressively faster times in his 7th and then 9th with a 31.923 bringing the TTOD back to the Porsche camp. Top 3 ended up being Randy W in second place with a time of 32.473 and Steve Nieslony a mere 2/1000s of a second behind with a time of 32.475. Rounding out the top five times for the Porsches we had Tosh Yumae with 32.664, Grady Carter at 32.739 and Collin Fat at 33.078.

Ladies Top Time: Top time of day was brought across the line by Joy Nieslony with a time of 34.305 on her 9th run of the day.

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

Coneage: The cone count continues, and went up from last month's 57 cones and we're still 100 cones splattered! However we still manage to clip, run over or in some cases plainly mow down a total of 75 cones during the course of the day.

The total cone count is staying lower than our third event. There were no severe cone injuries so all cones will be returned to service for the next event after a month of rest. 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.

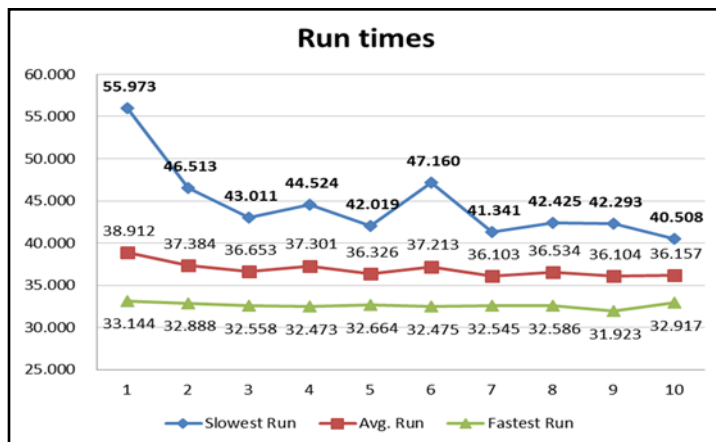
King - Our top cone plowing award goes to Kurt Schnier who took out a tidy sum of 9 cones during his runs, a few here and there through the day with the top 3 being taken out during his second run. Please note that Kurt also received honorable mention last month. One thing that is starting to show up: Blue card... last month's Blue BMW, Kurt's Blue Porsche etc. seem to be attracted to the cones... or is it the other way around and the cones are attracted to the cars??? Hmmmmmm.

Queen - Joy Nieslony solidly holds the title this time with only four cones but still the most for the ladies. We're waiting for Vern to make it to another event so we can determine the tie breaker for last July's shared cone-queen award!

CARE Update: Negotiations are continuing favorably with the organization called CARE (Cones against Repeated Exposure) as we've managed to keep counts in the sub 100 range. We believe part of this is the new course designs by Kent Trieber... (at least that's our story and we're sticking to it). 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. We've talked them out of the cone for the second event and they'll be back again next month as they have seen and recognized our efforts at ensuring their safety.

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 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.

The next event is Saturday, September 19th. We look forward to seeing you at future events.



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 Top PAX time of 30.008 with Tosh Yumae coming in with a 30.704 followed closely by Caleb Porter with a time of 30.773, Kent Trieber with 31.062 and Darrel Huckabay with 31.214.

Drivers with 4 or few SVR Events -Top

Time: The top three times were brought to us by Hugh Long with a time of 34.992, followed by Mark Hansen with a time of 36.183 and Bob Schoenherr with a time of 36.538.

Most Improved: Average times progressed well throughout the day as everyone got more familiar with the course. The most improved were brought by drivers at either their first or second or third Autocross events. The average difference between the all novice drivers' first reasonable runs (run one or two) and best run was about 8% which equates to around 3.5 seconds. The biggest improvement came from Ivana Guevara who steadily improved times throughout the day and shaved off 6.32 seconds between the first run and ninth run of the day equating to a 14% improvement. Bradley Chee managed to trim off 5.38 seconds between the first run and the personal best on the 6th run of the day for an overall 12% improvement. Lynne Sperry managed time improvements of 4.88 seconds (11%). Nice job... we look forward to seeing you at future events!

Other Fun Stuff

Consistency: One of the 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. Grady Carter's best three runs varied by a mere 0.046 seconds, who eeked out slightly more consistent runs than Collin Fat with 0.047 and Kevin Lee with 0.048.

Sacramento Valley Region Porsche Club



September 19th Autocross

San Joaquin County Fairgrounds, Stockton

**Pre-registration required-
go to:**

svr-autocross.deter.com/register

**Registration and tech
inspection starts at 8:00**

First cars out by 9:30

PCA members: \$40.00

Others: \$50.00



For Information contact: Greg Zajic

autocross@svr-pca.org



A PORSCHE® AND MERCEDES® INDEPENDENT SERVICE CENTER
CONVENIENTLY LOCATED IN MIDTOWN SACRAMENTO



Midtown Autoworks provides "Dealer Quality" service while maintaining an excellent level of customer service. We, to our core, believe that Service Customers deserve a far superior level of commitment and customer service, something that dealership service centers do not always provide.

P. 916.382.7700

1619 E Street Suite A

Sacramento, CA 95814

Mon - Fri 7:30am - 5:30pm

www.midtownautoworks.com

+ Porsche® or Mercedes® trademarks and logos featured or referred to within this advertisement are the property of their respective trademark holders.



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

- September 5** **First Saturday Breakfast.** Brookfields. Details at Monthly Events below
- September 19** **Gold Rush Tour.** Gary Griffiths. See flyer this issue.
- September 21** **Dinner at Kanpai Sushi, Folsom.** Ruth & Marv Starks and Andy & Dianna Leight. See flyer this issue.
- October 3** **First Saturday Breakfast.** Brookfields. Details at Monthly Events below
- October 3** **Oktoberfest Tour and dinner.** Matt Menning. See flyer this issue
- October 18** **Charity Auction.** Alma Thompson. Held at the Nelson' house. See flyer this issue.
- October 23** **Dinner at Scott's Seafood.** Lisa Okamoto. See flyer this issue.
- 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 Greg Zajic: 916.961.6495 / autocross@svr-pca.org

- September 19** **San Joaquin Fair Grounds.** Stockton
- October 17** **San Joaquin Fair Grounds.** Stockton

Zone 7 Competition Events

www.zone77.org

CONCOURS

- 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 (Make-up date)

AUTOCROSS

- Sept 12 LPR/ Sept 13 GGR** **Loma Prieta and Golden Gate Regions.** Marina Airport, Marina.

Upcoming PCA Events 2015 - 2017

- 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

- 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



**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

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: chose 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.

It's that time of the year again!!

Tour & Dinner! Saturday October 3rd

Sign up NOW- 30 Seats Max!

Tour starts 1:45 PM at Fresh Pond, CA
(3 Miles East of Pollock Pines on US 50)

Our mountain drive will be Wunderbar!

RSVP with your check (to PCA-SVR) by Sept 24th

Contact us before sending your check:

Matt Menning
4800 Westlake Pkwy #102
Sacramento, CA 95835
menning.tours@gmail.com / 916-765-0060



Camp Virner Restaurant

Menu Choices: (price/PP- inclusive)

Bratwurst Plate	\$23.50
Schnitzel Plate	\$25.00
Prime Rib	\$35.50
Chicken Parmesan	\$25.00

No host bar • Live Polka Music Too!!



SVR Annual Charity Auction

Supporting Alpha K-9 and Ride-to-Walk

Sunday - October 18, 2015
1 to 6 PM

Nelson's Garage
2771 Ponderosa Road
Shingle Springs, CA 95682

RSVP by Sunday October 11, 2015

- Catered Mexican Lunch (\$15 per person)
- Live Band "The Speedsters"
- Great Auction Items!

Checks Payable to: PCA-SVR
Mail To: Alma and Gary Thompson
9575 Horseshoe Bar Road
Loomis, CA 95650

SCOTT'S
SEAFOOD
GRILL & BAR
On the River

4800 Riverside Boulevard
Sacramento, CA 95822

Friday October 23, 2015

October Sacramento Valley Region Dinner Meeting

Announcement of Candidates for the 2016 Board. Nominations from the floor will be accepted. Dinner will be on the North Patio with Sacramento River Views.

Social 6:00 pm Dinner 7:00 pm

Choice: # 1 - Chargrilled salmon \$60.00 pp
 # 2 - Grilled Chicken \$38.00 pp
 # 3 - Penne Provencal \$30.00 pp

All dinners include: starter salad, dessert, coffee, soft drinks and tea.
Wine, beer, and well drinks are available for purchase.

Mail check made out to PCA-SVR to confirm your reservation with dinner choice on or before October 18, 2015 to:

Lisa & George Okamoto
654 Rivergate Way
Sacramento, CA 95831
916-919-2673

Don't Forget to Share the Wealth!!

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 Contact:
Rik Larson- rik.larson@gmail.com*



PCA Redwood Region and Zone 7 present

on Sunday, September 20, 2015 the 16th annual

Ledson Concours d'Elegance



sponsored by

Hi-Tec Automotive

Zone 7 Concours Series

Entry \$30 per car

Pre-registration not required

Gates open at 8:00 a.m.

Judging begins at 11:00 a.m.

Proceeds to benefit CASA

Food will be available for
purchase at the winery

Ledson Winery
7335 Sonoma Hwy
Kenwood, CA 95409

for directions, visit:
www.ledson.com/winery/directions.asp
or contact James Heisey at jheis@sonic.net



Werks Reunion 2015

By Steve McCrory, SVR Drifter Editor



PHOTO: BOB CANNON

Monterey Car Week is a yearly gathering of the faithful, and this year offered more choices than ever before for participants and spectators alike to indulge in their automotive passions. If you came to buy a car at auction, or merely to enjoy the spectacle, there were no fewer than seven auctions to choose from. And if Historic Racing is your thing, the journey to Mazda Raceway at Laguna Seca beckoned. This year the honored marque was Shelby which explained the great number of Mustangs rumbling around the Monterey Peninsula. For some, the Pebble Beach Concours 65th anniversary event on the 18th fairway is the place to see and be seen. A number of SVR members make the annual trip to Pebble Beach, volunteering their time and efforts to prepare for show time on Sunday.

PHOTO: STEVE / BARBARA MCCRORY



Michelin Porsche Display

Part of the 450+ Cars parked in the Werks Reunion Porsche Corral



With the thoughts and images of Monterey Car Week 2015 still alive and dancing in the minds of those who were able to attend, we look at the event that brought Porsche enthusiasts together at the Rancho Canada Golf Club in Carmel Valley, the second annual **Werks Reunion.**

Arriving early before even the sun was rising, were volunteers ready to continue the work of setup and registration that really began on Thursday, and many participants planning to show or display their Porsches, were eager to be among the first cars on the field and perhaps avoid the congested traffic that has become a burdensome part of attending Car Week. We arrived and parked in the corral...this year cars were arranged by model and series. Since the weather was clear and without overcast, we were able to take a few photos as cars assembled in the early morning light. The number of Porsches assembled to be judged and displayed in the corral area numbered over 700.

continued on page 14



Charlie and Inge Palmer, Loma Prieta Region



The Michelin Man was a hit with the attendees



Speedsters by the dozen in the Corral



SVR member Richard Shelton with his 1969 Porsche 912



A little variety for everyone.....



Hand-built tribute to an early 550 Spyder





Jerry Critanich, Zell Am See Award Winner: 1958 356 A Sunroof



A trip to Le Mans in 2016: Joe Burroughs, Redwood Region

Volunteering to be Judges again for this years event seemed like another great opportunity to be involved, so Barbara and I set out to find the location of the Judges Tent. Teams were assembled, introduced and given their group assignments. Judging began at 9:30 with 17 Classes, with my team focused on the Wurtemberg Group, consisting of eighteen Porsches, 1974-1989 911. Cars were judged on exterior, wheels and tires, interior, storage compartment, and engine compartment, with a look toward condition, cleanliness and originality. The rewards are many for both entrants and Judges, a chance to see outstanding examples as they came from the factory, driven, maintained and enjoyed by their owners. Several entrants were new to the Concours experience and were there to learn. It's always a pleasure to meet new PCA members and hear the story of their Porsche ownership.

With the completion of judging duties, came the chance to see more of the cars on the field, chat with Zone 7 friends, and have a bite to eat. **The Awards Ceremony** began mid-afternoon with Tom Provasi, Chairman and organizer of the Werks Reunion, Manny Alban, PCA past president, Ron Gordon, PCA Head Judge, and Vu Nguyen, PCA National Executive Director handling the podium duties. Add in a number of excellent door prizes and it was the perfect ending of another great Porsche experience. Joe Burroughs of the Redwood Region won the Grand Prize of a trip to Le Mans 2016. Mark your calendars and make your plans for 2016, it will be here before you know it. See you at Rennsport.

2015 Werks Reunion Trophy Winners

Zell Am See (356 Closed)	1st Jerry Critanich 1958 356 A	2nd David Green 1959 356 A	
Kabriolett (356 Open)	1st Rich Johnson 1956 356 A Speedster	2nd Larry Menser 1961 S90 Roadster	3rd Jackie & Paul Mehus 1959 Conv D
Butzi Group (911/912 1965-1968)	1st Betsy & Pat Wadman 1973 911T	2nd Inga & Charlie Palmer 1971 911E	3rd Mark Allen 1973 911E
Wurtemberg (911/912 1974-1989)	1st Steve Vining 1975 911S	2nd Chris Stocker 1988 Carrera	3rd Keven Homewood 1988 Carrera
Metzger (964/993 1990-1998)	1st Bruce Talamon 1997 Carrera S	2nd Bob Gagnon 1995 C2	3rd Phil Fok 1998 993 C2S
Wasserkuhlung (996/997 1999-2012)	1st Rey Alamares 2007 GT3	2nd Hoss Rahnema 2004 GT3	3rd Phil Snowden 2006 Carrera S
Zuffenhausen (991 2011 - Present)	1st Joe Sposato 2015 GT3	2nd Phil Nguyen 2015 911 Targa 4S	
Mitte des Motors (914 & 914/6)	1st James Patrick III 1971 916		
Gran Touring (924/944/928/968)	1st Mark Woudsma 1981 928		
Lagaay Group (Boxster/Cayman)	1st Melissa & Dana Drysdale 2013 Boxster S	2nd James Galewood 2008 Cayman S	3rd George & Carol Griabu 2003 Boxster S
Leipzig (Cayenne/Panamera/Macan)	1st Perry Maringer 2012 Panamera Turbo		
Piech Group (Limited Production/Factory Race)	1st John Willhoit-Tucci 1961 356 B	2nd Dan Ahearn 1988 911 Club Sport	3rd Bill Ceno 2004 Carrera GT
Sonderwunsche (Special Interest/Modified)	1st Karen Holt 1995 993	2nd David Derr 1969 912 Modified	
Sports Gruppe (Outlaws/Rgruppe/Tribute)	1st Scott Nichols 1987 Turbo	2nd Dean Spooner 1959 356 Conv D	3rd David Eck 1972 911
912 Tribute	1st Richard & Margo Maxey 1967 912	2nd George Raccaro 1967 912	
911 Turbo	1st Joseph Demeo 1986 911 Turbo	2nd James Patrick III 1996 993 Twin Turbo	3rd Bruce Canepa 1979 930

Werks Reunion Corporate Sponsor Awards

Hollywood Wheels Auctions Choice	Jerry Cvitanich, 1958 356
356 HRE Wheels Choice	Jeff Lewis, 1969 911
Leland West Insurance Choice	Bob Young, 1966 911
Michelin Choice	Tom Gloy, 1958 356

Lake Tahoe Concours d'Elegance Tour

By Dan Rowland, SVR Event Chair



PHOTO: LAKE TAHOE CONCOURS.COM

This is a first time tour for SVR and was attended by 15 members in 10 cars. The Concours of Wooden Boats has existed for 43 years at Lake Tahoe and was attended by Dan Rowland and Ron Boeck the last two years. Niello Porsche has become a sponsor of the event these last two years as well and shows new cars at the site as a feature of the presentation.

The tour group met at the Latrobe Road shopping center and the local coffee shop patio provided a great group setting for establishing trip protocol. The group had two past presidents attending—Sally Boeck (Ron) and Mike Willis with wife Emily. Members Ian and Julia Chan, Jack and Cheryl Hoffman, Robert and Teri Smith, new member Perry Maringer and companion Safira Aassi, Jack Summerville and, of course, my guest Greg Jensen. We departed at 9:00 AM with stops at Fresh Pond and South Lake Tahoe with arrival at Homewood and Obexer's Boat Company around noon. The trip from South Lake Tahoe around the west side of the lake is a trip worth taking anytime on its own as it offers some spectacular lake views.

Obexer's has been the site of the Concours the last two years and sits midway on the west shore of Lake Tahoe at Homewood. There is always a feature group or marque for the show and this year was Vintage V-12 engines. V-12 engines come from vintage airplanes and cars adapted for marine usage as well as those originally intended for marine usage, which originally were mostly "one off" designs. The history of V-12s is worthy of research and ranges from the first Putney Motor works Craig-Dorwald engine from 1904 to current Jaguar, Mercedes and Ferrari and other renditions. Interesting to note the first V-12 was designed as a marine racing engine but ended up in an aircraft rather than the reverse of that which is the perceived chronology. Remember the Gold Cup races? Remember those incredible hydroplanes? Those races started in 1904. Chris Smith (think Chris Craft) was a builder of race boats such as

Miss Detroit I in 1914. Names such as Curtiss, Packard, Rolls-Royce, Scripps, and Lycoming all ring a bell. Many war surplus engines ended up as marine redesigns and, as history repeats itself, many Gulf War tank engines are available again at reasonable prices and could likely end up in the next celebration of V-12 powered wood boats.

Niello presented a variety of autos for us to look at too, including an orange Turbo S 911 and Hybrid Panamera and Cayenne. Boxster, Cayman and Macan were all there to look at closely. With Niello bringing the cars every year and a new annual marque for the wood boat show this is a visit worth the time.

(Ed note: — this event occurs on Friday and Saturday only)



Clockwise L-R:

The hardy tour group

A view on Lake Tahoe

How'd you like to tune this V-12 engine ??

Wooden Boats on display



PHOTOS: DAN ROWLAND



First Saturday Breakfast

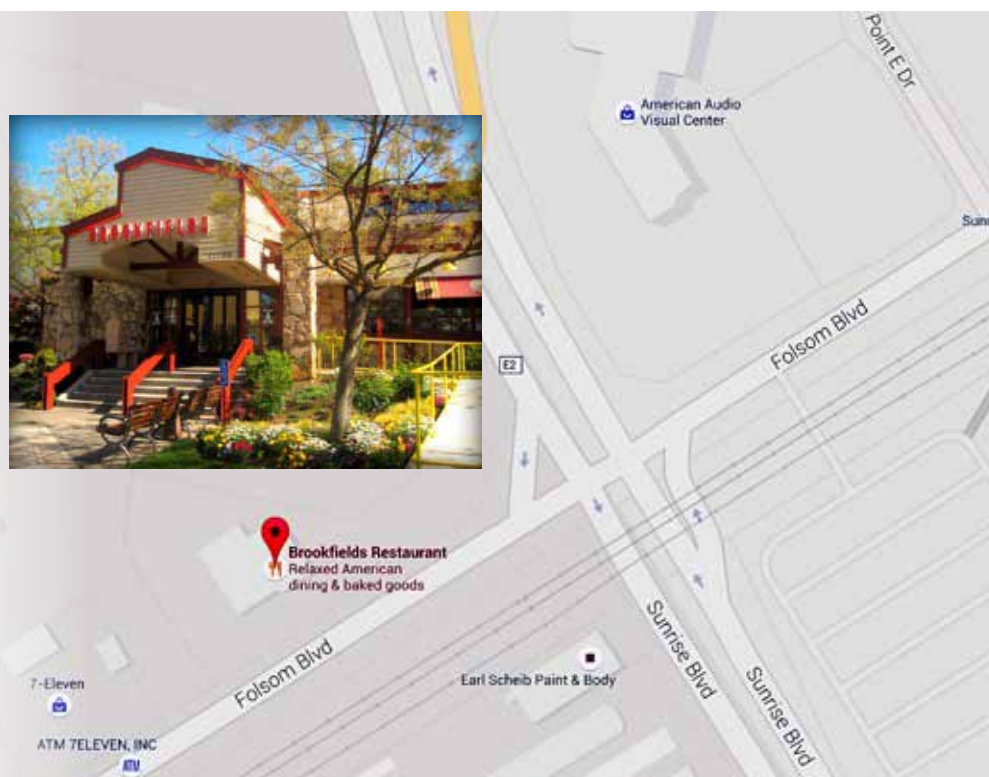
By Herb Hoover, SVR Share The Wealth Coordinator

PHOTO: COLLIN FAT

Just a reminder that in addition to the monthly dinners SVR also puts on a monthly breakfast meeting, the first Saturday of each month. This was started several years ago by Cookie Anderson, who at the time was Club president. Jan and I took it over later and have had fun doing it. The groups are relatively small, 20 to 50 people, and the whole atmosphere is very informal. So we invite you all, especially new members, to come on out and give it a try. You will find out what's going on in the club, what activities are planned for the future, and how you can participate. If it's your first time we will ask you to stand, introduce yourself, and tell us what you are driving. This is a real easy icebreaker and if the group is small we may even introduce ourselves to you.

After you have come a few times, Laura, our indispensable head waitress, will even remember what you like and will probably ask if you want (*your choice here*) again. Remember, this is a friendly group. We don't allow unfriendly people. So, Where? Brookfields on Folsom Blvd., just west of Sunrise Blvd. Good food and good prices.

Finally, no reservation needed. Just show up. See you there!



“Share The Wealth”

By Herb Hoover, SVR Share The Wealth Coordinator

Jan and I have decided to alter the Share-the-Wealth (STW) program slightly in hopes that it will smoke out more prizes which are brought to our monthly dinners by members. Here is the current process: Tickets are priced at \$1 each or \$5 for eight. If the member brought a STW prize, he gets one more

ticket. If she wore her nametag, she gets another. The new way is that a member who brings a prize gets eight tickets and does not pay the \$5. Everything else remains the same.

The best door prizes are Porsche stuff: parts, books or manuals, posters, etc. Other car stuff is good too as are the other articles

that members often make. For example, cookies or brownies, caramels, (we have some great cooks in this outfit!), houseplants, flower arrangements, etc.

Let's bring stuff folks. It adds a lot to the fun and, after all, that's why we're here, right!! Thank!

A Cayman GT4 - How Lucky Can One Be!

By Paul Richins, Jr., SVR Member

About a year ago I started thinking about purchasing the newly redesigned second generation Porsche Cayman S. However, with limited garage space, I would have to sell my viper green 1972 911 (RS tribute) car before moving forward with a modern-day Porsche for the street and an occasional track day. I loved my 1972 911 but it was so highly modified for the track that I was not completely comfortable driving it on the street, so it was primarily driven on track days at Thunderhill, Sonoma, and Laguna Seca.

I started talking to Niello about a Cayman S and test drove a Cayman S with a PDK and another with a manual gear box. Although I was set on a manual gear box, I was favorably impressed with the PDK when shifting in the manual mode. The shifts (both up and down) were smooth and quick, and it was a blast to drive.

My friend, Ed Giguere (a 2008 Cayman S owner), kept feeding me information about the Cayman S and then the GTS. When the Cayman GTS was announced, I shifted my attention from the S to the GTS. After more research I was ready to put down a deposit on a Cayman GTS. To my surprise, when I approached Niello to place the order, they told me they would love to sell me a GTS but could not because their limited allotment had been sold out to others and they did not know when they would receive another allotment. With that news, I put my interest in a Cayman GTS on hold.

got on the phone to Niello to order a GT4. They knew very little about the car and did not know what their allotment would be. I volunteered to give them a deposit but they would not take my money.

I subsequently learned that the GT4 was to be a limited edition and Porsche management in Germany was making these special cars available to Porsche 918 Spyder owners first! (Maybe I needed to purchase a 918 Spyder so I could get at the GT4?). I further learned from various dealerships in the Bay Area that they were making their limited allotment available to their "VIP" customers only. I certainly did not meet that criteria having only owned two Porsches in the past 8 years.

However, I was not discouraged. I contacted Niello and seven or eight dealerships in the Bay Area, Santa Barbara, and Fresno. No one knew much about the size of their allotment, whether there would be a second or third allotment in 2015, or whether the car would be in production in 2016. A complete black hole.

With each dealership, I asked to be put on their waiting list for a GT4 and offered to give them a deposit (standard deposit seemed to be \$5,000 or 10% of the MSRP depending on the dealership). No one took up my offer of a deposit. One dealership told me their waiting list was so long with "VIP" customers that it would be 2-3 years before they would be able to sell me one. They basically told me to forget it—they were not interested in my business.

I was resolved that I probably would not get a GT4 for another year or two (or maybe I should reconsider a Cayman GTS) but I kept following up with the dealerships on a semi-regular basis. I even purchased two tickets to the PCA GT4 raffle (with no luck).

In May things started to happen. I got an email from a Bay Area dealership saying a GT4 was available to order. By the time I saw the email and called the dealership to get the details, I was too late—the allotment had been snapped up by another buyer hungry for a GT4.

Well, things were looking up, I thought to myself. The Spyder 918 owners had been queried and given the first shot to buy a GT4, and individual dealerships had satisfied all their "VIP" customers. So maybe I (and the others on the dealership's waiting lists) would be next in line, provided I was actually on someone's waiting list.

I continued to follow up with the various dealerships that would return my calls and emails. Towards the end of May, I was informed by Porsche of Livermore that they had an allotment for me. I jumped at the opportunity and sent them my \$5,000 deposit immediately.

My GT4 was originally slated to be at the dealership by the end of September. A recent phone call from the dealership moved that date up a month to the end of August. Can't wait!!!

The GT4 comes with a long list of standard performance items including a manual gear box, so there were not many decisions that I had to



PHOTOS: PORSCHE MEDIA

Then, with another call from Ed with information that the Cayman GT4 was being released any day, I pivoted to the GT4. This would make the perfect street car and occasional track car. When I confirmed that it would have a 3.8 liter and not an uprated 3.4 liter engine, I could not resist. I immediately

Some dealerships placed my name on a waiting list to order the GT4, so I was told, but when I followed up weeks and months later and asked what my position was on the waiting list, they would not provide that information. To this day, I wonder if my name was ever placed on a waiting list for a GT4 at some of the dealerships.

make regarding options. I ordered Guards Red; deviated red stitching for the console, dash, and black Alcantara bucket seats; carbon fiber interior highlights; and extra Alcantara paneling. I wanted to order the full GT race seats with the carbon fiber back but the item was back ordered and not available.

I am looking forward with great anticipation to the end of August when I can actually see a GT4 in person for the first time and, of course, drive it home.

911 RSR Brings The Heat To United SportsCar Championship

Summer Circuit

By Tim Cronin, SVR Member

It is said that “when you’re hot, you’re hot,” but due to its two superbly “dialed-in” 911 RSRs, as well as a works team populated by driving talent that may be the rennsport equivalent of the ‘56 Yankees, Porsche has been en fuego this summer in the United SportsCar Championship (USCC).

JUNE - WATKINS GLEN: Thanks to Falken Tire’s number 17 RSR, Porsche enjoyed a doppleseig of sorts on June 28th, at a literally “dark and stormy” Six Hour of the Glen. Ironically, this victory, which enabled Porsche to remain in the hunt for the Manufacturers’ Championship, came a month following Falken Tire’s unanticipated announcement that it was quitting the USCC series at the end of the 2015 season.

After 157 laps on “the Glen’s” 3.4 mile [5.472 km] circuit in the Falken Tire 911 RSR, Porsche works driver Wolf Henzler and Bryan Sellers took the winner’s position on the GT-LM podium. The number 912 RSR shared by Earl Bamber, fresh off his Le Mans win, and Jörg Bergmeister clinched second place in the GT-LM class, while the number 911 RSR of Patrick Pilet and Nick Tandy finished sixth.

The foul weather, compounded by the performance differential between the Prototype and GT classes of competitors, created an argey-bargey affair that was plagued with multiple spin-outs, collisions, and yellow-flagged caution periods.

Starting the six-hour race on a wet track from the fifth grid spot in the GT-LM class, Pilet was the first to turn heads by promptly grabbing the lead in the first lap with aggressive overtaking maneuvers. Driving on slicks, Pilet’s number 912 RSR then proceeded to pull ahead of its pursuers in the first hour of the race to hold the lead by almost a minute.

Also in the first lap, Bamber had to overcome the number 911 RSR’s first setback, when a BMW Z4 spun directly in front of him and he was unable to avoid contact and damaged the RSR’s front splitter, which was later replaced. Down by a lap, Bamber pressed the pursuit of a podium position. But the drama didn’t stop there. No sooner had the rain stopped and the track begun to dry when a deluge of even heavier showers returned. The result was multiple accidents which saw the safety car deployed. At one point the track was covered in so much sheeting water that the entire field of competitors was red-flagged and had to return to the pits.

The stewards’ decision to restart the event only came in the race’s last hour. When the race went green again it was not necessary for the Falken Tire RSR to make another pit stop, enabling Henzler to move into the top spot. Pilet was running a promising second place, but just



PHOTO: PORSCHE MEDIA

before the next caution phase he had to hand his 911 RSR off to Tandy to avoid exceeding his permitted driving time and incurring a penalty. After this unscheduled pit stop a podium spot seemed out of reach for the works team, but Bamber worked an apparent miracle. On a wet track, in a spectacular maneuver, he overtook the same BMW with whom he had become entangled in the first lap and secured second place on the GT-LM podium.

Despite the horrific weather, the Glenn was kind to Porsche in the GT-D class as well. Andy Lally and John Potter joined forces with Marco Seefried to score second place in the Magnus Racing 911 GT America.

JULY - MOSPORT: The 911 RSR’s double win at Watkins Glen was followed by its July GT-LM class win at the Canadian Tire Motorsport Park’s 2.5 mile [3.957 km] circuit near Toronto, better known as Mosport. Recent Le Mans winner Nick Tandy and teammate Patrick Pilet secured a convincing lights-to-flag victory after the two hour forty minute race with the number 911 RSR.

At Mosport, Porsche secured the premier starting position when Nick Tandy claimed the GT-LM class pole position in the number 911 RSR in a fiercely contested qualifying session. In the very first lap, Tandy pulled clear of the GT-LM pack, but lost his advantage after an exceptional half hour with the imposition of the race’s first caution phase. Subsequent to the number 911 RSR’s first pit stop, Pilet took up the race again at the head of the pack and fended off strong opposition before handing the 911 RSR back to Tandy with 35 minutes to go. Tandy managed to gradually extend his lead and ultimately bring home the second victory of the season for Porsche.

After 122 laps, the number 912 RSR driven by Le Mans winners Earl Bamber and Jörg Bergmeister crossed the finish line in seventh place. With only 15 minutes left in the race, Watkins Glen winners Wolf Henzler and Bryan Sellers had to park the Falken Tire 911 RSR due to a faulty transmission – a consequence of becoming caught up in an earlier collision.

AUGUST - ROAD AMERICA: On August 9th, Nick Tandy and Earl Bamber recreated their Le Mans doppleseig in the number 911 and number 912 RSRs by taking the first and second spots, respectively, on the GT-LM class podium at Road America at Elkhart Lake, WI. Perhaps the best race of the season from the fans’ perspective, Road America’s demanding 4 mile [6.514 km] circuit provided the perfect venue for high speed jockeying for position and exciting overtaking both on the chutes and the curves that was gripping rennsport, particularly in the GT-LM class. This third straight victory for Porsche’s 911 RSR, after winning at both Watkins Glen and Mosport, put Porsche in the lead for the North American sports car manufacturer’s championship.

Bamber’s 912 RSR was again the fastest GT vehicle in qualifying, resulting in Porsche’s third pole position of the season that also went into the books as the fastest GT-LM lap ever driven at Road America. In stark contrast, the number 911 RSR run by Patrick Pilet and Nick Tandy managed just one timed lap during qualifying before Pilet was sidelined by a complete engine failure requiring an “all-nighter” installation of a new engine for race day.

The grid positions of Porsche’s two 911 RSRs could not have been more different: Earl Bamber started from pole position in the number 912 vehicle, while Patrick Pilet started the race from the back of the multi-class pack in the number 911 car due to Pilet’s inability to qualify the day before.

Although Bamber’s number 912 RSR initiated the race with a superlative start off the line that immediately placed him at the head of the GT-LM pack, it was Pilet in the number 911 RSR who thrilled spectators with an astounding pursuit of a podium position through the combined GT-LM and GT-D packs. After the first lap, he had incredibly overtaken all ten of the GT-D class contenders and closed the gap to the more powerful GT-LM vehicles. Into the fourth lap, Pilet had passed four more GT-LM competitors, and by lap nine he was well on his way to the podium in third place. His teammate, Tandy, climbed into the cockpit at the first pit

stop and continued the stunning performance. After the first half of the 2 hour 40 minute race, both Porsche 911 RSRs were running at the front of the GT-LM class: Earl Bamber leading with Nick Tandy in second.

A final series of pit stops for fresh tires and splash of gas just 45 minutes prior to the checkered flag initiated the most critical, if not heart-stopping, strategic phase of the race for Team Porsche.

Jörg Bergmeister, who scored the last GT victory for Porsche at Road America in 2009, by this point had taken over driving the number 912 RSR from teammate Earl Bamber, and pitted to refuel while running in first. The German rejoined the race in third place, but lost several positions in the first lap when his tires took too long to develop the optimal grip. Patrick Pilet pitted shortly afterwards, with the number 62 Ferrari 458 Italia moving into the front position. When the machine from Maranello pulled in for its last pit stop, Pilet's number 911 RSR - the car that started dead last in the entire four-class pack - retook the lead for Porsche and proceeded to open the gap.

While Pilet brought home a safe victory for Porsche, Jörg Bergmeister conducted a clinic on how to wring an unbelievable level of performance out of a 911 RSR while hunting down the then-second place number 62 Ferrari.

For the last seven laps of the race, Bergmeister's number 912 RSR engaged in a pugnacious argey-bargey pursuit of the second place Ferrari that was reminiscent of two fighter planes engaged in a rolling scissors maneuver. With just yards to go to the flag, the fresh tires from the last pit stop and the superlative aero package on Bergmeister's RSR enabled him to make a decisive, high lateral "G" over-taking move in the Canada Corner that the Ferrari could not match. The F458 surrendered to the laws of physics and centrifugal force, leaving the pavement in a spectacular divot of sod and smoke as the number 911 RSR took the checkered flag in second place behind Pilet's number 911 RSR, enabling Porsche to seize its second double victory since Watkins Glen.

Falken Tire's 911 RSR, the sole customer 911 RSR team in North America, had a strong run for most of the contest. Porsche Factory Driver Wolf Henzler and Bryan Sellers were running as high as third, before falling back at the end and finishing in eighth position.

In the GT-D class, the number 73 Park Place 911 GT America finished on the podium in third position after starting from the pole for the second time this year. The Dallas, Texas based team with drivers Patrick Lindsay and Spencer Pumpelly was the highest finishing Porsche in the GT-D class of Road America competitors.

(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>], Falken Tire, IMSA, Park Place Motorsports, and Alex Job Racing. Any opinions, conclusions, or analyses stated herein are exclusively those of the author and are not attributable to any manufacturer, sanctioning body, or organization.)

PROTECTION FOR THE ROAD AHEAD



appearance **solutions**

Our Services

- 💧 XPEL Paint Protection Film (Clear Bra)
- 💧 Opti-Coat Pro Coatings
- 💧 Paint Correction & Detailing
- 💧 Ceramic Window Tint

Call today for a free vehicle assessment

916.402.9325

Conveniently located near Power Inn & Folsom Blvd.
(by appointment only)

XPEL


**OPTI-COAT
PRO+**

SWISS WAXMAKERS SINCE 1930



SWISSVAX™
HIGH PERFORMANCE CAR CARE
HAND MADE IN SWITZERLAND



Replacing The Turn Signal Bulbs On Your 996/997

By Skip Quain, SVR Technical Chair

Last week the left front turn failed and my indicator light started flashing whenever I used the signal lever to turn left. As the left rear turn signal lights functioned as did the right front/rear lights I knew the fuse was not the culprit. I ordered two turn signal bulbs.

As I had recently replaced the hood struts a failing hood would not be a problem.

Tools required for the job; Porsche headlamp tool (Provided in Porsche tool kit), latex gloves (Do not handle any bulbs without using the latex gloves), towel to place on floor of luggage compartment area to place headlamp assembly while replacing bulbs, and on the fender by the headlight assembly and flash light.

The headlamp assemblies are held in your Porsche by an ingenious latching system incorporating a cam lever and release tool. In order to remove the headlight assembly, you'll need to first find the headlamp tool in the tool kit. The next step is to open the front trunk and pull back the carpeting on the side of the trunk with the offending bulb. Underneath, you'll find a black rubber plug in the inner fender. Pull the plug out. Underneath is the access hole for the latching system. Use a flashlight to locate the headlight release cam assembly inside. Take the headlamp tool and place it in the hole so that the handle faces nine o'clock. Now rotate the tool until the handle faces three o'clock. Rotating the tool may require some force. During this process my headlamp tool broke. I improvised using a 5mm socket on an extension and a socket wrench to replace the Porsche supplied tool. This will detach the headlamp assembly from the car. The headlamp assembly is designed so that it will automatically disconnect itself from the electrical connections as it is disengaged from the car.

Pull out the headlight assembly and place on the towel in luggage compartment. The turn signal/parking bulb is accessed through the bottom of the assembly. Turn the black connector housing, pull out and replace the offending bulb, re-install the connector housing and replace the head light assembly.

Installing the headlamp back into the car can be a bit tricky. **PHOTO A:** The headlamp mates with the carrier plate (green arrow) and harness connector. A bar integrated within the carrier plate locks the headlamp assembly into place. **PHOTOS B/C/D:** Three circular tabs on the headlamp assembly fit into three channels located on the carrier plate. It's important to look carefully as you install the headlamp to make sure that these tabs are properly aligned in the channels. With the assembly pushed back into the fender, use the headlamp tool to lock

it into place. Use the same process that you used to open the assembly. Test turn signal to confirm that the turn signal functions. In my case I completed the installation, turned on the key and operated the left turn signal – didn't work! I checked the left rear turn signal – it functioned perfectly. Restarted the process, removed the headlight assembly, removed the new (but not working bulb) and replaced with the second bulb I had so intelligently ordered, replaced the headlight assy. Turned on the key, operated the turn signal and – did not work. For a third time I pulled the headlight assembly, replaced the bulb, checked for any foreign matter or corrosion, reinstalled the headlight assembly, and tested the turn signal – same result. The turn signal failed to function. Called the bulb supplier and he had nothing new to try.

Set the alarm clock for O-Dark-thirty, showered, hopped into the Porsche for the drive to Niello service. I was early and the service rep

was available. I explained my plight. He removed the headlight assembly and took it inside. Upon close examination he found that the turn signal connector housing flange that fitted against the headlight assembly had slightly warped and was not allowing a clear connection to obtain ground (-). After some filing on the connector housing to allow a solid ground he re-installed the headlight housing. Turn signal functioned correctly – NO Charge. After thanking the service rep, I inquired about who supplied the donuts for the SVR AutoX ground school held at Niello this spring. As those donuts were the best that Mardi and I had tasted in many a year, the bakery was on my why home and I stopped by. Didn't open until 10:00 a.m. Oh well, I got the turn signal problem solved.

The bulbs used in fog light and halogen lamps can be replaced as well as adjustments for them with the headlight assembly removed.



PHOTOS: PELICAN PARTS

BEST OF
KCRA 3
A★list 2015 Winner!

Bertolucci's

Body & Fender Shop
Specializing In All Makes and Models

Where Quality is the Patience to Check and Doublecheck



916.454.4433

1717 Stockton Blvd • Sacramento • bertoluccis.com

Now open Saturdays 9 am - 1 pm

August SVR Board Minutes

By Rita Barker, SVR Secretary

EMAIL BUSINESS

July 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, Collin and Rich Walker.

CALL TO ORDER

Meeting called to order by President Collin Fat at 7:04 PM, Wednesday, August 12, 2015 at the Sacramento Metro Fire Station #32.

Attending: Collin Fat, Eduardo Ortega Jr, Bill Fargo, Rita Barker, Steve Barker, Steve McCrory, Mike Dunn, Janet Conner, Susanne Sanders, Rich Walker, Frederick Rauch, Alma Thompson, Skip Quain
Also in attendance: Jerry Cupler, Matt Menning, Lisa Menning, George Okamoto, Rik Larson, Barbara McCrory

OLD BUSINESS

Mints Dinner: Budget for August 10 dinner at Mints was presented via email by Mike Willis for approval. Motion to approve was made by Steve McCrory and seconded by Frederick Rauch. Board approved.

NEW BUSINESS

See Board Member and Event Chair Reports

Board Member and Event Chair Reports

Drifter Steve McCrory	No report.
Competition Frederick Rauch	No report.
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 the auction is on track.
Advertising Mike Dunn	Reported on new advertisers.
New Member Group Cookie Anderson	Cookie reported via e-mail she will be canceling the New Member BBQ that was scheduled for September 20.
Treasurer Janet Conner	Janet reviewed the financials for July as well as for the Niello Concours. There was also some discussion of reviewing current non-member versus member income relative to tax code.
Goodie Store Linda Bradford	No report

Membership Richard Walker	Rich Walker reported as of August 1 SVR had 744 Primary members and 487 Affiliate members for total of 1241. 25 new members, 2 transfer in and 0 transfers out.
Dummkopf	No report.
Social Suzanne Sanders	Sue, along with George Okamoto presented the budget for the October dinner to be held at Scotts Seafood on the River on October 23. Motion to approve was made by Bill Fargo and seconded by Frederick Rauch.
Technical Skip Quain	Skip is looking for more Drifter articles
Webmaster Bill Fargo	No report.
President Collin Fat	Collin led a lengthy discussion and review of the current By-Laws and will continue review at the October board meeting.
Vice President Eduardo Ortega, Jr.	Calendar update.
Past President Steve Barker	Steve presented his preliminary budget for CRAB 36. Will ask for board approval in November. Next meeting of CRAB committee will be Oct 9 at the Nelsons. Steve also brought up formation of a nominating committee for the 2016 Board.

MEETING ADJOURNED: 9:00 PM (PT)*

NEXT MEETING: 7:00 PM PT, Wednesday, September 9th, 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.*



Fifty Years

1962 – 2012

August Membership

By Richard Walker, SVR Membership

Membership Report

	Aug 2015	Aug 2014
Primary Members	744	638
Affiliate Members	497	463
Total Members	1241	1098
New Members	25	5
Transfers In	2	
Transfers Out	0	

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

Ahlquist, Lisa

Folsom
Lisaejay@yahoo.com
2015 Boxster

Barkhouse, Larry Lai, Amy

Sacramento
lb2321@icloud.com
2010 911 Carrera S

Blumenfeld, Daniel Flanagan, Shawn

Fair Oaks
dnlblumenfeld22@gmail.com
1963 356

Boyers, Stephen

Sacramento
SBoyers@sbcglobal.net
2016 Cayenne S

Bulhoes, Ernest

Granite Bay
ErnieBulhoes@yahoo.com
2015 911 Carrera GTS

Cameron, Jason

Folsom
Jason.reo@gmail.com
2006 Cayman S

Costa, Cynthia

Auburn
2014 Boxster

Delugo, Bryan

Folsom
BjtDeugo@gmail.com
2015 Panamera

Ehnes, Jack

Fair Oaks
jack_ehnes@mac.com
2013 911 Carrera 4S

Garish, Brian

El Dorado Hills
bgarish@gmail.com
2015 911 Turbo

Hgo, Quan

Elk Grove
ngoquan@hotmail.com
1996 911 Carrera

Hwang, Esther

Elk Grove
estherhhwang@yahoo.com
2015 Cayman

Karmakar, Amit

Granite Bay
2015 Panamera

LaBlanc, Christopher

Roseville
clbcan@hotmail.com
2011 911 Carrera S Cabriolet

New Members

Lochab, Jas

Granite Bay
JLochab@gmail.com
2016 911 Carrera

Lomprey, Randy

Rio Linda
2015 911 Carrera GTS

Madden, David

Sacramento
davmadd@comcast.net
2012 911 Carrera

Miller, Rick

Granite Bay
2016 Cayenne

Morrison, Robert

Carmichael
morrcoaba@comcast.net
2016 Cayenne

Munoz, Vincent

Palmer, Dustin
Folsom
a3000gt@gmail.com
2006 Cayman S

Pedro, Roy

Rocklin
RPedro@pmdginc.com
2014 911 Carrera

Perkins, Christopher

Davis
Chris.Perkins@mac.com
2012 Cayenne

Pikios, Nikkolos

Sacramento
niko@midtownautoworks.com
2004 Cayenne Turbo

Roles, Jerry

Cameron Park
jsroles@gmail.com
2014 911 GT3

Sharifi, Sheida

Davis
ssharif@verizon.net
2016 Cayenne

Walters, Joshua

Sacramento
JWalters@gmail.com
2011 911 Carrera

Wilson, Terry

Sacramento
Terry@wilmerplumbing.com
2015 Macan S

Anniversaries

1 Year

Brad and Karen Lynn
David and Betsy Mitchell
Evan and April Nordstrom
George and Lisa Okamoto
Joshua Seidel
Wayne Sloan
Kevin Star

5 Years

Louis and Julia Fayant
Douglas and Kelli Novak
Eduardo and Margarita Oretaga, Jr.
Peter Rodman
Keith Tochtermann
William Wipprecht

10 Years

Eric Klusman

15 Years

James and Phyllis Giles
Darrell and Cheryl Johnson

40 Years

Gary and Judy Myers



6529 Elvas Avenue Sacramento, CA 95819
916-455-4556



Sales-Consignment-Purchasing



SPECIALIZING IN THE SALES OF PORSCHE AND OTHER FINE SPORTS CARS

www.luxmotorcars.com

Muffler Tech

**MUFFLER TECH IS SACRAMENTO'S PREMIER
PERFORMANCE EXHAUST SHOP,
IN BUSINESS SINCE 1993 AND IN SACRAMENTO SINCE
1997.**

**WE CAN HANDLE ANY OF YOUR EXHAUST NEEDS ON
YOUR PORSCHE OR ANY OF YOUR VEHICLES.**

916-421-0399

6160 FLORIN RD SACRAMENTO CA 95823

gotduals.com



**MUFFLER TECH IS A PROUD DEALER
OF**



**FABSPEED
MOTORSPORT**

**-BORLA
-FLOWMASTER
-AERO
-MAGNAFLOW
-TUBI**



**Check Out Our Reviews, More 5 Stars Than Any Other
Shop Regionally!**

**Reflections
in Glass**

Leaded Glass
Stained Glass
Sandblasting

Cabinet Doors
Awards
Glassware

Rachel Nelson
(530) 677-5188
by appointment CSL# 797540
www.originalglassgirl.com



Yes, I want to subscribe to a printed copy of *The Drifter*

The cost for an annual subscription is \$15.00

name.....

address.....

city..... state..... ZIP.....

Please send your check (payable to PCA-SVR) to:

Richard Walker
9255 Tamara Jean Road
Orangevale, CA 95662

Vehicle Enhancement Products & Accessories

1451 Groth Circle
Pleasanton, CA 94566
Telephone: (925) 989-3910
FAX: (917) 464-7452
vepasales@gmail.com – www.4vepa.com



Paint Protection • Alarms • Mobile Audio Video

**Servicing Greater Sacramento
for over 27 years**

**Quality workmanship, great
prices and lifetime warranties**

**2001 El Camino Avenue
Sacramento CA 95821**



**Window Tint • Car Alarms • Clear Bra Paint Protection
Vinyl Wraps • Mobile Audio Video • GPS • Backup Cameras**

(916) 922-3960

RockyMountainTint.com



Automobile Collision Repair & Modification

established 1970



"BEST IN CLASS!"

**P.O Box 3275
13810 Lincoln Way
Auburn, CA 95603**

PH: (530) 885-0183

Fax: (530) 885-4730

jake@jtomlinsonco.com

8 - 5 Monday-Friday



THE RACER'S GROUP



Since 1995, TRG has been your proven resource for parts and performance from full race to street. We offer a winning combination of top quality, performance-tested parts, professional assembly and engineering, quality service, and advice gained from our professional racing success. Our parts and engineering have been tested and proven on the toughest tracks, in the toughest conditions, around the world.

TRG also offers a full array of professional racing services including...

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Driver Training | <input checked="" type="checkbox"/> Data Acquisition | <input checked="" type="checkbox"/> Arrive & Drive Sessions |
| <input checked="" type="checkbox"/> Coaching Services | <input checked="" type="checkbox"/> Race Car Leasing | <input checked="" type="checkbox"/> Graphics & Vinyl Production |
| <input checked="" type="checkbox"/> Full Service Maintenance | <input checked="" type="checkbox"/> Trackside Hospitality Services | <input checked="" type="checkbox"/> And More... |

PAGID

TRG stocks more Pagid sizes and compounds than anyone.

ROYAL PURPLE
SYNTHETIC OIL

High Performance Lubricants for nearly every consumer and industrial application.

tilton

Full line of Tilton products available for race or street applications.

Eibach
SPRINGS

Eibach suspension components are built for optimal performance.

Castrol

Premium Brake fluids for the best possible protection.



TRG offers our own line of race-proven components for any model Porsche.

WE RACE AND WIN WITH THE PARTS WE SELL

WWW.TRGPARTS.COM



TRG Vinyl offers full vinyl design and production services. Car decals, banners, signs and more.



TRG-AMR North America

TRG-AMR offers unparalleled Arrive-and-Drive programs designed to be user friendly and cost effective. By using the same tools as top professional drivers, you will have the opportunity to improve your race craft. We also offer full corporate hospitality services for you and your guests. Immerse yourself into the team for an exhilarating experience you will never forget! Contact us today for more information.

(707) 935-3999

info@trg-amr.com

TRG-AstonMartinRacing.com

Follow



theracersgroup

M-F 8am-5pm PST · (707) 935-3999 · info@theracersgroup.com · 1995 S. McDowell Blvd. Petaluma, CA 94954



A^{KCRA3}list
WINNER
2014 · 2015
BESTDETAILING

- ✔ Paint Correction & Protection
- ✔ CQuartz FINEST Coatings
- ✔ Opti-Coat Pro+ Coatings
- ✔ Concours Level Detail
- ✔ XPEL Clear Bra Film
- ✔ 3M Ceramic Window Tint

C.QUARTZ
FINEST
AUTHORIZED DETAILER

AUTHORIZED INSTALLER
OPTI-COAT
PRO

3M Automotive
Window Films

XPEL

6320 Belleau Wood Ln Suite 3, Sacramento, California 95822
Phone : 916-304-2929, Email : DetailManiac@gmail.com
www.DetailManiac.com

CARS FOR SALE



1999 996 C4 - Guards Red - 117,250 mi on chassis, 25K mi on engine/transmission.(new Porsche factory Motor & New Transmission installed at 91,960 miles). Interior: DAS cage (powdercoated red) & Schroth 5-pt harness (red)driver & passenger - cage has some dings and scrapes, but is otherwise in great condition. Recaro Pole Position seats (outstanding condition) - Black leather & Alcantara - include brushed aluminum Recaro end plates & Recaro sliders/rails. Sharkwerks Fire Extinguisher & mount located in front of passenger seat. Factory cross drilled rotors w/ Brembo Pckg. Super Blue pads. Asking \$28,000. Joshua Hawkins. 916-934-9222 or kirkwoodian77@yahoo.com 4/15



1993 911 (964) 4C Guards Red, black interior. A friend and I recently acquired this car in a business deal, it's a fantastic driver on the street and has a lot of bolt on equipment for club racing, so we've decided to let her go. It appears it's to have never been wrecked, has some rocks chips and scratches a few door dings. Clean Carfax and just passed California smog with no issues. A leak down and compression test was performed with no issues. Sunroof, aftermarket Denon CD radio, power seats, windows, locks, cruise; ~102 K miles. Comes with numerous modifications. \$35,000. Contact Tony at (916) 934-9174 or Dave at (650) 537-0393 9/15

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



PORSCHE BOXSTER RTS (ROOF TRANSPORT SYSTEM) BASE RACK including 2 Porsche bike racks. Factory fit to all Boxsters through MY 2004. No prep or mods required. \$1150 OBO **\$950 OBO** Jack Paddon paddon@williamspluspaddon.com 2/15

911 AUTOPOWER COMPETITION ROLLBAR, bolt-in, with diagonal brace - PN 60800 (lists new for \$810 plus ship & tax) - \$400 OBO

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



914 STEEL WHEEL AND TIRE excellent condition \$150. 914 Racemark Steering Wheel with Hub Adapter \$200. Washer Bottle \$50. Richard Shelton 530-863-0446 3/15

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 **NOW \$900** 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 dunnngood@surewest.net 8/15

BURSCH 911 MUFFLER run only 2 hrs - \$150; Bursch-like extractor 2-in-1-out with new Twister race muffler - \$100; SuperTrapp 911 megaphones with baffles - \$350; pair of 15" open megaphones - \$85; excellent 3.2 1989 CAT Converter, passed smog - \$250. More 911 914-6 & 3.2 stuff, e-mail for list mojac007-web@yahoo.com or 530-889-8268 & leave message. 8/15

911 - 914-6 WHEELS set of Fuchs 7 & 8x15, polished centers - \$1500; set of BBS 7 & 8x16 track wheels - \$850; pair of Fuchs 8 x16, polished centers with near new AX 245/45s - \$800; set of 4 OEM 914-4 steelies - \$100. More 911 914-6 stuff, e-mail for list mojac007-web@yahoo.com or 530-889-8268 & leave message. 8/15



2008 911 RIMS 18 x 8 and 18 x 10 (2 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

TIRES 2) Pirelli Rosso tires 225/40/18" (9/32ths) 1000 miles - \$200 Contact Rob Wagner robbie_racer1@hotmail.com / 916-764-6502. 9/15

WANTED

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

CLASSIFIEDS INFORMATION

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

Classifieds for Porsches and/or Porsche-related parts or accessories are available at no charge to PCA members. Non-members may submit ads at \$20.00 per ad. Make check payable to PCA-SVR and send to PCA-SVR, P.O. Box 254651, Sacramento, CA 95865-4651. Commercial ads are not accepted. Please contact our Advertising Manager for commercial advertising information and rates. All ads must be submitted by email to the Newsletter Editor and received by the editor by the 1st day of the month prior to the month of publication. Ads may be shortened to fit available space. Editor is not responsible for content and reserves the right to reject any ads submitted. Not responsible for any errors or omissions. As an additional benefit to our members, all ads are included in the classified section of our web page. Ads are not verified for content. It is the buyer's responsibility to verify the information in the ads. Ads run for three months or as space permits, unless cancelled.

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



(916) 452-0917

www.franksautosacramento.net

5220 Folsom Blvd.
Sacramento, CA 95819
Lic.# AC010502

The Drifter

Index of Advertisers

Apperance Solutions	19
Bertolucci's Body & Fender Shop	21
Detail Maniac	27
FDR Motorsports	3
Frank's Automotive	Inside Back Cover
IPB – Autosport	Inside Front Cover
Luxury Motorcars	24
Midtown Autoworks	6
Muffler Tech	24
Niello Porsche	4, Back Cover
Reflections in Glass	25
Rocky Mountain Window Tint	25
The Racer's Group (TRG)	26
Tomlinson's Collision Repair	26
TrackMasters Racing	Inside Front Cover
Vehicle Enhancement Product & Accessories (VEPA)	25

Advertising in *The Drifter* is arranged through Sacramento Valley's PCA Advertising Manager. For more information about advertising, contact: Mike Dunn: 916.837.0203 or advertising@svr-pca.org

The Drifter is an award-winning monthly publication of the Sacramento Valley Region, which is affiliated with Porsche Club of America, the largest and most prestigious marque automobile club in the United States.

Independent
Service &
Repair of:

Audi
BMW
Mini
Volvo
Porsche
Volkswagen
Mercedes Benz

Frank & Nick Lettini
Owners



Sacramento Valley Region
Porsche Club of America
Post Office Box 254651
Sacramento, CA 95865-4651

Automotive News
**BEST
DEALERSHIPS**
TO WORK FOR 2014

NIELLO PORSCHE

Three-time winner in the top 100 Best Dealerships to Work For in the U.S. and Canada, ranking #3 in 2014!



The Niello Company is consistently recognized for providing Sacramento's best car-buying experience. The secret to our success? It's pretty simple: We've found that happy employees are the key to creating happy customers.

A GREAT PLACE TO WORK. AN EVEN BETTER PLACE TO SHOP.



Niello Porsche
4525 Granite Drive, Rocklin
916.625.8300 • porsche.niello.com

