

The Drifter

Sacramento Valley Region - Porsche Club of America

October 2015





Pit Lane before the Weissach Cup race at the recently completed Rennsport Reunion V



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The Drifter

Sacramento Valley Region - Porsche Club of America

Volume 53, No. 10

October 2015

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SVR President's Notes

Collin Fat, SVR President



Events:

If you have not attended **Rennsport** you should put this event on your bucket list along with attending **Werks Reunion** and visiting the Porsche Factory in Stuttgart. There were several dozen SVR members who attended the event at Laguna Seca Raceway on September 25th to 27th. Among those included the **Deter family** including **Matt, Flora, Isaac, Lee and Janice**; **Collin, Elaine and Weyland Fat**; **Steve and Joy Nieslony**, **Greg and Leah Zajic**, **Kirk and Linda Bradford**, **Kent and Cindy Brandon**, **Dan Rowland**, **Frederick Rauch**, **Tim and Joann Wilson**, **Ron Kain**, **Steve Kashiwada**, **Bill Keegan**, **Matt and Lisa Menning**, **Dennis Stettner**, **Dustin Aydt** and **Le-Quyen**, **David Hoffman** and **Susan Duvall-Serota**, **Bob and Elaine Cannon**, **Bob and Kathy Murray** and **Mike and Debbie Dunn**. The historic race cars were amazing and the action on the race track was incredible. The sound of the 917s, 962s, 935s and RS Spyder's hitting the straights at 150 mph was incredible. Adding to the race action was a PCA GT3 Cup race where at least 5 cars spun on turn 3! I'm not certain how many more years Porsche will do the event on the west coast but my bet is that they may want to bring it back to the east coast so that Porsche fans in that region can enjoy the event as well.

Our **annual Christmas party** is going to be held on **December 11th** at the prestigious **Sutter Club** in downtown Sacramento. **Mike and Emily Willis** are chairing the event and the sit down dinner promises to be a fun event. I believe that seating is limited so I would put the date down on your calendars and mark it as a don't miss event. The program will include our annual awards. Information regarding cost and reservations are contained in this edition of the Drifter.

Also coming up is **Matt and Lisa Menning's Oktoberfest tour and dinner**. If you missed the inaugural event last year this is a not to be missed event. The dinner last year at the Camp Werner German Restaurant was fantastic as was the friendly dinner group. On October 31st the Mennings will host another tour to in the Sierra's to view the **Fall Colors!**



Kirk Bradford working the crowd at last year's Charity Auction

PHOTO: JEFF KINDER

Our **Charity Auction** event will be held on October 18th at the home of **Kim and Rachel Nelson**. Please support the club's two local charities, **Ride-to-Walk** and **Alpha K-9** with your attendance and monetary support to assist these well deserving charities. Alma Thompson has a wonderful inventory of auction items that include trips to Germany, delectable wines, Porsche accessories, and more.

My wife, Elaine, and I just returned from the **Fall Treffen Plus** and I can report that the trip was first class and over the top. Our group of 9 couples was treated to a fantastic 12 day tour visiting the Swiss Alps, Lake Lucerne, the Porsche, Mercedes Benz, and Bugatti museums, superb dining, 5 star hotel accommodations and wonderful dining. The driving roads in the Swiss Alps were a Porsche enthusiast's dream and doing 150 miles per hour plus on the German autobahn was a thrill. **Fast Lane Travel** has donated **two \$1,000 gift certificates** to be auctioned so don't miss out. Fast Lane Travel is endorsed by PCA to conduct these tours for its members.

Rik Larson is hosting his annual **Mendocino Tour** on the weekend of **November 6-8th** and if you have not had a chance to participate in the past this is a must event for new and veteran members alike. The driving route is always an adventure and the hotel accommodations are amazing. Little River Inn,

McCallum House Suites and Hill House are the three most highly rated properties in Mendocino and the rates we get are a tremendous discount from their rack rates. Most importantly, you'll get to spend your entire weekend with a group of like-minded Porsche enthusiasts.

Greg Zajic and his team of autocrossers will be hosting their final event of the season on **October 17th** at the San Joaquin County Fairgrounds in Stockton. If you have not had a chance to give the sport a try this will be your last opportunity of the year. Greg has a cadre of seasoned instructors who are always willing and able to work with beginners and novices.

Seeking Volunteers and Board Members for 2016:

If you would like to get involved with helping run the club, we have two board positions being vacated at the end of the year. Terming out will be **Janet Conner**, Treasurer, and **Suzanne Sanders**, our Social Director. If you have any bookkeeping or accounting background and would consider serving please contact **Steve Barker**, our past president and nominating committee chair for information. He can be reached at pastpresident@svr-pca.org. Our social chair helps organize our social events including monthly dinners and tours. Good organizational skills and enthusiasm are a must.



Editor's Corner

Steve McCrory, SVR Drifter Editor

Rennsport. So many Porsches and so little time. We spent the better part of Saturday and Sunday at Mazda Raceway at Laguna Seca with 57 thousand other Porsche enthusiasts and even at that we still didn't get to see everything there was to experience. There were still more cars to see, more people to talk to, and more old friends to say hi to and new friends to make as we walked from one area to the next. Cars in the corral were parked by series and year. Need to talk with the owner of that 912 or GT3 about their ownership experience? You didn't have far to walk. If you needed to look for suspension upgrades, artwork, car wax, or restoration services for your early 911, it was all here. Sensory overload at its best and busiest. We took photos, some of which you will see in this month's Drifter. At one point I looked around and fully half the people around me were taking pictures with everything from their cell phones to professional grade cameras costing thousands of dollars, not to mention the pro gear bags holding all the extra lenses, filters, mono-pods and tri-pods. Photos are a good way to record the present and later are a good way to look back and relive the moment.



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Racing on the track, celebrity drivers signing autographs for fans, and the evolution of Porsche competition cars on display. By Sunday night it was for many the thrill of victory and the agony of the feet.

And speaking of club members taking photos, we have had a number of SVR members submit some of their best to share and be considered for use as the cover shot for the Drifter. We placed some of the best on a separate page and then decided on the cover. Not an easy job this month. They were all good and any one of them would have made a great Drifter Cover for October. Thanks to everyone who took the time to send in their photos...next month's issue will be here soon and the Drifter Team appreciates your help in stepping up to provide photos and articles.

Speculation is Rennsport may not be back to the West Coast for a few years, it's not a yearly event and it's unlikely to be returning to Monterey until it re-visits the East Coast. If you missed it, there will be coverage of this event in club newsletters, slick magazines, and online websites and videos...so dive in and take another look at one of the world's premiere motorsports event. Going to museums to see these cars makes a great experience but seeing them on the track at speed is something special.



Flying Lizard Motorsports 997 RSR

The Drifter Team welcomes Mike Willis aboard to perform the duties of Layout Editor in 2016. Layout involves positioning articles, photos, flyers and advertising into a logical and visually pleasing format that is ready to go to the printer as well as be posted on our website. The process involves using InDesign and Photoshop software. Mike brings a long list of SVR volunteer experience with him and has a deep knowledge of the club and its functions and history. Bob Cannon eases out of the position at the end of this year but will be available for some time as Drifter advisor and consultant on special creative projects as needed. Thanks go to Bob for his years of service and for making the Drifter something very special.

Driving back home from the Monterey Peninsula on Monday morning, another Porsche pulled up beside us as we waited for the light to change. I could hear the 70's Kris Kristofferson song through their open window, Sunday Mornin' Coming Down. Somehow it seemed appropriate. See you around the next bend in the road.



Contemplation of the 1951 Sauter Roadster

PHOTOS: STEVE MCCRORY



PDK (Pretty Darn Kwik)

Rik Larson, SVR Rally Guy

- Looks like folks that view the SVR BLAST on Apple devices (phone, tablet and some computers) are experiencing a failure to display of some kind. We are looking into the problem and will get it resolved. Thanks to several folks that brought this problem to our attention.
- The recent forest fires have impacted a number of PCA members (not just SVR folks).
- Tesla Killer? Is the Porsche Mission E (as revealed at the German Auto Show in mid-September) a response to some Tesla claims? Stay tuned. And is it "Mission E" or "Mission e" (as observed on the rear bumper in one of the photos)?
- Sources for LOOKING BACK? I find some of items by using Google. I also scan through the PCA national website, Panorama and our own DRIFTER. 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.

LOOKING BACK

15 years ago - October 2000

- The charity auction raised over \$2,700 for the Susan G. Komen Breast Cancer Foundation.
- Phil Lawrence organized a Costume Bowling event at Country Club Lanes. Shelagh Matthews won with a score of 123.
- The last Mini is produced in Longbridge. Since 1905, the plant had produced Austin, Nash Metropolitan, Morris, British Leyland, and MG Rover cars.

20 years ago - October 1995

- The Carrera de Sierra rally was just a single day this year. First Place Beginner was Rich McGlumphy and Karen Goffin. First Place Expert Unequipped was Ron and Sally Boeck. And with a score of 40, Helen Ashuckian and J. Toney won first place in the Expert Equipped Class.
- The final SVR AX of the season was held at Mather Field and was chaired by Masuo Robinson.

25 years ago - October 1990

- The October dinner and nominations

meeting was held at the Sudwerk in Davis. 85 people turned out.

- Tim Berners-Lee begins his work on the World Wide Web. Can you say internet?

30 years ago - October 1985

- The Volcano Tour (chaired by Randy Vidmar) was held with the overnight at the St. George Hotel.
- The first Nintendo home video game console debuts..

35 years ago - October 1980

- The Champagne Tour had 14 cars travel to the Napa area to visit three wineries. Event chair Harvey Cain combined the tour with a lunch at the St. George Restaurant in Yountville.
- Sally Boeck wrote her first TSD Rally – the Big Apple. 25 cars participated.
- The last MGB roadster rolls off the assembly line. It had been in continuous production since 1962.

40 years ago - October 1975

- The PCA dues increased by \$6 to \$24 per year.
- The Ye Olde Winery Toure was conducted by Paul Bates and Jim McDade. 39 cars made the trip to the Napa area.
- Saturday Night Live debuts. George Carlin is the first host.

60 years ago - October 1955

- *Rebel Without a Cause* is released. The film stars James Dean (James Dean died the month before), Sal Mineo and Natalie Wood.



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THINKNIELLO



Autocross News

Greg Zajic, SVR Autocross Chair

We continue with the strong attendance at the SVR Events and want to thank everyone who came out to the SVR AX #6! The weather was toasty 90 degrees and not too bad for the 36 drivers that participated at the event. This included six being added the day of the event. The attending drivers were all treated to another challenging TKO (Trieber, Kent Original) course.

Of the 36 drivers, we had a total of 14 drivers with four or fewer AX events with SVR. Of those 14 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 set up even faster than last month. The first run went out shortly after 9:00. We had a lot of volunteers showing up early to help with setup so things went quite smoothly. Your assistance is appreciated!

You needed to decide where to give up speed to make the next turn better. Average time improved by 4.5 seconds by the last run. A mere (27%) 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: The fight for TTOD was over fairly quickly. Steve Nieslony set the bar in his first run with a 38.242, and bested that time by a full 1.5 seconds, but alas a cone took the improvement down to a mere .5 seconds. Tosh Yumae put a bit of pressure on and was a mere 17/1000 behind Steve on the second run. Steve's third run put the nail in the apex cones and that held as our TTOD for the remainder of the afternoon with a time of 36.294.

Rounding the next four out the top five times for the Porsche's we had Kent Trieber with a time of 37.277 (hmmm course designer... gets a top time again... something smells fishy here), with Ed Busuttill hot on his tail with a time of 37.371, Rob Wagner at 37.373 a mere 2/1000 behind, rounding out the top five was David Schnitzer with 37.389. Second through fifth were separated by a time of a mere 0.112 seconds... you won't get much closer than that!!!

Ladies Top Time: Porsche top times of day was brought across the line by Joy Nieslony with a time of 37.807, followed by Joette Trieber at 41.328, Melinda Lincoln at 41.600 and Rolinda Faust at 41.755.

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 Kent Trieber with a time PAX time of 34.295 with Brian Wong coming in with a 34.994, followed closely by David Schnitzer with 35.154.

Drivers with 3 or few SVR Events -Top

Time: The top five times were brought to us by Michale Lee with a time of 38.556, followed by Novricio Martiniz at with a time of 38.775, Lloyd Feaver coming across the line at 39.110 and Andrew Parker at 40.107.

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 through third Autocross events. The Average difference between the all novice drivers first reasonable run (run one or two) and best run was about 11% which equates to around 5 seconds. The biggest improvement came from Rolinda Faust who improved on her times on run one through six, held steady for the next two runs and captured her best run of 41.755 on her 9th run of the day improving by 6.4 seconds or 13%. Michael Lee improved times quickly and held steady capping the best run of 38.556 on the 9th run of the day resulting in a 12% improvement of 5.29 seconds. Kat Johnston improved quickly held steady through her 7th run managing to snatch a personal best on the 8th run with a time of 43.051, an improvement of 10.8 seconds or 11%. AJ Evans shaved off 4.4 seconds for a 10% improvement and Andrew Parker 3.4 seconds for an 8% improvement. Nice job... we look forward to seeing you at future events!

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. Matt Deter's best three runs varied by a mere 0.025 seconds, who eeked out slightly more consistent runs than Dave Parker with 0.041 and Carl Winkler with 0.042.

Coneage: Cone counts were WAY down from last month's 75!!! We hit a mere 17 cones during the event during a total of 342 runs during the day... really only 17? Did we make this too easy? Did you not try to go faster... OR you all just THAT good?

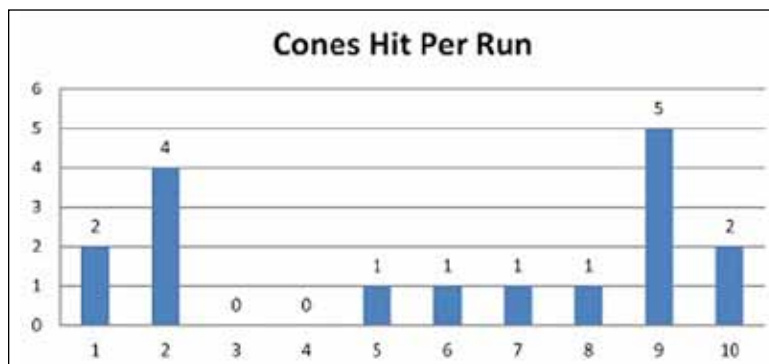
There were no severe cone injuries so all cones will be returned to service for the next event after a month of rest. Please remember to thank the cones for their tireless service during your next course walk and apologize in advance to the ones you know you'll probably mow over. (

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!!! Unfortunately too many of you were successful at avoiding cones this month so there is no cone King or queen awarded this month.

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 your skills progress.

Thank you for your participation in our sixth of seven SVR Autocross events. YES there is only one more this year. The seventh and final event is Saturday October 17th. Please make it to this event as April 2016 is a long ways away and Autocross withdrawal is something you want to avoid.

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



Upcoming Events - Close Ups...



This is the 3rd 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:

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

Saturday is open - kite flying, miniature golf, shopping, Botanical Gardens, etc. We also have an informal Saturday night dinner together (optional).

Sunday is also open with folks generally returning home in small 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):

The use of the **MacCallum House Suites** returns. 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 in Mendocino. Rooms run from about \$100 to \$180 per night (plus taxes). Contact Tom and Tandra Kroetz at 916.989.1954

Or stay wherever you like.....just let us know you will be joining the tour



Charity Auction

October 18th 1-6 PM

Nelson's Garage

(see flyer this issue for additional details)

Partial list of items up for auction:

- \$1,000.00 certificates for Fast Lane Travel Tour. (Treffen)
- Golf certificates
- \$100.00 Claim Jumper certificate
- 2 \$50.00 Fats Restaurant certificate
- Art - Stained Glass - Jewelry (silver/gold)
- 2 tickets to "The Book of Mormon"
- Atlantis Reno stay
- Handwoven Baskets by Longaberger
- Premium Oil Services plus 45 point inspection from Frank's
- A donation from TRG
- A Porsche theme blanket from Rebecca Plourde
- Wine tastings
- Quilt from 1985/30 year Porsche Parade
- Gourmet Wine
- 2016 Pebble Beach tickets
- PLUS- Treasure Table and many more!!



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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

- 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.** Matt Menning. See flyer this issue.
- 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



SVR Autocross Events

Contact Greg Zajic: 916.961.6495 / autocross@svr-pca.org

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

Zone 7 Competition Events

www.zone77.org

CONCOURS

- October 18** **Monterey Bay Region.** Carmel Valley

AUTOCROSS

2015 Series Completed

Upcoming PCA Events 2015 - 2017

- November 21** **Tech Tactics West.** Ontario, CA. Porsche Training Facility. Details at: 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

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

Upcoming Events of Interest

- November 29** **Christmas Tree Decorating and Pot Luck.** California Automobile Museum. Kim and Rachel Nelson.



Sacramento Valley Region PCA 2015 Autocross Schedule



ON-LINE REGISTRATION REQUIRED-

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

October 17th-

Stockton

BEGINNERS ARE ALWAYS WELCOME!

Instructors and loaner helmets available

FOR INFORMATION-

Contact Greg Zajic: autocross@svr-pca.org



SVR Annual Charity Auction

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

Supporting Alpha K-9 and Ride-to-Walk

Sunday - October 18, 2015
1 to 6 PM

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

RSVP by Sunday October 11, 2015

A round of golf w/cart for 2 @ Links at Bodega Bay, two rounds of golf for 4 at Auburn Valley and Sierra View Country Club, wine tasting, restaurant gift cards, the 30 year 1985 PORSCHE PARADE Quilt, Tickets to 2016 Pebble Beach, and many more treasures. We still have room for more, please contact us for pickup. 916-342-3434 or charity@svr-pca.org

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

SCOTT'S
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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

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The Monterey Bay Region presents:
Concours in Paradise

A Rescheduled Zone 7 Concours



Sunday - October 18, 2015 in Beautiful Carmel Valley, CA

Location: Situated on the picturesque Monterey Peninsula, the Carmel Valley Community Park is a grassy swale with tree-shaded picnic area. There are great art galleries, restaurants and wine-tasting opportunities within four blocks of the park.

Directions: From Hwy 1 and Carmel Valley Road, the park is 11.4 miles. To view the directions on Google Maps, please copy and paste or type into your browser this url: <http://goo.gl/maps/hJUBz>

Schedule: 8:00 - 9:30 a.m.: Car placement, last minute touch-up
10:00 - 12:00 p.m.: Judging and Scoring
Lunch: Following the Scoring and Judging; Awards Presentation will follow

Menu: The ever-popular BBQ Tri-Tip or Chicken Breast, complete with Chili and Green Salad



YOUR INFORMATION			
Name:	Phone:	PCA Region:	
Address:	City:	State:	Zip:
Email:	Your Co-Registrant:		
CAR INFORMATION			
Porsche Model:	Body Type:	Year:	
Concours Class Entered:	I Will Volunteer To Help Judge: YES NO THANK YOU!!		
Yes, I Want To Display My Car(s):	# of Cars:	There will be plenty of room on the grass for Display Cars. These Porsche Beauties will not be Judged; they are there for our Enjoyment.	
EVENT TOTALS			

Concours @ \$30/car: _____ x \$30 = \$ _____
 Display Only @ \$10/car: _____ x \$10 = \$ _____
 BBQ Lunches @ \$23 pp: _____ x \$23 = \$ _____
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927 Hellam Street
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Total Due \$ _____ Check Pay at Door

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

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

Please RSVP so we can plan for your lunch and the trophies. Thank you!!

If you have questions, call/fax form: Dave Aliotti @ (831)658-0356 - email: David59A@aol.com

The Making Of A Drifter Cover

This month's Drifter was planned to recap the recent Porsche Rennsport V at Laguna Seca Raceway. We hope you enjoy our take on this wonderful event. Your editorial staff is still in the process of recovery as this issue goes to press!

We wanted to feature a "special" cover to highlight the experience at Rennsport. These are some of the best photographs submitted by various contributors who stepped up and shot a

variety of pictures at the track. All are wonderful, but only one made the cut. (take a look at the cover again to refresh your memory) Which one would you have chosen??

We are always grateful when SVR members (or others) take the time and effort to submit a special photograph to us for consideration as a cover picture. Remember to make them high resolution and in "portrait" mode so we can use them. Thanks as always from the Drifter team.

PHOTO CREDITS:

L TO R TOP ROW

KIRK BRADFORD
BARBARA MCCRORY
STEVE MCCRORY

CAR 19
SETTING UP FOR TURN 2
MARTINI

L TO R BOTTOM ROW

TIM CRONIN
RICHARD SHELTON
RICHARD WALKER

WEISSACH CUP PIT LANE
HANS STUCK
RENNSPORT SPEEDSTERS



PORSCHE



**RENNSPORT
REUNION**



By Tim Cronin, SVR Member

It is 6:45 AM and the coastal layer of low lying stratus clouds lingers in the canyon below the still empty parking lot, cloaking the serpentine asphalt road course that winds around the dry, rose-gold colored hills laden with morning dew. One is compelled to pause in the fog filtered light for a moment to take in the uniqueness of the location and its beauty. And then the realization comes that what Cypress Point is to golf, Laguna Seca is to motorsport, and from September 25th through 27th it was a Porsche enthusiast's equivalent of the Louvre.

An hour later the paddock is abuzz with the sound of pneumatic tools as last minute preparations are made to the cars that will be running in the day's first event as well as the voices of crew-members and event attendees, both fueled on what appears in the cool onshore breeze to be seemingly superheated coffee.

Notwithstanding the high level of activity, the fans have extraordinary access to both the cars and the crew members, who are genuinely approachable. If they don't have their heads in the engine compartment or other recesses of a car, the car owners and crew members thoroughly enjoy answering questions and discussing the myriad facets of Porsche's most historic racing models. From the iconic 550 Spyder of the mid-'50s through the iconic 917 of the '70s and the 956/962 of the '80s, to the highly successful RS Spyder of the last decade, attendees enjoy a once-in-a-lifetime "full access pass" to significant



Legends of Le Mans on display- from a 1951 Gmünd Coupe to a 919 Hybrid

Porsche vehicles drawn from all eras of Porsche production.

Wandering through the paddock it quickly becomes apparent that this openness and friendliness is the rule rather than the exception amongst the various exhibiting personnel; the invited race participants, as well as the hundreds of Porsche owners also displaying their own significant Porsche vehicles in the Concours d'Elegance, are visibly happy to be at Laguna Seca and equally pleased to have the fans there as well.

With the day's first event, the focus shifts to the program of seven groups of on-track competition that encompasses Porsches almost seven decades of production, giving attendees the opportunity to see and hear classic Porsche competition cars in full song at racing speeds on Laguna Seca's fabled 2.3 mile natural terrain road course. And do not let anyone one tell you that the racing was simulated; there were numerous yellow and black flags in all of the seven groups' events caused by spinouts and runs into Laguna Seca's generous gravel traps.

PHOTOS: BOB CANNON

Group 1, the Porsche Club of America's (PCA) Sholar- Friedman Cup race, was composed of 50 racers from multiple classes, ensuring a wide variety of cars that range from factory-built GT3 Cups to modified air-cooled 911s to Caymans and even stock race cars. The 50 PCA Club Racers represent PCA Regions and Zones throughout North America.

The Gmund Cup event, Group 2, included the iconic 550 and 550A, as well as RSK, RS60-61 (4- and 8-cylinder) 2000 GSGT (Dreikantschaber), Abarth Carrera 356, 904 4-cam, and Porsche specials. Moving through the mid-60's, Group 3 was composed of vintage 911s of up to 2.5 liter displacement, as well as the 911TR, 911ST, 914, and 914/6.

Perhaps the crowd favorite, the Group 4 Weissach Cup race was composed of historic Le Mans contenders including the six-cylinder 904, 906, 907, 908, 908/2 908/3 (eight-cylinder and six-cylinder turbocharged variants), 909, and 910, as well as multiple variations, both normally aspirated and turbocharged, of the iconic 917.

Group 5, the Carrera Cup, was composed of 911s of over 2.5 liter displacement, RSRs, 3.0 liter RSRs, 2.1 liter 911 Turbos, 934s, 935s, 936s, 924 GTS, and 924 GTR. The Stuttgart Cup, Group 6, included the 956, 962, GT1, WSC, RS Spyder, 964, 993, 996, and 997 GT cars.

Group 7, the Rennsport Reunion Cup - Porsche GT3 Cup Challenge, was an IMSA-sanctioned event for state of the art 991-series GT3s. The series has provided a strong entry point in IMSA competition for young, career-minded GT drivers, as well as an exciting platform for seasoned drivers who want to improve their skills in a professional environment with a proven racing car.

In addition to the excitement created by the group racing, there were also multiple daily full-bore runs by not only the Le Mans winning 919 hybrid LMP1 prototype and the USCC points-leading number 911 Porsche series 991 RSR, spectators were also treated to a very high speed parade by over a dozen 918s that looked even more exquisite in person than any photograph could capture.

Jeff Zwart's highly modified Panamera camera chase car, equipped with a rooftop boom camera, as well as a rear-facing camera compartment that was reminiscent of a B-17's tail gunner station, added even more interest to these "werks" runs as it documented both the 919 and the RSR running

RSK Spyder in the Heritage Display



PHOTO: RICH WALKER

The latest from Porsche Exclusive- a 911 made of Legos!



PHOTO: BOB CANNON

Only at Laguna Seca- a golf cart, a kid's car, and a 959....



PHOTO: BOB CANNON



PHOTO: STEVE MCCORRY

356 GT in the Chopard Heritage Porsche Display



PHOTO: STEVE MCCORRY

More "eye candy" seen in the Heritage Porsche Display

RENNSPORT REUNION V RACE WINNERS

- Race Group 1** **PCA Sholar-Friedman Cup**
Alan J. Friedman, No. 23 1973 911 RSR
- Race Group 2** **Gmund Cup**
Cameron Healy/Portland, OR, No. 55 1953 Porsche Cooper "Pooper"
- Race Group 3** **Eifel Trophy**
Alan Terpins/Sao Paulo, Brazil, No. 40 1968 Porsche 911 T/R
- Race Group 4** **Weissach Cup**
Bruce Canepa/Scotts Valley, CA, No. 2 1969 Porsche 917K
- Race Group 5** **Carrera Trophy**
Charles Nearburg/Dallas, TX, No. 70 1980 Porsche 935 K3
- Race Group 6** **Stuttgart Cup**
Jeroen Bleekemolen/Tavares, FL, No. 5 2006 Porsche RS Spyder
- Race Group 7** **IMSA Porsche GT3 Cup Challenge**
Elliott Skeer/Huntington, NY, Wright Motorsports No. 14 Porsche 991/2015



Jeff Zwart's Porsche Panamera camera car ready to race

PHOTO: BOB CANNON



Spill on Turn 2

PHOTO: BOB CANNON



Leaders in the Gmund Cup Race going at it...

PHOTO: BARBARA MCCRODY



SVR members Clint and Pat DeWitt

PHOTO: BOB CANNON



The pit lane before a race

PHOTO: RICH WALKER

through Laguna Seca's notorious Corkscrew as well as a spinout into the gravel trap at Turn 11 by the 919. As noted above, the factory drivers pushed these cars hard and demonstrated that the 919 was in excess of 20 mph faster down the front straight than the fastest 917k (Bruce Canepa's number 8 car) to run in the Weissach Cup group.

As the fifth Rennsport celebration since 2001, the event also included a special Porsche Concours d'Elegance that presented some of the world's finest road-going Porsches in one location. As was the case with the racing events, the Concours provided an equal measure of opportunity for enthusiasts to experience the golden age of motorsport and for collectors of every vintage of Porsche to exhibit and talk about their vehicles.

Throughout the three-day weekend the PCA hospitality tent was available to members and Porsche owners alike; all you had to show was a membership card or a Porsche ignition key to gain admission. PCA provided Porsche owners exclusive access to VIP guests speaking at the tent, including Andreas Preuninger, who introduced the new turbocharged 911 Carrera; August Achleitner, head of the 911 model line; Alwin Springer of Andial fame; racing legends Brian Redman and Vic Elford; Patrick Dempsey of Dempsey Racing; and current factory drivers, including Nick Tandy, Roman Dumas, Jorg Bergmeister, Earl Bamber, and Richard Lietz. And what we all had been waiting for happened on Saturday at 1:30 PM: The winner of the VIN number "01" 911 GTS Club Coupe was announced.

Conceived by racing great Brian Redman and Porsche Cars North America's longstanding press spokesperson Bob Carlson, Rennsport Reunion was inaugurated in 2001. Redman and Carlson noted that at every vintage racecar gathering, Porsche's racing and collector cars instantly became the prime focus of attention. Both men envisioned an event at which both racing enthusiasts and Porsche lovers could celebrate their automotive passions. The title "Rennsport" was drawn, quite simply, from the German term for "motorsport."

The first Rennsport Reunion at Lime Rock, Connecticut, defined the formula that has been followed ever since: bring historic Porsche racecars and their renowned drivers to a storied racetrack, then invite enthusiasts to experience the golden age of motorsport, trackside and in its full visceral sound and fury. Add the opportunity for collectors of every vintage of Porsche to drive the same track as the greats, as well as to exhibit and talk about their vehicles along with evolving, modern technology in the form of contemporary Porsche racing and road cars. The result is a perfectly concocted event for Porscheophiles and motorsport buffs alike.



PHOTO: RICH WALKER

Rennsport Reunion quickly outgrew the facilities available in Lime Rock's bucolic western Connecticut location. As a result, in 2004 and 2007 the event took place at the even more historically resonant Daytona Motor Speedway, site of some of Porsche's greatest endurance racing victories. Indeed in 2007 Porsche recreated a dramatic midnight 1970 pit stop involving one of its fabled 917 endurance racers with typical German thoroughness, placing a Porsche vehicle in precisely the same location in the pits.

In 2011, Mr. Redman, vintage racecar collector Bruce Canepa, and Porsche NA staged Rennsport Reunion IV at Laguna Seca, giving West Coast Porsche enthusiasts a more attainable location.

This year, Rennsport's return to Laguna Seca's 11- turn road course, with the largest collection of Porsche racing cars, collector vehicles, and historic road-going Porsche vehicles - nearly 2,000 - ever assembled, continued to validate the concept of the Americas' preeminent Porsche event that continues to improve as it evolves. Tickets, purchased by Porsche enthusiasts from every state in the union but Vermont, sold at an unprecedented pace. Participants represented 20 states, as well as 24 countries as close as Canada and Mexico and as distant as Australia.

But I also came to the realization that the infinite octaves of engine noise from seven decades of technological development, the smell of the high octane exhaust, baked lubricants, and warm rubber, coupled with seeing the likes of Jacky Ickx driving the same Porsche 936 that he and Derek Bell drove to victory at Le Mans in 1981, was the best motorsport event my wife and I have experienced. Ever!



PHOTO: BARBARA MCCRORY

Some of the many attendees at Rennsport driving on a Parade Lap



PHOTO: RICH WALKER

Does anyone know which direction we are going?



PHOTO: BOB CANNON

Future Rennsport drivers getting in some practice time...

Gold Rush Tour

By Gary Griffiths, SVR Member and Tour Leader

September 19, Ferry Porsche's Birthday, and an absolutely gorgeous day for the drive. This was a back country driving tour North of Auburn over to Placerville. 153 miles of some really back roads of great pavement and very little traffic.

We met at Niello Porsche in Rocklin at 8am, where Niello supplied us with lots of donuts and coffee – very nice of them. We had 19 cars and 33 people doing the tour, there was a nice range of Porsche models. All the way from Bruce Ungari's 1956 'Outlaw' 356 coupe which is quite a hotrod, to Ernie and Windy Bulhoes with their new 991 GTS cab complete with paper license plate. On the twisty back roads we were on, horsepower and the latest technology wasn't what it was all about.

The tour went up to Forest Hill on back roads to get to our 1st break by the Valero Station. From there we headed out on Mosquito Ridge Road for our adventure on Forestry roads. Gorgeous country out there with almost no traffic and limited cell service.

Our mid-wilderness break was at French Meadows Dam. A beautiful spot even with the low water levels due to our ongoing California drought. There we gathered up the cars for a photo op together. About 10 miles after that break, a GT2 started leaking coolant, for unknown reasons. We had another car stay with that driver, and the tour group proceeded ahead. When we reached Wentworth Springs road, we headed East to Ice House Resort for our 3rd break - restrooms and services available again. From there it was onto our final leg of the route to get to Placerville and lunch. Our 7+ miles of Hwy 50 at this point was the most major road we had on the tour.



PHOTOS: GARY GRIFFITHS

Originally we were to eat at Bricks Eat & Drink, but we changed plans and went to 'The Independent' restaurant instead at the East end of Placerville. Parking there was easy and the food was great. Placerville had their Oktoberfest event going on that day and Main Street where Bricks is, was blocked off and busy with the Oktoberfesters. So the switch made great sense.

Everyone seemed to have enjoyed the tour. I think Ferry would have loved seeing his cars used this way. After all we can't all be on the racetrack.



My First Sports Car Race

By Skip Quain, SVR Member and Technical Chair

I started my Vintage Racing career in 1981 at the 8th Monterey Historics, The Cunningham years. The Lotus was the second Lotus 23B restored and raced on the west coast at that time. Since the 1981 Monterey Historics, the Lotus and I have annually raced at The Monterey Historics/ReUnions, The Wine Country Classics/Sonoma Historics, and at events by GRL, CSRG, HMSA, and VARA up and down the west coast at tracks such as Laguna Seca, Sears Point (Sonoma Raceway), Riverside, Coronado, Willow Springs, Portland, and other West Coast tracks.

I was fortunate to have attended the last Pebble Beach road race in 1956 while in college. In the sixties I attended the Can-Am and Trans Am races at Laguna Seca. I enjoyed both series. When both series withered I lost interest. However, I still watched F1 and enjoyed IMSA.

In the mid-seventies I started attending SCCA races with an eye on becoming a racer. I was looking to get into a small engine Sports Racer or Formula car. After attending two SCCA events, and viewing the carnage in the impound area after a Formula Ford race, I decided against SCCA as a venue to start my racing career. Over dinner a friend told me about Steve Earle's Monterey Historics in August at Laguna Seca.

In August of 1977 I was introduced to Vintage Car racing at Steve Earle's 4th Monterey Historics at Laguna Seca. That day changed my life. The cars I watched running that day were the same I had watched as a young man and had raced them in professional events in the sixties. That day I watched Dan Gurneys' Lotus 19B driving up through turn 5. I was hooked on vintage racing. I drove home committed to locate a vintage car to run at Monterey. I continued to attend the Historics, and the CSRG races at Sears Point with the occasional trip to Willow Springs.

In May of 1978, after over a year of searching for a vintage race car, I located a 1962 Lotus 23 in Lafayette, Ca. The Lotus had moved from the mid-west to California. I purchase the Lotus 23B Sports Racer as a roller. It was a tired race car. I started the ground-up restoration to learn the function of every bolt, nut, and suspension piece in the car. The initial restoration took three years. Many people were generous with their advice and help. Many became lifelong friends. I handled every aspect of the restoration but the motor rebuild, transmission and body paint. For the initial restoration, I painted the chassis in my garage with spray cans from Orchard Supply Hardware for both primer and the gray finish coat. The motor is a Lotus Twin Cam with Dual Weber DOCE-45 carbs. The transaxle is a five speed Hewland. Over the years a Halon Fire System, Fuel Cell, and Five Point Safety Harness, and stronger four point roll bar were added. Since the 1981 Historics I have performed two additional ground-up restorations on the Lotus.

In 1981 after three years of toil, the restored Lotus was accepted for the 8th Monterey Historics at Laguna Seca. This would be my FIRST race. The goal was to finish the Lotus two weeks prior to the event, and spend one or two days at Sears Point with a driver friend checking out the Lotus, and, under his tutelage get my first seat time in the Lotus on a race track. Well, there was trouble finishing up the Lotus and an engine problem took the two weeks to correct. With my driver friend, the night before the event, we towed the Lotus to a nearby Industrial Park for him to shake down the Lotus and get some feel for the car. The first time I was in the Lotus with the motor running is when I drove the car onto the trailer.

Then down to Laguna for my first race. I attended the New Driver class. First, a ground school followed by a track session of follow the leader around the Laguna circuit. Laguna Seca at that time did not have the infield section. Turn 2, which is now a 180 left turn, was then a high speed left turn followed by a fast run up to what is now turn 6 – quite a daunting experience. As I was still learning the Lotus and the track, my times were slow. So I was placed at the back of the grid. As we went to the pre-grid, I found myself gridded next to Richie Ginther, F1 an International Sports car driver, driving one of Vasek Polak Elva Porsches which had carb problems in practice. When Richie found that I was a raw novice he told me to follow him for the first lap to get a better understanding of the "Line".

On the warm up lap we came out of the "Old Turn 9" onto the front straight. The flag dropped and off we went. Two big bore King Cobras gridded behind me blasted by as I tried to follow Richie as best I could. I stayed fairly close up the hill to the famed "Cork Screw" and down to turn 9. Richie had pulled away as we neared the entry to turn 9. He exited the turn, applied power, and spun right in front of me. My eyes have never been that big - what had I gotten myself into. I finished the race over a lap down, but I finished. Several cars didn't finish so I wasn't last. After the race I went over to Vasek Polaks trailer to thank Richie. He saw me coming, and with a big grin on his face he "hid" behind some friends. He then told them the "follow me" story. He added – "as I spun I thought how embarrassing to spin on the front straight in front of the packed grandstands". Then, "in a half hour I would be demonstrating Vasek's Porsche 917-30 CanAm car and if I didn't get my head straight I could kill himself". Then, "oh - the guy behind me who I said to just follow me". What a great experience to have Richie tell this story to his friends with me standing by his side.



Skip Quain's 1962 Lotus 23B

PHOTO: SKIP QUAIN

I continued racing through 1981 at Riverside and Willow Springs with VARA. In 1983 VMR was established running at Sears point. I ran with VMR there, and down south at Riverside and Willow Springs with VARA. GRL/HMSA had "Club" events a Sears Point and Laguna along with the August Historics. Between Sears Point and Laguna in Northern California and Riverside, Willow Springs, the Palm Springs events in Southern California, a Vintage racer had many options where to race. In the mid-eighties, the Lotus was accepted by CSRG. Other than the long tow to/from, Riverside was an exciting track to run. Quite a bit of history at a challenging track. In 1989 at Riverside, Forbes magazine interviewed me and several other drivers on why we raced our vintage cars – "Racing is what they were built for". I participated in several Fall CSRG two hour Endros teaming with Steve Cameron, Formula Atlantic/IMSA driver, to win back to back events. From 1981 I have continued to race the Lotus up and down the west coast till my final race at the 2014 Pre-Reunion in August at Laguna.

In 1984 the Lotus and I were invited to the Dallas Formula 1 event to run in one of the Vintage Sports Car support races. There the Lotus competed against Sterling Moss, and other retired F1 and sports car drivers. Quite an experience to run as a F1 support event in front of 90,000 fans. The Lotus has also been invited to many SCCA judged Concours in the San Francisco area, such as Hillsborough, Palo Alto, San Jose and in Southern California at Santa Barbara with the Lotus winning a number of First, Second, and Third Place trophies.

In 2009 bad knees led me to renew my relationship with McGee Motorsports at Sears Point to race prep and track support the Lotus. I met Joe McGee, Scott Rubin, and Steve Cameron in the mid-eighties. Scott and Steve worked with me to become a more polished driver and I learned from them to be a better mechanic. McGee's has maintained the Lotus from 2009 up to my last race at the 2014 Pre-Reunion at Laguna. My last race at Laguna brought back many memories of races, race tracks and race friends that I will not soon forget.

As a note, the Lotus has been tested by Memo Gidley, Indy car and IMSA GTP driver, and Steve Cameron, noted professional drivers, posting times that would put the Lotus at the front of Grid of the 1962 – 1969 Two litre field. With the right driver this Lotus 23B will remain competitive with the fastest under two litre "Sports Racers".

Porsche's 919 At Nürburgring: Bats Out Of A Grüne Hölle

By Tim Cronin, SVR Member



Fresh on the heels of its 919s' double-win at Le Mans in June, Porsche's

numbers 17 and 18 919s scored another LMP1 class doppelgänger on August 30th at the fourth round of the FIA's World Endurance Championship (WEC). This 1-2 win at the Nürburgring was the German debut of the WEC series.

Sweetening the 919s' second WEC double victory, Porsche Team Manthey Team Principal Olaf Manthey, who lives just a stone's throw from the Nürburgring, notched up a long-awaited first victory of the season at the team's home race circuit after scoring second place finishes at both Silverstone and Spa. The number 91 and number 92 911 RSRs of Porsche Team Manthey clinched not only its first victory this season in the GTE-Pro class, it also achieved Porsche's first one-two GTE-Pro victory since November 2014.

Nürburgring's [in]famous reputation as a terrifying and merciless circuit through Germany's Eifel Mountains was validated by Jackie Stewart's observation that the Nürburgring's Nordschleife ("North Loop" circuit) was a "bloody green hell." Found to be so appropriate by colleagues and cognoscenti alike, Sir Jackie's "green hell" - Grüne Hölle - appellation has become synonymous with the name "Nürburgring." The WEC's German premier at Nürburgring was run on the 3.22 mile (5.137km) GP-Strecke (Grand Prix Circuit) that incorporates segments of the original 14.173 mile (22.810km) Nordschleife circuit.

It is not hyperbole to state that Nürburgring is sacred ground for Porsche. A total of twelve overall wins makes Porsche the most successful marque at Nürburgring; the first victory dates back to 1967, the last one to 2010. Current LMP1 Porsche works driver Timo Bernhard has now taken the winner's laurels six times, as have Romain Dumas and Marc Lieb five times each at Nürburgring. In 2009, Mark Webber won the Formula 1 German Grand Prix on the same Nürburgring GP-Strecke (Grand Prix Circuit) that was the venue of the August 2015 WEC event.

On the importance of winning at Nürburgring, Dr. Frank-Steffen Walliser, Head of Porsche Motorsport, was blunt and unequivocal: "We can't have others beating us in our own backyard. This is, of course, the perfect outcome. It wasn't an easy race, especially as we had to come to terms with some penalties. But the drivers did an excellent job and the

team's strategy worked perfectly. The testing we conducted paid off. It's a dream to achieve two double victories for Porsche with our LMP1 colleagues in front of a fantastic backdrop. This is as good as it gets."

A Porsche 919 has been on pole for every round of the current WEC season, and Nürburgring proved no exception during qualifying as Porsche won its eighth pole position with the 919 since its race debut last year. The day following qualification, Nürburgring's relatively short and twisty GP-Strecke circuit, as well as the speed differential between the two Prototype and two GTE classes, provided spectators an aggressive "full contact" race that was both exciting and a veritable clinic on both tactics and strategy.

The pole-sitting 919 driven by Marc Lieb, Neel Jani, and Romain Dumas, the number 18 car, started with Jani driving the first 31 laps. After establishing a lead of more than a minute over the second-place number 17 Porsche 919, Lieb took the wheel of the number 18 car. After 54 laps Lieb received a five second stop-and-go penalty caused by a faulty fuel flow sensor. When Lieb resumed the race he fought hard against Webber in the sister 919, but ultimately surrendered the lead to the number 17 Porsche 919.

After Lieb's 63rd lap, Dumas started his stint in the number 18 919 in second position. But after 78 laps the number 18 car was given a second 30-second stop-and-go penalty, followed by yet another 60-second stop-and-go after 82 laps, due to a sour fuel flow sensor that caused the 919 to use more fuel per lap than FIA's regulations allowed. After 96 laps Jani got back into the car in fourth position. Driving a double stint, Jani refueled and changed tires after 129 laps. When the next full course yellow happened Jani drove even longer, because he pitted for fuel after only 144 laps. Subsequently Jani overtook the number 8 Audi R18 and advanced to a podium worthy third position.

But notwithstanding three stop-and-go penalties resulting in the loss over 95 seconds, a third place podium finish was not enough for the team of the number 18 car. From lap 167 onwards Jani engaged in a breathtaking duel with both number 8 and number 7 Audi

R18s that literally ran the number 7 Audi to ground and caused it to pit for new tires and fuel. The level of competition was so high that 62,000 cheering spectators were on their feet applauding for over 30 minutes. After 172 laps, Jani pitted his 919 with the car still in third position. At that time Lieb took over for the final 45 minutes and drove an extremely aggressive and technically brilliant race that put the number 18 Porsche 919 on the LMP1 class podium in second place.

The number 17 Porsche 919, driven in single stints by the trio of Timo Bernhard, Brendon Hartley and Mark Webber, started from the second grid position alongside its number 18 sister 919. During a Full Course Yellow, starting driver Bernhard lost approximately 10 seconds because of slower previously lapped GTE cars between him and the then-leading number 18 car. Later damage to the front end disturbed the number 17's aero package, necessitating an early corrective pit stop after 24 laps.

At that point Webber took over driving the 919 and continued the race with a new front end. After having dropped back to sixth place overall in the pack, Webber overtook the number 7 Audi on lap 40, regaining second place behind sister 919 number 18. After 56 laps Webber handed the 919 over to Hartley, who took the lead on lap 64 when the number 18 car was penalized. After 89 laps Bernhard took over the leading car to hand it back to Webber again after 123 laps. During a Full Course Yellow after 144 laps Hartley resumed driving, with Webber taking over from him after 175 laps for the final stint and a first place on the LMP1 class podium.

In the final analysis, Porsche's two 919s were simply a pair of insanely fast 1,000-plus horsepower vehicles that stuck to the Nürburgring's asphalt like peanut butter to the roof of your mouth.

Significantly, Porsche Team Manthey scored its first victory this season in the GTE-Pro class at the Nürburgring with the 470 hp 911 RSR. "Werks" drivers Richard Lietz and Michael Christensen finished first in their number 91 RSR ahead of their colleagues Frédéric Makowiecki and Patrick Pilet in the number 92 RSR. For Porsche, this marked the first one-two victory in the GTE-Pro class since November 2014,

but also elevates Lietz to leader of the World Endurance Cup for GT drivers.

Starting from fourth in the number 91 RSR, Christensen moved up to take the lead just 23 minutes into the six-hour event. From then on, the Christensen and Lietz led the field over the entire distance, with the exception of several pit stops.

As for the number 92 Porsche 911 RSR, it would be somewhat of an understatement to note that the race did not run quite as smoothly the number 91 RSR's race.

Due to his prematurely jumping the start, Makowiecki received a stop-and-go penalty and the number 92 RSR was relegated to the back of the field. But with a spectacular pursuit through the field, both Makowiecki and Pilet made up ground with appreciative spectators in the grandstands giving them special applause for their gripping performance.

However, midway through the race, the pair went head-to-head with the number 71 Ferrari 458 Italia of James Calado and Davide Rigon over a two hour period in a duel for second place on the GTE-Pro podium. At one point, a frustrated Pilet "went NASCAR" on Calado's Ferrari, ramming it squarely from behind. The resulting contact, which occurred just as a Full Course Yellow was initiated, caused a tire puncture and defuser damage to the Ferrari, as well as light bodywork damage for the number 92 Porsche. This argey-bargey for second place continued to rage after pit stops and driver changes by both Porsche and AF Corse Ferrari, leaving Pilet and Ferrari's Rigon to joust for the second position in the GTE-Pro class. Another tire puncture incidental to track conditions for the Ferrari required a pit stop for tires, giving the number 92 RSR substantial breathing space.

But the drama was not over: The number 92 RSR was penalized for Makowiecki's earlier contact with the number 71 Ferrari, and Pilet had to undertake a drive-through in the final half-hour of the race. The penalty amounted to an inconsequential nuisance inasmuch as the superb driving of Makowiecki and Pilet had opened a gap that was insurmountable for the number 71 Ferrari but more than sufficient for Porsche Team Manthey to celebrate a home track doppleseig.

In the GTE-Am class, Californians Patrick Dempsey and factory driver Patrick Long, along with works driver Marco Seefried, netted fourth place. Fresh off their GTE-Am second place podium finish at Le Mans in June, their 911 RSR campaigned by the Dempsey Proton Racing customer team was running in the lead over long stretches of the race. Long managed his stints perfectly, but unfortunately an extra pit stop to replace the number 77 RSR's starboard door that had lost its Lexan window put a spanner in the works during the race's closing laps. Dempsey's number 77 RSR finished two seconds off a podium result after a superb race.

(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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Replacing The Hood Struts On Your 996/997 Porsche

By Skip Quain, SVR Technical Chair

Are you getting tired of having your front hood fall on your head? I did and started by ordering replacement struts from Pelican Parts. Niello and other Porsche parts suppliers can also help you. My first question was whether to use genuine Porsche parts or an OEM product. In summary if you plan to seriously Concours your Porsche, I would lean on the original Porsche product – judges can be fickle. As I will only show our Carrera 4S in the wash and shine class, the OEM struts were satisfactory. The struts are among the weaker parts on the 996/997 Porsches. They will fail, “it’s just a matter of when”. Replacing your struts is a fairly easy task, but it takes patience. It should take about 30 minutes.

The first step is to have the tools required for the job: long pole or broom handle, small screw driver, large screw driver, needle nose pliers are an option to use in removing the clips on the struts, masking tape, large towels to cover fenders/luggage hood’s opening (fascia) area.

The front hood uses two gas-pressurized struts that hold up its weight. Start by lifting up the front hood and securing it with the pole/broom. Make sure that this support is securely affixed, as the hood will hurt as it falls on your head. I suggest that you place masking tape on

the fender by the pivot where the strut is attached to prevent any potential damage. Also wrap your screw drivers in masking tape to avoid scratching your paint during the replacement process. I suggest using large towels over the fender and in front of the hood’s opening to protect the paint.

Starting with the right side, use your needle nose pliers/small screw driver to pry out the hood retainer clip. Then use a screwdriver to pop the hood strut off of the pivot ball that is attached to the chassis.(see photos, below) Remove the other half of the strut from the hood in the same manner.

Install the new shock in the same place and orientation that the old was in. Snap the new shock into place. If you can’t get it around the pivot ball, then remove the retainer clip, push the shock over the ball, and then re-snap the clip into place. It is relatively easy to drop the clip down into the recesses of the trunk, so work carefully and don’t rush. Remove the masking tape, remove the towels, and you are ready to live happily knowing that your head is safe from falling hoods.

The rear trunk shocks are very similar in their replacement process, but the space is tighter.



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September SVR Board Minutes

By Rita Barker, SVR Secretary

EMAIL BUSINESS

August Minutes: The meeting minutes were reviewed by the board and approved electronically by Steve McCrory, Steve Barker, Rich Walker, Collin Fat.

CALL TO ORDER

Call to Order by Eduardo Ortega Jr. at 7:04 PM (filling in for Collin Fat) Wednesday, September 9, 2015 at the Sacramento Metro Fire Station #32.

Attending: Eduardo Ortega Jr, Bill Fargo, Rita Barker, Steve Barker, Steve McCrory, Mike Dunn, Janet Conner, Susanne Sanders, Rich Walker, Frederick Rauch, Alma Thompson
Also in attendance: Matt Menning, Lisa Menning, Rik Larson, Barbara McCrory, Gary Thompson

OLD BUSINESS

Review of the By-Laws will be continued to the October meeting.

Octoberfest Tour Matt and Lisa Menning presented their budget for their Octoberfest tour for Board approval. Motion to approve made by Janet Conner and seconded by Rich Walker. Approved.

NEW BUSINESS

Treasurers Report: Janet presented a review of the August financials. Rebate from National has been received.

Presidents Report: Collin was absent; Eduardo led a discussion on the yearly awards to be given out in December. Eduardo will make a list of award categories before the next meeting

Board Member and Event Chair Reports

Drifter Steve McCrory
Steve led a discussion on a replacement for Bob Cannon as Layout Editor as well as a discussion on ad rates with input from Mike Dunn.

Competition Frederick Rauch
No report.

Autocross Greg Zajic
Greg is named interim Autocross Chair until the end of the year following Tim Howard's resignation. There was some discussion on the purchase of Visio software to assist with course design, decision will be made at next months meeting. Prior to approving the purchase of the software (since there is only one more AX left this year) the Board wants to check on the correct version of the software and take steps to ensure the software ownership. The Board wanted SVR to be the owner therefore in the future this ensure transferability to another volunteer who will take the role of course designer. Kent Treiber will take over this job currently held by Matt Deter.

Concours Kent Brandon
No report.

Driver Ed Frederick Rauch
No report.

Rallye Rik Larson
No report.

Charity Alma and Gary Thompson
Reported the auction is on track but more donations are needed.

Advertising Mike Dunn
Discussed ad rates for The Drifter.

New Member Group Cookie Anderson
No report.

Treasurer Janet Conner
No report.

Goodie Store Linda Bradford
No report

Membership Richard Walker
Rich reported as of September 1 SVR had **756** Primary members **494** Affiliate members for total of **1250**.. 20 new members, 0 transfer in and 1 transfers out.

Dummkopf No report.

Social Suzanne Sanders
Sue presented the budget for the annual Christmas Party in December, hosted by Mike and Emily Willis. Motion to approve the budget made by Steve McCrory and seconded by Janet Conner. Approved

Technical Skip Quain
No report

Webmaster Bill Fargo
Bill reports having many hits internationally on the SVR web site. He will also be posting the candidate statements on the website as well as the ballot.

President Collin Fat
No report.

Vice President Eduardo Ortega, Jr.
Calendar updates

Past President Steve Barker
Steve will have a final budget for CRAB asking for board approval in November. Next meeting of CRAB committee will be Oct 11 at the Nelsons. Steve also brought up formation of a nominating committee for the 2016 Board. Feature articles will appear in the Drifter to promote the event throughout Zone 7. Steve also announced the formation of the nominating committee for the 2016 elections would be Alma and Gary Thompson and Mike Dunn.

MEETING ADJOURNED: 8:54 PM (PT)*

NEXT MEETING: 7:00 PM PT, Wednesday, October 14th, 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.*



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September Membership

By Richard Walker, SVR Membership

Membership Report

	Sep 2015	Sep 2014
Primary Members	756	643
Affiliate Members	497	463
Total Members	1250	1103
New Members	20	8
Transfers In	0	
Transfers Out	1	

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:
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How can I contact the SVR-PCA by mail?

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

New Members

Anderson, Montgomery

Granite Bay
MontyAndersonaia@gmail.com
2015 Cayman

Blomo, Vito

Fair Oaks
vito.blomo@sbcglobal.net
2009 911 Carrera S Coupe

Clarizio, Erik

Antelope
eclarizio@gmail.com
2007 911 Carrera S Coupe

Dane, William

Nevada City
v.e.dane@gmail.com
2014 Cayman S

Galati, Peter

Fair Oaks
pvgii@comcast.net
1986 944 Turbo

Gardner, Ernest

Roseville
blackhawws@ymail.com
2008 Cayman

Gentry, Daniel

Sacramento
DGentry@sportafence.com
2015 Macan S

Green, Lavonnia

Fair Oaks
2014 Cayman

Houser, Todd

Wilton
zeeegerman@gmail.com
1999 Boxster

Lungan, Rogelio

Sacramento
boss0505@yahoo.com
2016 Macan S

New Members

Maier, Douglas

Carmichael
dmaier@sanjuan.edu
2004 911 Carrera Coupe

Mancasola, Matthew

Loomis
Matt.Mancasola@calberhome-sloans.com
2014 Cayenne

Mann, Raleigh

Granite Bay
Raleigh.Mann@gmail.com
2014 911 Carrera S

Marshall, Daniel

Sacramento
benician@gmail.com
2014 Cayman S

Matthews, Michael

Orangvale
matthews3@sbcglobal.net
2001 911 Carrera 4 Cabriolet

Schlegel, Brian

Placerville
2007 Cayman

Sordi, Chris

Fair Oaks
sordic@pacbell.net
2015 918 Spyder

Spaur, David

Carmel
davidspaur@comcast.net
2007 Cayman

Sweeney, Brian

Fair Oaks
bsweeney462@comcast.net
2007 911 Carrera 4

Young, Mark

Fair Oaks
comm114@yahoo.com
1978 911 SC Targa

Anniversaries

1 Year

Victor Barakat
Doris Caward
Matthew Dewey
Oscar Diessner
Michael Forsch
Dennis Gibbons
Jill Gnesa
Roy and Terri Johnson
Filipe Lucio
Scott Nguyen
Matt Pruden
Armadao Tiong and
Jeffrey Alido
Leo and Carrie Vellutini
Ryan Zackon

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Jeff Birkholz
John and Monica Cochran
Curtis and Janet Conner

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SVR Goodie Store

Linda Bradford, SVR Goodie Store Manager

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



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