

# *The Drifter*

Sacramento Valley Region - Porsche Club of America

November 2015





## On the Cover

Photo by Sue Sanders



A beautiful Porsche 912 on a beautiful Fall day in Colorado.



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# The Drifter

Sacramento Valley Region - Porsche Club of America

## Volume 53, No. 11

## November 2015

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# SVR President's Notes

Collin Fat, SVR President



It's hard to believe that in just a few months that winter will be upon us and that I will be completing my first year as your club president. It has been a lot of work but at the same time a lot of fun doing the work for the benefit of you, our members. I look forward to being elected to serve another year and hope that you will vote for the new slate of board of directors volunteering to serve for the 2016 term. Two board members will be terming out after 2 years of service, **Janet Conner** our treasurer and **Sue Sanders** our social director. To both Janet and Sue, thank you so much for your service. The elections will be held in November, with the announcement being made via the Drifter and our award winning website. The actual voting will be done electronically via a link on our website under the watchful eye of our talented webmaster, **Bill Fargo**. In addition to the voting of the new board of directors, you will also be voting on approving an update of our current bylaws which were last updated in 2002.

The board spent hours reviewing changes to our bylaws with the goal of aligning our bylaws with the recently updated PCA bylaws which were approved earlier this year. Most of the updates revolved around **2 new classes of membership; family active and life family active**. As proposed, a family active member is an individual requested by an active member as his or her family-active member, restricted to persons 18 years of age or older, whether otherwise qualified for active membership by ownership of a Porsche or not. A Life Family Active member is any person who is a member of SVR and who is voted by PCA as a life family active member. There were other small changes in the bylaws to conform to the updated PCA bylaws. A vote will be held in November in which upon approval of two thirds of the membership voting upon such amendments.

Our annual charity auction, chaired by **Alma and Gary Thompson**, was held at the home of **Kim and Rachel Nelson**. This annual event benefits two local charities, **Ride-to-Walk** and **Alpha K-9**. The bidding was intense with an amazing array of items ranging from the two \$1,000 gift certificates with Fast Lane Travel, tickets to the Pebble Beach Concours and other wonderful items. Over 110 members participated and Alma hopes that she will exceed the funds raised last year for these two fantastic charities.

The monthly dinner for October was chaired by **George and Lisa Okamoto** at **Scott's Seafood** on the Sacramento River. More than 30 members turned out to dine on the outdoor patio overlooking the American River and to enjoy the tastefully prepared meals. The dinner was also the annual nominating meeting and announcement of candidates for the board of directors for 2016.

**Mike and Emily Willis** are chairing our annual holiday party at the venerable Sutter Club in downtown Sacramento. Registration will begin sometime in November and will be done electronically. Watch for more information as this is the annual gala event for the club.

**Rik Larson** is chairing his annual Mendocino tour, a multi-day tour starting on November 6<sup>th</sup> to 8<sup>th</sup>. If you have not attended this event you should put it on your must do list! Rik reports that he has about 51 cars signed up. Watch for more news on this event in our December issue.

I will be attending the Fall Zone 7 President's meeting on October 31<sup>st</sup> along with the 9 other regions that make up Zone 7 (Diablo, Golden Gate, Loma Prieta, Monterey Bay, Redwood, Sequoia, Shasta, Sierra Nevada, and Yosemite region). **Paul Czopek** has stepped down as our Zone 7 Representative and PCA's Executive Council has appointed long time Porsche enthusiast, **Sandy Provasi**, to complete Paul's final year as zone representative in 2016. In addition to the president's meeting, **Larry Sharp** of Loma Prieta region will be conducting an autocross course design seminar. **Kent Trieber, Matt Deter and Greg Zajic** from SVR will be attending to learn more about how to design fun and challenging courses.



SVR members enjoying the comradery at the recent Scott's Seafood dinner.



Auctioneer Kim Nelson and Charity event chair Alma Thompson



PHOTOS: COLLIN FAT



## Editor's Corner

Steve McCrory, SVR Drifter Editor

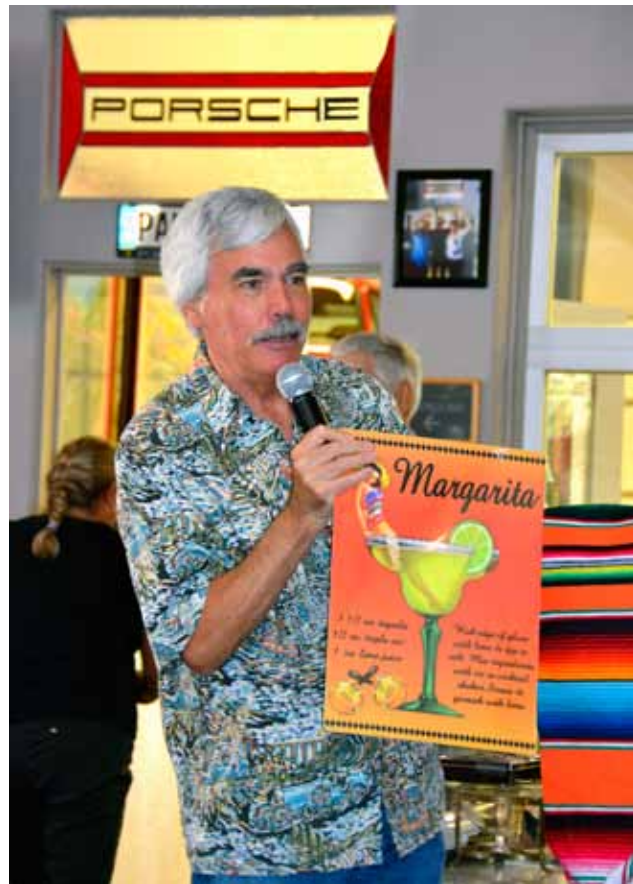
**Veterans Day** is November 11<sup>th</sup>. I know there are a lot of veterans in SVR. And for those veterans, serving wasn't always easy, fun, safe or convenient. In the long history of SVR, many key positions in the club have been filled by veterans who brought their best experience and their willingness to serve, and it's still true today. Thanks for your service and Welcome Home.

With the **2015 Calendar** winding down it's time to think about the **2016 Planning Meeting**. It's the time when members' ideas for club activities go from the initial concept into the planning stage and onto the 2016 Calendar. Dinners, Tours, Tech Sessions and Competition Events and more begin to take shape. Even if you have an idea for an event that's still tentative join us for the Planning Meeting. There is a wealth of member talent and experience in SVR to help you get your event off the ground. Save the date. Pizza included for one dollar.

**Distracted Driving**...it's the season. Rik Larson's comments in a recent PDK column got me to thinking more about the challenges of driving safely. Cell phones, texting, GPS instructions, slowing down to watch an accident or incident on the side of the road are all things

that can distract from focused safe driving and becoming part of someone else's accident. Throw in winter weather, early evening darkness and the holiday season rush into the mix. Situational awareness and focus is what makes a driver a great driver, whether on the track or on the street during the daily commute. One way to sharpen your driving skills could be to attend an Autocross in 2016. Learning how quickly your Porsche or daily driver can respond to emergency maneuvers can provide an extra layer of safety.

**Drivers Wanted.** The CRAB36 Team, led by Steve Barker, Kim Nelson, and Kirk Bradford recently held their 3<sup>rd</sup> planning meeting for this popular event to be held at the Eagles Nest airport in Lone...and the details and plans are coming together. Put it on your calendar for May 13-15, 2016. It will include a welcome party, autocross, gymkhana, tours both walking and driving, a dinner,,,but wait there's more. This is a major event for SVR and volunteers to keep it running smoothly are always appreciated. This is an event that will draw your Porsche Friends from the other Zone 7 clubs. Help spread the word.



Kirk Bradford "hard at work" during the recent SVR Charity Auction

The winner of the **October Drifter Cover** Contest was Tim Cronin with a great photo of the grid at Laguna Seca just prior to the start of the Weissach Cup Race during Rennsport. The Drifter Team says thanks to everyone who submitted photos and articles for 2015.



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Paul Richins new Cayman GT4 - see the full story on page 15

**In this issue** find news and updates on the remaining 2015 events, including the Christmas Party at the Sutter Club, and the Christmas Decorating Party at the California Automobile Museum. Other articles include Paul Richins First Impressions article on the GT4, Candidate Statements for the coming SVR Election, and what's new with CRAB 36. Also, a look by Mike Dunn and Alma Thompson at the very successful Charity Auction. And there's more. It's all looking good from here.





## PDK (Pretty Darn Kwik)

Rik Larson, SVR Rally Guy

- Planning on going to the Porsche Parade in Vermont next year? There will now be a two step process: signup for accommodations/lodging in December and then do the actual Parade registration in March. Granted, not too many folks from the west coast will be attending but it really beats the process used the past couple of years when accommodations were tight. Will this be the way they do it for the 2017 Porsche Parade in Spokane? Don't know.
- The Escape to Lake Tahoe next September has a new name. It is now called *Treffen North America*. PCA National is now involved and involves a "rebranding and repositioning" of the event. There was an announcement in the October 13th e-Brake News. I admit that I took the notice as an ad for the typical Treffen to Germany. So the inaugural *Treffen Lake Tahoe* will be based at the Resort at Squaw Creek, Olympic Valley, California with Sierra Nevada Region being the partner. The "repositioning" aspect shows that there will be two events in 2017.....one

in the spring (Austin) and one in the fall (Asheville). A website will be launched later this year that will contain more information and registration.

- Another change is the announcement that Sandy Provasi will be filling out the remainder of the current term for Zone 7 Representative. Paul Czopek, current Zone 7 Representative, is moving to Arizona. The current term runs thru December 2016.
- Scooter? Lane Splitting? Yes, saw it the other day. Not pretty when you stall your scooter when the light turns green.
- 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 - November 2000**
- 29 cars attended the Mendocino Tour.
- Kern Breaux chaired a Go-Karts event that had 28 drivers. It was held at an indoor go-kart track in Stockton.

### 20 years ago - November 1995

- 30 cars participated on the Mendocino Tour.

### 25 years ago - November 1990

- The first known web page is written.
- Ron Boeck, SVR member and Zone 7 Rally Chairperson, presided over the TSD award ceremonies at the Zone 7 Awards Banquet. There were 11 events presented, of which SVR contributed 6. Harvey and Connie Cain took home the Top Driver and Navigator awards.

### 30 years ago - November 1985

- The Mendocino Tour was co-chaired by Cyndee Nightingale and Greg Peart. It was headquartered at the Hill House.

### 35 years ago - November 1980

- Mendocino Madness was the name of the November tour to the North Coast. The event was chaired by Kathleen and Scott Peebles. There were a total of 14 cars. The kite flying was held on Sunday with a dinner that evening at the MacCallum House.

### 40 years ago - November 1975

- 2 bucks got you dinner at the November dinner meeting organized by Nancy Myeron. It was a potluck at the Fair Oaks Clubhouse. And that included free beer.

### 50 years ago - November 1965

- The Pillsbury Doughboy is created.
- *Days of our Lives* debut on TV.
- Craig Breedlove sets a new land speed record of 600.6 mph



# Niello Porsche

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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 our 7<sup>th</sup> and final event of the season! Despite threatening weather and some overnight rain and thunder storms in some areas of northern California we had 49 drivers show up to a nice day and a course that was dry and ready for our runs for our final autocross.

Of the 49 drivers, we had a total of 12 drivers with four or fewer AX events with SVR. Of those 12 we had 6 that were attending their first AX event with SVR! If you're one of the 12 and especially one of the 6 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. In addition the BMW club is now including our autocross events in their monthly reminders which resulted in five drivers from that club showing up.

**Average Times:** We had quick improvement and pretty much leveled out for the third through 9<sup>th</sup> run of the day. The course started out with a couple of tight turns rolled in to a bit lollipop and then into the final series of sweepers and straights getting you through to the finish. As soon as you had the course figured out, it was all about minor tweaks and taking a little different line to see if you could eek out juuuuuust a bit better time.

**Top Times of Day:** It looks like the course smiled on the high horsepower cars. Lanny Bowden brought in the top time of day during his fifth run of the day with a time of 32.124 (Corvette). Bryan Fat was hot on his heels with a time of 32.405 (GT3) which was captured on his eighth run and Steve Nieslony was right there as well with a time of 32.467 (914) on his eighth run as well.

Rounding the next top five for the Porsches we had Rob Wagner with a time of 33.486, Kent Treiber coming in at 33.565 and Collin Fat with 33.640.

**Ladies Top Time:** Porsche top times of day was brought across the line by Joy Nieslony with a time of 34.080, followed by Lavergne Thomas with 35.510, Robin Fine at 37.054 and Melinda Lincoln at 38.107.

**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 Treiber with a time PAX time of 30.880 with Caleb Porter coming in with a 31.233 followed closely by Darrel Huckabay

with 31.248, Steve Nieslony with 31.558 and Scott Lines at 31.750.

## Drivers with 4 or fewer SVR Events

**-Top Time:** The top five times for our less seasoned SVR participants were brought to us by Bryan Fat with a time of 32.405 (also TTOD Porsche), Dave Jolly with a time of 33.763, Jeff Winkler with 35.541 and Lewis Breon with 36.300.

## Most Improved (new to SVR events):

Average times progressed well throughout the day as everyone got more familiar with the course. The Average difference between the all novice drivers first reasonable run (run one or two) and best run was just below 11% which equates to around 4.5 seconds. The biggest improvement came from James Wolfe capturing his best time of day of 37.339 on the 8<sup>th</sup> run of the day improving by 9 seconds or 19%. Jeff Winkler improved times by 6 seconds through between his first and fourth runs of the day and topped out at 35.541 on the 4<sup>th</sup> run of the day resulting in a 15% improvement of 6.0 seconds. Ivan Guevara improved quickly, leveled off on times and then captured his best run of 37.728 on the 8<sup>th</sup> run of the day resulting in a 5.96 second improvement of 13%. Bryan Fat (yes another one for him ☺) shaved off 4.7 seconds for a 13% improvement and Robin Fine warmed up those tires with a 4.5 second improvement for a 11% improvement. Nice job all, 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 for the second month in a row comes in with the most consistent runs which varied by a mere 0.013 seconds (1/2 what it was last month). Verne Thomas came in with a 0.026 second difference on her best three runs followed by Ed Busuttill with 0.041, Gary Conway with 0.042 and Lanny Bowden 0.061 (TTOD too).

**Coneage:** Cone counts were back up from 17 cones last month to 73 this month. The VAST majority of the cleanup effort was for people at stations 5, 6 (tight hairpin where people went in too fast) and 1 (sliding across finish and associated cones sideways)!!! There were even a few instance where people took out enough cones where we had to stop the cars to clean up their mess before we could start ☺.

Of the 73 cones, one unlucky cone was mangled beyond recovery and will be permanently retired. The remaining cones will have a five month rest before returning to service.

**Cone King and Queen:** Be aware, we do NOT recognize for avoiding cones, so please don't look for your name here if you were successful in those endeavors. 23 individuals managed to avoid all cones but a hearty thank you goes from the course workers that will not have to go to the Gym because you kept them running!

**King** – We did not have a cone king award LAST month but Matt Deter, Greg Zajic and Bill Faust received honorable mentions last month for their attempts but two cones each is not worthy of an award. It seemed that Bill Faust was not going to settle for an honorable mention again. Bill clipped (that's being polite) a mere three cones in his second run of the day between stations 5 and 6, but saw that Gary Conway had captured a total of five cones during his third and fourth runs of the day. Bill decided to match Gary's accomplishment in one fail swoop and take out five additional cones in his fifth run while crossing the finish resulting in a total of eight for the day and solidifying his position of Cone King. Gary Conway, Matt Deter and Nathan Gabriel did their best to catch up with Bill through the rest of the day but the three only managed five cones each among multiple runs.

**Queen** – One again, no queen award this month due to low cone counts, HOWEVER, we were finally able to settle the cone queen award from the August event. If you recall back in August we had a tie between Joy and Vern for cone queen and because they took out a higher than usual number of cones and it occurred in a single run we just could not decide who deserved it most. Well this month, Joy managed to take out a one cone on her fifth run, where Vern was able to avoid cones throughout the day, so Joy is the official recipient of the August Cone queen award.

Don't forget that 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.

Thank you everyone for a wonderful season and we look forward to seeing you again next year. Keep an eye out for our 2016 Ground School which we hope to have in March of next year and then we'll have our first event for the 2016 season in April.

Your PCA Sacramento Valley Autocross team

# Upcoming Events - Close Ups...

## Tree Decorating and Potluck at The California Automobile Museum

Sunday, November 29<sup>th</sup> - 2:00 pm

The California Automobile Museum's annual Christmas Tree Decorating Party and Potluck is a wonderful way to kick off the holiday season with your friends and an opportunity to meet many new people in the club as well as other Automobile enthusiasts.

Our club has two Christmas trees to decorate and we have a lot of ornaments from past years. However, I would love to see more ornaments that you have made. An ornament showing your car and/or yourselves is a great way to show the 1000's of people that pass through the Museum during the Holiday Season just what a great car club we have.

We will trim the trees beginning at 2:00pm, followed by the Potluck at 4:00 pm. Everyone is asked to bring a dish to share with the other car clubs. If your last name starts with A-N we are asking that you bring a main dish (casseroles, spaghetti, KFC, etc.); if your last name starts with O-Z please bring a side dish or salad (rolls, vegetables, green or fruit salad, etc.).



The Museum will once again provide the deserts to insure that we don't run out of main and side dishes. The Museum also has a refrigerator and microwave available and they provide beverages, utensils and other paper products.

A highlight of this event every year is the Door Prize Raffle and they generally have some very nice gifts.

If you plan on joining the fun this year, please RSVP Kim Nelson by Wednesday, November 25<sup>th</sup> at: [knelson356@gmail.com](mailto:knelson356@gmail.com)

We hope to see you there!

## SVR Christmas Party

Friday Evening, December 11<sup>th</sup>

Sutter Club | 1220 9th Street | Sacramento  
Socializing with appetizers @ 6:00pm  
Our sit down Dinner @ 7:00pm

We will be returning to the California Room for our party.

- Attire: Black Tie or Business attire.
- Reservations are open. There will be a no host bar.

### Entrée Choices

**Sautéed Sea Bass with Spinach-Crab Soufflé and Champagne Sauce** \$60

**Grilled Filet Mignon with Wild Mushroom Sauce** \$65

**Black Truffle and Spinach Gnocchi with Roast Garlic Cream** \$55

*Dinner will include salad and dessert.*

Additional information will be sent along with your confirmation. Parking is included in the Sutter Club Lot off L Street.

Please send you check, no later than December 1<sup>st</sup> (payable to PCA-SVR) with your dinner selections. Send to:

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

Also please respond by email ([mikew@cwo.com](mailto:mikew@cwo.com)) so we can contact you as needed.

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# Sacramento Valley Region Calendar of Events



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

## Scheduled 2015 - 2016 SVR Events

[www.svr-pca.org](http://www.svr-pca.org)

**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 7** **Yearly Events Planning Meeting** Round Table  
Pizza, Greenback Lane, Folsom. Eduardo Ortega Jr.  
[vicepresident@svr-pca.org](mailto:vicepresident@svr-pca.org)

**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](mailto:autocross@svr-pca.org)

**2015 Season Completed**

## 2016 Zone 7 Competition Events

[www.zone77.org](http://www.zone77.org)

### CONCOURS

**June 5** **Loma Prieta Region,** Hayward. and Swap Meet.

**June 12** **Sacramento Valley Region.** Rocklin. Niello  
Porsche.

**July 17** **Monterey Bay Region.** Carmel Valley Community  
Park

**July 31** **Sierra Nevada Region.** Reno. Rancho San Rafael  
Park

**August 7** **Golden Gate Region.** Redwood City. Carlsen  
Porsche

**September 18** **Redwood Region.** Kenwood. Ledson Winery

**October 9** **Yosemite Region.** Livermore. Porsche of Livermore

### AUTOCROSS

**March 26-27** **Zone 7 AX School.** Marina

**April 16-17** **Zone 7 AX.** Marina. Loma Prieta and Golden Gate  
Regions

## Upcoming PCA Events 2015 - 2017

**November 21** **Tech Tactics West.** Ontair, CA.....SOLD OUT

**December or** **Porsche Parade ---- lodging registration**  
**January??** [parade2016.pca.org](http://parade2016.pca.org)

**June 19-25** **Porsche Parade.** Jay Peak Resort, Vermont.  
**2016** [parade2016.pca.org](http://parade2016.pca.org)

**August 19** **Werks Reunion.** Carmel Valley.  
**2016**

**Sept. 7-11** **Treffen/Escape Lake Tahoe.** Olympic Valley,  
**2016** California (Squaw Valley)

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

## Recurring SVR Monthly Events

**1<sup>st</sup>** **SVR First Saturday Breakfast** **Brookfields**  
**Saturday** **Restaurant** 11135 Folsom Blvd., Rancho Cordova.  
**8:30 - 10 AM** 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

**2<sup>nd</sup>** **SVR Board Meeting**  
**Wednesday** Sacramento Metro Fire Department Station 32,  
**7 - 9 PM** 8890 Roediger Lane (just off Hazel, north of Sunset  
Avenue), Fair Oaks.

**2<sup>nd</sup>** **356CAR Breakfast**  
**Saturday** Marie Callender's, 5525 Sunrise Blvd, Citrus Heights.  
**9 - 11 AM** Jim Hardie: [jehardie@aol.com](mailto: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.

# Christmas Tree Decorating and Potluck



**Sunday, November 29<sup>th</sup>**

California Automobile Museum

Bring an ornament showing your car  
and/or yourselves for the tree!



**Tree Trimming**

**2:00 PM**

**Potluck**

**4:00 PM**

**Please bring a dish to share with the other car clubs.**

Last name: A-N - main dish (casseroles, spaghetti, KFC, etc.)

Last name: O-Z - side dish or salad (rolls, vegetables, green or fruit salad, etc.)

*The Museum will provide the desserts, beverages, utensils and paper products.*

RSVP to Kim Nelson - knelson356@gmail.com by Wednesday, November 25<sup>th</sup>

## SVR Christmas Party

**December 11, 2015**

Sutter Club • 1220 9<sup>th</sup> Street • Sacramento

### .....Menu.....

**Socializing / Appetizers**  
**Sit Down Dinner**

**6 pm**  
**7 pm**

**Sauteed Sea Bass** with Spinich-Crab-Souffle and Champagne Sauce \$60  
**Grilled Filet Mignon** with Wild Mushroom Sauce \$65  
**Black Truffle and Spinach Gnocchi** with Roast Garlic Cream \$55

*Business Attire / Black Tie Optional*  
*No host bar available*  
*Sutter Club Parking Included*

RSVP by December 1<sup>st</sup> with check (payable to PCA-SVR) and  
dinner selections. *Please include your email address.*

Send to:

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



*Please bring a new unwrapped toy per person for the CHIPS for Kids toy drive*



# ***SVR 2016***

## ***Event Planning Meeting***



**Thursday, January 7<sup>th</sup>, 2016**  
**Round Table Pizza**  
**9500-1 Greenback Lane, Folsom 95630**  
**(Madison Avenue at Greenback Lane)**  
**916-989-1133**

**Meeting begins at 6:00 P.M. / Pizza at 6:30 P.M.**  
**Meeting continues after Pizza!**



Cost is \$1.00 (yes still one dollar!) per person if you RSVP by December 26<sup>th</sup>, otherwise it is \$2.00/person. Beer, wine and salads available at extra cost. If you can't attend the meeting, but have an idea for an activity in 2016, contact Eduardo for the event to be included on the 2016 Calendar.

RSVP to Eduardo Ortega, Jr. at [vicepresident@svr-pca.org](mailto:vicepresident@svr-pca.org) or 916.548.0067

## **PACIFIC GROVE TOUR**

### **APRIL 8 - 10, 2016**

# **SAVE the DATES!**

**PLEASE LET ME KNOW IF YOU ARE JOINING US ON THE TOUR AND IF YOU'D BE INTERESTED IN THE GROUP DINNER SATURDAY NIGHT.**

**JIM MCMAHEN- [JIMMCMAHEN@HOTMAIL.COM](mailto:JIMMCMAHEN@HOTMAIL.COM)**  
**916.924.1463**



# SVR Annual Charity Event Review

By Deb and Mike Dunn –SVR Members



**SOLD!- Kim and Rachel Nelson with Kirk Bradford hard at work**

PHOTOS: BOB CANNON

**T**he Annual Charity Auction took place on October 18<sup>th</sup> at the Nelson's Garage and the result was another great success!

The event drew 110 people this year which was an increase of 25 over last year. All were looking for a great venue, being entertained by the Speedsters and searching to bid on those special auction items. Alma and Gary Thompson – Charity Chairs – did not disappoint. The Speedsters kicked off the festivities as bidder's sampled wine from Kellie and Dick Murphy's display tent, perused the auction items, placed bids at silent auction table and even made offers at the Shopping for Treasures table.

Lunch was served by Que Vida and the specially selected two charities were introduced to the group. Dr. Kris Corn from Ride-to-Walk gave an update on how our donations would be used. Next Kevin Cameron from Alpha K-9 mentioned that the two dogs named from last year's auction went to a Marine veteran and an Army veteran. He also stated that Alpha K-9 had two lab puppies, a male and female currently being trained and in need of names. Another great bidding opportunity for the club.

This year's attendees were treated to a variety of items that included unique travel and gift certificates, plane rides, beautiful goodie baskets, quilts, pictures, jewelry, wine



**A small sampling of the many items up for auction**



and more wine and those ever popular sweet caramel treats. As always, no auction would be successful without combining generous donations with high bidders. Putting those two together were auctioneers Kim Nelson and Kirk Bradford. They worked their magic again this year. The final totals are still being tallied but it looks like the event will match or exceed last year.

This year's club members were very generous with their bids. As mentioned earlier, the two labs needed to be named. When it was time to bid, the female was first and the winning bidder named the dog Melanie. Next it was the male's turn. An opening bid was made and a challenge to all Vietnam service veterans went out to match the bid. Those that served place bids and additional bids were added in support and recognition of their service. A total of \$1200 was raised and the dog has a new name – Porsche!

If you have never attended an SVR Charity Auction or haven't attended one in a long time, come join the fun next time. It's a wonderful event and a great contributor to wonderful charities and their work. Or better yet volunteer in the planning or execution of the auction and renew or make new friends. See you next time.

**"Many thanks to the volunteers who helped make our Annual Charity Auction a great success. In addition to the item donors and the generous bidders, a special thanks to Sally and Ron Boeck, Collin Fat, Matt and Lisa Menning, Rebecca and Greg Plourde, Sue Sanders, Terri and Ed Parra, Rita Barker, Marv and Ruth Stark, Barbara McCrory, Kelli and Dick Murphy for doing the wine tasting and Linda Bradford for her decorations. Kim and Rachel Nelson for their fabulous garage. Mike and Deb Dunn for all their advice and our talented auctioneers - Kim and Kirk. Thank all of you!"**

*Alma and Gary Thompson-  
Charity Auction Chairs*



PHOTO: COLLIN FAT

**Bidding was intense.. Brian Sanders digging in**



**Dr. Kris Korn and Bev Dunn enjoying the music of the Speedsters**



**Dr. Kris Corn presenting the "Ride to Walk" program**



**Rachel Nelson displaying some of the great items at the auction**

PHOTOS: BOB CANNON



# Oktoberfest Tour

By Matt and Lisa Menning, Tour Leaders

October 3<sup>rd</sup> and it's a beautiful Saturday morning as we watch the Porsche Club members arrive at Fresh Pond, California. This was our starting point for our annual Oktoberfest tour. Fresh Pond is located in El Dorado County just off Hwy 50 east of Pollock Pines. This spot provides easy access for all drivers with a convenience store, restroom, and gas pumps to prepare our group for the day's journey.

Everyone arrived on time and the weather was good. Maps were distributed to assist the drivers in what was to be a spirited drive on some of California's twisty roads. We lead a group of 11 cars through El Dorado County



The tour lineup at Fresh Pond

PHOTO: MATT MENNING



Camp Virner Restaurant in Georgetown- a great place to enjoy an authentic German meal



PHOTO: BOB CANNON

PHOTO: MATT MENNING



from Hwy 50 then on to Ice House Road which has enough twisties to delight any Porsche driver enthusiast.

We intended to stop at Big Hill Lookout prior to our destination of Camp Virner Restaurant, but half of our group were so hungry they missed the left turn and continued on to the restaurant. The remaining half of our group made a pit stop at Stumpy Meadows. After a quick break there, we regrouped and headed on to Camp Virner Restaurant in Georgetown, California.

The views along the drive were spectacular and sobering. We say that because much of our California forest has been burned by the King Fire of 2014. Nonetheless, the views were beautiful. At different areas of the drive the landscape was green. Then brown. Then green again. We were driving through areas that would be recorded in our California history. We observed that loggers had cleared hundreds of acres along Wentworth Springs Road. Pretty amazing!

Arriving at Camp Virner Restaurant we were greeted by the rest of our group. We had time to spare before they opened early for our club so we took a few photos in the spirit of SVR. We then proceeded into the restaurant where the owner had reserved a private room just for us. In true Oktoberfest style we raised the roof with our live accordion music. The evening was festive and everyone seemed to enjoy their dinner meals and the music. It was truly an enjoyable Oktoberfest for all. We wish to thank everyone who attended and especially our accordion player for making this event one of our most memorable ones.



**Wonderful Brats and Schnitzel**

PHOTO: BOB CANNON



**A toast to Oktoberfest..**

PHOTO: MATT MENNING



**Lisa Menning dressed up for the occasion**



**Just like being in Munich!**

PHOTOS: BOB CANNON

# SVR Board of Directors Election- Candidate Statements

## President: Collin Fat

I have been an active member of the Porsche Club Sacramento Valley Region since 2007. As your current club president, I have gained valuable experience in leading the club and its board of directors.

Membership has grown 10% and the autocross program continues to thrive. We had 7 fantastic monthly dinners, three multi-day tours, and over 7 single day tours as well as a tech session. I have met dozens of new members and most of the responses I have heard back from them are very positive as to the event and the friendliness of the members. The club has thrived over the past year thanks to the efforts of the board and the energetic event chairs that make our club so successful. Special acknowledgment goes to the Drifter team, Autocross team and Herb Hoover for their efforts each month. Other clubs in our region have taken notice of the level of activity at SVR and in August, we were identified as one of the top regions for factored growth in membership. Your board will also be scheduling CRAB 36 which will be the first CRAB event since 2010. Our website won best overall website at Parade 2015 and the Drifter was recognized as one of the best newsletters for a region of our size. With over 1,200 regular and affiliate members we continue to be one of the largest and most active clubs in Zone 7!

Some of the behind the scenes efforts that I have lead as your current club president is the current update of our 2002 By Laws. Members will be voting to approve them at the end of this year. Next year, I will lead the charge to update our current policy and procedures document to more accurately reflect our current best practices. Kind of boring but important for the board to update these important documents for the benefit of future boards and club leadership.

I believe that any non-profit, special interest club is only as successful as its member's participation, and its leadership. I would very much like to continue to be the club's president. I value the club's history and think I would be a great candidate to merge what we have done in the past and take the club into the future. As president, I would continue to concentrate on 1) increasing participation and retention of new members, 2) continue with the great traditions of the past, and 3) work to involve the over 700 primary members of our club to create more fun events to fill our calendar and to meet their interests.

I currently drive a 2003 996 Turbo and a 2010 GT3 and I am married to my wife Elaine for 33 years with two grown children; Natalie (30) and Bryan (27). This year, I became a first time grandparent to granddaughter Charlotte.

My past board experience is quite varied and locally I served six years on the board of the Roseville Chamber of Commerce with the last year as president. I have also served on the board of the Sacramento Restaurant Association as vice president, the Asian Pacific Business Association, and San Diego Community College Foundation.

I would be honored to be entrusted to lead the club as your next club president and would appreciate your vote.

## Vice President: Eduardo Ortega Jr.

I joined SVR in September of 2010. I have just reached my 5<sup>th</sup> Anniversary. I was elected as your Social Director in 2012 and 2013, and your Secretary in 2014. In 2015 I was elected as your Vice President.

2015 has been a busy year for me in the Board, securing insurance certificates from National PCA for our SVR events, keeping the SVR calendar up-to-date, and attending SVR events to ensure I am available to interact with our members, especially the new members. It is still a goal of mine to promote participation of all members to serve on the Board, and besides speaking at events carrying this message, I have also from time to time spoken to individual members encouraging them to run for the board and to ensure them they will get my help to learn the duties of various board positions.

I would kindly ask for your vote for re-election in the office of Vice President.

Thank you for your consideration.

## Secretary: Rita Barker

Having served as Secretary for 2015, I hope to continue to keep you informed as Secretary in 2016.

Thank you for your consideration.

## Membership Director: Richard Walker

I have been an active member of SVR for 10 years and during that time Anne and I have met many new friends and enjoyed a lot of the activities offered by SVR. We like to go on the tours and co-chaired the Eureka tour this past year. We also helped with the new member tour.

I have been the Membership Director for the past year. This has been an educational year for me to learn all the duties of being the Membership Director. During the past year I have maintained the club data base, as well as kept track of Drifter subscriptions, I also put together the Membership Directory, and carried out all the other duties of being Membership Director.

I am looking forward to continue serving as Membership Director, and I hope to get your vote.

## Competition and Safety Director - Frederick D. Rauch

In June of this year I celebrated my 15<sup>th</sup> year as a PCA-SVR member. I have had the pleasure of serving the club as the Competition and Safety Director in 2004, 2005, 2006, 2009, 2010 and 2015, as the Drivers Education Chair in 2007 through 2015 and as the PCA-SVR Club President in 2011 and 2012.

During my tenure as the PCA-SVR Competition and Safety Director I have been able to revitalize the SVR Autocross and DE program and generate enough revenue to refresh the clubs autocross timing equipment, two cycles of helmets and maintain the clubs autocross trailer as well as subsidizing non-competition related SVR activities. All in all, over \$35,000.00 in revenue has been reinvested in club assets and various club activities during my tenure as DE Chair and/or Competition and Safety Director.

I believe that my past experience will enable me to once again serve as your next PCA-SVR Competition and Safety Director and complete my two consecutive year term limit.



# Cayman GT4--My First Impressions

By Paul Richins, Jr., SVR Member

I ordered my Cayman GT4 in May and was finally able to pick it up at the Livermore Porsche dealership four months later on October 1, 2015. It was an exciting and anxiety-filled day for me. Mardi Quain, SVR member and El Dorado Hills neighbor, was kind enough to drive me to Livermore. It had rained the day before but the skies were clearing for a dry drive home.

At the dealership, I saw a GT4 in person for the very first time. I had ordered Guards Red with black Alcantara interior, red deviated stitching, and carbon fiber highlights. What a splendid looking automobile. I had seen many pictures of the GT4 online and viewed many videos with Chris Harris and other testers putting the newly-designed Cayman through its paces on the road and track but seeing the car in person was much more rewarding.

The break-in protocol for the GT4 is 2,000 miles not to exceed 4,200 rpm. The manual encourages the new owner to vary the speed and RPMs regularly. So far in limited test tours in the foothills between El Dorado Hills, Placerville, Coloma, and Georgetown, I have been pretty good at honoring this limitation, maybe taking the GT4 to 4,500 RPM for brief spurts several times.

I have driven less than 300 miles so far but have traversed the foothills via Salmon Falls Road, Latrobe Road, Scott Road, White Rock Road, short sections of Highway 49, Marshall Grade, Deer Valley Road, Green Valley Road, etc. On one of my short test tours, I caught up with Kim Nelson in his green Porsche 911 and followed him a short distance on Green Valley Road.

## Engineering Marvels

My overall impressions of the GT4 are overwhelmingly positive. The workmanship, fit, and finish are to perfection. The stylish lines are sleek and appealing. The Guards Red exterior paint lights up my entire garage every time I go out to make sure the car is resting safely and comfortably. The GT4 just looks fast setting there. What a gorgeous automobile.

Below are some features that really impressed me when compared to the other sports cars I have driven. This list of six items is followed by several of the car's engineering shortcomings.

**Braking:** At the top of the list is the braking. The ability to come to a fast stop really grabbed my attention the first time I drove the GT4 and impresses me every time I take it out. The car has superior braking capability and can stop as fast as any car on the road today. I once rode with a race car driver at Sonoma Raceway in his GT3. What impressed me the most about the GT3, was not its handling or acceleration, but its braking. And, likewise with the GT4.

**Precise, Smooth, and Quick Shifting:** The ease and speed of shifting the manual gear

box from one gear to the next is impressive. Shifting from gear to gear is almost as fast as the PDK transmission. The throw is accurate, short, smooth, and precise. It feels so good that I think I could shift without the clutch (but have not tried). I tested a Cayman S with a PDK, and that transmission is a lot of fun and very quick, but the 6-speed manual tops the list for raw enjoyment and a fundamental feel for the road and driving. I expected the clutch to be a little stiff but it is quick, light, and easy to depress.

### Throttle Blip between down shifts:

Maybe I am getting lazy but the automatic blip of the throttle for each downshift is an engineering marvel. How does the car even know whether I am upshifting or downshifting? Also the throttle blip is in proportion to the RPMs and the gear being selected in the downshift. At low RPMs, a downshift blip will be hardly audible and barely register on the tach. When downshifting at higher RPMs or say shifting from 5th to 3rd, the throttle blip is more pronounced.

**Steering and Handling:** I have read numerous discussions online and in the Panorama about electronic steering of the newer Porsches and the potential lack of a feel for the road, but I have no complaints here. In fact, the feel and feedback through the steering wheel are just about right. The steering is quick and responsive. The handling on the tight twisty roads in the foothills has been a joy. It tracks and accelerates around these tight little corners like a go cart on rails. The car feels solid and planted.

**Acceleration:** A major attribute of the GT4 over the Cayman S or GTS is that the GT4 comes equipped with the Carrera 3.8 liter power plant (rated at 385 HP). In my endeavor to keep the RPMs below 4,200, I have really not tested the acceleration of the GT4 in its optimal performance power band. But, that being said, the acceleration at lower RPMs has been impressive. Even in 5th gear at 3,500 RPMs going uphill at 75 mph, the car showed good acceleration. I can just imagine what it will be like at 5,000 RPM.

**Bucket Seats:** I ordered the full race carbon fiber bucket seats but they were not available and backordered. However, I am pleased with the fit, support, and comfort of the standard bucket seat. I ordered the seats with Alcantara, which improves the comfort and helps minimize sliding laterally in the seat through the corners. Several years ago I owned a Boxster S with the finest leather bucket seats money could buy. They turned out to be uncomfortable so I ended up selling the car after a couple years. I am glad that the Cayman GT4 bucket seats have an improved fit.

## Engineering Shortcomings

And, now for the few things I do not like about the car that range from minor annoy-

ances to engineering shortcomings. Upon initial inspection, one of the first things you see when looking inside is a plastic steering wheel. It is glaringly obvious right off the bat. The steering wheel spokes are plastic and they look it. This is a minor thing but not sure how or why the cheap-looking steering wheel made it into the design of a limited production vehicle. More importantly, the following two items are, in my opinion, more serious shortcomings.

**20" Wheels:** The two most significant engineering failures are the 20" wheels and the excessive road noise from the tires. If all roads were in excellent condition, smooth, and recently paved with no expansion joints, rumble strips, small bumps, or small pot holes, the 20" wheels would be fine. However, our roads (and race tracks) contain many imperfections that jar the car and driver excessively. Going over an expansion joint or small pot hole/bump, the car feels like the suspension may have bottomed out or maybe the tire/rim has bottomed out and taken a direct hit on the small bump. Traversing any number of road imperfections feels like you are driving on solid-core tires with no flex in the side walls. After driving over a bridge expansion joint at about 50 mph, I and the car were jolted so abruptly and loudly that when I got home I checked the front rims to see if they have been bent by the force of the impact. The 20" rims and the low profile tire sidewall with little sidewall flex is the source of these problems and also may contribute to the excessive road/tire noise.

And, unfortunately, due to the design of the suspension, 19" or 18" wheels will not fit. I am searching to replace the 20" wheels but the various Porsche Cayman race teams and wheel manufacturers I have contacted are working on solutions but have not come up with one yet.

Porsche GT3 Cup cars race on 18" wheels. Indycars race on 15" wheels. Why 20" wheels for the Cayman GT4 and GTS? I would guess that the decision to use 20" wheels did not come from Porsche's engineering department.

**Excessive Road/Tire Noise:** The second major Porsche engineering failure is the excessive road/tire noise. On smooth road surfaces, the road/tire noise is not bothersome but on many less than ideal streets and roads, the tire noise is excessive and becomes annoying after a time. Porsche conducts extensive tire testing and certifies a specific tire(s) to match each Porsche model. I am not sure what they test for (beyond safety) but road/tire noise must not be an important part of the analysis. My 1972 Porsche 911 RS (track car) with R-compound tires and race-suspension torsion bars created less road/tire noise and was less jarring over bumps than the GT4.

In summary, although there are some drawbacks to the GT4, it is quick, handles like a dream, and is fun to drive, even at the restricted RPM levels. I am looking forward to when I can take the GT4 into its RPM power band and to the track.



**MAY 13-15, 2016**

## Event Site Preview

By Brian and Sue Sanders, SVR Members

PHOTO: GOOGLE

Sue and I are excited to be hosting "CRAB 36" at our Family's Facility on Eagles Nest Airport, Lone, CA.

### The Site

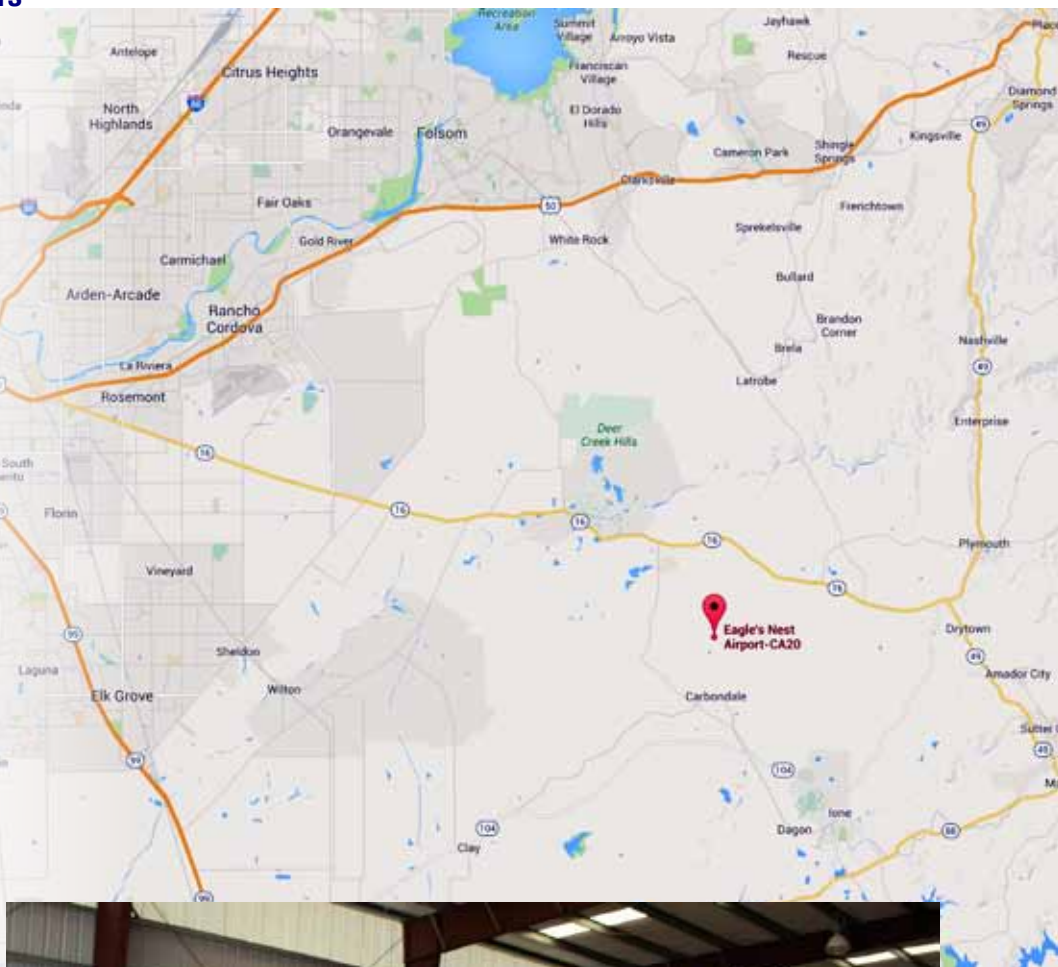
In the late 1980's a group of like minded individuals, tired of dealing with county airport rules, regulations, fees, taxes etc., started looking for a location to construct a private airport. Six hundred acres were purchased approximately 30 miles southeast of Sacramento, near the small Gold Rush town of Lone. The land was divided into 14 parcels; the smallest parcel being thirty-six acres. It took many years and a lot of hard work to make the airport what it is today. For example, since well water could not meet the county code for fire suppression, water had to be brought ten miles from the city of Lone at great expense and later, after a number of lots had been sold, a 100' by 4000' foot runway was constructed.

### The Facility

In the early 1970's Frank Sanders, my father, started rebuilding WWII Fighter Aircraft with Ruth, Mom, handling the books. After an attempt at college, both my brother, Dennis, and I started working full time at the family business. Sadly, we lost Dad in 1990 in an aircraft accident, and in 1996 we moved the family business from Chino Airport in Southern California to Eagles Nest. We constructed our 18,000 square foot restoration/maintenance hangar on a forty four acre parcel, and we were *certain* that we would never fill it. After approximately seven years we constructed a second 10,000 square foot hangar to handle our growing collection of both flying and project aircraft *knowing* that we could never fill it.

In 2012, having filled both hanger 1 and 2, we bought another parcel of land that had a beautiful hangar already built and ready for us to occupy. Hangar 3 sits on fifty seven acres of land and is 14,000 square feet with an apartment built inside. The floors are polished and our small car and motorcycle collection are displayed behind the apartment. This hangar will be used for the formal dinner at the Saturday night dinner.

A special thank you must be given to the Eagles Nest Home Owners Association, Dave Wardall (association president) and the Sanders family. Again, we are excited and proud to be part of the "CRAB 36" Team.



**Your Hosts- Brian and Sue Sanders**

PHOTO: STEVE/BARBARA MCCRORY

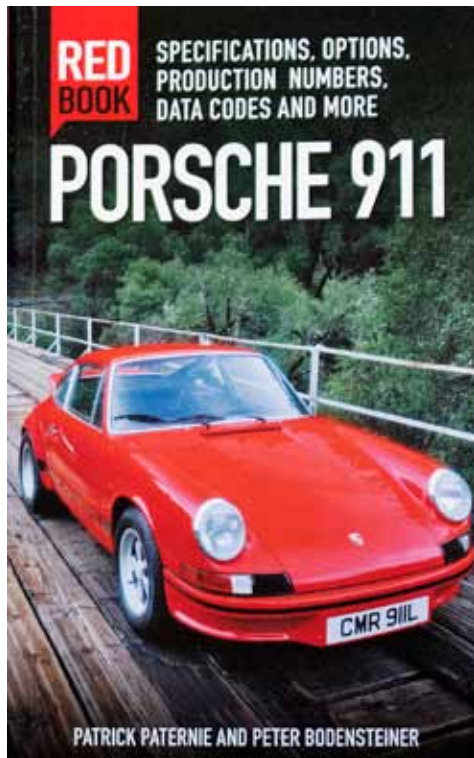


# Editor's Bookshelf

By Steve McCrory, SVR Drifter Editor

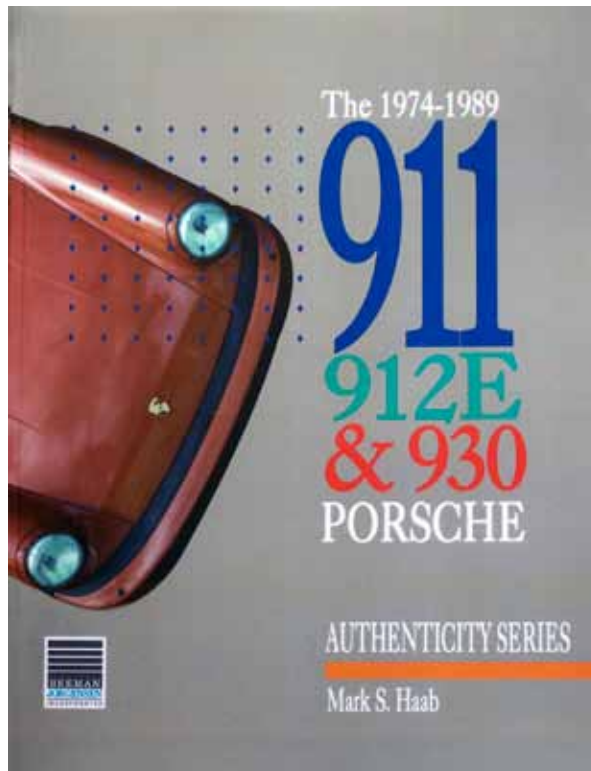
Ok...so it's getting dark early and you're getting tired of watching the same old same old on the telly, and you are already burned out watching the election debates. Time to dust off the bookshelf and pull down a Porsche book or two and settle into the easy chair. Your spouse just asked you what you wanted for Christmas and you struggled to come up with a suggestion. Thinking to yourself, oh no, please...no more socks and no more underwear. Get the picture? It's time for Editor's Bookshelf.

These 3 books offer a wealth of information and historical content...a picture of the evolution of Porsche, and can be easily found on Motorbooks and Amazon, or ordered from your local bookseller. And seriously, who needs more socks for Christmas?



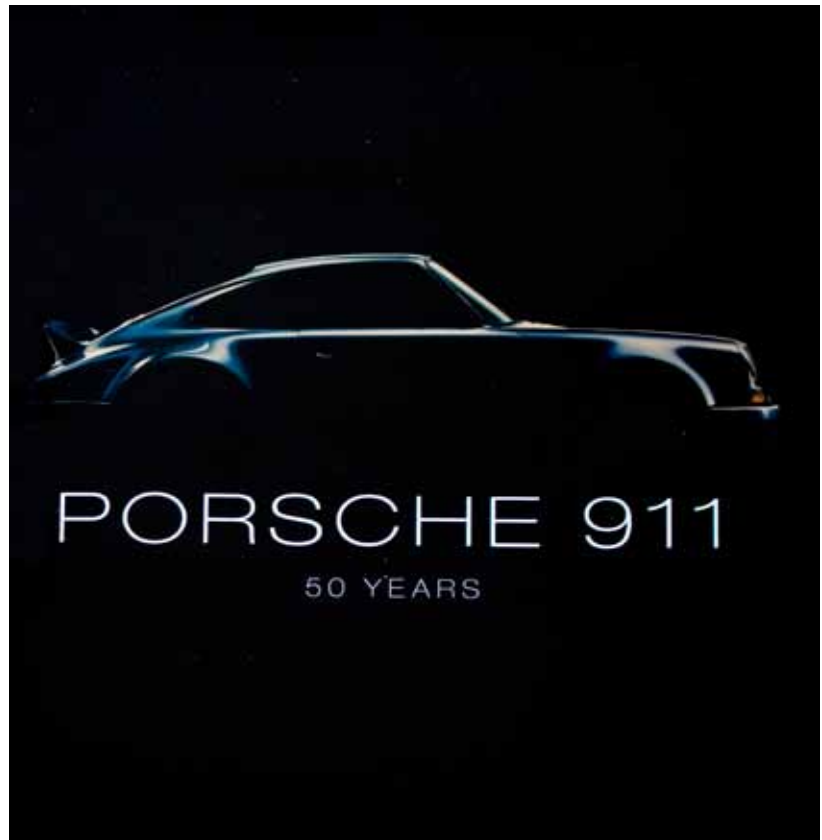
**Redbook Porsche 911** by Patrick Paternie and Peter Bodensteiner. 3<sup>rd</sup> Edition

Specifications, Options, Production Numbers, Data Codes and more. This is the recently released 3<sup>rd</sup> edition; the last edition covered 911 cars thru 2005, was out of print, and became a valuable collectors item. If you are an owner or a potential buyer, a concours judge or a swap meet prowler, or just want to document the car you already own, this is the book you want to add to your collection. The option codes, build data, and details on special models alone are worth the price of admission. With 911 appreciation on the move again, this will add to your knowledge and enjoyment of this iconic car. Keep it handy, you'll be using it often on your Porsche ownership journey.



**The 1974-1989 911, 912E and 930 Porsche** by Mark S. Haab.

This guide to authenticity for 74-89 Porsches offers very detailed information on original equipment, available options, year to year production changes, chassis numbers, and color options for both exterior paint and interior upholstery. If you are buying or restoring or concours judging these increasingly valuable and sought after Porsches, you will find this to be an important resource. Photos and illustrations of unit part assemblies are included along with easily read tables. You will find the table on wheel and tire sizes, both standard and optional helpful when shopping for wheel and tire replacements or upgrades.



**Porsche 911 50 Years** by Randy Leffingwell.

Make room on your bookshelf for this one. Read this before drifting off to sleep and your REM dream state will be focused on Porsches. Here you will find the Porsche story...from the original vision, plans, and concepts to prototype development, engineering design and development to production line execution. The accompanying illustrations, images and historical photos, some recently released from Porsche archives, make the text come alive. Included is the inside story of the development of the Porsche competition cars that became a dominant force in the world history of road racing.

# Porsche Dominates World Endurance Championship

## At Circuit Of The Americas

By Tim Cronin, SVR Member

**S**eptember 19th was exceptionally good day for Porsche as it contemporaneously competed in both FIA's World Endurance Championship (WEC) and IMSA's TUDOR United SportsCar Championship (USCC) at the 3.424 mile (5.513 km) Circuit of the Americas in Austin, Texas. Notwithstanding ambient temperatures of 95°F, Porsche's 919 hybrid prototype took first place in the LMP1 class in the WEC's six-hour event at COTA on Saturday the 19th, keeping alive its winning streak after one-two doppleseig results at both Le Mans and Nürburgring.

Drivers Timo Bernhard, Brendon Hartley and Mark Webber, competing in the number 17 Porsche 919, won the six-hour race on COTA's demanding Formula 1 track, giving Porsche's 919 hybrid its third WEC series win in a row.

Starting from the front of the grid in position 2, Mark Webber took the lead from his werks colleague and pole-sitter Neel Jani (car number 18) right after the start. After 28 laps, Webber pitted for the first time and relinquished the number 17 car to Brendon Hartley. On lap 118 Hartley turned in the overall fastest lap of race: 1:47.436 minutes. After 57 laps Webber took over again and came in for his second pit stop after 88 laps, overshooting the Porsche pit "box" on the pit lane and requiring a manual push-back by the werks pit crew.

At that point, Timo Bernhard took the wheel for a double stint and maintained number 17's lead. After 116 laps Bernhard incurred a 60 second stop-and-go penalty, but nonethe-

Lieb, who then then turned the car over to Romain Dumas after 56 laps.

Dumas lost some time during a "Full Course Yellow" due to a slower car in front of him. With a gap of half a minute to the leading number 17 sister 919, Dumas relinquished the car to Jani after 86 laps. Jani took the lead from Bernhard when the number 17 car fulfilled its stop-and-go penalty, and pitted for a "splash-and-dash" refueling on lap 118.

At the end of lap 148, Dumas resumed driving duties, and after 167 laps the number 18 car was called into the pits because of an electrical problem. Although the number 18 car was able to defend the lead until 35 minutes before the checkered flag, a failure of the number 18 car's 12-volt onboard circuitry caused a prolonged pit stop. The number 18 Porsche 919 was only able to be sent out on the track again for the final lap of the race, resulting in a fifth place finish in the LMP1 class in lieu of the ignominy of a "DNF."

As Fritz Enzinger, Porsche's Vice President LMP1, noted: "This was a well-deserved race win. For almost the entire distance we were defending a one-two lead. To have the problem with the second car in the final hour is bitter, but we have to cope with it and take it as another new experience for our young team."

With its victory at COTA, the fifth of eight WEC endurance races, Porsche won its third race in succession with the innovative 919 hybrid, and is currently leading the points race for the WEC's Manufacturer's Championship

Weissach's 911 RSRs of Porsche Team Manthey duplicated their Nürburgring double win in the GTE-Pro class, with another one-two victory in this fifth round of the 2015 WEC series. The pair of 911 RSRs were at the forefront of the GTE-Pro class field for the entire six-hour duration of the race, swapping positions several times. After the first three laps, Frédéric Makowiecki took the lead of the GT field in the number 92 RSR, allowing his teammate Patrick Pilet to recuperate from the rigors of the United SportsCar Championship race in which he had participated for Porsche North America less than two hours before in the muggy midday heat and a track temperature of 140°F. At the wheel of the number 91 RSR, starting driver Richard Lietz, who took over the points lead in the WEC's GT drivers' championship after his Nürburgring win, stayed glued to the rear of his leading team colleagues in their number 92 RSR.

Thanks to this GTE-Pro doppleseig Richard Lietz not only extended his drivers' championship points lead in the WEC for GT class drivers, Porsche Team Manthey also moved into first position amongst the competing teams, and Porsche advanced to second place in the points race for the WEC GT Manufacturers' Championship, with three remaining races on the schedule.

Werks driver Earl Bamber, the winner of this past June's 24 Hours of Le Mans in the Porsche 919, clinched a podium-worthy second place finish in the GTE-Am class with team-



PHOTOS: PORSCHE MEDIA



less managed to maintain the second position behind the pack leading sister 919, car 18. After 119 laps Bernhard pitted for tires and fuel, and drove an additional 29 laps.

After 148 laps Hartley resumed driving number 17. After a final "splash-and-dash" on lap 171, Hartley brought his 919 home as the overall winner, extending its lead in the manufacturers' standings in the WEC with 220 points, 36 points ahead of Audi's 184.

The number 18 919's fifth place finish belied an otherwise strong performance at COTA. Although the car captured the pole position in qualifying, driver Neel Jani dropped number 18 to second position after Mark Webber's immediate attack off the starting grid. After 27 laps, Jani handed the car to Marc

ahead of Audi and Toyota. Porsche returned to the WEC's top competitive category - LMP1 - in 2014 when the WEC adopted innovative technical regulations that encourage competition between pioneering technologies. Inasmuch as LMP-1 prototypes such as the 919 hybrid don't have to be based on existing road cars, the 919 functions as a 1,000hp research laboratory for future technology transfer such as Porsche's recently revealed 600-plus horsepower Mission E "Tesla-killer" electric concept sedan.

Any satisfaction Porsche may have garnered from the number 17 919's win was only enhanced by the performance of its 911 RSRs in both the GTE-Pro and GTE-Am classes of the WEC's COTA event.

mates Christian Ried and Khaled Al Qubaisi after a spectacular adrenaline inducing chase through the field in the 911 RSR fielded by Abu Dhabi Proton Racing.

Perhaps understating the success of the two 911 RSRs' GTE-Pro victory, Matthias Müller, then-President and Chief Executive Officer at Porsche AG noted: "A stunning success. Basically, this was almost like a Weissach championship. For the entire six hours, the two 911 RSR virtually ran nose to tail and easily kept the competition at bay. It doesn't get any better."

The GTE classes see fierce competition between well-known production-based GT race cars such as Corvette, Aston Martin, Ferrari and Porsche. Porsche has always been committed to technology transfer from the race



track into series production, and all information that is gained in developing and racing the 911 RSR will also continue to be used in the design of future generations of the 911. Examples that have already been successfully introduced are lightweight construction as well as enhanced aerodynamics, both of which contribute to the 911's energy efficiency.

However, Weissach's dominant performance at COTA was somewhat moderated by its 911 RSR's inability to clinch an almost certain fourth double victory in the very last lap of the 2-hour, 40-minute TUDOR USCC race that was run at COTA as a "preliminary event" immediately prior to the aforementioned six-hour WEC event.

Pole sitter Patrick Pilet in the number 911 RSR and Earl Bamber in the number 912 RSR, both of whom would compete in the GTE-Pro class of the above-mentioned WEC event later that same afternoon, got the jump off the line to take the lead of the strong GT field, with Wolf Henzler in Falken Tire's number 17 RSR catching up to third place in the first lap. With three Porsche 911 RSR at the front, the three 911 RSRs maintained their strong performance over the course of the 160-minute race. At the wheel of the number 911 vehicle, Nick Tandy and Patrick Pilet were running at the front followed by the number 912 RSR of Earl Bamber and Jörg Bergmeister in second place.

But just as Porsche was about to close the books on a fifth straight win and its third doublesieg in a row, the leading two works 911 RSR racers ran low on fuel due to the unusually fast pace of the race. COTA's state of the art Formula 1 circuit, with its generous run-off zones, minimized the typical traffic congestion created by the speed differential between the prototype and GT classes of vehicles. The result was higher fuel consumption rates that are attendant with higher lap speeds, as well as keeping spinouts and accidents to a minimum. Accordingly, the race was slowed down by only two fuel-conserving caution phases. With one lap to the flag, Porsche's two 911 RSRs had to come in for an unanticipated splash-and-dash pit stop, which cost them an almost certain double victory.

The end result was a podium-worthy third place finish for Pilet and Tandy's number 91 RSR, and a fifth place finish for Bamber and Bergmeister in the number 912 RSR. Henzler and Bryon Sellers finished fourth in their number 17 Falken Tire 911 RSR.

Dr. Frank-Steffen Walliser, Head of Porsche Motorsport, noted: "From a results point of view it's obviously very disappointing. We were running in the lead over the entire race but had to call our 911 RSR into the pits for a splash of fuel. That cost us victory. But we still scored third place. We certainly deserved better today. We're still leading the [TUDOR USCC manufacturer's] championship, so it will be exciting."





*(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 IMSA. 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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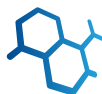
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# October SVR Board Minutes

By Rita Barker, SVR Secretary

## EMAIL BUSINESS

**September Minutes:** The meeting minutes were reviewed by the board and approved electronically.

## CALL TO ORDER

Call to Order by Collin Fat at 6:55pm Wednesday, October 14, 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, Gary Thompson, Mike Willis, Cookie Anderson

Also in attendance: Matt Menning, Lisa Menning, Rik Larson, Barbara McCrory, Gerry Cupler

## OLD BUSINESS

**Review of the By-Laws:** Board continued to review and update the By-Laws and is now complete. See Presidents notes in New Business.

**Visio Software:** Discussion of the purchase of Visio software download for Autocross course design. Motion to approve the purchase was made by Frederick and seconded by Steve McCrory. Approved

**Awards:** Year end awards list was created by Eduardo and reviewed by the board. After some discussion a motion to approve the list and budget was made by Frederick and seconded by Janet. Approved

**Drifter Advertising:** Mike Dunn submitted a special report on Drifter advertising for 2016. After a lengthy discussion a motion to approve the new rates was voted on and approved with one opposed.

Steve Barker reported on the progress of the Nominating Committee for the 2016 Board Members. Nominations will take place at the October dinner at Scotts.

## NEW BUSINESS

**Treasurers Report:** Janet emailed September financial review to the Board

**Presidents Report:** Collin led the final review of the By-Laws. Modifications were made and motion to approve the changes to the entire document was made by Sue Sanders and seconded by Eduardo. Approved by the Board. Board will submit the modified By-Laws to the voting members of the club for review.

## Board Member and Event Chair Reports

**Drifter** Steve McCrory via email welcomed in Mike Willis who will assume the duties of Drifter Layout replacing Bob Cannon.

**Competition** Frederick Rauch No report.

**Autocross** See old business  
Greg Zajic

**Concours** No report.  
Kent Brandon

**Driver Ed** No report.  
Frederick Rauch

**Rallye** No report.  
Rik Larson

**Charity** Alma Thompson submitted the budget and motion to approve was made by Steve McCrory and seconded by Bill Fargo. Approved

**Advertising** Discussed ad rates for The Drifter. See old business  
Mike Dunn

**New Member Group** No report.  
Cookie Anderson

**Treasurer** See new business  
Janet Conner

**Goodie Store** No report  
Linda Bradford

**Membership** Rich Walker reported as of October SVR had **754** Primary members. **487** Affiliate members for total of **1241**. 11 new members, 1 transfer in and 5 transfers out. Rich also noted SVR is in the top 5 for membership growth as of August and year to date.

**Dummkopf** No report.

**Social** No report.  
Suzanne Sanders

**Technical** No report  
Skip Quain

**Webmaster** Submitted his report by email, total visits on the SVR web site in September was 10,477 and we have 36 followers on Twitter.

**President** See new business  
Collin Fat

**Vice President** Calendar updates were emailed to the Board  
Eduardo Ortega, Jr.

**Past President** Steve gave a progress report on CRAB 36 with some discussion on the autocross and the tours, to be finalized at a later date.  
Steve Barker

**MEETING ADJOURNED:** 9:18 PM (PT)\*

**NEXT MEETING:** 7:00 PM PT, Wednesday, November 11<sup>th</sup>, 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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# October Membership

By Richard Walker, SVR Membership

## Membership Report

	Oct 2015	Oct 2014
Primary Members	754	643
Affiliate Members	487	464
Total Members	1241	1107
New Members	11	7
Transfers In	1	
Transfers Out	5	

Since we use e-mail for most of our communications, it is necessary for all of us to keep our e-mail address current with SVR and PCA. To update your membership record, go to [www.pca.org](http://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](http://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](mailto: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](http://www.pca.org/pca-quest)

### Need to update your PCA information?

Update your PCA record at [www.pca.org](http://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](mailto:membership@svr-pca.org)

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

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Sacramento, CA 95865-4651

## New Members

**Coverdale, Gary**  
Placerville  
[Covey@slicknotes.com](mailto:Covey@slicknotes.com)  
1999 911 Carrera Coupe

**Elarms, Denise**  
Elk Grove  
[firstElarm@frontiernet.net](mailto:firstElarm@frontiernet.net)  
2012 Panamera

**Eslami, Afshin**  
El Dorado Hills  
[docEslami@yahoo.com](mailto:docEslami@yahoo.com)  
2015 911 Carrera S

**Furlong, Don**  
Lincoln  
2016 Macan S

**Grigsby, Scott**  
El Dorado Hills  
[Scott@Grigsbylabel.com](mailto:Scott@Grigsbylabel.com)  
2015 911 GT3

**Mobley, Mike**  
Sacramento  
[mrmikem43@gmail.com](mailto:mrmikem43@gmail.com)  
2013 911 Carrera Coupe

## New Members

**Moulaison, Gabriel**  
Roseville  
[gmoulaison@gmail.com](mailto:gmoulaison@gmail.com)  
2006 Cayman S Coupe

**Myers, Donald**  
Lincoln  
[drmyers@earthlink.net](mailto:drmyers@earthlink.net)  
2001 Boxster S

**Page, Matthew**  
West Sacramento  
[mpage916@yahoo.com](mailto:mpage916@yahoo.com)  
1981 911 SC Coupe

**Porter, Gregory**  
El Dorado Hills  
[GregPorter@me.com](mailto:GregPorter@me.com)  
2010 911 Carrera S

**Samouliau, Mike**  
Folsom  
2012 Panamera

## Anniversaries

### 1 Year

**Jack and Jennifer Banville**  
**Jim and Glenda Barrilleaux**  
**Brian Brown**  
**Frank and Janie Cafferata**  
**Nick Ford**  
**David Gillette**  
**Venjie Gose**  
**Bonnie Kolesar**  
**Gary Lund**  
**Nima Parvin**  
**Alan Wackman**

### 5 Years

**Richard and Juli Shelton**  
**James and Marjie Sladek**

### 10 Years

**Dave and Ray Trimble**

### 20 Years

**Robert and Cindy Bell**



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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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