

The Drifter

Sacramento Valley Region - Porsche Club of America

December 2015





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Porsches can Fly! A striking display of a trio of 911s in front of the Porsche Museum, Stuttgart. See story on page 8

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Sacramento Valley Region, Porsche Club of America (SVR), publishes the Drifter monthly for its members. Written contributions and photos are welcome and should be e-mailed to the editor. The deadline for material is one month prior to the month of publication. SVR members should notify the membership director promptly of an address change to insure uninterrupted delivery. All material in this newsletter is protected by copyright. However, newsletter editors of others regions chartered by the Porsche Club of America may reprint any article provided that credit is given to the author and Sacramento Valley Region and that The Drifter is cited as the source.



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The Drifter

Sacramento Valley Region - Porsche Club of America

Volume 53, No. 12

December 2015

Upcoming Events

- 6 Upcoming Events-
Close Ups
- 7 SVR, Zone, PCA and
Local Events

Features and Reviews

- 8 Porsche Museum Visit
- 10 Mendocino Tour
- 12 Niello Serrano
Concours
- 13 Fall Colors Tour
- 14 Rennsport
- 16 CRAB 36 Updates
- 18 Porsche Wins Petit
Le Mans

Columns and Sections

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



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SVR President's Notes

Collin Fat, SVR President



First off, I would like to extend my holiday greetings to all of you and to wish you and your families a wonderful holiday season and a prosperous new year.

As the year winds down, the club is in the middle of its annual board of director elections and a decision of who will be the team to lead the club into 2016. Unfortunately, no one has stepped up to fill the positions of club treasurer or social director. **Janet Conner, and Sue Sanders**, will be stepping down. If no one volunteers as a write in candidate for either position, the board of directors will appoint two volunteers to serve for a period of one year. If you have an interest in serving, please drop me an email and I can discuss the commitment and responsibilities of each position. The club will have more than half of our elected board terming out after 2016: president, vice president, competition director, membership director and secretary. Hoping to move into the president's position for 2017 is **Eduardo Ortega**, and I will serve a 2 year stint as past president. If you would like to see how the board works, our next meeting is **December 9th**, and any member is always welcome to attend. In addition to the board positions we are also looking for volunteers to lead tours and organize dinner functions.

The annual **Mendocino Tour**, chaired by **Rik Larson**, was a stellar event attracting 53 cars and over 100 participants. Included in the mix were 8 cars from Redwood Region and one car from Golden Gate Region. The tour started out at Niello Porsche and headed northwest

on highway 128 through the Napa Valley, California with a lunch stop at the Handley Cellars. The weather was chilly but mostly sunny. On Friday, a get together at the McCallum House Suites got the weekend going with a potluck and BYOB affair and lots of friendly conversation. Saturday featured a round of miniature golf, kite flying, and a dinner at Silver's at the Wharf in Fort Bragg. I guess that the positive feedback from participants from past tours has gotten around. Great job **Rik Larson**.

Our annual planning meeting is scheduled for **January 7th** at the Round Table Pizza in Folsom, just off of Greenback Lane. This is an annual event where members volunteer to lead tours or organize dinners



Above are new members Roberta and Richard Held and Lisa and George Okamoto enjoying the Tour

throughout the year. **Eduardo Ortega**, club vice president, leads the meeting and I urge all members to come out and volunteer. If not for our members the club would definitely not be one of the most active regions in Zone 7. We will also be organizing a "How to run a tour or Organize a dinner event" so that volunteers can learn the ins and outs of event planning.

Several events are already on the calendar including **Jim McMahan's Pacific Grove Tour April 8-10th**, a full autocross schedule with the **Niello Ground School on the weekends of March 12th and 19th**, our annual **Mendocino Tour in November**, TBD, **CRAB 36 May 13-15th**, the **Niello Porsche Concours on June 12th**, and **Porsche Parade, June 19-25th** in Vermont. It's so amazing that this far ahead of the start of 2016 that we have this many events already on our calendar! So don't miss out on this opportunity to volunteer to organize an event.



Rik Larson and former club president, Sally Boeck



PHOTOS: COLLIN FAT



Editor's Corner

Steve McCrory, SVR Drifter Editor

With the completion of this December's 2015 Drifter, it occurs to me that the year has been a fast lane blast through the Sacramento Valley Region's calendar of events. And it's been a great year for the variety of events organized by club members who stepped up to provide their time and creative talents. SVR is one of the most active regions in PCA, with a choice of activities sure to please every Porsche enthusiast. Planning for 2016 club events has already started, and the SVR Planning Meeting scheduled for Thursday January 7th provides an opportunity to get your event idea pulled up to the starting line.

The goals of the Drifter Team have been to provide club members quality information about upcoming social, competitive, and driving events, both local and regional, and provide technical information, and entertaining articles about our member's personal ownership and club experiences. A special thank you goes out to everyone who submitted their suggestions, ideas, articles and photographs for the 2015 Drifter. Instead of listing each individual contributor, just take a spin through the pages



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Horsepower on display at Tech Tactics Symposium

of this year's Drifters. All of you helped make the Drifter something special among region newsletters.

Tech Tactics 2015 was held on Saturday November 21st at the PCNA Training Facility in Ontario, down Southern California way. Barbara and I made the drive down to attend the day long event of technical presentations. The journey on Interstate 5 and the 210 is not like driving on our own Sacramento section of Interstate 80. Note to self...bring the kidney belt next time for Interstate 5, and the patience of a saint for the intense 210 commute hour, which seems to last most of the daylight hours. I may design and market a T-shirt that says "I Survived the 210 Commute."

Seminar topics of interest were many and included an introduction to the **GT4 Clubsport** by GT3 Cup and GT4 Clubsport project manager Matthias Scholz. The new car will be part of the PCA Club Racing Series, as well as other sanctioned series. Interesting note is that the car is closer to stock than the GT3 Cup cars and can be serviced by Porsche Dealers. Other seminars include the introduction to the **991 Gen 2**, Porsche **Diagnostic Secrets** by Tony Callas, and **Tips on Buying A Used Porsche** by Peter Smith. Alan Caldwell, whose name will be familiar to everyone who has read Pano and the Upfixin technical articles throughout the years, talked about **Diagnosis of Electrical Problems** on early cars, and **PFC Competition Brakes** Manager Derrick Dong gave an in-depth talk about the physics and engineering requirements of hi-performance braking systems, **Theory Of Brakes**. Throw in breakfast and lunch

and a goodie bag that by itself was worth the price of admission, and it was a day of Porsche euphoria. We also toured the PCNA West Coast Parts Warehouse; this being one of three warehouses that serve the North American market.

I had the recent pleasure of attending the **California Automobile Museum** for their annual Christmas Tree Decorating Party. Familiar faces were everywhere, as the event was well attended by SVR and 356CAR members, as well as many other car clubs from the Sacramento area. Kim Nelson herded the Porsche people into an area for a group photo. The pot luck dinner with dessert left no one hungry, and as we ate, we learned about the plans to upgrade the museum. The current display theme of the museum is vintage trailers, and the exhibition runs through April 10th, 2016.

In this issue a wrap-up of recent events. Skip and Mardi Quain share an article about the Niello Concours at Serrano and the Rennsport experience. Welcome goes to new contributor Mike Nichols for providing the story of his trip to the Porsche Museum, and the Fall Colors Tour. Have a great Christmas.



PCA's National Secretary Cindy Jacisin (L) and President Caren Cooper welcoming attendees at the recent Tech Tactics.

PHOTOS: STEVE/BARBARA MCCRORY



PDK (Pretty Darn Kwik)

Rik Larson, SVR Rally Guy

- **UPDATE --** The registration process for the 2016 Porsche Parade in Vermont has taken another twist. It will now be a 3 step process. I know, this whole bullet is probably applicable to 4 people in our region. The first step occurs this month (yes, as in December). You will get to sign up for the Parade.....and it should only take a few minutes as you will not be signing up for events or accommodations. Then in January, you sign up for the lodging. Then in April you will sign up for the events. The December 1st issue of e-Brake News has more details, as well as the website at parade2016.pca.org
- The 2016 Porsche calendar is now available at Niello. It is a little different this year. It has photos on both sides and therefore allows you to display it as you see fit for that month (or 24 motifs as the Porsche factory folks say). And it includes the coin.
- If you are a hardcopy subscriber of the DRIFTER, then your renewal is due for the 2016 calendar year. Reminders will also

- be included in your hardcopy envelope.
- We missed a thank you for 2 people that helped Alma and Gary Thompson at the Charity Auction. A BIG thank you goes to Ray and Sara Clements.
- *drifting back* is coming back?
- That is it for this year.....as Bob Cannon would say, "It's WINE Time." Not too sure what the PDK column will look like next year, if at all.
- 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 - December 2000

- The Christmas Party was held at Sun City, Lincoln Hills. The Jacobson's were the hosts and Prime Rib was the featured dinner.
- DRIFTER editor Dennis Stettner announced that the SVR website now had the DRIFTER available for download (in PDF format).

20 years ago - December 1995

- The final original Calvin and Hobbes comic strip is published.
- The Christmas Party is held at the Towe Ford Museum (now the California Automobile Museum). It was not the typical sit-down dinner but one with catered hors d'oeuvres. And the mighty Wurlitzer was heard as we toured the museum. The event was chaired by Cyndee Peart and Daymon Nightingale (Cyndee's mom).

25 years ago - December 1990

- The Christmas Party was held at the Palomino Room (now the EAST market and restaurant). Event of the Year went to the San Simeon Tour, chaired by Jean and Phil Keith and Vicki and Mike Willis.

30 years ago - December 1985

- Ricky Nelson dies in a plane crash.
- The Christmas Party was held at the Clarion Hotel. It was chaired by Cyndee Nightingale.

35 years ago - December 1980

- The Christmas Party is held at D.A. Stones (now a men's store?). It was chaired by Kathleen Peebles.

40 years ago - December 1975

- The Christmas Party was held at the Mansion Inn. It was chaired by Eva Kay.

60 years ago - December 1955

- PCA's monthly magazine, Porsche Panorama debuts. It keeps all members updated on the latest technical information, factory news, and events.



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THINKNIELLO



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

- 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 2** **First Saturday Breakfast** Brookfields. Details at Monthly Events below
- January 7** **Yearly Events Planning Meeting** Round Table Pizza, Greenback Lane, Folsom. Eduardo Ortega Jr. vicepresident@svr-pca.org
- April 8-10** **Pacific Grove Tour** Jim McMahan
- May 13-15** **CRAB 36 at Eagle's Nest Airport** in Ione

2016 SVR Autocross Events

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

- March 12** **AX School** at Niello Porsche in Rocklin
- March 19** **AX School Practice** in Stockton
- April 30** **AX at Stockton Fairgrounds**
- May 14** **AX at CRAB 36**, Eagle's Nest. Ione
- June 11** **Zone 7 AX by SVR**. Stockton Fairgrounds
- July 23** **AX at Stockton Fairgrounds**
- August 20** **AX at Stockton Fairgrounds**
- September 24** **AX at Stockton Fairgrounds**
- October 29** **AX at Stockton Fairgrounds**

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

2016 Zone 7 Competition Events

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. Loma Prieta Region
- April 16-17** **Zone 7 AX** Marina. Loma Prieta and Golden Gate Regions
- May 21-22** **Zone 7 AX at Santa Rosa Airport** Redwood Region
- June 11** **Zone 7 AX. Stockton Fairgrounds** Sacramento Valley Region
- September 24-25** **Zone 7 AX. Marina** Loma Prieta and Golden Gate Regions

Upcoming PCA Events 2016 - 2017

- January** **Porsche Parade lodging registration** parade2016.pca.org
- February 27** **Zone 7 Awards Banquet** Vallejo.
- April 29- May 1** **Porscheplatz** Laguna Seca.
- June 19-25** **Porsche Parade** Jay Peak Resort, Vermont. parade2016.pca.org
- August 19** **Werks Reunion** Carmel Valley.
- Sept. 7-11** **Treffen/Escape Lake Tahoe** Olympic Valley, California (Squaw Valley)
- July 9-15 2017** **Porsche Parade** Spokane, Washington

Upcoming Events of Interest

- January 1 2016** **All Venues** www.TrackMasters-Racing.com

Upcoming Events - Close Ups...



Porsche Parade Registration

YIKES!— it is here already.

The procedure has changed for the 2016 Parade in Vermont.

Registration opens on December 19th and gets you in the pool for the accommodations at the Jay Peak Resort.

You can get more details at the recently published e-Brake News that was published on December 1st or check parade2016.pca.org

The parade2016.pca.org website is a work in progress and may still contain dated information from the 2015 Parade at French Lick. Contact Rik Larson if you still have questions.



Pizza & Planning - January 7th

Planning on chairing (or co-chairing) an event next year? Feel free to contact Vice President Eduardo Ortega, Jr. in advance of the planning meeting with your idea and date. He will be glad to help you.

The calendar (just look on page 5) is current and contains all of the dates for the major events for the region and for Zone 7.

And remember it is only \$1 (if you sign up early).



Pacific Grove Tour - April 8-10

The primary inn, Pacific Gardens Inn, is full. You can call the Inn (800-262-1566) and get on the wait list if you like. You can also call Jim directly and talk to him about the other possibilities in Pacific Grove. There are 2 places on either side of the Pacific Gardens Inn but they are more expensive.

Remember that the "Good Old Days" festival is going on in Pacific Grove at the same time that we are there (and something to see).

Jim says you might want to consider staying at inns in Monterey as they might be cheaper than staying in Pacific Grove.

Jim McMahan, 916.924.1463 or jimmcmahan@hotmail.com



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SVR 2016

Event Planning Meeting



Thursday, January 7th, 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 26th, 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 or 916.548.0067

2016 Pacific Grove Tour

April 2016 will be here soon so it is time to put the next Pacific Grove tour on your calendar. April 8th, 9th, and 10th are the days for one of SVR's greatest tours. Contact Jim McMahan
jimmcmahan@hotmail.com



PHOTOS: MIKE NICHOLS

A Visit to the Porsche Museum

By Mike Nichols, SVR Member

On August 29, 2015 my wife, Lori, and I travelled to Stuttgart, Germany to visit the fabulous Porsche Museum. We started our day in Munich, as we were on a 2 week Smartours trip through Switzerland, Germany, Austria and Hungary. We got up early the morning of our Museum visit, on a sunny, warm day, and made our way to the main train station (Hbf) in Munich. After a pleasant ride through the Southern German countryside, we arrived at the Stuttgart Hbf, which was undergoing a major construction project.

From there, we found the the S-Bahn, or local train to the Porsche Platz. Once we arrived at Porsche Platz, we merely had to look across the platform to the beautiful Porsche Museum! The unique architecture of the building was fascinating and provided a great opportunity for our first photos. There was a brand new, yellow GT3 and a red Carrera 4S on display in the courtyard, above which was a mirrored ceiling. This provided for a unique photo. Also of particular interest was the trio of white, full-sized 911's attached to 3 tall, intersecting

pillars that was built for the unveiling of the new 2016 911. This was an impressive sight!

Once inside the museum, we were greeted with cheerful, accommodating employees and found that the admission price was free for Porsche Club members and ½ price for Lori. The regular price is 8 Euros (about \$9 US). We were given headsets for the audio tour, although personal guided tours are available for an additional cost. We went up a long escalator to the start of the tour, and up at the top was Porsche Paradise! The very first auto built



by Ferdinand Porsche in 1898 was there, followed by models built in the 1920's and the Type 64, built in 1939 with an aluminum body, that looked to be the first rendering of Porsche's familiar shape. We saw many stunning 356 models, including the 1950 black "Ferdinand," a 1954 silver 550 Spyder (one of my favorites), a 1959 green 754 T7 (a sedan looking much like a precursor to the 911 body style), and many classic 911 models you would expect. There was a blue 1967 912, an 8 cylinder 1969 silver 914, THE silver 1974 911 Turbo Number 1 with a one-of-a-kind, red checkered interior, a silver 1988 959 coupe, and a white 1996 993 coupe presented to the German Highway Patrol. This car was the 1 millionth sports car produced by Porsche since 1948. The Carrera GT was represented by a slick, silver 2003 model, and the awesome black 918 on display was decked out in Martini Racing colors. My interest was mainly in the various 911 models, but there were also examples of the 924, 928, 944, Boxster, Cayman, Cayenne, Panamera and the new Macan. There were other interesting vehicles built by Porsche, including a tractor used in the coffee plantations of Brazil, a speedboat, and even a propeller airplane engine.

The layout and design of the museum was just as impressive inside as it was outside. After viewing the dizzying array of Porsche automobiles, a full gift shop with everything from t-shirts and posters, to scale model car replicas was available to satisfy your gift list. All of this viewing and shopping can create quite an appetite, so there was a nice café with delicious breakfast and lunch items, as well as refreshing drinks.

With our visit to the museum complete, gifts purchased and hunger satisfied, we wandered over to the adjacent Porsche dealership showroom. Every model was on display



Am I really standing here??



A beautiful 912 in Slate Gray with red interior

in the 3 level facility, new and used. It was interesting to see that most of the cars there were black. Our visit ended with what appeared to be a lucky couple taking delivery of a gorgeous white 918. I can't imagine it was there for service!

What an awesome day we had visiting the Porsche Museum! If you go, be aware that factory tours are also available, but not during July and August, when many workers are on holiday. We missed it by 1 week! Oh well, maybe next time. Glückliche Fahr!



911 Turbo beauties



The Ferdinand



Ever see a "754 T7" ?

Mendocino Tour 2015

By Rik Larson, Event Chair

The Mendocino Tour featured a total of 102 people (plus 2 kids) and 53 cars (setting a record) making the annual 3-day trip to the north coast. The first Mendocino Tour was held 40 years ago (May 1975). It has not been held every year but is one of the longer running SVR events (others being CRAB, San Simeon, and the Charity Auction).

The tour format has not changed much in the past 5 years. One of the things that was emphasized this year was making sure that we had adequate restroom facilities at each pickup point and also to add a bathroom break before the Geyserville pickup point (which we did by having a break at Calistoga).

The tour started at Niello Porsche in Rocklin. Niello provided us with coffee, donuts, and bathrooms. They also had free posters (with plastic carrying bag) of the recent Rennsport Reunion and the 24H of Le Mans. Steve and Rita Barker made sure that everyone signed the release forms. We then had a drivers meeting and we were off in two groups to the first pickup point in Winters.

The Winters location was different this year (more parking and restrooms). Mike and Emily Willis took care of the signing of the release forms and then we held another drivers meeting. We created a third group of cars so as to keep the groups manageable. Collin and Elaine Fat were leaders of the first group (with Matt Deter as backdoor). The second group was headed up by Mike and Emily Willis (Greg and Cyndee Peart were the backdoor). I led the last group (with backdoor of Gregg and Rebecca Plourde).

Just over an hour later we were in Calistoga to pick up a few more cars (and use the restrooms). Then a short 45 minute drive up to Geyserville (and restrooms) where Ray Fiore of Redwood Region was organizing another group (making a total of four groups) for the final drive of 1 hour to the lunch stop at Handley Cellars on Highway 128 in the Anderson Valley. Redwood Region had about 8 cars attend the event this year.



PHOTO: JOHN MURPHY



Route 128 thru the trees

PHOTO: JOHN MURPHY

The folks at Handley Cellars had setup tables and chairs for the group of 90. We filled the parking lot (double parked). I picked up some of their wine for consumption at the social on Saturday afternoon. After lunch, it was time to head to the coast and our rooms at one of the three hotels/inns: Little River Inn, Hill House, and MacCallum House Suites. Several folks also stayed at their own favorite inn.

The Friday evening social was hosted by Frederick and Susan Rauch at the MacCallum House Suites. It is great to have a private room and kitchen for the large group. Around 7 pm, people scattered to various places for dinner.

Saturday morning saw 50 people (a record) take to the miniature golf contest in Fort Bragg organized by Mike and Emily Willis. This was followed by kite flying in the afternoon on the Mendocino Headlands. The wind this

year was a real challenge. It was maybe 2-3 mph. Mike and Emily Willis finally showed us how to get a kite up by positioning themselves near the 'cliff' and pickup the updraft. The 'wind' was out of the southwest (a little unusual). By the time that we closed down, there were at least 10 kites up at the same time. And no one went over the 'cliff.' Of particular note was the effort by Bill Conner to get his 2-handed stunt kite up.....just not enough wind. But Steve Harris got his black shark kite up.

The social on Saturday afternoon started around 4 pm. Mike Willis presented awards (from Niello Porsche) for the miniature golf. Jack Summerville, new SVR member, had the low score. And he signed up for the tour just 10 days before the event. All together, we handed out about 10 awards for the miniature golf. And another 10 awards were presented for the kite flying. Sunset came around 5 pm (we did not get the extra hour to sleep in this year — daylight savings time ended the weekend before).

The optional dinner on Saturday evening was attended by 36 people. Ray Fiore (Redwood Region) again managed this event (with \$10 getting you all the wine you could drink). The folks staying at MacCallum House Suites did their own dinner as coordinated by

Frederick and Susan. Sunday morning found many folks attending the Knights of Columbus breakfast in Mendocino. It was a great menu for \$8. And all you can eat. Other folks were seen down at the Little River Inn having breakfast before they made the trek home.

Some interesting tidbits from the weekend:

- Ron Sorenson caught 3 abalone on Friday
- Ron Boeck caught 3 abalone on Saturday
- A number of folks made a visit to the Botanical Gardens
- Mark Ford had planned to do a kayak tour of the ocean caves but the event was cancelled by the organizers due to 'swells'
- The Mendocino Mushroom, Wine and Beer Festival had started on Friday. Did anyone attend any of the special events?
- Did anyone go horseback riding?
- Several folks took advantage of the spa at Little River Inn
- Did anyone play a round of golf?

And so we completed a long standing tradition. Thanks to Mike Willis, Frederick Rauch, and Ray Fiore for making this a successful event. We are looking at dates for next year already. Be sure and attend the SVR Planning and Pizza meeting on January 7th.



PHOTO: JACK SUMMERVILLE



PHOTO: JACK SUMMERVILLE



It's 5 O'Clock in Mendocino

PHOTO: SUE SANDERS

Niello Serrano Concours

By Skip Quain, SVR Technical Chair

On the drive home from our Rennsport weekend we updated our schedule for preparing our Vintage 1962 Lotus 23B Sports Racer for the Niello Concours at Serrano the coming weekend. We had sent in our application to the Concours committee several weeks prior and were accepted shortly before we left for Rennsport V.

I had brought the Lotus back home from its storage at Sears Point Raceway prior to our trip to Rennsport V, and started the prep work for the Concours. For Vintage racing the work on the Lotus was primarily focused on the mechanicals. The body and suspension and wheels see track grime, rubber, oil, and gravel hitting at 115 mph during a race weekend so the finish takes quite a beating. Between track sessions the Lotus is prepped using Meguiars Detailer to remove track grime.

For the Concours the Lotus would receive a thorough and total detailing process of the exterior and interior to remove several years of accumulated racing dirt and grime since our last Concours. I reviewed my notes from the Detail Maniac seminar in May of this year to prepare for the detailing process. I purchased Meguiars polish and wax, and Mother's aluminum polish for the wheel rims and interior aluminum panels. Mardi worked the interior and leather seats. My task was the exterior, engine and wheels.

For the exterior I started with Meguiars Wash Anywhere to clean the body of track dirt, dust, track oils and tire rubber. Then I took a strip of blue masking tape and ran the strip down the middle of the hood dividing the hood into two separate parts. This way I could immediately see the results of my polishing efforts. After polishing the left side of the hood the results were readily visible. The color was much brighter, there was no haze, and small imperfections vanished – nice to see the results of ones' efforts so dramatically. Mardi worked on the interior aluminum side and floor panels using Mother's Aluminum polish resulting in a clean and bright interior. I completed polishing the complete exterior including the underside of the body, and Roll Bar. As a note, when applying Meguiars polish do not let the polish dry as you will have a difficult time removing the dry polish. The next step was to apply a coat of wax to seal the surface. Now we had a clean, bright red Lotus to present on the "Green" at the Concours. I completed the prep work by attacking the engine compartment. A battery powered tooth brush, Qtips, polish and a large amount of effort cleaned up the engine compartment. The wheels were a two-step process with the rims polished with Mother's aluminum polish and the center of the red wheels polished and waxed. With the seats cleaned and the wheels polished the Lotus was ready for Sunday.



As we live a mile away from the Concours site, I drove the Lotus over Saturday afternoon to place the car on the "Green" in the Vintage Race Car Class. This was my first time behind the wheel since my last race at the 2014 Rolex PreReunion at Laguna Seca. The clutch required some getting used to, but I arrived ok. Mardi followed in the "chase car" with our chairs, detailing kit, and jumper battery. We received our registration packet and tickets, covered the Lotus with its red car cover and departed for home.

Early Sunday we drove over to the Concours site and prepped the Lotus for the judging, and placed the two placards showing the Lotus' Vintage racing history.

- Purchased May 1978
- 1st race August 1981, Monterey Historics Laguna Seca
- Last Race August 2014 Monterey Rolex PreReUnion Laguna Seca

Then we sat back for the judging. Placed next to us was a beautiful Red 1955 OSCA MT4 with a great racing history in Europe prior to being shipped to the States. As the owner and I chatted we discovered we had attended several of the same Monterey Historics weekends. We shared our experiences and found we were pitted close to one another more than once. Also this OSCA had raced in the 1956 and last Pebble Road races on Carmel's 17 mile drive which I had attended as a freshman at Cal Poly SLO. What a nice remembrance.

The SCCA judges came by and inspected our car for Racing History, authenticity, and presentation. After lunch we were notified of the results. The OSCA MT4 received a well-deserved first place. Mardi and I received the second place ribbon and award and had our picture taken. After the award ceremonies we packed up and Mardi followed me home. The drive home was much smoother.

The Fall Colors Tour

By Mike Nichols, SVR Member



On a cool, clear Fall day on the last Saturday in October, 27 SVR Porsche club members and 15 cars (mostly Porsches) met at the Starbucks in Placerville, for a day of driving through the Sierra foothills and mountains. The drive, organized by Matt and Lisa Menning, was intended to view beautiful Fall colors along the way. They had driven the route twice before this morning's trip, and found that the drought had caused an early drop of the leaves. Nonetheless, it would be a very enjoyable drive. After filling up on coffee, and a thorough briefing of the route and safety procedures, we were led off behind our leaders in their substitute car (their 911 was in the shop getting a new motor). Our route would start by driving East on Highway 50 towards Ice House Road. From there we drove to the Big Hill Lookout, a US Forest Service fire lookout since 1935. The original lookout tower was destroyed by the Cleveland Fire in 1992. The current tower was built in 1993 and has a ground level residence and helicopter pad, used for fire operations. We circled the cars around the lookout and took in the scenery, overlooking Union Valley and Ice House Reservoirs. Ranger Mike gave us a tour of the lookout station and demonstrated how fires are spotted by triangulating positions reported by 2 other towers. After a brief walk to the overlook, and a group photo, we organized the cars for a series of photos. Ranger Mike came to the rescue and took the photos from high up in the tower.

Back on the road towards Highway 50 again, we turned east and drove to Echo Lake. Once we parked, the group took a short walk to the general store, which was closed for the season, but offered a great view of the lake. There was a trailhead map for hikers and I, for one, can't wait to come back next summer! We then hiked a short trail to the vista overlooking South Lake Tahoe, Lake Baron and the town of

Meyers. Once we were back on the road, we passed the Echo Summit Lodge and drove a series of fun switchbacks to Highway 50. This route bypassed the usual route down the other side of the Echo Summit and soon we were at the Hwy 89 junction. After a right turn there, we drove towards Hope Valley and slowed down to see several Aspens still in their fall colors. Several other motorists had stopped to take pictures but our hungry stomachs pushed us on to our next destination. At the junction of Hwy 89 and 88, we turned left for a short distance to the Hope Valley Café. We filled up their small parking lot and soon filled the inside of their cozy café, where we received a warm welcome from the staff. The food and drinks there were delicious and the conversation lively. This stop alone made the trip worthwhile.

Once our stomachs were full, we headed west towards Carson Pass on Hwy 88, past Blue Lakes and Caples Lake, then Kirkwood

Ski resort and Silver Lake. There was snow on the side of the road as our elevation rose past 7000 feet. Once we got to the Mormon Emigrant Trail we turned right, noting that October 31 was the last day this road would be open until next Spring. Our timing couldn't have been better since the area got covered with snow the following 2 days. After several miles at a good clip we turned onto Silver Fork Road, where our speeds were reduced by tighter turns and a bit more loose gravel. We stopped on the bridge crossing the Silver Fork of the American River and took a few last photos with the whole group. Once we reached Kyburz and Hwy 50, we all headed down the hill and waved "goodbye" as this would be our tour's official end. 153 miles of scenic Sierra roads from Placerville to Hope Valley and back to Kyburz.

Thank you Matt and Lisa Menning for putting together such a fun tour!



Rennsport

By Mardi Quain, SVR Member

Skip and I had not been to the Rennsport Reunion previously, but when a Vintage racing friend and his wife invited us to join them at this year's Rennsport Reunion and stay with them at their Carmel rental, we immediately e-mailed YES.

We arrived at Laguna around 3:30. The paddock was filled with Porsche tents, various Porsche race cars, Rennsport souvenir sales tents and large tents housing the various teams including the Porsche GT3 Challenge Cup series cars still competing in the series championship. We parked on the hill in the dust (great advice from Rik on NOT detailing the Porsche) we took the shuttle down to registration to sign up as part of Don's pit crew. We checked the program, Don was in Group 4, Weissach Cup

which had 3 - 917s, 7 - 908s, 3 - 910s, 2 - 906s and 3 Elva Porsches - quite a fast field.

After registering we headed over to the Laguna Seca gift shop to pick up a Rennsport poster, and souvenir program. We then headed to the Carmel home Dan and Karen had rented for the weekend. The house is less than a block from the beach with a wonderful view of Monastery Beach. Later in the weekend we had several long walks on a path along the beach enjoying exceptionally warm weather. We unpacked and headed off to Carmel for dinner with Dan and Karen in their SUV.

With me driving we headed off to Laguna early Friday AM, or so we thought. On Hi Way 68 we were confronted with a very long line of Porsches also heading to the race track. The wait took time but we finally got to Laguna. The PCA marshaling was superb as we were directed into the proper Corral location for our model. We parked, unloaded our gear and headed for Don's pit. As we walked to the bridge from the Corral area we watched Group 2 GMUND Cup practice. We checked the program and Group 2 was a large field of various model 356s, several 550 Spyders, RSKs, a RS60 and several Porsche powered specials. Skip noted that in his Vintage racing events this Group was always aggressive and this event was no different. Right from the start we saw yellow flags being shown for accidents to slow the field. Skip saw a full course yellow bringing out the Pace car and tow vehicles



Mardi and Skip Quain in the PCA corral staging area at Rennsport

Don and Karen from San Diego, race a 1964 Porsche Bobsy powered by a IMSA 2.4 litre Porsche motor putting out 240 hp. Skip has raced with Don for over 15 years in Vintage racing events from Sears Point in Sonoma, The Monterey Histroics/ ReUnion, Monterey, to the Vintage event at the Navy sponsored event at the North Island Naval Air Station in San Diego. They have had many great races together. Skip asked Rik Larson for assistance in registering for the Porsche corral. Fortunately for us Rik's 912 was unavailable so he also offered to sell his corral spot to us. Rik also purchased us a Parade lap during the noon break on Sunday - what a deal. Rik also advised not to spend a lot of time preparing the Porsche as we would be parking in the dirt portion of the Corral.

We packed our Carrera 4S Thursday Am (we still bring way tooooo much with us), and headed down to Laguna. Skip was still having eye problems so I drove down.



PHOTOS: SKIP AND MARDI QUAIN

to clear the damaged cars. He didn't think this group had more than 3-4 green flag laps the entire race.

The next session for Group 4 cars was Don's event. We watched from the inside of the track between turns 3-4. The practice started with the cars spending the yellow flag lap warming tires - Then the action started. Two of the 917Ks started one - two and immediately began turning fast laps. We watched the faster cars weave their way past the slower cars and started racing among themselves. A yellow flag closed up the field. Skip pointed out Bruce Canepa, in the #2 917K catching the two leading Porsches. By the end of practice, he had worked his way into the lead. Canepa put on a great show of pushing his 917. Skip mentioned he had raced with Canepa in previous ReUnion Vintage events at Laguna when Bruce was driving a Porsche 910. After following Bruce in one ReUnion practice, Skip visited with Bruce who gave him several tips on driving the "Cork Screw" that helped him drop almost a full second on his lap times.

After the Group 4 session we headed into the paddock to Don's pit. Don and Skip discussed his practice and the overheating of his rear tires - too much air pressure. Meanwhile Karen and I hurried over to the Rennsport gift shop and found several great Rennsport gift items. Skip and I toured the Rennsport tent with an outstanding array of Historic racing Porsches. Don and Karen were invited to a Rennsport function Friday so Skip and I left the Carmel house for dinner at Peppers in Pacific Grove. Best Mexican food ever and they take reservations. We had an enjoyable dinner, walked around Light House and enjoyed the cool evening.

We took time Saturday for breakfast, something never done when racing, and missed Don's Saturday AM practice. We did more walking around the paddock and saw many SVR members with several heading up the hill to the "Cork Screw" to view the racing. Don and Karen prepped the Porsche Bobsy for the Saturday afternoon race. When Don's class was called he headed to the Pre-Grid. Skip and I walked up to the "hot pits" to doing timing and take pictures.

After the cars left the Pre-Grid for their warm up lap we headed up to my favorite spot to watch the race start and the action: the Start-Finish bridge, where I would time Skip during his Vintage events. The Pace car, a Panamera with a camera set up for filming both front and rear, led the racers on their warm up lap and pulled off the track as the field headed out of turn 11 toward start finish. With the green flag waving the field took off racing. At the end of lap one Skip pointed out that two of the 917s were leading followed by a 908, then the third 917. The sights and sounds of the 917s accelerating out of turn 11 up the start under the bridge to turn 2 is in one-word EXCITING!

Don's Porsche Bobsy started out doing well but his times started to go up. Skip thought his rear tires were heating up again.



Waiting for the Parade Lap to start

Back in the pits I showed Don and Karen the photos I took of his race, and Skip and Don talked about his rear tire issues. Then Skip and I packed up and headed for the Carmel house to take a wonderful beach walk before dinner in Pacific Grove.

Sunday was our Parade Lap of Laguna thanks to Rik's assistance. I parked in the Corral and we headed to Don's pit, and waited for the call to Porsche Parade Lap instructions.

Around 11:30 we headed over to the Corral HQ for the Parade Lap briefing. As I would be driving, I paid close attention to the briefing - No passing, No holding back to get a hi-speed run, and if we all followed orders our reward would be a second lap. I received our windshield Parade Sticker and wrist bands and we proceeded to our Porsche and lined up for our Parade lap. The wait was lengthy, so Skip and I got out and chatted with the other Parade Lap people. One of the Corral marshals was so excited I would be the driver he started giving me helpful instructions on what gear to be in at what location, etc. Then word came to get back in the Porsche and get ready to start. Before we got into our Porsche Skip told me to keep calm, just put the Tiptronic in automatic mode, drive and follow the car ahead.

The Porsche pace car led the group out of the Corral onto the track at turn 5 and a long line of beautiful Porsches followed him onto the track up through turn 6 and up the hill to the famous "Cork Screw." I was fortunate as the Porsche we were following was a white GT3 driven by someone who clearly knew the track and followed the line. I followed in the GT3's tracks and off we went. As we approached the turn-in for the Cork Screw the GT3 disappeared down the hill. For a moment the track road disappeared as it drops off - a moment of "Yikes." Then I regained sight of the GT3 and with Skip prompting me to Gas Gas Gas/ Brake Brake Brake we closed on the GT3 down the hill through turns 9 and 10 to turn 11. I got a bit of speed on the straight. A 912 two

cars ahead was driving slowly, which probably caused the GT3 driver great unhappiness. The second lap was much smoother. The trip down the Cork Screw was now a joy. Back at the Corral pictures were taken, a last visit to the gift shop for Rennsport goodies, and we headed back to Carmel to get ready for dinner.

Monday, we packed up, took a last walk along the beach path, thanked Don and Karen for the great weekend and left to drive to our favorite breakfast place, Toasties, in Pacific Grove. The Rennsport weekend was both exciting and enjoyable. Skip and I will never forget being in the Hot Pits to witness up close the sights and sounds of the 917Ks coming out of turn 11 and coming up the straight under the bridge with the Speed Board showing 134 mph. I especially will remember my first drive down the Cork Screw - I turned left and the track just disappeared.

And lastly I want to give a "shout out" to our club's excellent Autocross program. The training and experience I received at the autocross class, along with participating at some of our club's autocross events gave me the needed Porsche driving experience and confidence to get behind the wheel for normal everyday driving. Plus, it enabled me to have the thrill of going down the famed Cork Screw - something I will always remember.

And importantly, the Autocross experience allowed Skip and I to participate in the Rennsport Weekend as I needed to do all the driving due to Skip's ongoing eye problems. SVR Autocross ROCKS!



MAY 13-15, 2016

All About CRAB!

By Collin Fat, CRAB 36 Meal Coordinator

By now, you should know what a CRAB event is and when? Not sure, well it's the Sacramento Valley's version of a mini Porsche Parade and it will be held right here in the Sacramento area May 13th to May 15th, 2016 at Eagles Nest Airport in Ione. The multi day event is in its 36th year and was last held in 2011. There are a host of activities planned none of which would happen without the traditional crab feed.

With a name like CRAB 36 there must be crab of some type involved? The name could not possibly refer to crabby Porsche club members? After all, one of the club's mottos is "it's the people". The highlight of CRAB 36 will be a traditional crab feed and will feature fresh Dungeness crab, homemade pasta, salad, dessert and non-alcoholic beverage. In addition, the night would not be complete without a performance by the Speedsters. For those that do not eat the tasty crustacean, you will have the option of either a chicken or vegetarian entrée. The club is supplying two bottles of wine per table and additional alcoholic beverages can be purchased.

CRAB has been held at many venues over the years from hotel ballrooms, Niello's garage, the California Automobile Museum and the local veteran's hall. This year we have a spectacular site at **Eagle's Nest** and we will be dining in a real airplane hangar surrounded by vintage aircraft and a few rare and classic cars. Registration for this event is open to all Porsche Club members.

On Sunday, the club will host a **Beer and Brat**, following the completion of the concours. Staffed by SVR volunteers, we will barbecue the locally sourced smoked brat and serve it with the traditional sides like German potato salad and sauerkraut. We'll also include a glass of locally crafted beer.

So for many of you not familiar with crab, there are 3 major types of crab that most members are generally familiar with: Alaskan Snow Crab, Alaskan King Crab and Dungeness Crab. However, the undisputed king of the West Coast is the Dungeness crab, and that is what we will be serving at CRAB 36!

The **Dungeness crab** is found in chilly Pacific Ocean waters and driving fishing town economies throughout California, Oregon and Washington. The six-legged crustacean is a popular food-stuff while in season, a period that begins in early December and generally runs through the spring. Dungeness crab has by far the sweetest meat of all of the crab types and not only are the legs eaten, but also the bodies which hold the most meat. Dungeness is succulent and sweet and makes for one of the tastiest crabs available. It's commonly served on the wharf in San Francisco and what you see coming out of the crab pots at the locally eateries. In my opinion, it is the best eating crab in the world! My all time favorite way of eating Dungeness crab is Cantonese style where the crab is cooked live, cleaned, lightly dusted with cornstarch and then stir fried with fresh scallions, ginger, garlic and white wine. Really gooey and finger licking good! Guaranteed!



Alaskan King Crab



Alaskan Snow Crab



Dungeness Crab

PHOTOS: SCRAPED OFF THE WEB



MAY 13-15, 2016

CRAB 36 Gymkhana

By Dennis Stettner, CRAB 36 Committee

CRAB would not be CRAB without a Gymkhana. For those members not familiar with this event, Here is a brief review of the event:

A Gymkhana is a type of motorsport. Similar to autocross, the goal of gymkhana is to achieve the fastest time possible; memorizing the course is a significant part of achieving a fast time. The name is loaned from the equestrian discipline of gymkhana.

Gymkhana events are time and/or speed events in an automobile. These can feature obstacles such as cones, tires, and other unusual barriers. The driver must maneuver through a predetermined "track" performing many different driving techniques.

Essentially, a gymkhana is any event featuring a starting point, a finish line and some sort of "obstacle" to get through, around, or by, all within a certain time limit. The event also involves a series of tests, generally around traffic cones, to measure precision driving skill. The tests often include stopping with the front and rear wheels straddling a line, and always end stopping in a garage (usually marked out with cones). Sections of each test are usually completed in reverse.

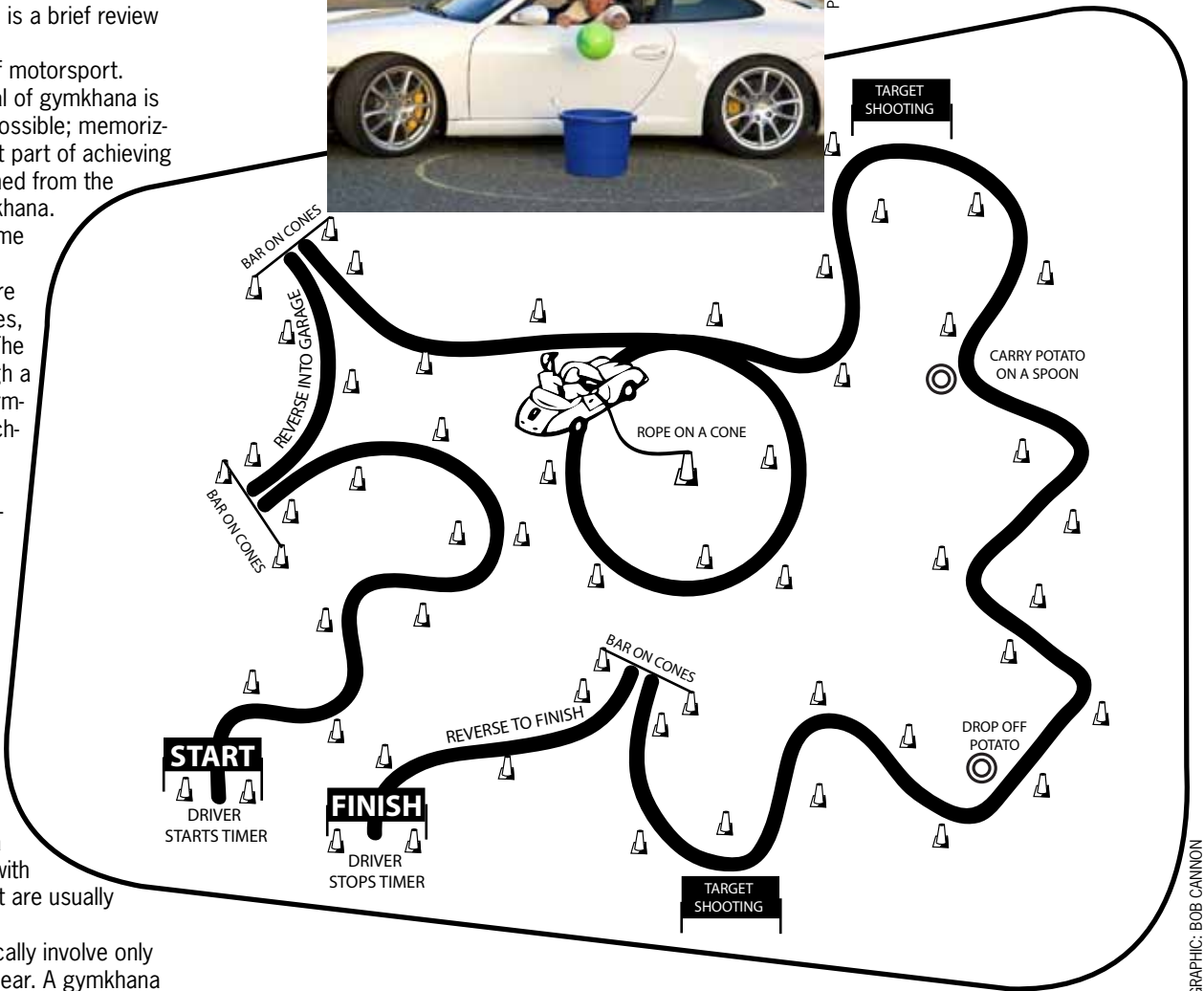
Gymkhana courses typically involve only the use of first and second gear. A gymkhana course will typically be from 0:45 to 1:30 in length. Like autocross and auto testing, gymkhana courses are laid out with cones representing "obstacles" to navigate through. Gymkhana participants are allowed two runs of the course, with the fastest time being used to determine the winner of a class. Time penalties are issued for hitting cones, and a failure to navigate the course correctly results in no time score.

We can promise you that in accordance with the long-standing CRAB tradition, having fun will be the top priority.

What do you think?



PHOTO: JON KRAMER



GRAPHIC: BOB CANNON

The CRAB Walking Tour

By Tandra Kroetz, CRAB 36 Committee

The Walking tour was squeezed into the CRAB program for people that take competition in the spirit of fun. It is a low key self-directed tour that will amuse, bedazzle or bewilder you. (Maybe not in that order).

At registration, when you pick up your packet, look for the walking tour sheet. It is your ticket into a world of weird. Be amused! Remember and please repeat this mantra – "Fun, this is FUN!"



Porsche Wins Its First Petit Le Mans - Clinches Manufacturers' Championship

By Tim Cronin, SVR Member

PHOTO: TOTAL 911 MOTORSPORT

Notwithstanding running in the fourth day of an unrelenting four-day deluge that NOAA termed a “thousand year storm” that prematurely terminated the ten-hour Petit Le Mans after 7 hours, 51 minutes and 199 completed laps, Porsche won not only both the GT-LM and GT-D classes, it also clinched the TUDOR United SportsCar Manufacturers' Championship in the process.

In qualifying on Friday, October 3rd, at Road Atlanta in torrential rain for the TUDOR United SportsCar Championship (USCC), Earl Bamber not only scored his second pole position of the season in the number 912 Porsche 911 RSR, Porsche North America's works 911 RSRs took sole possession of the entirety of the first grid row at this year's Petit Le Mans. Le Mans winner Nick Tandy posted the second quickest time in the GTLM class at the wheel of the number 911 sister RSR for the Porsche North America team. Clinching its fifth pole position of the season, Porsche also moved to the top of the manufacturer and team classifications, putting it in the best possible position for a successful title defense.

The wet qualifying session was truly horrific, both for drivers and teams alike. In the first five corners the water ran in literal torrents over the circuit.

Bamber damaged the number 912 RSR in a serious shunt when he experienced aquaplaning at high speed in Turn 4, lost rear-end traction and crashed into the track barrier, causing the qualifying to be red-flagged. The works team's technicians spent a long night repairing the damage to Bamber's number 912 RSR. Although USCC regulations stripped Bamber of his fastest lap time, his second quickest time was still enough to keep the number 912 RSR on the pole.

Similarly, Bryan Sellers, who shared driving duties in the number 17 Falken Tire customer team's 911 RSR with Wolf Henzler and Californian Patrick Long, failed to qualify when his first qualifying lap ended in the tire stack, also resulting in an “over-nighter” for the technicians

on his team, which had won this race in 2013 and 2014.

The following day, Porsche scored its first ever outright victory at the Petit Le Mans and, thanks to this historic success, secured all championship titles in the GTLM class of the United SportsCar Championship.

Having to deal with torrential rain at times, the start was dominated by a spectacular chase through the field of both the GTLM and GTD classes by Porsche North America's 911 RSRs.

Although the number 912 RSR had clinched the pole position in the previous day's qualifying, both Earl Bamber and Nick Tandy had to start from the back of the field. After the shunt during qualification, the “tub” of the number 912 RSR had to be swapped overnight. Moreover, during IMSA's technical inspection, the ride height of Tandy's number 911 RSR, which had posted the second quickest time, was found to be too low. In compliance with IMSA's regulations, both Bamber and Tandy were relegated to the back of the starting grid.

But not for long: Bamber started from position 32, but after just one lap his number 912 RSR was running in 25th. After two laps, Bamber had ploughed through the GTLM field to sit sixth. In his slipstream, Tandy's number 911 RSR first outpaced the GTD field and then proceeded to pick off his GTLM rivals: After 16 laps he swept past Bamber and into the lead, and at times even managed to clock quicker lap times than the considerably more powerful sports prototypes.

Prior to this, however, the race had been interrupted after just two laps by the first safety car phase. The track flooding was so problematic for many of the drivers, regardless of the class, that track stewards attempted to blow the water from the circuit with massive turbines. Additionally, track staff was forced to dig improvised drainage ditches in an attempt to remove multiple bodies of pooled water on the track. But these measures proved no match for the numerous channels of running water

that were created by the driving rain. As the race progressed, the rain became increasingly torrential and the conditions evermore challenging.

After an hour, Tandy's number 911 car moved into the overall lead for a few laps for the first time. In the meantime, Bamber's number 912 RSR had to come in for an unscheduled pit stop. The water temperature in his 911 RSR was rising so some tape had to be removed from his radiator. His second stop was due to a tire puncture after an encounter with a GTD vehicle in the opening lap. Because he was forced to come into the pits during the full course yellow, which was prohibited, he received a 60-second stop-and-go penalty. This cost him four laps and robbed him of any chance for victory. Bamber ultimately finished in eighth place in the GTLM class.

The number 911 Porsche RSR, thanks to its rear-engine concept that provided excellent traction on the flooded track, continued its strong performance with Patrick Pilet at the wheel. The car's superlative performance was achieved in spite of an IMSA-mandated “Adjustment of Performance” (AOP) in early September, prior to the Lone Star Le Mans at Circuit of the Americas, adding 44 pounds of weight to the 911 RSR. That same AOP also prohibited Porsche's utilization of the recently developed Michelin “single stint” tires. Notwithstanding being hobbled by that AOP, Pilet's number 911 RSR held the overall lead between laps 135 and 152.

When the rain became heavier, even the Herculean efforts of the stewards were not enough to drain the water from the track. After five hours and 21 minutes, the race was red-flagged, and the vehicles stood waiting in the pits like a chain gang of prisoners. Eventually the field was sent back out on the track to turn two formation laps behind the safety car. Once the field went green, the number 911 Porsche RSR moved from fourth to third before its pursuit was halted by the ninth safety car phase.

But Pilet didn't let this hold him back. In the first lap after the restart, he secured the GTLM class lead, running in first overall after 190 laps, and never looked back. Because conditions were deteriorating even more, the ten-hour race was stopped after another safety car phase after 7 hours, 51 minutes and 199 completed laps.

Significantly, the Petit Le Mans was the last race for team Falken Tire, the "little team that could." With Wolf Henzler and Bryan Sellers, Falken Tire has celebrated many successes in the American Le Mans Series and in the USCC, including class victories at the Petit Le Mans in 2013 and 2014, as well as this season in the six-hour race at Watkins Glen. At their farewell race, the blue and green 911 RSR with the starting number 17 was at times running second in class and finally saw the checkered flag in seventh.

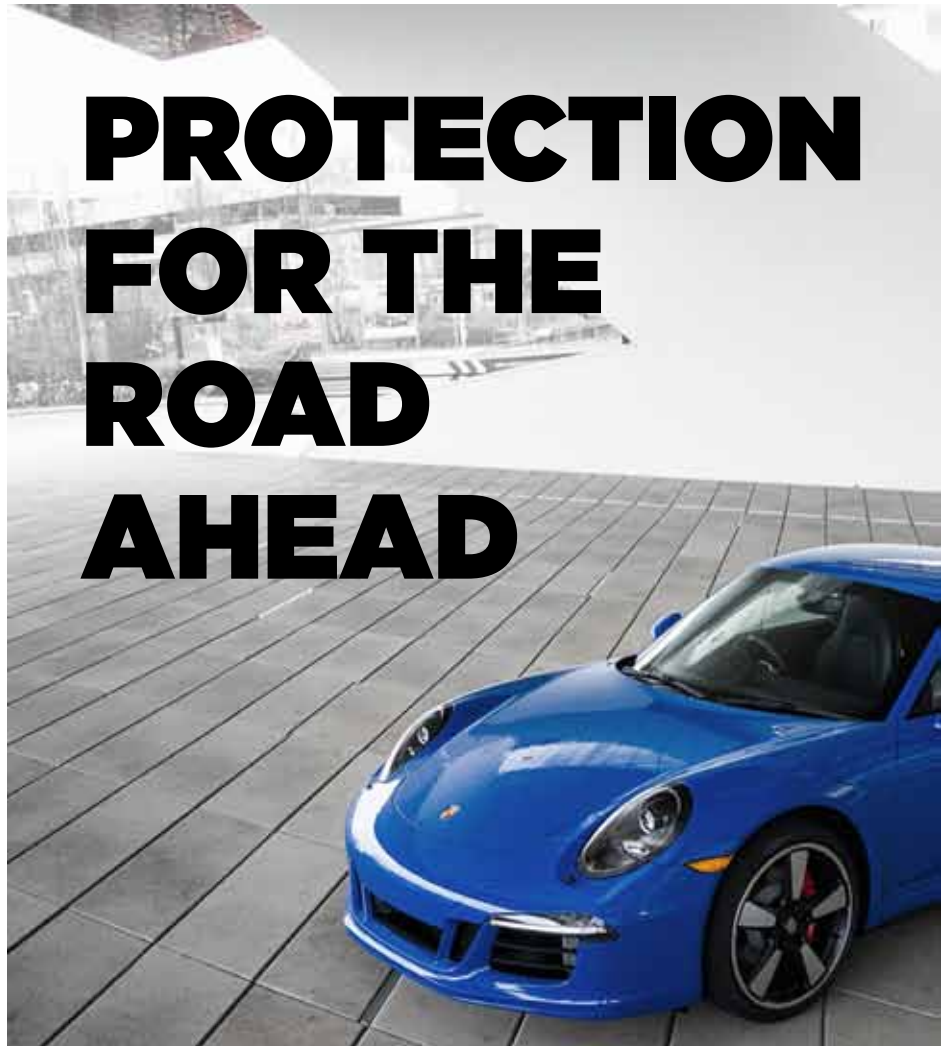
To say that Porsche North America was pleased with the day's outcome would be an understatement; the normally reserved Dr. Frank-Steffen Walliser, Head of Porsche Motorsport, was effusive: "We wrote history today. Porsche wins Petit Le Mans for the first time; we clinch the first overall victory with a GT car at this classic; we win all three championship titles plus the GTD class – under such difficult conditions; you can't get a better race result than this. Nick [Tandy] and Patrick [Pilet] drove an absolutely flawless race over the whole distance; none of our competitors managed this. The way Nick grabbed the overall lead during the last stint after a phenomenal performance...words fail me. A big thank you to our customer team Falken Tire for the fantastic collaboration over the past years."

Porsche scored a doppelgänger in the GTD class with first place going to the number 73 911 GT America driven by Patrick Lindsey, Spencer Pumpelly and Madison Snow competing for Park Place Motorsports, and second place going to the number 44 Magnus Racing 911 GT America of John Potter, Andy Lally and Robert Renauer.

Porsche will return to contest the eleven events of IMSA's now re-named WeatherTech SportsCar Championship with two works sponsored 911 RSRs, starting with the 24 Hours of Daytona on January 30-31, 2016. Dr. Walliser has acknowledged that "The USA is the most important sports car market for Porsche. We take on the challenge of defending the [TUDOR USCC] titles we won this year in the 2016 season and continue to trust the excellent work done by our race team Porsche North America."





(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/eventsand-racing/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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November SVR Board Minutes

By Rita Barker, SVR Secretary

CALL TO ORDER

Call to Order by Collin Fat at 6:59pm Wednesday, November 11, 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

Also in attendance: Rik Larson, Barbara McCrory, Kirk Bradford

EMAIL BUSINESS

Approval of Minutes: from October meeting approved electronically by Eduardo, Bill, Steve M, Steve B, Janet, Rich and Collin

OLD BUSINESS

Review of the By-Laws: Board revisited the By-Laws and discussed issues with grammar and syntax that came to light during a review. The new final revision will be available for members vote approval.

Visio Software: Visio software for the Autocross team has been purchased with 3 user licenses.

Awards: Annual awards were discussed and nominations were made and voted on and will be awarded at the Christmas party.

NEW BUSINESS

Treasurers Report: Janet emailed the October financial review to the Board and reviewed at the meeting. Janet reported an estimate year end loss of almost \$8200 which included \$5800 for the DE events and cost of the Christmas Party of \$4000. Discussion was started to mitigate future deficits.

Presidents Report: Collin led the final review of the By-Laws. See old business. Modifications were made and motion to approve the changes to the entire document was approved by the Board. Board will submit the modified By-Laws to the voting members of the club for voting review and approval.

Board Member and Event Chair Reports

Drifter Steve McCrory Discussion on possible increase of the subscription rates for the printed Drifter was discussed briefly and tabled to the December meeting.

Competition Frederick Rauch No report.

Autocross Greg Zajic No report.

Concours Kent Brandon No report.

Driver Ed Frederick Rauch No report.

Rallye Rik Larson No report.

Charity Alma and Gary Thompson Alma Thompson reported on the results of the Charity Auction. 110 people were in attendance. \$10,368.00 was raised. Board voted and approved to add funds to round up the donation to \$11,000

Advertising Mike Dunn Membership Directory ad rates, new ad sizes and limited number of full size ads were discussed.

New Member Group Cookie Anderson No report.

Treasurer Janet Conner See new business

Goodie Store Linda Bradford No report

Membership Richard Walker Rich Walker reported as of November 1, SVR had **752** Primary members, 486 Affiliate members for total membership of 1238. There were 7 new members, 4 transfers in and 1 transfer out.

Dummkopf No report.

Social Suzanne Sanders Discussion to create a New Member event earlier in the year that would include an activity and overview of Chair and Board positions.

Technical Skip Quain No report

Webmaster Bill Fargo Reported voting has begun, discussion on who would verify the votes. Since the Secretary is running for office, Rik Larson will assist with the count to avoid any conflicts of interest and keep the election transparent.

President Collin Fat See new business

Vice President Eduardo Ortega, Jr. Calendar updates were sent out to the board via email.

Past President Steve Barker CRAB budget was not ready to be presented. The food and beverage, welcome, and decorating committees will meet at Eagles Nest on November 16th.

MEETING ADJOURNED: 9:14 PM (PT)*

NEXT MEETING: 7:00 PM PT, Wednesday, December 9th, 2015 at Fire Station 32

**SVR has the tradition to end the meeting with a time that matches a Porsche model. Thus, sometimes another time zone is used to accomplish this, e.g. using MDT.*



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November Membership

By Richard Walker, SVR Membership

Membership Report		
	Nov 2015	Nov 2014
Primary Members	752	659
Affiliate Members	486	469
Total Members	1238	1128
New Members	7	18
Transfers In	4	
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:
membership@svr-pca.org

Lost the gold medallion from your badge?

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How can I contact the SVR-PCA by mail?

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

New Members	
Barley, William Barley, Kassandre Gold River wbarley@msn.com 2006 Boxster Transfer from South East Michigan Region	
Bati, Noel Sacramento noelbati@yahoo.com 2006 911 Carrera S Coupe	

Cable, Scott
Carmichael
Scott@ckcommercial.com
2009 911 Carrera S Coupe

Cilia, Dominic
Cilea, Kristina
Vacaville
a356b@aol.com
1973 914
Transfer from First Settlers
Region

Davidson, Jack
El Dorado Hills
jwd11@sbcglobal.net
2016 911 Carrera

New Members	
Esterley, Harry Carmichael esterley@comcast.net 2001 911 Turbo	
Haller, Robin Shingle Springs robinNdiane@gmail.com 1981 911 SC Coupe	
Hansen, John El Dorado Hills gregory.hansen@gmail.com 2005 911 Carrera Coupe Transfer from San Diego Region	

Koehler, Gary W
Gold River
g.koehler@att.net
2013 Boxster
Transfer from Diablo Region

Mancarti, Brian
Mancarti, Elaine
Sacramento
mancarti@att.net
1998 Boxster

Winkler, Carl
Winkler, Gwyn
Livermore
cwink6@gmail.com
2007 Cayman

Anniversaries	
1 Year	
Michael Cartier Tom and Heidi Chandler Sammy Florez Erno Gyetvai James Lauer Matt Molitor Timothy Noonan Paul and Bonnie Straub Douglas Wick Duke Zander	

5 Years

James and Barbara Dittig

10 Years

Phillip and Susan Booker
Durham Giler

15 Years

Pete and Carol Altmann
Robert Becker
Paul Sickert

30 Years

Gary and Alma Thompson

40 Years

Bud and Mary Ann Behrens



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



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

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



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

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

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

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

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



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



4 18" Turbo Wheels for 2000 Boxster S. Excellent Condition. These have been in storage since 2007. \$650.00 buyer pays shipping. Jim Stimpson 986boxsterman@gmail.com



TECH SPEC BOOKS 74 911 911S Carrera, and 72-73 911T, 911E, 911S. NOS (new old stock) 1st Edition \$75 each. Contact Steve McCrory steve@ground-speed.com



4 15"x7" COOKIE CUTTERS RIMS \$350 firm, good condition, prefer local pickup. If shipped, buyer will pay actual shipping costs. David Borden 916-849-8153 or djborden@gmail.com

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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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Index of Advertisers

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FDR Motorsports	3
Frank's Automotive	Inside Back Cover
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Luxury Motorcars	23
Midtown Autoworks	6
Muffler Tech	23
Need for Speed Designs	20
Niello Porsche	4, Back Cover
Reflections in Glass	25
Rocky Mountain Window Tint	25
The Racer's Group (TRG)	26
Tomlinson's Collision Repair	26
TrackMasters Racing	Inside Front Cover
VEPA	25

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