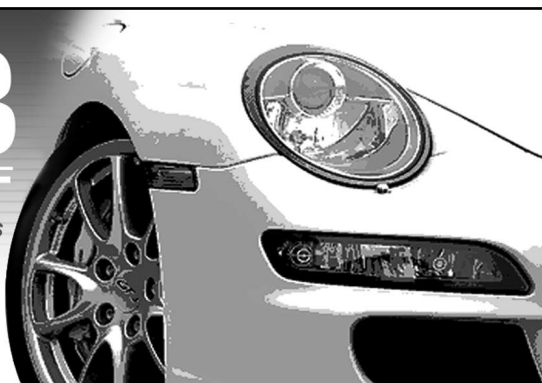


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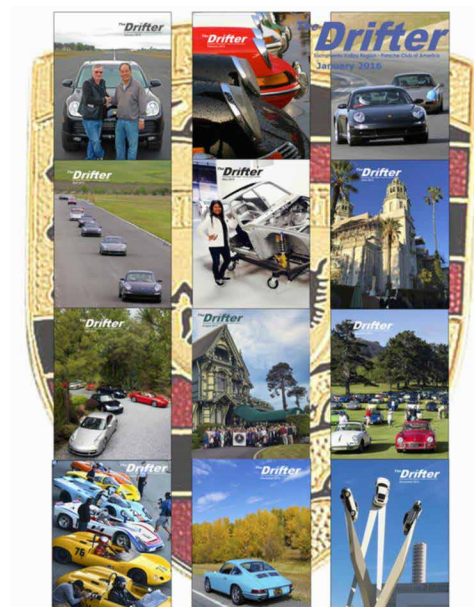


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On the Cover

Photos various, design by Steve Mc Crory



2015 SVR visual year in review

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

Mazda Raceway	April 2
Thunderhill Raceway	April 15
Sonoma/Sears Point	May 7
Sears Point Autocross	May 7
Mazda Raceway	May 23
Sonoma/Sears Point	July 16
Sears Point Autocross	July 16
Thunderhill Raceway	Aug. 12
Sonoma/Sears Point	Aug. 27
Sears Point Autocross	Aug. 27
Sonoma/Sears Point	Sep. 26

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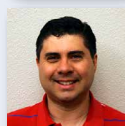
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Sacramento Valley Region, Porsche Club of America (SVR), publishes the Drifter monthly for its members. Written contributions and photos are welcome and should be e-mailed to the editor. The deadline for material is one month prior to the month of 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 54, No. 1

January 2016

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SVR President's Notes

Collin Fat, SVR President

I will start my first column with a big thank you to all for supporting me for club president and having the confidence that I can continue to lead the club for a second term. It is indeed an honor to serve, and with the help of a talented board of directors and a dozen or so committee chairs, I am looking forward to a fantastic year. I would like to acknowledge the fantastic job that **Steve Barker** has done over the past year as past president and for his wisdom and guidance. I am also excited that **Steve McCrory** has agreed to continue into 2016 as our Drifter editor and to continue with the fabulous job his team as done over the past year. The election results were tabulated in December and serving additional terms will be **Eduardo Ortega, Jr** as vice president, **Richard Walker**, membership director, **Rita Barker**, secretary, and **Frederick Rauch** as competition and safety director. There were no candidates for the treasurer and social director chairs and the board plans to appoint two persons to fill these vacant seats at our January board meeting. Terming off the board were **Janet Conner**, treasurer, **Sue Sanders**, social director, **Bob Cannon** our Drifter layout editor. The board and club extend our sincere appreciation for their efforts. Volunteer and appointed event and activity chairs were honored at our recent holiday party at the Sutter Club in December. On behalf of the entire board of directors I would like to thank the following persons for volunteering to lead tours, dinner s, and for other activities the club hosts each and every month. The board recognized the **Matt and Lisa Menning** as the club's **members of the year**. They hosted an incredible 6 tours this year and included a wonderful dinner following their Oktoberfest tour. Honored for the **event of the year** was **Alma and Gary Thompson**, chairs for our annual charity auction. The event raised over **\$10,000** this year for our two charities, **Ride to Walk and Alpha K9**. Of the dozens of multi day and single day tours, the board honored **Rik Larson** for hosting the **2014 Mendocino tour as the tour of the year**. The 2014 Christmas party at Granite Bay Country Club was honored as the dinner of the year and was hosted by **Kirk and Linda Bradford**.

Appointed board event and activity chairs honored:

Mike Dunn	Advertising Director
Greg Zajic	Autocross Chair
Alma and Gary Thompson	Charity Chairs
Kent Brandon	Concours Chair
Frederick Rauch	Driver Education
Jim McMahan	Dummkopf Chair
Kim Nelson	Niello Porsche Liaison
Linda Bradford	Goodie Store
Larry Wilson	Historian
Cookie Anderson	New Member Group
Herb Hoover	Share the Wealth/ Breakfast
Skip Quain	Technical Chair

Dinner Chairs Honored for their efforts:

Skip & Mardi Quain	McCormick & Schmicks
Tambra & Tom Kroetz	Monks Cellar
Liz Houser	Todo un Poco
Cookie Anderson	Fat's Asia Bistro
Howard & Susan Wolf	Los Pinos
Janet Conner	Source Tapas
Mike & Emily Willis	Mints
Matt & Lisa Menning	Oktoberfest
Lisa & George Okamoto	Scott's Seafood
Andy & Dianna Leight	Kanpai Sushi
Kirk & Linda Bradford	2014 Christmas Party

Our current membership of over 1250 primary and associate members ranks SVR as one of the largest regions in Zone 7 and also one of the most active. I realize that meeting the expectations of all of our members will be one of my biggest challenges for 2016. The club's leadership team will work hard to continue to deliver quality events. Whether it's a one day or multi-day tour, monthly dinner, tech session, autocross, rally, track day or wine tour just send me an email and we will figure out how to organize the event. From an event planning standpoint, we already have many events on the 2016 calendar ahead of our big planning meeting on January 7th. Our club is only as active as our membership and if you would like to attend and perhaps chair or co-chair an event, step up! We are still seeking chairs to do dinners, tours, and our annual charity event.

In addition, our biggest event of 2016 will be CRAB 36 which is scheduled for May 13-15th with planning by chairs Kim Nelson and Steve Barker well underway.





Editor's Corner

Steve McCrory, SVR Drifter Editor

Intersections

So here we are at the intersection of 2015 and 2016, the exact calendar moment of old and new. It's a time of celebration, resolutions and a time to reflect on where you've been, and where you're going. And it's a time of planning your New Year as it stretches out in front of your forward looking gaze. For my own resolutions, I made just a few...and they mostly have to do with friends, family and extended family, and that includes the Porsche Club and the Sacramento Valley Region. My resolution for the Drifter is to keep it readable, accurate, interesting and useful for club members, and encouraging member participation in the process of creating the newsletter.

By the time you read this, the 2016 Planning Meeting may be over. Take note of the tentative 2016 Calendar when it is available, and mark your own calendar with the events you will want

to attend and be a part of making it happen. Event chairs appreciate the help in organizing the drive, providing photos and the after action article describing the event, that will be published in the Drifter and on the SVR web site. If you missed the meeting and have an idea for an event you would be willing to help plan or chair, there will be an opportunity on the horizon. A future issue of the Drifter will include guideline notes on chairing your event, and submitting articles and photos.

Look for coming issues of the Drifter to include introductions of new SVR Board members, details about our signature club event **CRAB 36**, Autocross and Concours news, Technical articles and dinners, tours and stories of member's cars and member's favorite road trips. In this January issue, **Larry Wilson**, SVR Historian, starts his monthly **Drifting Back** column, a look back at what club members were doing in January 2001. That's pretty much the wrap of 2015 and a quick look into 2016.

And speaking of intersections, data shows many auto accidents occurring at busy intersections. With the growth of the Sacramento Valley, it's getting hard to find an intersection that isn't busy. One resolution I've made for 2016 is to always scan busy intersections as I approach, whether I have the right of way or not. Seeing potential problems at intersections is a habit worth remembering, and it may help keep you safe and your Porsche or daily driver away from the body shop. Another way for Porsche drivers to keep their driving skills sharp and up to date is to attend the upcoming SVR Autocross School. Happy New Year and keep the shiny side up.

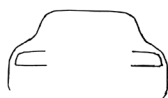
A Little Thank You

I don't know if I am feeling nostalgic because it's the holidays, but I have enjoyed my two years as treasurer and want to thank everyone who voted me in and gave me the opportunity. When I think back... I had been a member since 2010; I had only attended two tours ... Pacific Grove and San Simeon prior to being elected. You all put your faith in me when you probably never met, or if you did ... didn't remember me... we all know how that goes.

In the two years as your club treasurer, I have met so many wonderful people and enjoyed so many events, dinners, and tours that I probably would not have otherwise; and yes, the board meetings too ... where you get to know members on a deeper level. That is when you know the true commitment of those who put their time and expertise into making the club the top-notch club it is today.

To all those members who have joined and think ... oh, that tour or event looks fun.... **DO IT!** We have over 1,000 members (primary and affiliate) and yet we see so very few of you. Get involved, volunteer, and meet new people. It is lots of fun!

Janet Conner
Treasurer 2014-2015



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PDK (Pretty Darn Kwik)

Rik Larson, SVR Rally Guy

- CRAB 36 registration opens February 15th. And keeping with the times, you will be able to register online.
- The online registration for the 2016 Porsche Parade in Vermont (next June) opened up and has more than 750 cars signed up so far. And this is just for the entry into the pool for accommodations. Signups continue to be taken.
- The online registration for the Porsche Parade event and banquet functions will begin April 4, 2016. This process should be a big improvement over previous years as it is assumed that you will already have confirmed a place to stay (see the previous bullet).
- The 2016 calendar already has the Zone 7 AX and Concours dates on it. And also the SVR AX dates. The calendar in the February DRIFTER should have all the dates for the events that will be scheduled at the January 7th Planning and Pizza meeting. You do have your reservation in to Eduardo, right? Cost is \$1 per person.
- More than 50% of the SVR e-mail BLASTS

are opened/read on mobile devices.

- Have you checked the updates on the SVR website? Bill Fargo has posted the video from the Christmas Party (compiled by Bob Cannon) and also made available all of the 2015 DRIFTERS for downloading in case you missed one.
- Down at the California Automobile Museum (CAM) they have a great exhibit featuring multiple decades of travel trailers. The exhibit runs through April 10th. You can get in for free by just showing your PCA membership card. And the parking is free also. CAM is located at 2200 Front Street, Sacramento (yes, right across the street from the Animal Care Services for the City of Sacramento).
- Did anyone mention that the vote on the SVR By Laws has passed?
- *doppelsieg*? I see this word used several times in the articles written by Tim Cronin. I kind of figured that it was a German word but I had no idea what it meant. So off I go to the internet.....1) two consecutive victories; 2) the first and second placement by a team in a betting application; 3) to celebrate taking first and second place.
- One of the things that I get to do as

part of the DRIFTER team is read columns and articles submitted in advance of publication. The second article by Tim Cronin this month describes a short driving tour of the foothills on some great roads.

- So just who is this new Zone 7 Representative, Sandy Provasi? Sandy joined PCA prior to the 1982 Porsche Parade held in Reno. She is the affiliate member of Tom Provasi (a previous Zone 7 Representative himself). She has held many committee jobs in Loma Prieta Region (LPR). The Provasi's enjoy hosting various LPR socials at their home in San Jose. They have many Porsche Parade trophies as a result of their autocrossing (several TTOD's). They have attended every Parade since 1982. Sandy was the Hospitality Chair for the Parade here in Sacramento in 2000. She was also Hospitality Chair again from 2010 through 2014 as a member of the National Parade Committee team. You may have met Sandy at the Monterey Parade in 2014, Werks Reunion the past two years, or at the recent Rennsport Reunion V.



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THINKNIELLO



Sacramento Valley Region Calendar of



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 2016 SVR Events svr-pca.org

Febraury 6	Breakfast Brookfield's, see particulars below
February 18	SVR Dinner, The Monk's Cellar, Details to follow
March 5	Breakfast Brookfield's, see particulars below
March 5	SVR Tour , Canepa Design, Details to follow
March TBD	SVR Dinner, Supper Taco, Details to follow
March 19	Blackhawk Car Museum, Tour, Skip & Mardi Quain
March 26	SVR Tour, City of Sausalito, Details to follow
April 8-10	Pacific Grove Tour, Jim McMahan
May 13-15	CRAB 36 at Eagle's Nest Airport lone

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. lone
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

1 st 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
2 nd 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.
2 nd 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

April 16-17	Zone 7 AX Marina. Loma Prieta & Golden Gate
May 21-22	Zone 7 AX at Santa Rosa Airport, Redwood
June 11	Zone 7 AX, Stockton Fairgrounds, SVR
Sept. 24-25	Zone 7 AX, Marina, Loma Prieta & Golden Gate

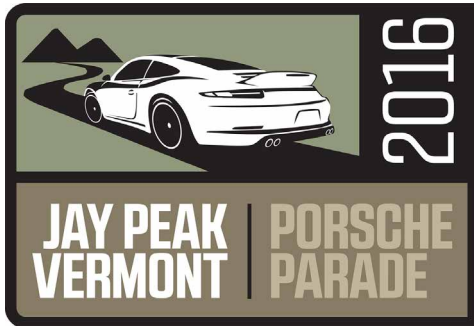
Upcoming PCA Events 2016 - 2017

February 27	Zone 7 Awards Banquet Milpitas.
April 6	Parade Registration
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

2016	All Venues www.TrackMasters-Racing.com
May 23	HPDE Laguna Seca, Contact Frederick Rauch, fdrmoto@gmail.com , 916-595-3371
Various	Niello.com

Upcoming Events - Close Ups...



Porsche Parade Registration

The registration for getting in the pool for the accommodations is now complete. The next phase is to get those folks in the pool to commit to a condo or room. That commitment will occur this month (January). The registration phase that we have been used to in the past, will occur starting April 4th. This will be for the signing up of events (competitive, tours, etc.) and the banquets. All of this info is detailed at the Parade website, parade2016.pca.org. You can contact Rik Larson if you still have questions.



Annual SVR Autocross School

Registration is open now (limited to 30 students) for the 2-day school sponsored by Niello Porsche. Your \$75 fee covers both days (ground school and on course action). It includes lunches, materials, instruction, and two days of fun. Loaner helmets are available. We will cover concepts such as understeer, oversteer, braking points, apex, corner exit, and optimum car control (just what are all those buttons for?). Contact Greg Zajic at 916.961.6495 or autocross@svr-pca.org for details. Dates are March 12 (ground school) and March 19 (on course).



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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CRAB 36 is coming May 13-15, 2016
Registration will be open in just a few months,
Time to mark your Calendars

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**

A ROAD TRIP FOR THE WINTER WARRIOR

By Tim & Melissa Cronin, SVR Member

A perusal of the classifieds in both *The Drifter* and PCA's *Panorama* may create an inference in the mind of some that pre-owned Porsches are typically relatively low mileage cars because the majority of us putatively change the oil in our respective Porsches in late October, plug in the battery tender, put the car under cover, and let it hibernate in the garage until the last of the proverbial April showers has passed.

Hopefully that is not the case because the winter months offer a great opportunity to hit the road and appreciate the joy of driving northern California's myriad roads that lay below the snow and above the fog. Certainly an *El Nino* year can produce inundating precipitation, but five decades of experience flying, as well as sailing on the Bay, has revealed that the second and third days after the passage of a winter storm front are usually cloudless and brilliantly clear, with a dry, gentle westerly breeze of 10 - 12 knots. When we owned our 986-series Boxster, we spent more than a few January and February days comfortably driving the 101 and the Central Coast portion of Hwy 1 "topless" in knit watch caps and micro-fleece jackets with both the cockpit and the seat heaters on "High." Suffice it to say those winter excursion experiences were glorious!

Unlike the warmer seasons, Old Man Winter blesses us with a refreshing opportunity to experience a combination of less traffic, particularly elephantine RVs attempting to negotiate the switch-backs on Hwy 49, and far fewer road repair zones to impede one's ability to challenge the twisting corners and sweeping "esses" that are emblematic of the Sierra foothills' and the Sacramento River delta's two-lane State highways. Since the winter is not the typical season for vacationing, in our experience the midweek days - Tuesday through Thursday - offer beautiful roads less traveled and devoid of the "weekend warrior" motorists, traffic enforcement, i.e., speeding citations, and bicyclists who are incapable of appreciating that sharing the road is a mutual obligation.

We believe that taking a mid-week break, two or three days after a weather front's passage, driving the below-noted two-hour tour through the Sierra foothills will prove that the misnomered "dead" of winter really is a great time to *drive*, not merely own, a Porsche.

Auburn - Georgetown Divide Loop: This 76.5 mile route begins and ends in the easily accessible Sierra foothill town of Auburn, located approximately 35 miles east of Sacramento on I-80, and includes runs down and back up the 850 to 1,000-foot deep canyons of both the North Fork and the South Fork of the American River.

From either the East or the West, enter Auburn from I-80 at Exit 199A, at the foot of the towering railroad trestle crossing the freeway, bringing you into historic "Old Town" Auburn. This historic quarter's restored collection of mid-19th century buildings dating from the Gold Rush provides a fitting start to this route through the Mother Lode. From the town's distinctive red and white Queen Anne style fire house proceed south on Sacramento Street to its intersection with Auburn-Folsom Road, turn right and drive 15.6 miles down Auburn-Folsom to Folsom Lake Crossing at the face of Folsom Dam. Auburn-Folsom Road provides some acute turns and fun sweepers on an excellent surface as it descends a thousand feet from Auburn through the still rural oak-studded basin north of Granite Bay and then into north Folsom.

Turning left on to Folsom Lake Crossing, which will transition to East Natoma Street after 1.8 miles, head east 1.1 miles to the intersection with Green Valley Road, turn left and drive 2.9 miles to Salmon Falls Road. This heavily trafficked stretch of the urban-wildland interface is a good place to check your fuel gauge as it will be your last shot at reasonably priced fuel for the next 90 minutes or so.

Turn left on to Salmon Falls Road, and enjoy the 11.6-mile drive to the road's intersection with Hwy 49 at the hamlet of Pilot Hill. The first 6 miles of Salmon Falls Road is a series of curves that invite higher speeds and grin-inducing lateral g-loads as the road traverses the Folsom Lake Recreational area and then crosses the South Fork of the American River.

Although the road surface is in good condition, the remaining 5.6 miles are more technical once you cross the Salmon Falls Bridge. Beyond that point the road exhibits a plethora of up-and-down dips and very tight turns with blind corners as it climbs over 700 feet in elevation to Pilot Hill. One true hairpin turn that is posted at 15 mph, about 2.5 miles north of the Salmon Falls Bridge, is a nothing more than a corrugated surface of macadam waves created by vehicles taking the turn at excessive speeds during the summer months when the pavement is soft.

Another caveat: on weekends Salmon Falls Road is *extremely* popular with cafe racer type motorcycles, so it is also popular with law enforcement officers who typically issue over 75 citations per weekend during prime riding season. Two good reasons to drive this gem of a road on a clear winter's day. Notwithstanding these few deficiencies, Salmon Falls Road is a rush to negotiate and the epitome of the type of road on which your Porsche was bred to run.

At Pilot Hill, turn right and head 15 miles south to the intersection of Highways 49 and 193. The initial 7.6 miles of Hwy 49 from Pilot Hill descends 500 feet through the watershed of the South Fork of the American River and into the "ghost town" of Coloma on a relatively straight, excellently maintained roadway.

The site of John Marshall's 1848 gold discovery that precipitated the '49 Gold Rush, Coloma is a tourist attraction known for its civic buildings, such as the jail, that have been abandoned and left to decay, as well as other buildings from its boom era (1847-1852) that have been converted into museums and other historical displays. The tailrace of Sutter's Mill remains, along with a reconstruction of the sawmill, that is the centerpiece of the Marshall Gold Discovery State Historic Park. A winter visit, devoid of vacationing tourists and the traffic created by droves of patrons of the nearby whitewater river rafting outfitters, is an excellent opportunity to take a break, stretch your legs and explore this historically significant site.

Departing Coloma south on Hwy 49, the 7.3 mi. stretch to Hwy 49's intersection with Hwy 193 is an enjoyable drive with plenty of curve and changes in elevation. Turning left 180 degrees onto Hwy 193 [Georgetown Road] by way of a true hair pin, the driver is greeted by a rapturous 3.5 mile descent of almost 1,000 vertical feet on a snaking roadway that hugs the wall of a heavily wooded ravine channeling the American River's south fork. At the bottom of the descent, the roadway bridges the river at Chili Bar, revealing what may be the crown jewel of this run.

It may not be Stelvio Pass, but the 3.5 miles of the Chili Bar Grade running from the north end of the Chili Bar Bridge to its summit at the hamlet of Kelsey is the "stuff dreams are made of" for those who enjoy driving a Porsche to its limits. Immediately upon crossing the American's south fork, Georgetown Road commences a two mile ascent exceeding 800 vertical feet through more than two dozen acute turns, as well as four switch-backs that snake up the river canyon's north wall to ultimately complete its 1,000 vertical foot ascent just south of the village of Kelsey. There are numerous turnouts on the way up the canyon providing outstanding views and panoramas of the South Fork's canyon and the grade, as well as gorgeous vistas of both the Central Valley and the Coastal Range to the West, and the Sierras to the East.

The 10 miles between Kelsey and Georgetown are a relaxing ride through agricultural precincts punctuated by a two mile stretch of sweeping "esses" at Spanish Flats. Georgetown, the hub of an immensely rich gold mining precinct, is somewhat unique in that its Main Street was



Drifting Back, 15 years Ago

by Larry Wilson, SVR Historian

laid out 100 feet wide, with side streets having a width of 60 feet. Unlike other gold rush camps, gold production continued until after the turn of the 20th century due to the nearby gold being located in solid quartz primary deposits, as opposed to alluvial Placer deposits.

After a near mile-long, gentle north-to-west 90-degree sweeper through Georgetown, Hwy 193 starts its 11.6 mile serpentine descent of 1,200 vertical feet into the village of Cool, where 193 merges with Hwy 49. At the intersection of Hwy 49 and Hwy 193 [Georgetown Road], turn right and start the twisty 3.5 mile, 1,100 vertical foot descent, including two switch-backs, into the American River canyon. At the bottom of the descent, Hwy 49/193 crosses the American River, and the time comes for a decision to be made at the stop sign at the north end of the bridge crossing the river.

On one hand, one may remain on Hwy 49/193 by turning left and proceeding 1,000 vertical feet up the twisting 2.7 mile roadway carved out of the canyon wall and into Auburn to rejoin I-80 on the Elm Street ramp. Or after crossing the American, one can choose to turn right onto Old Foresthill Road and enjoy a 3.3 mile climb out of the canyon on superlative pavement and through two switchbacks, with usually no traffic whatsoever, to its intersection with Foresthill Road. A left turn will take you across the 800 foot tall Foresthill Bridge and back to I-80.

But there is a third alternative to the termination of this trip: At the end of Old Foresthill Rd there is a turn-around, permitting one to simply come back down the switch-backs to the bottom of the canyon, and also experience the first option of traversing the 2.7 mile of Hwy 49/193 that climbs into Auburn and the aforementioned Elm Street ramp onto I-80. One can really have great fun in this humungous hole in the tectonic rock!

This 76.5 mile run, exclusive of pit stops for photos or refreshments, takes approximately two hours if one engages in very conservative driving behavior. Given the dichotomy between the myriad turns and elevation changes of this route and the billiard-table flat roads of the Sacramento Valley in the context of its easy accessibility to SVR members, those members can be excused - if not plainly understood - if they gleefully mutter "we ain't in Arbuckle anymore, Toto" as they drive this challenging winter sojourn through the Gold Country.

Drifting Back was the brain-child of Dennis Stettner, DRIFTER editor in 2001. Dennis wanted to emphasize the club's historical perspective for newer members. At the same time, he figured veteran-members would enjoy reminders about the Porsche cars, friends and events of the past. The series of articles started with the May 2001 issue of THE DRIFTER and ran its course (we thought) in the December 2010 issue. Now, starting again in January 2016, we have a new version of Drifting Back for the faithful who have waited patiently for its re-birth. Same goals, but slightly different format. Enjoy.

January 2001

- It's a New Year with new Board Members at the SVR helm: President Russ Hildebrand, Vice President Steve Nieslony, Secretary Barbara McCrory, Treasurer Kathy Smalley, Social Director vacant, Membership Director Tom Sisson, Competition Director Bill Winkler, and DRIFTER Editor Dennis Stettner. The Board would receive its full complement in February with the appointments of Mike and Emily Willis as Social Co-Directors. And, to top-off the list of brand new appointments, beginning January 1st SVR-member Tim Fleming is the new Zone 7 Representative replacing MaryAnn Behrens of Yosemite Region (later to be of SVR). Hoorah to all!

- The January 11th SVR event-planning meeting took place at the Old Spaghetti Factory near the Hazel Avenue exit from Highway 50. VP Steve Nieslony and Social Directors Mike and Emily Willis held forth and came away with a well-balanced and interesting social and competitive activity plan for SVR members in 2001. And, best of all, CRAB 28 is back and is scheduled for the April 27 - 29, 2001 weekend with Tim and Susan Fleming as co-chairs.

- The January 13th Zone 7 Presidents Meeting and Awards Banquet was convened by Zone 7 Representative MaryAnn Behrens at the Crowne Plaza in Pleasanton. It was her last official duty, and everyone agreed she did a terrific job during her term as Zone 7 Rep as evidenced by the enthusiasm and fine turnout of competitors during the year for the various Zone 7 series events. Many SVR members were present to receive a well-earned, season-ending award: **Concours** — Phil Lawrence, 1st place in 911 Wash 'n Shine class; Arnold Ziederman, 2nd place in full 911 class; Joe Pitta, 4th place 911 Street class; and Dennis Stettner, 5th place in 911 Street class. **Autocross** — Bill Thorp, 1st place Gm class; Kathy Smalley, 1st

place GmL class; Glen Brooksby, 1st place Li class; Bill Winkler, 2nd place Li class; and Tim Fleming, 1st place Km class. **Rally** — Helen Ashuckian, J. Toney and Richard Wetzel, 1st place (3-way tie); Rik Larson, 6th place; Phillip Marks, 9th place.

- Tandra Kroetz once again did one of her zany White Elephant Gift Exchanges, this time on Friday, January 26 at Chuck's Grill (inside the Folsom Automall). The 2001 version was just as crazy as before. And it was standing-room-only drawing a packed house within 24 hours after scheduling. Go figure.

- In his January editorial, DRIFTER editor Dennis Stettner announced the new DRIFTER Online launch. Dennis said Associate Editor Doug DeVetter is close to finishing his work developing the new service. Soon, SVR website visitors will find new links, bonus articles too big to fit in the print-version of the newsletter, and late-breaking news, photos, or event information, all just a couple of clicks away on the internet.



2015 AWARDS FOR SVR ACTIVITIES



SVR Members of The Year Lisa
& Matt Menning



SVR Event of The Year
Charity Auction
Alma & Gary Thompson



SVR Dinner of The Year
Christmas Party
Linda & Kirk Bradford



SVR Tour of The Year
Mendocino Tour
Lettie & Rik Larson



Mounting 18" to 20 " Porsche Wheels

by Skip Quain, SVR Technical Chair

Do you own a Porsche with 18" to 20" wheels? Have you ever removed one of these wheels from your Porsche? Was the wheel heavy? Was the wheel difficult to handle? Was it difficult to mount the wheel back on the hub? Was it difficult to line up the wheel and hub bolts?

If you answered yes to any of these questions this article is for you. Why? Because owning a pair of Gewindebolzen (Wheel Holders) would solve all these problems.

In the past, lifting a 16-inch wheel the early Porsches used was NOT a problem. Today lifting a 19 inch, 61-pound wheel is an issue and damage is a valid concern, so if you own a late model Porsche, a pair of Gewindebolzen can be of assistance when you remove and install your wheels.

What is a Gewindebolzen?

A Gewindebolzen is a wheel holder. A Porsche Gewindebolzen is a 6-inch x 9/16-inch threaded aluminum rod that screws into the wheel bolt holes. This part is used on ALL Boxster, Cayman, 996, 997, 991, Cayenne, and Panamera models without center lock wheels (Porsche p/n 999-571-074-30). A second Gewindebolzen, a 4-inch x 9/16 inch threaded high strength plastic rod available through Audi (Audi p/n 893-012-223) is also used in the wheel removal/mounting process. Both Parts are available through Pelican Parts.

A pair of Gewindebolzen simplifies removing the wheel, hanging the wheel on the hub, and lining up the bolt holes. The Gewindebolzen also eliminates damaging the rotors and/or calipers. In times past the Gewindebolzen was included in your Porsches' tool kit, but now having a Gewindebolzen in your tool kit appears to be the exception.

How do you use a Gewindebolzen – Removing a Wheel

Note: Have a plastic container to place the removed bolts.

Wear Latex gloves as the wheels will be covered in brake dust.

Caution- Turn the Gewindebolzen in or out by HAND. If you must use a "Cross bar" be careful NOT to scratch the face of your wheel

- 1) Jack up your Porsche, block the wheels on the opposite side of the car from the jack.
- 2) Remove the bolt at the TWELVE o'clock position.
- 3) Screw in the "Long" Gewindebolzen.
- 4) Remove the bolt at the FIVE O'clock position.
- 5) Screw in the "Shorter" Gewindebolzen.
- 6) Remove ALL remaining wheel bolts.
- 7) Slide the wheel off the hub along the 2 Gewindebolzen rods.

Why two Gewindebolzen?

To prevent the hub from rotating as you slide the wheel on or off the hub. When

using only one Gewindebolzen the wheel tends to rotate (walks sideways) and can damage the hub.

Mounting a Wheel –

- 1) Screw in the "Long" Gewindebolzen into the TWELVE o'clock position
- 2) Screw in the "Short" Gewindebolzen into the Five o'clock position
- 3) Hang the wheel on the "Long" Gewindebolzen rod in the TWELVE o'clock position
- 4) Slide the wheel over "Long" Gewindebolzen rod while lining up the Bottom bolt hole with the "Short" Gewindebolzen rod.
- 5) Install the remaining wheel bolts finger tight.
- 6) Remove the two Gewindebolzen rods.
- 7) Install the remaining two wheel bolts finger tight.
- 8) Torque all wheel bolts to 95 foot pounds using diagonally opposite sequence so the wheel is centered.
- 9) Enjoy driving your Porsche.

After I finished this article I went on-line to Pelican parts and ordered the two Gewindebolzen rods and upon arrival they will go in my tool Porsche's tool pouch.

Source PNWR Spiel



Photo -- Pelican Parts



Winterizing or Drive

By Skip Quain, SVR Technical Chair

As winter arrives there are several items to review for winterizing your Porsche. The first, if you haven't already done so is to purchase a "Battery Tender" to maintain the charge in your battery while in your garage during the winter months. Why you say – well if you own a 996 or newer model Porsche, Cayman or Boxster, the luggage compartment lid and engine compartment lids are electrically opened by the pull buttons on the driver side sill. If your battery has become totally "FLAT" you will have problems opening either, and this will require you to find a power source to plug into you're your cigarette lighter to allow you to open the hood and gain access to either the front storage to have access to the battery or engine compartment.

What is a Battery Tender?

A Battery Charger with a brain. A "Trickle Charger" will ensure your battery will not overcharge or boil the battery when being charged long term. It insures your battery is maintained after charging and always ready to go!

What to look for when purchasing a "Trickle Charger"?

- A microprocessor that will correctly charge your battery
- Automatically switches to maintenance/float mode
- 750mA
- Will not overcharge your battery
- Designed for all lead-acid, sealed maintenance free, gel cell batteries
- Reverse Polarity Protection
- Short Circuit Protection
- Spark proof and reverse polarity protected
- LED indicates stage of charger

Prior to writing this article I purchased a Deltran "Battery Tender Junior" from Pelican Parts P/n:022-0192-M257. I purchased a second "Battery Tender Junior" for my Lotus vintage race car as the Lotus spends any months in the garage between events. When the chargers arrived I connected one to our 2002 Carrera 4S using the optional Cigarette Lighter Adapter. The cigarette lighter in the newer Porsches has power without requiring the key to be in the ignition switch. The next day I checked the status of the system. I was surprised to see a red light on the charger (a red light shows the battery has not yet been charged to operating capacity. A green light shows when the battery is fully

charged). The RED light showed how low the charge was on my battery. After charging over night the battery was fully charged. The modern Porsche has a number of active systems checking the status of your Porsche while the ignition is off causing a drain on the battery. So a Trickle Charger will maintain your batteries charge.

I will cover battery chargers for the older Porsche models, 356s, early 911 models at a later date.



Photo Griots Garage

Microprocessor-Controlled
Battery Charger Maintainer

Los Angeles Auto Show

By Dan Rowland, SVR Member

The 2015 annual Los Angeles Auto Show press days this year was again exceptional as over 40 never seen automobiles were introduced to the public for the first time. Perhaps the most extravagant and interesting reveal was the new Alfa Giulia Quadrifoglio sedan. The reveal was preceded by a display of a \$10,000,000 1964 ALFA Stradale parading across a raised stage. Alfa had a premier location outside in the main display tent where the free breakfast from a group of specialty food wagons started the day. The Alfa presentation was the introductory press release for the entire auto show as was a spectacular display which included a 10 minute movie of the new car on and off the track. Summary of the opening presentation was a numeric comparison of existing luxury sporting vehicles and their performance statistics at the Nurburgring, which, to say the least, was extremely enlightening.

The balance of the show was literally more of everything—horsepower, luxury and internet connectivity for all the incoming refreshed offerings. Preceding the auto show this year was two days called the “Connected Car Expo” featuring industry guest speakers and developers of every imaginable vehicular interface with internet connectivity and its subsequent offerings—music, GPS, traffic control information, and finally, the blockbuster—autonomous control! The trend, in general, with a few exceptions, was lighter weight, more horsepower, reduced size and increased luxury and amenities, enhanced sports performance options and better fuel economy. Getting to the most fun part of the show is always the Porsche display and this year was not a disappointment with the introduction of the new options available for the Targa—standard 911, S, C4, C4S, and GTS. Presented center stage was the C4S. Other displays

included the new Macan GTS and the GT3RS along with the glassed in room for the “elite”, those ordering a combination of options for any of the models that likely create the desired “one-off” presentation. Multiple color mixes for the interior and special paint options allow for a unique purchase likely not to be seen in duplicate.

The most interesting new offering was perhaps the last unveiled. Using the lightweight Cayman GT4 as the basis, Porsche Motorsport developed a racing version dubbed Cayman GT4 Clubsport and we (Bill Keegan and myself) watched the celebration of its world premiere when sales of the 385 HP, 3.8 litre flat six officially began. This racing version of the GT4 features a modified 6 speed PDK (a first for a factory race car)

single racing bucket seat with a six-point harness and built-in fire extinguisher system.

Orders for the new Cayman GT4 Clubsport can be made at Porsche Motorsport in Weissach, or from Porsche Motorsport North America for the US market at a price of \$165,000. For 2016, homologation is planned for a race series such as the Pirelli World Challenge, the Continental Tire Sports Car Challenge, the Pirelli GT3 Cup Trophy USA, the Ultra 94 GT3 Cup Challenge Canada and for club races run by the Porsche Club of America as well as for other club-level meetings around the world.

As much as drivers cars as this Clubsport is, I still heard guffaws about the



with shift paddles on the steering wheel and an adjustable mechanical rear-axle locking differential. The lightweight suspension strut front axle is taken from the 911 GT3 Cup car and the brake system is 380 mm (15”) steel discs at all four corners. Height adjustable shock absorbers, 18 inch forged wheels and Michelin racing slicks are standard. The car tips the scale at 2866 LBS and comes with a welded-in safety cage and a

absence of the manual transmission and where the world is going in terms of what is really a “drivers car”. In the end, it’s really about choices and Porsche certainly has those sufficient enough to make even the most determined buyer indecisive. I suppose the best answer is having one of each.

PHOTOS: MIKE NICHOLS

A Road Trip To Remember

by Brian Sanders, SVR Member

Sue, my wife, and I are the proud owners of a crystal blue 1968 912 Porsche that I purchased from the original owners, my parents, in 1982. We joined the PORSCHE CLUB of AMERICA in 2011 and shortly thereafter we also joined the 912 Registry. We have participated in numerous tours with the Sacramento Valley Region of the PCA and several 912 Rendezvous here in California. The one thing that keeps both Sue and I attending these events is not the Marque but all the wonderful people the Marque brings together. So when the 912 Registry announced the first Annual East Coast 912 Rendezvous, September 24-26, in Seven Springs, Pennsylvania we were very interested in attending. Making the commitment to attend was not an easy one, as it was a distance of approximately 3,000 miles one way and we would be on the road for the better part of 2 weeks. Things were slowing down at my work and since Sue “works for me” at the business I decided we could afford to take the time off.

We then had to decide on how to get there. Drive the car (gasp) or put it on a trailer. I told Sue that this was a “no brainer”. We had a new Ford pickup with Air Conditioning, Cruise Control and Sirius Radio. Our business has a car trailer so it would be easy. She called me a “Candy Ass”. I was informed that we were not going to be like those “Harley Guys” who put their motorcycles in the back of a truck and drive to Sturgis! I asked if I could follow her with the truck. The answer was no. She said we needed to get into the Spirit of the Marque and drive the car. Since she was so adventuresome, I suggested we take Route 50 (known as the Loneliest Road in America) as far across the country as we could and Sue agreed. This was going to be an old fashion “Road Trip”. In preparation I changed all eight spark plugs. That’s right, eight plugs. The car has a 1.9 twin spark but that’s another story. I also adjusted the valves noting that the driver side valve cover gasket was starting to slip, however it was not leaking so I left it alone (bad decision). I checked the tire pressures, including the spare. Finally I packed a small tool kit and cleaning supplies.

The Journey

My family has competed in the Reno National Air Races since 1983 and it just so happened that this year the races were held the weekend before the Rendezvous. Check-in for the Rendezvous was Thursday afternoon. This would give us 4 days to make the drive there. With this in mind we decided that Sue would drive the 912 to Reno for the Races and we would leave from Reno on Monday morning.

After a quick look at the map we decided that Grand Junction, Colorado would be a good place to spend the first night. A check of the hand held GPS confirmed this and showed it to be a 12 hour drive via US 50. We hit the bed early full of excited anticipation planning to be on the road by 8:00 A.M. At 5:00 A.M. we had the following exchange: You awake? Maybe, Why? You want

to leave early? Sure! After checking out of the hotel, and a quick muffin, we jumped in the 912 and we’re on the road before sunrise.

Day 1

Our first leg was to Fallon, Nevada where we topped off with fuel and purchased four bottled waters which we put in a cardboard flat under one of the rear seats. While driving along, having a drink of water, I wondered what my parents did “back in the day”, with four of us in the car, and there was no bottled water. Did we have a thermos and cups? Or did DAD make us tough it out. I just don’t remember. There are no cup holders in the car so when Sue and I were done drinking we simply screwed the lid back on the bottle and set it down between the seats beside the emergency brake and heater levers. Once outside of Fallon we entered the barren expanses of the desert. I believe Buzz Aldrin (second man on the Moon) said it best when describing the lunar landscape as “magnificent desolation”. My feelings exactly!

This section of Nevada is a series of mountain ranges and valleys. The road through the mountain ranges is quite curvy and made me feel like the car was in its element. The road across the valleys are straight as an arrow, up to 40 miles long, and Boring! Leaving Nevada we entered Utah and drove through Green River State Park, the beginnings of the Grand Canyon. The bright Red Mountains and Rock Formations are unbelievable. The scenery was so spectacular that Sue proclaimed “How can anyone see this and not believe in God”. As the sun was setting we rolled into Grand Junction, stopped at the first Mexican Restaurant we came to, and celebrated the first day of our adventure with a couple of Margaritas.

Day 2

We awoke early and were on the road again before sunrise. The evening news had promised that the trees would be changing color and as we headed higher into the Rockies we were not disappointed. The combination of blue sky, puffy white clouds, towering mountains and the red and golden trees made the scenery breathtaking. We were on a schedule so Sue had to be content with taking pictures on the move. However, I was willing to make one exception. We would stop and get a picture of the car at Monarch Pass 11,312 feet elevation! The problem was we were so busy gawking at the scenery and me keeping the car in the right gear that we sailed right over Monarch pass without realizing it. Highly disappointed, we continued on to Pueblo for fuel and lunch. At this point we made the decision to head North and pickup Interstate 70, since time was of the essence, and traveling on US 50 would take us longer. It was Sue’s turn at the wheel since we traded off at every fuel stop. Sue and I quickly figured out that she is a better driver than I am a passenger. We found numerous uses for the GPS (Tom Tom). We used it to calculate our next fuel stop, where to stop

for the night, dinner, auto parts store etc. On the main display it shows the speed limit and your current speed. I used this information to gently “encourage” Sue to keep the speed up around 80 MPH. With no cruise control “around” is the best you can do! She explained to me that she was not comfortable at that speed and wanted to drive around 75 and to quit hounding her! I pointed out that the difference in speed added one hour to go the same distance in a 12 hour day. And so I continued to “encourage” her to run at this higher speed. I would come to regret this on the way home!

We soon entered Kansas where we were met by three things:

- 1) A road so straight that you measured the distance not by the odometer but by the time since your last turn. I gave up counting after two hours.
- 2) Wind so strong (90 degrees at 35-40 MPH) that I hounded Sue to pass the semi trucks quickly lest one of them blow over on us. She also refused to cruise over 75 because the car darted every time we went through an overpass.
- 3) Blowing dirt. Since the car has no Air Conditioner we had to have the “wing wind” windows open. The result being that when we stopped for the night, still in Kansas, and Sue took her cell phone off the dash, you could see the outline of the phone in the dirt!

Looking back the lack of Air Conditioning did have its humorous side. Having the “wing winds” open kept the temperature at a reasonable level. However, after 6-7 hours the noise became unbearable so we closed them, ahh relief! Then we got hot and had to open them. Until we could not stand the noise and closed them and then got hot, open, noise, closed, hot, open etc for the next 6 hours!

Day 3

Even with the time change we are up early again. I got ready first and while Sue got ready I went out and made sure that the 912 was ready for the day. Tires look round, check, oil level, check, alternator belt, check, no fluids under the car, check. Wait a minute, there’s a 2” diameter oil spot under the driver’s side valve cover! Grabbing the tool kit I removed the valve cover, pulled the gasket loose around the top edge and while trying to keep the gasket down on the lower edge reinstalled the valve cover hoping this would solve the problem. The whole day was spent amongst semis and construction zones too numerous to count. Every time we shut off the engine you could smell the burning oil as it dropped onto the hot exhaust and boy was it making a mess of the rear end of our car! That night I called the organizer of the event, Harry Hoffman, to see if he could, with all those 912’s descending on Seven Springs, find a valve cover gasket for me. Harry, having driven his 912 across the U.S. several times, had a gift pack waiting for me for having driven the farthest. An oil filter and 2 valve cover gaskets! How did he know? He had planned on giving me the gift pack at the Saturday evening Awards Banquet but now he would give it to me when I arrived.

Day 4

During my morning pre-drive inspection I noted

that the size of the oil slick under the car was three times as large as the previous morning. The leak was getting worse. Before getting on the Interstate we found an auto parts store and bought supplies for cleaning the rear end of the car and for changing the gasket. We were approximately seven hours from our final destination and the road and the scenery were improving. There were changes in elevation, curves and trees galore.

We stopped 10 miles out, found a self serve car wash, and cleaned our poor little car inside and out. We were getting really close to our destination, Seven Springs Ski Lodge, when Sue pointed out that it would be in poor taste to pull up at the main entrance and leave our mark (oil) like an old dog. I agreed but didn't know what to do. Sue had a plan and grabbed the cardboard flat that we used to carry our water bottles from under the rear seat. When we pulled up I jumped out and put it under the car to catch the oil. Harry Hoffman was working the registration table and after introductions ran up to his room and grabbed the gift pack for me. While I took the car around back to the 912 parking area, to change the gasket, Sue finished checking us in. After a short rest we were off to the welcoming party. The party was a lot of fun and every time someone asked us where we were from the response was always the same, "Oh so you're the ones. How was the drive?"



The Rendezvous

On Friday morning the group came together and we had our choice of a "Spirited Drive" or a Tour of an Auto Collection/Neon Clock manufacturing business. Having just spent 3,000 plus miles behind the wheel we opted for the Tour. The majority also opted for the Tour and driving with our fellow 912ers was a real pleasure after all the miles of Semis, SUV's and land Yachts. The Auto Collection was very interesting, however, for me, the hand built custom neon clocks stole the show. In fact one of these clocks, with a picture of our 912 high in the Rockies, now hangs in our garage, a birthday present from my wife. From there it was off to a magnificent Hotel for lunch. Unfortunately the Hotel did not grasp the size of our entourage and did not have a restaurant open that could accommodate such a large group. The cars then scattered like leaves in the wind. Sue and I wound up having lunch with Harry and his lovely wife Missy at a local hot dog establishment. The day finished with a 912 Tech Session back at the Ski Resort.

Saturday dawned cool and overcast as we positioned the vehicles for the Car Show. The 912's were divided into years, Targa's, Renegades and 912E's. After a catered lunch overlooking the cars, we divided up once again into 2 groups: One going to the Flight 93 Memorial, the other to the Frank Lloyd Wright "Water Fall House". Sue and I chose the latter and were treated to a house that is spectacular both in its engineering and harmony with nature.

The final event was the Dinner and Awards Banquet. Sue and I had the pleasure of sharing a table with 3 other couples where the wine and stories flowed freely throughout the evening. After dinner it was time for the Awards. The cars chosen for awards (by year and category) followed pretty much as I had expected including the "hotly contested year 1968". Our car took second place bested by a very clean, very stock, original paint, 2nd owner car. A hard combination to beat! The final and most coveted Award was for Best Of Show. I was surprised when they announced our car as the winner and our new found Friends leapt to their feet in applause. I personally felt that there were 2 other cars more deserving of the honor, a 1966 red on red and the fore mentioned 1968. I guess the rare color and family history tipped the scales in our favor.

The evening came to an end all too soon and with heavy hearts we said our goodbyes, since it

was doubtful we would see them again before pointing the car West and starting for home.

The long road home

Day 1

Having had our fill of Interstate 70 we decided to head North and pickup Interstate 80. This would take us thru an entirely different set of states. It was while speeding across Ohio that I got to meet one of their "finest" who proceeded to give me a memento of my time spent in their lovely state. The memento read "81 in a 70." When

I inquired about the "customary cushion" he replied that 10 over was his limit. I had exceeded his personal limit by 1 MPH! I indicated to him that my speed wasn't too bad considering we did not have cruise control. His mind was set and as we parted ways I murmured something about him being the South end of a North bound donkey!

As it turned out the ticket was only \$165. If I had known that it was that cheap I would have gone faster! As we got back on our way I eased our velocity back up to around the top of the "cushion" and then it started.

Oh Brian, yes dear. The GPS shows that you are traveling at 83 MPH. You don't want another ticket do you? I'm trying to run 79 but it is hard to do! A few minutes later and she is "encouraging" again me to slow down as my speed was back up at 82. I told her to quit hounding me. She just smiled. It was at that moment that the old saying "pay backs are hell" came into clear focus!

Day 2

After spending the night in a quiet little town, somewhere in Iowa, I got up and performed my morning pre-drive inspection. It was then that I noticed that the fan belt was missing several large chunks. I decided it was safer to change the belt in the parking lot than on the side of the highway and soon we were on our way.

The drive on Interstate 80 had been a toll road and although it had turns and good scenery there was still something missing. We never got near any towns. The only stops along the way were the "Travel Plazas," a large building that consisted of a gas station, convenience store and numerous fast food restaurants that reminded me of the food court at the local mall. We were traveling down the highway among the leviathans from point A to point B. This was not a road trip, there was no adventure here, and this was nothing more than a commute!

We were no longer connected with the car.

There is a certain feel about the older Porsches.

There is no power steering, no ABS, stand on the brakes too hard and you lock up a wheel, no PDK deciding what gear it thinks you want. You drive these cars and they talk to you, all you have to do is listen! When you do it right you are rewarded, get it wrong and it lets you know in no uncertain terms. You are fully engaged in the driving experience, truly part of the car.

With this in mind I told Sue, who was at the helm, that we are getting off the interstate and on to country roads. I studied the map and found that Route 283 headed South right through the heart land of America. As soon as we were off the interstate, onto the two lane road, and had run the car up through the gears all three of us, Sue, myself and the car, breathed a sigh of relief. Our new destination, where we would spend the night, Pueblo, Colorado.

The country side appears flat as a board until you head out across it. The road had its fair share of turns and there were gullies, washes and rolling hills that kept the drive interesting for Sue and kept me awake. The speed limit out here was 65 MPH, the hardest part was slowing down to 25-35 MPH when going through the small towns.

We were 11 hours into our 12 hour day, and the Sun had just set as we passed through yet another small town. We had reached the outskirts of town and were almost back up to speed when I heard Sue ask the question "are those lights behind me?" It seemed that the long arm of the law had clocked her at 49 in a 35, a respectable 14 MPH over the limit! She was beside herself, I was the one pushing the limit not her, and she had gotten a ticket in the 912 barely 2 years ago. The officer asked us where we were going and where we had come from. He understood the challenges of slowing down for the town and the effects of being on the road all day. He checked our "papers", gave Sue his business card, and let her go. As we drove away she promised never to speed again.

Day 3

We had come to Pueblo to pickup US 50 and retrace the most majestic part of our trip towards home. We did not have a schedule this time and could take in the scenery at a more leisurely pace.

We got up early hoping to be on our way into the Rockies ahead of the semis and motor homes. We were almost to our first stop, Monarch Pass, when I spotted a semi truck in the passing lane going by cars like they were standing still! I was in 3rd gear and had the pedal to the floor and he was closing fast.

As we approached the summit, 11,312 feet, he backed off the turbos and was going to let me lead over the crest and down the back side. I was planning on stopping at the top so I waved for him to go ahead and pass. As he thundered past I could not help but marvel at the engineering masterpiece these semis truly are.

After touring the gift shop and taking a few pictures out front, we decided to move around to the side of the building and get pictures of the car with the Continental Divide as the background.

One of my fears was that the car would have difficulty starting at this altitude. My worries were unfounded as the engine lit off without hesitation. However, after the photos I could not get the damn thing, uh beloved 912, to run! It would start and die, pump the gas, start and die, pump the gas, start to run, pump like mad and it still refused to keep going. Sue suggested we push it up the incline, over the crest and bump start it on the way down the mountain. I told her if we did that, at this altitude, the car wasn't going to be the only thing dying.

I thought about the symptoms and believed it to be fuel starvation. Shortly after buying the car I installed a electric auxiliary fuel pump to fill the carburetors after the car sat for any extended period of time. I now flipped on the aux fuel pump and presto, it started and continued to run! Sue closed the deck lid, leapt into the car and we high tailed it out of there.

The changing of the colors was now at its zenith and we stopped several times along the side of the road for photos with the golden Aspens. I stayed in the car, making sure it kept running, while Sue stood out in the middle of the road taking pictures!

When we stopped for lunch I could hear the aux pump running flat out. That got me thinking about blockage of the fuel line. I had changed the filter between the aux pump and the engine driven pump but had not cleaned the filter on the inlet side of the aux pump.

The filter was more like a screen and once removed you could see that it was full of rust. I cleaned the screen and reinstalled it, then unhooked the outlet fuel line, pointed it over the rear fender and turned on the aux pump and, drum roll please, no fuel!

I figured that the rust was coming from inside the tank and had plugged the screen in the bottom of the tank. I had Sue open the fuel filler, I then blew backwards thru the fuel line, as hard as I could, hoping to dislodge any rust blocking the fuel pickup.

Sue let me know that she heard bubbles in the tank. While she came back to watch, I hooked up the fuel line to the aux pump, flipped on the switch and proceeded to cover her shoes with gas! She was not very happy about her new

fragrance "Essence de petrol" but thankful that fuel flow was restored and we could be on our way again.

The scenery in Utah, headed West, was not as spectacular as it had been East bound. That night, as we pulled into Delta, Utah, we both noted that this was our last night on the road.

Day 4

This was going to be an easy day as our calculation showed we would be home in the early afternoon. The drive thru Nevada was looking pretty much the same regardless of direction. There had not been much action, except for a couple of rabbits bent on sacrificing themselves to the Porsche Gods, when I spotted him in the distance.

An officer of the law headed in the opposite direction. I was not concerned since the speed limit was 70 and I had lowered, at Sue's request, my cruise speed to around 75. As we got closer he turned on his lights and performed a U turn appearing to be intent on pulling me over.

He was, and informed me that I was traveling at a whooping 77 in a 70. When I inquired about the "cushion" he replied that there was no cushion. The speed limit was 70 and that this was a dangerous road. Dangerous? Are you kidding me, I thought, looking down a 30 mile

straight away with no one in sight? He then inquired if the car had cruise control? I told him no. He checked our "papers" and let me off with a warning.

Shortly after pulling back up on the road he passed us, went less than 3 miles, and flipped a U turn in pursuit of a lady in a Toyota to let her know all about the inherent dangers of driving on a straight road!

The drive thru the Sierras went swiftly as the roads were comfortably familiar. And then we were home.

As I switched off the ignition and the engine came to a stop, I could not help but marvel at three things:

1. The number of insects we collected on the front of the car.
2. Our issues with the car were all minor and due mostly to age.
3. That, even with frayed nerves, raw from the road, we did not kill each other.

The trip "by the numbers"

Total distance	6,314 miles
Fuel used	241.6 gallons
Average fuel economy	24 MPG
Total fuel cost	\$704.87
Least expensive fuel	\$2.49 Kansas
Most expensive fuel	\$3.25 Iowa

Christmas Tree Decorating Party at the California Automobile Museum

By Kim Nelson, SVR Member

Over 400 car enthusiasts converged on the California Automobile Museum the Sunday after Thanksgiving to help decorate the Museum for the Holiday Season. At last count we had over 55 club members from SVR and 356CAR helping decorate our two Christmas Trees – which, by the way, are beautiful and located in the main hall of the Museum by the feature display of Vintage Travel Trailers. The Potluck dinner went off without a hitch and you can imagine it's not easy to feed 400 plus people. In the end there was plenty of food left over and I think we all went home feeling

pretty full. Several of our club members were lucky enough to win some pretty nice gifts during the Raffle. If you missed the event this year I hope you will join us next year – it is always the Sunday after Thanksgiving and a great way to start the Holiday season with your friends. If you haven't been to the California Automobile Museum lately they are always rotating exhibits and have many interesting displays to see. Both SVR and 356CAR are Car Club Members of the Museum and we all get one free entry to the Museum per year.





PORSCHES WINS BOTH WEC CONSTRUCTORS' AND DRIVERS' CHAMPIONSHIP

By Tim Cronin, SVR Member

Final analysis: The 2015 FIA World Endurance Championship (WEC) has proven to be the year of the *doppelsieg* in multiple contexts for Porsche; indeed it has been a very, very good year for Weissach.

The WEC season concluded at the Bahrain International Circuit on Nov 20th, with Porsche taking its sixth consecutive LMP1 race win and its second WEC title - the Drivers' World Championship - this year, capping Weissach's clinching the Constructors' Championship three weeks earlier at Shanghai. Romain Dumas, Neel Jani and Marc Lieb captured their first race win this season in the number 18 Porsche 919 Hybrid. Notwithstanding their fifth place finish at the six-hour Bahrain race in the number 17 LMP1 class hybrid prototype, the crew of Timo Bernhard, Brendon Hartley and Mark Webber accumulated enough points to win the Drivers' World Championship.

Bernhard, Hartley, and Webber had started the eighth and final WEC round with a 13-point lead over Audi's best LMP1 crew. Given the great season Porsche had had so far with the Le Mans victory, as well as the early win of the manufacturers' title, the crew of the number 17 Porsche 919 was favored to win the drivers' title in Bahrain. But half an hour into the race the number 17 car had to come into the pits for a long repair stop. After that stop, the number 17 car's trio of drivers had to go flat out to catch up from the very back of the pack, and eventually they finished fifth. It was the number 18 car that took the lead and the crucial points away from the Audi.

In the GTE-Pro class, the number 92 RSR driven by Frédéric Makowiecki and Patrick Pilet not only scored Porsche's fourth GTE-Pro class win of the season, Weissach also

took three championship titles with its iconic 470 hp 911-based racer.

With its victory at Bahrain, the Porsche Manthey team defeated Ferrari in the GTE Manufacturers' classification, securing the team championship. Moreover, Richard Lietz - also the champion of the TUDOR United SportsCar Championship - convincingly defended his 2014 championship title in the WEC Cup for Drivers. As was the case in the LMP1 class, a fifth place finish for his number 91 RSR in the GTE-Pro class, with his teammate Michael Christensen, was enough for Lietz to secure his second championship title. Another double victory of sorts, these Bahrain victories also significantly enhanced the 911 RSR's prestige and performance credibility as 2015's "Weltmeister" after having also won three GT titles at this season's TUDOR United SportsCar Championship.

Three weeks earlier, Porsche's November 1st LMP1 class *doppelsieg* clinched its thirteenth endurance racing Constructors' World Championship title with its fifth WEC win in a row at Shanghai. Porsche had previously won 12 constructors' titles in the then-Sports Car World Championship between 1964 and 1986.

As was the case in both the TUDOR USCC Petit Le Mans and the below-noted 6-Hours of Fuji, the WEC's Shanghai event was also run in torrential rain with a start behind the safety car that did not get a green flag until the end of the fourth lap. Porsche's 919 LMP1 hybrid number 17 started from pole position, with Brendon Hartley driving, and maintained its lead position for 33 laps, at which time it pitted for fuel and a fresh set of deeply treaded "full rain" tires. Subsequently, the Porsche utilized the third of several rain-related full course yellow caution periods for

the number 17's next pit stop

At that point Timo Bernhard relieved Hartley, and a new set of "full rain" tires were installed, causing the number 17 to temporarily lose the LMP1 class lead to the number 8 Audi R18. The number 7 Audi then overtook Bernhard on lap 57, but on lap 61 the number 18 Porsche 919, driven by Neel Jani, passed Bernhard as well. When the Audis subsequently pitted, Bernhard was in second place behind Jani.

The following pit stop by the number 17 car did not change the order as Bernhard "boxed" only for fuel after 84 laps and then proceeded to close the gap on Jani's 919. Inasmuch as the pace of the number 17 car was the faster, the two 919s swapped positions on lap 101. After 115 laps Bernhard relinquished the leading number 17 car to Mark Webber and intermediate slick tires were installed. After 132 laps Webber changed to "super soft" slick tires and continued to lead the race. At the end of lap 154 Webber pitted for his last refueling stop and another set of new tires. Following directly behind Romain Dumas until the sister number 18 car pitted for a "splash-and-dash" refueling, Webber's number 17 re-took the lead, besting the third place Audi by some 40 seconds.

Starting the race from the second position at the front of the grid, Marc Lieb's number 18 Porsche 919 briefly jumped into the lead when Hartley's 919 experienced difficulties with the number 17's turbocharger boost, only to be physically run off the track by André Lotterer's number 7 Audi R18. An undaunted Lieb rejoined the race as the last car in the pack and overtook 25 cars within five laps to catch the LMP1 pack. At the end of lap eleven, Lieb passed the number

2 Toyota to take fifth place overall. After 33 laps, Lieb “boxed” his 919 for fuel and another set of “full rain” tires.

The number 18 car, as did the sister number 17 car, took advantage of the third rain-related full course yellow period to pit, allowing Neel Jani to relieve Lieb and Porsche’s pit crew to install another set of “full wets.” When the race went to “green” Jani moved to fourth position but quickly improved that position by taking the lead from the number 7 Audi on lap 72. After 83 laps, Jani “boxed” exclusively for fuel and maintained the lead. On lap 101, Jani relinquished the number 17 car’s lead to Bernhard’s number 18 due to high brake temperatures.

After 114 laps, Jani turned over the number 18 car to Romain Dumas who joined the race on slick intermediate tires. Adding a bit of drama to the race, Dumas spun-out on the still wet track when lapping another car on lap 126, and causing the number 18 Porsche to drop back to third until the number 8 Audi had to pit. After 132 laps, Dumas pitted for “super soft” primary tires, rejoining the race in fourth position but advancing to the lead after pit stops by the three Audis as well as Webber’s 919. After a final ‘splash-and-dash’ at the end of lap 162, Dumas’ number 18 finished second and secured the season’s fourth LMP1 *doppelsieg* for Porsche.

In the GTE-Pro class, the win by the number 91 Porsche 911 RSR driven by Richard Lietz and Michael Christensen was the third victory of the season for Weissach. The number 92 sister RSR, campaigned by the Porsche Manthey squad, put Frédéric Makowiecki and Patrick Pilet on the podium in third place.

The starting drivers, Makowiecki in the number 92 car and Richard Lietz in the 91 RSR, got away cleanly at the start and lead the highly competitive GT-Pro pack. The number 92 RSR, that had started from the fourth grid

spot after a difficult qualifying session, had moved into second after just five laps. Lietz’s RSR, that had started from directly behind the number 92 car, managed to settle into third place. After another ten laps, Lietz maneuvered his number 91 RSR into first place and, with a solid performance, laid the foundation for his third win of the season.

On the rain-soaked track, Makowiecki’s number 92 RSR spun off the track and fell back to sixth place. But after the second hour of racing, the number 92 car, now with Pilet at the wheel, moved up into second place behind Michael Christensen’s class-leading 911 RSR. The race strategy of the Porsche Manthey team proved to be a perfect match for the drivers’ performance: As the track gradually dried with two hours to go, the *werks* strategists made the call to change from “full wet” tires to “super soft” prime slicks at exactly the right moment.

Porsche’s Shanghai GTE-Pro victory kept its chance to clinch the WEC’s Constructors’ title in GTE-Pro class viable. While Lietz extended his lead in the FIA World Endurance Cup for GT drivers, as did the Porsche Manthey team in the team classification, Porsche managed to close the gap between it and Ferrari to just four points. At the final race of the season in Bahrain, a maximum of 44 manufacturers’ points were still up for grabs.

Weissach’s Shanghai LMP1 and GTE-Pro wins were preceded three weeks earlier by Weissach’s LMP1 *doppelsieg* at the 6-hour WEC event on Fuji Speedway in the Japanese Alps under almost identical meteorological conditions. Starting in atrocious conditions, the grid paraded around Fuji’s 2.9 mile circuit for almost 40 minutes behind the safety car before the race finally went “green.”

Mark Webber’s number 17 car started on “full wet” tires from pole position, but went off the track in turn three, re-joining the race in fourth place. Compounding the spin-out, Webber’s 919 suffered a turbocharging issue causing a lack of manifold pressure boost, resulting in the number 18 car overtaking Webber’s 919 on lap 23 and dropping the number 17 car back to fifth.

From lap 31 until the number 1 Toyota pitted after lap 42, the spectators witnessed a great battle between the Toyota and the Porsche.

After 43 laps, Porsche’s number 17 car pitted for fuel only, resulting in the number 17 car running third behind the first place number 7 Audi R18 and the second position number 18 sister Porsche 919. During the second part of his double stint Webber moved up through the LMP1 pack on the still wet track, and after the number 18 sister Porsche 919 took the lead, from lap 72 onward Webber was engaged in a dogfight with the number 7 Audi R18 for the second position in class.

After several changes of positions, both the number 7 Audi R18 and Webber’s 919 were due for their pit stops. Brendon Hartley relieved Webber in the number 17 car after 81 laps, departing the pits on fresh intermediate slicks. On lap 86 Hartley lost the second position again to the number 7 Audi but regained it on lap 108. Still in second, Hartley “boxed” after 121 laps exclusively for fuel. After 160 laps Hartley relinquished the number 17 919 to Timo Bernhard, who continued on intermediate slick tires. Bernhard later took on a set of “super soft” prime tires and more fuel at his final pit stop after 193 laps. At the end of lap 209 Bernhard clinched the lead and continued on to win in first place overall.

After the long start behind the safety car, Romain Dumas’ number 18 immediately lost its second position when its pit lane speed limiter malfunctioned and engaged at speed. When Webber’s number 17 car lost turbine boost, Dumas moved from fifth position to fourth by overtaking the number 1 Toyota on lap 25. On lap 36, Dumas’ 919 passed the number 8 Audi R18 and assumed overall second place. After 44 laps the number 18 Porsche was the last one of the LMP1 cars to pit, exclusively for fuel. Dumas remained in the car and on lap 71 he managed to overtake the number 7 Audi R18 and secured the LMP1 class lead for Porsche.

Just when Dumas was due to pit after 82 laps, a full course yellow allowed him to hand over the number 17 car to Lieb, who took on intermediate slicks and continued in the lead. Still leading, Lieb pitted after 122 laps for fuel only. After 159 laps Neel Jani relieved Dumas in the leading number 17 car and executed a change of new tires. After 192 laps Jani “boxed” for his final pit stop for fuel and fresh tires. After team orders changing positions at the end of lap 209, Jani

All about the CRAB Concours

By Kent Brandon Crab 36 Concours

If you read your drifter last month you probably saw the article by Collin Fat. Collin told you all about Crab, so as the old adage goes; tell them what you're going to tell them, tell them, and then tell them again. So I'm not going to tell you about the food, which Collin already told you, but I'm going to give you a little more insight into why you should go to CRAB and particularly some information about the concours event. Before you decide not to read any further, because you really don't like the idea of entering a concours, keep reading because this concours is not going to be like any normal concours, it's actually going to be fun and you don't need to clean your car, there may be a better chance of winning if it's really dirty. Before I get into the specifics of the concours, let me try and tell you why you're going to want to come to this thing. CRAB is a weekend event that takes place close to home and is like going on a faraway vacation. Several times we have stayed at a hotel, not because we don't have a house but because it transforms the weekend into a faraway trip to Porsche land, not to be confused with the one in Germany, but still a very fun place. This year's venue is Eagles Nest Air Park, a private air field in Ione; it's also the home of the Sanders family aircraft restoration and accessory business. If you haven't been to this place, it's worth signing up for CRAB just to see it. This is not your normal public airport; it's a private air field where some

of the fastest racing planes in the world live. The collection of airplanes is absolutely phenomenal and the fact that Brian and Sue have gone out of their way to make this our venue is super. CRAB is an acronym for Crab feed, Rally, Autocross, and a German word begegnen that means meeting. I've been told that Joyce and Jim Karver dreamt up the event way back when, if you come they will be there to ask. The essence of the event is a weekend long competition between friends and two sessions of award presentations, one on Saturday night during the crab feed, and the other on Sunday during the beer and brat. As you can see the concours is taking place at the same time beer is being served, that's a good thing. This is not your normal concours, I'm telling you what I already told you, just in

case you weren't paying attention. There are no rules, it may not be advantageous to clean your car, and what you think is fair, or not fair, is irrelevant. It's the way it is, based solely on what I decide the rules are. After having your beer and brat, you will be so happy; the loss of a first place trophy will also be irrelevant. In all seriousness, there will be a competition. Your car will be parked in front of Hangar 3 where the beer and brat is served. The event will not be based on cleanliness or correctness, just on silly rules that my team and I have dreamt up. I can't tell you the criteria; however I can let you know that crabby cars have won in the past. We have really nice trophies and your chance of winning is a lot better than the California Lottery.



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After clinching two double GTE-Pro class victories at the Nürburgring and at Austin, the 911 RSR fielded by Porsche Manthey and driven by Frédéric Makowiecki and Patrick Pilet scored second place in the GTE-Pro class. Their team colleagues Richard Lietz and Michael Christensen took the checkered flag in fourth. In the GTE-Am class, Californian Patrick Dempsey clinched his first victory in the WEC at Fuji in the 911 RSR campaigned by the Dempsey Proton Racing customer team, along with works drivers Patrick Long and Marco Seefried. With his teammates, Patrick Dempsey had already netted a GTE-Am second place at the Le Mans 24 Hour classic this Season.



The CRAB 36 Rally

By Rik Larson, CRAB 36 Rally Chair.

So we have seen that the "C" in CRAB 36 stands for crab --- the main course for the Saturday night dinner. Now we get to the second letter: "R" which stands for the rally. The "R", just like the "C", has been around since the very first CRAB in 1972.

The rally this year will be held on Sunday morning and will be a simple event. It will be a short time-speed-distance (TSD) event that only requires the ability to read and follow instructions (Similar to SVR Tour Route Instrucitons) and maybe make some notations along the route by using your car's odometer. A timepiece (best one is the digital type that is like a kitchen timer ---- nice big numbers) is probably the best single piece of equipment to have as we will not allow entrants to have any sophisticated equipment like calculators, special odometers that read to 0.01 miles, etc. This puts everyone on the same playing field. You can use as many pens, pencils, paper and timepieces as you like.

A TSD Rally is a contest where entrants (2

people per car) follow a set of instructions over public roads at assigned legal speeds. The object is to pass/enter each checkpoint exactly when you are due ---- not early and not late. This is like following a bus or train schedule.

When you finish the rally, you will be back in time at Eagles Nest so that you can compete in the Gymkhana and the Concours.

How do I signup for the TSD Rally?

1. signup on the registration form (that gives us an idea of how many instructions to print)
2. at the Friday registration, check-in and obtain a start time for Sunday morning. Make sure you have a partner to drive or navigate.
3. So that there are no excuses for not rallying, it is OK to drive your "other car." The CRAB 36 checkpoint workers won't discriminate.
4. Out times will be posted at the CRAB 36 banquet

on Saturday night.

Be sure to check for your out time.

5. Read the General Instructions (the rules of the game ---- hopefully we will post these in advance). We will also include a copy in your registration packet that you pickup on Friday evening.
6. You can ask questions in advance (e-mail preferred so that we can provide answers that everyone can see).
7. The rally will have a rest stop or two along the way (and an opportunity to get gas if you are running low....and restrooms also).

Awards will be presented at the Beer and Brat on Sunday afternoon. We reserve the right to provide special awards (like maybe the "Lost CRAB Award" to the car that was last but finished?).

Next month there will be information about the Autocross.....which is the third letter in "CRAB."

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December SVR Board Minutes

By Rita Barker, SVR Secretary

Call to Order by Collin Fat at 6:57 pm, Wednesday, December 9, 2015 at the Sacramento Metro Fire Station #32.
Approval of Minutes from November meeting approved electronically

Ateendees:

Colin Fat, Eduardo Ortega, Jr., Bill Fargo, Rita Barker, Steve McCrory, Mike Dunn, Janet Conner, Susanne Sanders, Rich Walker, Frederick Rauch, Alma & Gary Thompson, Rik Larson, Barbara McCrory, and Kim Nelson.

Old Business:

Board will vote to fill the vacant seats for Social and Treasurer at the January meeting. It was mentioned that so far 122 people had signed up for the Christmas party. Board discussed ways to increase attendance for future events. Steve Barker made a suggestion to have a separate night to hand out awards rather than at the Christmas party. This will be discussed at a later date.

Kim Nelson submitted via email the report on 2016 Niello sponsorship. Kim also asked the board to approve money for raffle prizes to be given out at the CAM tree lighting event. Motion to approve made by Janet and seconded by Steve McCrory.

There was continuation of the discussion on Drifter rates. Rich Walker stated some statistics and it was decided Frederick would submit his interpretation of the statistics via email. Steve Barker made a motion to table the discussion until next month, motion was seconded by Bill Fargo and approved by the Board.

New Business:

Treasurers Report: Janet submitted her November financial review and will provide the 2015 actuals for each special group to base their 2016 budgets on. Motion to approve the November review made by Steve Barker and seconded by Rich Walker. Approved.

Presidents Report: Collin formed a committee to review the Club Policies and Procedure manuals for 2016 consisting of himself, Barbara McCrory and Bill Fargo.

Board Member and Event Chair Reports

Drifter Steve McCrory	Discussion on subscription rates for the printed Drifter were discussed. .	Membership Richard Walker	Rich Walker reported as of November 1, SVR had 751 Primary members, 477 Affiliate members for total membership of 1228. There were 6 new members, 0 transfers in and 3 transfer out.
Competition Frederick Rauch	No report.	Dummkopf	No report.
Autocross Greg Zajic	No report.	Social Suzanne Sanders	Reported that Alma & Gary Thompson volunteered to chair the 2016 Christmas Party. .
Concours Kent Brandon	No report.	Technical Skip Quain	No report
Driver Ed Frederick Rauch	No report.	Webmaster Bill Fargo	Reported on the election results with 101 members voting electronically and 2 mail in's. Results will be posted on the web page.
Rallye Rik Larson	No report.	President Collin Fat	See new business
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	Vice President Eduardo Ortega, Jr.	Calendar updates were sent out to the board via email.
Advertising Mike Dunn	Reported that TRG wants to be more involved with the club and some discussion was more on ideas.	Past President Steve Barker	CRAB budget was presented for 2016 CRAB and motion to approve by Rich Walker, Second by Janet. Motion was approved.
New Member Group Cookie Anderson	No report.		
Treasurer Janet Conner	See new business		
Goodie Store Linda Bradford	No report		

MEETING ADJOURNED: 9:14 PM (PT)*

NEXT MEETING: 7:00 PM PT, Wednesday, January 13, 2016 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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December Membership

By Richard Walker, SVR Membership

Membership Report

	Dec 2015	2014
Primary Members	751	668
Affiliate Members	477	473
Total Members	1228	1141
New Members	9	8
Transfers In	0	
Transfers Out	3	

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

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New Members

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Bbalough@att.net
2006 Cayenne S

Beneze, John
Grass Valley
johnbeneze@suddenlink.net
2001 911 Carrera Cabriolet

Kashyap, Rohit
Granite Bay
rohitkashy@aol.com
2014 911 Carrera S Coupe

Kiesz, Ron
El Dorado
Finnegan346@gmail.com
2014 911 GT3 Coupe

LaPonzina, Richard
Penn Valley
rvlaponzina@gmail.com
1994 911 Speedster

Larsen, Lawrence
Elk Grove
ljlarsendds@hotmail.com
2006 911 Carrera 4 Cabriolet

Schmid, Erik
Folsom
schmidder@gmail.com
1988 911 Carrera Coupe

Snyder, James
Roseville
Jamesnyder5@yahoo.com
2008 Cayman

Anniversaries

1 year

Jason Bamberg

Mark Davidian and Andy Clark

Michael Ford

Barrett and Mary Johnson

Rich Lynn

Shane McQuaid

Daniel Neukom

Fadi and Rashed Rashed

Paul and Stacey Sathis

Craig Wexler

Nelson Wong

Don and Jeanie Wrightson

5 years

Darrel Huckabay

10 years

Todd and Rebecca Quinn

Larry and Gareth Standing

35 years

David and Lori Smith

50 years

Frederick and Nancy Myeron



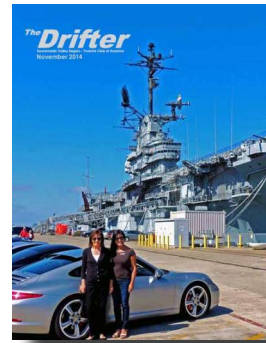
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Windscreen, 1993 CAB \$250. Steve Lash denalash@gmail.com

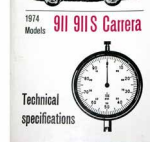


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Linda Bradford, SVR Goodie Store Manager

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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!



I only have six clothing items left which will be sold at the new members party or the next autocross. We have SVR car badges and license plate frames available in "local inventory" through your Goodie Store Manager, Linda Bradford: 916.899.5731



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