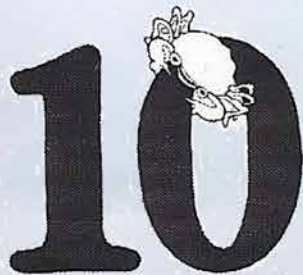
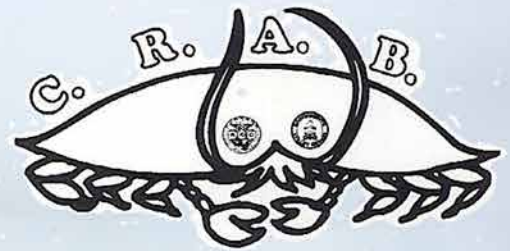




The Drifter

Sacramento Valley Region - Porsche Club of America

February 2016



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Sonoma/Sears Point	July 16
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Thunderhill Raceway	Aug. 12
Sonoma/Sears Point	Aug. 27
Sears Point Autocross	Aug. 27
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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. 2

February 2016

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facebook.com/svr.pca

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SVR President's Notes

Collin Fat, SVR President

Happy Chinese New Year:

Gung Hay Fat Choy! With the stock market undergoing a market correction and the start of the Chinese New Year, our portfolios seem to be off to a bit of a rocky start. I know most of you are probably well invested and anxious about the future direction of the market and where the economy is

headed during this election year! Will it be Trump versus Clinton or Rubio versus Bernie? Luckily for Porsche Club members you have a choice to get away from it all. There is no better escape from the anxiety of stock market's ups and downs or worries about your portfolio than a Porsche Club tour or monthly dinner. Heck, you can even bring a copy of the Wall Street Journal to a Herb Hoover's monthly breakfast!

It's also Chinese New Year on February 8th and we are celebrating the year of the Monkey, Chinese Lunar Year 4713. Monkeys are witty, intelligent, and have a magnetic personality. The general image of people in this zodiac sign is of always being smart, clever and intelligent, especially in their career and wealth. They are lively, flexible, quick-witted and versatile. In addition, their gentleness and honesty bring them an everlasting love life. Although they were born with enviable skills, they still have several shortcomings, such as an impetuous temper and a tendency to look down upon others. Monkeys are born in the years 1932, 1944, 1956, 1968, 1980, 1992, 2004 and 2016.



Board Notes:

Since my last article, I have some great news to report to you regarding the two vacant board positions I am so happy

to report that **Joy Nieslony** has volunteered to serve as our new treasurer and **Bob Lozito** as our new social director. **Joy** and her husband **Steve Nieslony** have been club members for more than 20 years and have been active on

the autocross team as well as regularly attending many of our club activities. Joy has a background in accounting and currently works for a local certified public accountant. **Bob Lozito**, retired as a lieutenant from the Sacramento County Sheriff's Department where he served in several capacities as an administrator and department manager. He recently joined the club and approached me after the end of the year to see if he could get more involved. Bob has had several Porsches over the years but also has had a few muscle cars. He currently has a 2015 Corvette in his garage along with his 2005 Porsche. Both new directors will be working with their predecessors over the coming weeks to get them up to speed on their new duties.

With regards to the club's appointed event chairs, almost all of last year's appointees have stepped up to serve another term. In addition, **Sue Sanders** and **Janet Conner** have stepped up to take over as co- chairs of the **New Member Group** as **Cookie Anderson** has decided to step down. The only vacant position I have is a need for a new Charity Auction chair. **Alma**

Thompson has decided to step down and chair the annual Christmas party instead. If you would like to step up and chair the charity auction, please send me an email and we can meet to discuss the job. Thank you all for volunteering to serve again.

Serving in appointed capacities for SVR are the following:

Mike Dunn	Advertising Manager
Linda Bradford	Goodie Store
Greg Zajic	Autocross Chair
Sue Sanders	New Member Group
Kent Brandon	Concours Chair
Janet Conner	New Member Group
Kim Nelson	CRAB 36 Co-Chair
Herb Hoover	Share the Wealth
Steve Barker	CRAB 36 Co-Chair
Skip Quain	Technical Chair
Vacant	Charity Auction
Kim Nelson	Niello Porsche Liaison
Frederick Rauch	Drivers Ed. Chair
Larry Wilson	Historian
Jim McMahan	Dumpkoff Chair

Zone 7 President's Meeting and Awards Banquet:

I will be attending the Zone 7 president's meeting on February 27th in Milpitas representing SVR. The region presidents will get an update from Zone 7 representative Sandy Provasi on the winter PCA Board of Directors meeting and other items which will have an impact on the the zone as well as each region. The good news is that PCA national has another budget surplus and the surplus will be refunded to the individual regions. Either chair **Kim Nelson** or **Steve Barker** is planning on attending the meeting as well to promote CRAB 36 to the other regions to encourage them to participate and to help to promote our big event. On Saturday night, Zone 7 will host its annual awards ceremony for those who competed in the many Zone 7 competitive events which included autocross, concours and DE events.



Editor's Corner

Steve McCrory, SVR Drifter Editor

Porsche Roads

With the Annual Planning Meeting behind us, and the process of **CRAB 36** planning in full swing, 2016 stretches out before us, with many opportunities to enjoy driving your Porsche, and being a part of the best car club in Northern California. Check the Calendar to find the events most appealing to you and join us. Tours, Autocrosses, Social and Technical Events, CRAB 36, Parade... you'll find them all in the Calendar of Events, and you're invited.

The Drifter, in partnership with the SVR website, is here to promote upcoming events, provide details and contact information, and share the story of completed events. As we say goodbye to 2015, the Drifter Team is now selecting the best Drifter issues to submit to PCA National for the Annual Newsletter Contest, with winners to be announced at the 2016 Porsche Parade at Jay Peak, Vermont. And speaking of the PCA Parade, if you are an SVR member making the trek this year, an article about your personal experience could find a welcome place in the Drifter.

Introducing the Drifter Team for 2016, these are the SVR members who contribute their time and talents to bring you this monthly newsletter. Step-ping up for layout duty is **Mike Willis** who brings with him a wealth of volunteer experience with SVR, and then there's **Rik Larson** who writes PDK and keeps track of all things Porsche Club, and checks in with final edits. **Barbara McCrory** has volunteered to help with creating event flyers as well as provide

photography. **Skip Quain** is our Technical Chair, and provides tech articles to keep us in touch with our Porsches, and **Mike Dunn** is our Advertising Chair, and maintains our club's direct connection to our sponsors and advertisers.

June 12th is the date of SVR's **Concours at Niello Porsche** in Rocklin chaired by Kent Brandon. It's not too early to start the preparation if you are showing a car. If you're allergic to detailing, consider bringing your Porsche out to be included in the display only area.



You won't be judged and you will meet club members who own similar models. At the 2015 event I was drawn to a recently completed signal yellow 911T that was clearly a standout among many amazing Porsches. Several of us nodded in agreement that this car would most likely receive the **Niello Dealer Award** for outstanding presentation. And so it was.

Two concepts we're rolling out for the 2016 Drifter are Porsche Roads, and Member's Cars. Do you have a favorite Porsche driving experience you want to share? Describe the route, and the

roadside attractions, throw in a few photos and submit your article. It will be a catalyst for club members who are thinking of planning a driving tour, and give us an idea about a casual weekend drive. Member's Cars is your chance to share the story of your car, be it the purchase experience, maintenance, restoration, or modification. Do you have an idea for an article or want to cover an event or provide photos to share? We're always looking for members to participate in the Drifter.

In this issue is Jim Hemig's article about Porsche bicycles, Steve Baker's story of a 911T driver turned into something very special, CRAB 36 news about registration and lodging options and the autocross event, and see Alma Thompson's wrap up of the SVR Charity Auction. Larry Wilson, SVR's Historian brings us another Drifting Back, and Tim Cronin presents a pre-view for 2016 Porsche Racing.



PDK (Pretty Darn Kwik)

Rik Larson, SVR Rally Guy

2016 Membership Directory

Richard Walker, Membership Director, reports that the editing process has begun for the annual publication. Is your e-mail address correct? Did you buy a new car? Just let Richard know. The directory will be published and mailed to all current members in the spring. Richard can be reached at 916.988.7468 or membership@svr-pca.org

BLAST changes

The first BLAST of the year was changed to be mobile friendly. More than 50% of our e-mails are opened on mobile devices and the percentage has been climbing since early 2015. Expect some minor tweaks over the next couple of months.

CRAB 36 Accommodations

The number of rooms already booked (see the CRAB 36 website) is over 30. You can book a room even though the registration process is not yet open (February 15th). As I say: "It is easier to release than it is to acquire."

Charity Chair Vacant

SVR President, Collin Fat, is looking for someone (or two) to chair our annual event. He is awaiting your call.

Autocross Schools

Not just one, but two AX Schools in March. We are presenting a two-day school (spread over two Saturdays and costing \$75) that is sponsored by Niello. The first day will be a ground school and be at the Niello Porsche location in Rocklin. The second day (a week later) will be an on course event at the site in Stockton. And if you can't make that event (say because of the dates), you can sign up for the AX School being presented by Loma Prieta Region at Marina (that is an airport just outside of Monterey). The dates are March 26 and 27th. So you get it over within the weekend, but have to make the trip down to Marina (or Monterey). Maybe make it a 4-day 'vacation'?

Tours - 4 of them in March and April

Will there be an award to everyone who attends all of them? First up is the Canepa Tour on Saturday, March 5th (you meet in Santa Clara for the trip to the

facility). Next up is the Blackhawk Auto Museum Tour and lunch on Saturday, March 19th. And you meet at the Museum in Danville (and you get to display your Porsche). Then on Saturday, March 26th, there is a tour to the City of Sausalito. Finally there is the 3-day tour to Pacific Grove on April 8-10.

Rally Guy says there is a rally?

I could not pass up a recent e-mail that announced the 52nd annual April Fools Rallye on Sunday, April 3rd. The flyer featured a 356 Speedster so I could not pass up reading about it. It is an A-B Rallye (so each instruction has 2 parts..... which part you do will determine how well you follow the rules). Richard and Delores Wetzel and Phillip Marks have run this event many times and have the trophies to show their success. Check it out at www.sonic.net/~thebeard/ Yes, the name of the rallymaster is "Bob the Beard." There is even a practice A-B Map Rallye at the website. And there is a TSD Rally that is part of CRAB 36. Gives you the opportunity to get ready for competing in the TSD Rally at the Porsche Parade in Spokane in 2017.



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Charles Hughes | 916.868.8513
chughes@niello.com



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Sacramento Valley Region Calendar



*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*

2016 SVR Events

svr-pca.org

February 18	Dinner, Monk's Cellar, Roseville, Lingren & Kroetz
March 5	First Saturday Breakfast, Brookfields
March 5	Tour, Canepa Design, Scotts Valley, Menning
March 10	SVR Dinner, Super Taco, Elk Grove, Chavez
March 19	Tour Blackhawk Car Museum, Quain
March 26	Tour, City of Sausalito, Menning
April 2	First Saturday Breakfast, Brookfields
April 8-10	Pacific Grove Tour, McMahan
April 23	New Member's Tour, Sander & Conner
April 24	Car Care Clinic, McMahan
May TBD	SVR Dinner, TBD, Bulhoes
May 13-15	CRAB 36, svr-pca.org/content/crab-36

2016 SVR Autocross Events

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

March 12	AX School at Niello Porsche, Rocklin
March 19	AX School Practice in Stockton
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 Comm. Park
July 31	Sierra Nevada Reg. Reno. Rancho San Rafael Park
August 7	GGR Redwood City. Carlsen Porsche
September 18	Redwood Region Kenwood, Ledson Winery
October 9	Yosemite Region, Porsche of Livermore

AUTOCROSS

March 12 & 19	SVR AX school Rocklin, Practice Stockton
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 4	Parade Registration
April 29- May 1	Porscheplatz Laguna Seca.
April 29- May 1	IMSA Race
June 19-25	Porsche Parade Jay Peak Resort, Vermont.
August 19	Werks Reunion Carmel Valley.
Sept. 7-11	Treffen/Escape Lake Tahoe Olympic Valley
July 9-15, 2017	Porsche Parade Spokane, Washington

Upcoming Events of Interest

March 26	Various Niello.com
2016	All Venues www.TrackMasters-Racing.com
May 23	HPDE Laguna Seca, Contact Frederick Rauch, fdrmoto@gmail.com , 916-595-3371

Upcoming Events - Close Ups...



SVR Concours at Niello

Kent Brandon is chairing our annual event that is part of the 2016 Zone 7 Concours Series (#2 in the series) on Sunday, June 12th. To help you prepare a little bit, you might want to attend the "Car Care Clinic" being chaired by Jim McMahan on Sunday, April 24th. This is every other year presentation so mark your calendar.



SVR Autocross 2016 Season

Greg Zajic reports that the first of the 6 AX's to be presented at the Stockton Fairgrounds will be held on Saturday, April 30th. The second AX date (June 11) is being designated as part of the 2016 Zone 7 AX Series (#5 in the series). And of course you can learn all about Autocrossing by signing up for the SVR AX School to be held on March 12th and 19th.



Pacific Grove Tour - April 8-10

Jim McMahan reports that 36 cars have signed up for this 3-day tour. He has a line on some additional rooms (not at the primary inn) so you need to contact him directly about the possibilities. 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). Contact Jim McMahan, 916.924.1463 jimmcmahan@hotmail.com



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RSVP Deadline
February 12th!

SVR DINNER Thursday, February 18, 2016 Social Hour- 6:00 Dinner- 6:30

Monk's Burger (choice of fries or salad included)	\$15.00
Cottage Pie Bowl	\$14.00
Fish & Chips (choice of fries or salad included)	\$15.00
Carbonnade (Lamb Stew)	\$18.00
Sausage and Sauerkraut (choice of fries or salad included)	\$16.00
Chicken Caesar Salad	\$15.00

Prices include tax, gratuity. Soda, Coffee, Tea, Cocktails, Beer and Wine available for an additional charge.
Limited seating!- 50 people

Send check (payable to SVR) with dinner choices to:
Tambra Kroetz
9807 Blue Lake Drive, Folsom, CA 95630
tkroetz@comcast.net / 916-989-1954

Don't forget to "Share the Wealth"

Blackhawk Automotive Museum Tour - Saturday, March 19, 2016



Meet at Museum 10:00 am for parking
Docent Tour 10:30 am
Lunch 12:00 pm

Enjoy a private Docent led tour of the vintage luxury and sports cars collection of Blackhawk Museum; includes exclusive parking for Club Porsches on Museum's front entrance. A short stroll follows to the Blackhawk Grille for our Club's private room luncheon. Choose from the following menu choices:

- Big Hawk Burger
- Fish & Chips
- Chicken Caesar

Cost \$42.00 per person, includes museum docent tour and lunch. Seating is limited, RSVP now!

Blackhawk Museum
3700 Blackhawk Plaza Circle
Danville, CA 94506

www.blackhawkmuseum.org

RSVP with lunch choice to Mardi Quain- call, text, 650.504.4866
or email to: plumrunr@aol.com

Then make check
payable to PCA-SVR
and mail by Friday,
March 11 to:



Mardi Quain
5251 Mertola Drive
El Dorado Hills, CA
95762

Annual Planning Meeting

Collin Fat, Continued.

There were more than 50 members in attendance at our annual planning meeting in January and club vice president, **Eduardo Ortega** reported that he had a very enthusiastic group with almost all of the regular activities and events the members expect. Eduardo has been able to schedule a lot of dinners, a half- dozen tours, a new member group event, autocrosses, our annual concours, as well as CRAB 36 on the calendar. He still has a few months where he is looking for events to fill in some dates so if you did not have a chance to attend, you can contact Eduardo to let him know about your idea for an event. **Matt** and **Lisa Menning**, our club's members of the year

for 2015, have volunteered to lead 3 tours for 2016 and hopefully they



Eduardo Ortega, Jr.
Photo Collin Fat

will find the time to do a few more! We have a few new and interesting tours coming up as well. **Skip** and **Mardi Quain** have a tour and lunch set at the **Blackhawk Museum** in Danville in March. See the flyer in this issue for more information.



Zone 7 Awards Banquet

Saturday February 27th, 2016

6:30 PM to 9:30 PM

Social Time from 6:30 PM to 7:00 PM • Dinner at 7:00 PM

Awards at 8:00 PM • Social and Game Time at 8:45 PM



Location:

Dave & Busters
940 Great Mall Dr.
Milpitas, CA 95035

Buffet Menu:

Veggie Platter

Greek Garden Salad

Antipasto alla Caprese Salad with Fresh Mozzarella, Tomatoes and Roasted Peppers

Rosemary Roasted Chicken Breast

Classic Vegetable Lasagna

Garden Vegetable Medley

Fresh-Baked Rolls with Butter

Unlimited Soda, Coffee and Tea

Fruit Cobbler

Please send your
check, payable to
PCA Zone 7 and mail
by Monday 2/22/16
to:

Sandy Provasi
1339 Glen Dell Drive
San Jose, CA 95125

Dinner also includes a game card of \$15.00

Cost: \$52.00 per person



Drifting Back, 15 years Ago

by Larry Wilson, SVR Historian

(February 2001)

- **The February 8** dinner meeting was held at City Treasure Restaurant, 1730 L Street, Sacramento, under the watchful eye of SVR-member Bob Peake who is famous for arranging gourmet dinners. Bob never made a bad call on rating restaurants as potential dinner meeting sites.

- **On February 11th** the Zone 7 2001 rally season was kicked-off by February Frolics, a time and distance rally by Diablo Region with John Clever as rallymaster. The event drew 16 cars and rally teams from five (5) PCA regions and they began the official rally route in the Dublin area and finished about four hours later in San Ramon after having traversed eight rally legs. Jessica and J. Toney (SVR) won first overall and first in class with a score of 2 (as in two). Rik Larson (SVR) and Al Armellini (Diablo Region) finished second in class, but their score was 212 points (like in golf, low numbers are good). Rik confessed to a calculating error that resulted in 158 points of their total score (probably caused by doing the rally in Al's new Jeep).

- **The February 25** Blackhawk Tour was a joint event with the Yosemite Region that included a drive to the peak of Mt. Diablo, lunch in the Blackhawk Plaza in Danville and then a visit of the Blackhawk Auto Museum. Our group had a docent guided tour of the Museum which gave added insight to the top autos on display. It was enjoyable to share a

day with members of another region. Rich Burke and Russ Hildebrand were event coordinators for SVR.

- **During the February 28** SVR Board Meeting, the board members voted unanimously to add the Webmaster as a non-elected Board member. That action, however, required amending the club's bylaws, which can only be done by a vote of the membership. Accordingly, with Dennis Stettner (DRIFTER editor) working overtime, the April 2001 DRIFTER presented the reasons for making the change as well as a cut-out-and-mail-in ballot to "Amend the SVR Bylaws to add the Webmaster as a Non-Elected Director." April 18 was the deadline for the return of ballots. The measure was approved unanimously by SVR voters and, in case the kids ask, that's how the Webmaster became a non-elected member of SVR's board of directors. Who was the first incumbent, you ask? Doug DeVetter, of course. And, who was the SVR president who set the all-time speed record for changing the bylaws to permit selecting DeVetter to serve in the brand new board position? Drum-roll please -- why of course, it was Russ Hildebrand.

- **The Advertiser's Index** listing on page 19 of the February issue of THE DRIFTER included the following 17 companies: A&S BMW Motorcycles, Capital City Motorsports, Continental Auto, Colusa German Motor Works, Dent Magic, Enterprise Printing, European

Body Shop, Fabrication Specialties, IPB--Autosport Technology, Karma Kreations, Niello Porsche, OK Tire 'n' Wheel, Partsheaven, Prentice & Schaap, The Racer's Group, Ricks Hacienda, and Walt Stickel.



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fdr@fdrmotorsports.com

CRAB 36 Lodging Options

by Alma and Gary Thompson, CRAB 36 Lodging Chairs

Hi everyone, we are all so excited as we get closer to CRAB! Gary and I have come up with a list of options you will be able to take advantage of. We have a block of rooms at the Best Western Amador in Jackson, for 85.00 dollars a night. If you have an RV or trailer you will be able to dry camp on site (Eagles Nest Air Park). For the hotels, be sure and tell them you are with the Porsche Club and CRAB 36 to get the special rates.

The Best Western Amador
200 State Hwy 49
Jackson
[209-223-0211](tel:209-223-0211)

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Sutter Creek
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Heaven on Earth Tour

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Contact: **Matt & Lisa Menning**
menning.tours@gmail.com

9:00 am Meet at:
Elephant Racing
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War Birds and CRAB

by Brian Sanders, SVR Member

At this year's CRAB we will be amongst a variety of aircraft. One of these aircraft is the pinnacle of propeller driven fighters, the Sea Fury.

While beautiful to look at and impressive in its specifications, it is not until the engine comes to life and the Sea Fury takes flight that one can truly appreciate the power and majesty.



The Pilot

Born in 1959, I am a third generation pilot. I earned my pilots license at the age of 17 and checked out in the Sea Fury at the age of 28. I flew my first airshow in 1985 and have performed for millions of people over the last 30 years.

CRAB

This year, weather permitting, I will be performing an "aerial ballet" demonstrating the Sea Fury's awesome speed and agility.

The Aircraft

Built by the British Company Hawker, the Sea Fury comes from a long lineage of fighting aircraft. The Sea Fury arrived on the scene too late for action in WWII. However the airplane served with distinction in the Korean Conflict.

The Sea Fury is a large fighter with a wing span of 38 feet and tips the scales at 10,000 pounds. Powered by a massive 3,270 cubic inch sleeve valve radial engine turning 2,700 RPM and 9.5 pounds of boost, it consumes 300 gallons per hour of high octane fuel and produces 2,550 horsepower! Driving a 5 blade propeller that is 12 feet 9 inches in diameter, the engine propels the Sea Fury to 460 MPH in level flight making the Sea Fury one of the fastest propeller driven aircraft ever built.



The Eleven Year Signal Yellow Project

Story by Steve Baker, SVR Member

Photos by John Dilger

I think it was the year 2000 and I owned a 1980 911SC. I was taking the catalytic converter off and putting it back on to smog it; part of the reason was just to get some more enjoyment out of the car. Ben Salerno, at Salerno Motorsports in Rocklin, California, who's the only guy I trust to work on my car, had been helping me with my SC. I was doing some of the work myself, but he would guide me and then do the things that I couldn't do.

Ben still owns a '71 911S that he's had since 1978, and over the years he has hot-rodged it in a few different ways. Over time, he convinced me that if I wanted to have some real fun with these cars,

they can't be a bone stock SC or even a mid-'80s Carrera. He suggested that I get a California pre-smog test car, which would be a '73 or earlier, so I started looking at what they call the



"small bumper" cars, right about that time, the R Gruppe had just got off the ground.

The decision was made to sell the SC and find an early car. I found this car on eBay, out of state and year long story short, I got the car home and actually drove it as my only car, my daily transportation, for about a year and a half. It was a 1973 911T with CIS. It was in solid condition; everything was there and intact, just a bit worn. Today it would be called patina, but then, it was just worn. It still had the soul of an early 911 and it was still fun to drive. During that time, I had anticipated modifying and changing things, but I had no idea how extensive that was going to be.

What I was really waiting for before I started to tear it apart, was a good commute vehicle to get to and from



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work, fortunately, a friend had a nice one for sale. After three or four months of me asking him, “hey, when are you going to sell that thing, because I have something I need to do?” He finally came around. As soon as I purchased the commute vehicle, the teardown of the 911 began. I think I had it completely torn apart, bagged and tagged within three weeks. That’s only working on the weekends and nights after work.

It’s funny, how those three weeks of disassembly turned into 11 years of piecing it back together. Anyway, I started out thinking I definitely wanted to add flared fenders and wider wheels and tires. I also wanted to increase the horsepower. The original engine was a 2.4 with CIS; it had its oil leaks, but was still strong, and I just really wanted to get away from the CIS. I knew that for this car, for my taste, I didn’t want CIS. As the plan was set to get the car painted, I was simultaneously debating on what to do with the engine. I had the engine and transmission out and the car was totally disassembled.

I found some factory original Carrera RS flares with the factory part stickers and part numbers, and knew that at that point I was going to do something with the RS flares. Then I started to think, a RS front bumper would be the next fit, so one was purchased from MA Shaw along with a one piece rear fiberglass RS bumper. I’d always been against the look of the ducktail. I know that for performance reasons, it definitely has its merits, but, for me personally, I just don’t like the styling of it.

Then I did some extensive rust hunting while I still had the car in my garage. Any place that I found rust, under the undercoating, it was ground away far enough back to clean bare metal. There were no holes. There was some surface rust in the battery box area and some surface rust found in the wheel wells. All of the undercoating that was removed was reapplied

before it was painted, but the original undercoating for the most part is still intact. There was some rust between the front bumper and body and also at the bottom corners of the windshield. But, all in all, it turned out to be a very solid car. As Chuck Miller said after he drove it, “This car has good bones” and I agree.

There were some interesting times with this car. At one point, the chassis was completely stripped. There wasn’t a nut or a bolt on it and no panels and it was on jack stands sitting on moveable wheel dollies. This was not a smart idea. I rolled it out to the front of the driveway to use a scrub brush and a hose to help get all the years of grime off the bottom and as I was rolling it back into the shop, the dollies in front



actually got hung up on one of the expansion joints in the concrete. The car started to go over on the jack stands in front and I was at the rear trying to hold the car up. As I could hold it no longer, it was slowly going down in the front. The jack stands folded underneath, luckily, right where the gas tank would have been, and no damage was done to the car. I still can’t believe it. As I gently tried to let it down, it ended up rolling onto its driver’s side rocker panel and coming to rest there in my garage. As I stood back and look, the car is almost vertical on the driver’s side with no panels, doors or lids on it and I thought, what just happened? That sure was an interesting day. Anyway, a neighbor helped me get the body upright; I don’t recommend working on a car that way.

Some friends and I carried the chassis onto a trailer to take it to the painter and he installed the flares, the bumpers, and did some pretty extensive body work. The car didn’t come with a fender mounted oil cooler, so I had him install the brackets in the right front fender for a Carrera radiator-type cooler with wide mouth fittings from Elephant Racing. After painting the finned lines, I installed them and the cooler later on in the process. The painter spent a lot of time on the front and rear RS bumpers to get the correct fit and get all of the panel gaps right.

Hans Turley is known for not just his paintwork, but also his bodywork at Old World Coachworks, Auburn, California. He learned his trade at the Volkswagen factory in the 1950’s. He’s definitely a skilled craftsman. Anyway, Hans doesn’t work fast, for sure. He’s a single-man operation and, let’s see, he had the car for roughly 18 months, working on it on and off, taking some time off for an injury and concurrently working on another car. I think he just got tired of working on it now and then. I think that’s actually why he works on two cars at a time. When he gets tired of or fed up with one, he goes to the other one and back and forth.

I debated for a long time over the color and I eventually stuck with the original color, Signal Yellow. All of the paint was removed except for an area underneath the gauges in the front trunk area that wasn’t completely stripped out. The car was painted with E Glasurit, single stage 22, and Hans spent many, many hours wet sanding and polishing each panel. I’m very happy with the paint.

There came a time when Hans needed the car out of his shop immediately, so I didn’t have time to put the suspension on it. Again, with the help of some friends, we carefully carried the car onto the trailer to take it home and put the suspension on it at a later date. But before that, I had a job relocation, so

just about the time I got it home, my wife and I started looking for a new house. Another car move, this time to a storage unit, while I contracted the building of a new garage at our new house. This was one of the reasons it took me nine years to piece it back together.

Hans fit the panels, the doors and the lids and then I put the suspension back on with the help of Ben Salerno. This was after I sandblasted and painted all of the suspension pieces. I used poly bronze bearings from Elephant Racing for the A-arms and the spring plates. New factory rubber pieces were installed at the front strut tops and trailing arm-to-body mounts. Weltmeister 19mm adjustable front and rear sway bars were installed with new mounts welded to the body. Then, I decided to go back to the stock front bumper, which I still had in my basement. I deleted the trim and overriders, and had John Holden of Holden's Sheet Metal in Shingle Springs, California do the body and paintwork. I installed the bumper myself and I learned a couple of tricks remounting

the bumper; and one is it's probably easier to do it with a second set of hands!

Basically, it's a new car. I went through every piece and part; I have several hundred part numbers on receipts from Sunset Porsche and other vendors. Sunset Porsche is a dealership that I highly recommend out of the Portland, Oregon area. They have great guys at the parts counter. I started to piece it back together, little by little, while working and raising a family, doing things on and off, getting tired of it and nearly selling it and not touching it for six months at a time sometimes. It's been a really big project.

Early on in the process, the seats were purchased. They're from Vintage Seats, when Peter Zwinakis owned the company. They are replica ST seats with Willans 3-inch FIA approved harnesses. They're comfortable harnesses and I think they go well with the ST seats. A roll bar was purchased at a swap meet somewhere along the way. I designed

and then had a neighbor who had a mill, fabricate support blocks to weld to the car body. We drilled and tapped those to accept the 10 mm bolts for the feet of the roll bar. The reason I installed the blocks was to raise the roll bar 2 1/2 inches to get it up and away from my head. I know driving a car on the street with a roll bar without a helmet is not the safest thing, but I feel that the bar is far enough away that I should be in good shape.

I had all of these parts waiting to be assembled for years. One of the first things I purchased after I tore the car apart was a 930 brake kit from VCI with the early, four piston calipers made by ATE. I have to say I'm really happy that I did that. After getting the car back on the road, the initial feeling was that the brakes weren't what I thought they would be, but then I found out that I had a small leak in the master cylinder through a fitting and the pads weren't fully bedded in. After the leak was repaired and the pads were bedded in, I was very happy with the brakes. Now



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they feel just like they should.

The brakes were the very first thing that I purchased while the car was at the painter. The seats, I think, were also an early purchase and, at the time, I really



wasn't 100 percent sure about what I wanted to do with the interior. I knew that I wanted light weight seats and the roll bar. Once I decided on the roll bar, I realized I was going to use it to attach the harnesses to it. At that point, it really started to look like a Sports Purpose car.

I purchased a double wrapped 914 steering wheel from Tony Garacia at Autobahn Interiors. Along with it, I installed a hockey puck horn pad made from billet aluminum from a company in Germany called Mittelmotor.

I've had the car on the road now since August [ed note - 2014], and here it is May. The whole time I've been driving the car, the steering wheel always felt a little off, like you could move the wheel, rock the wheel back and forth at the 6:00 and 12:00 position. After doing some research and reading other posts on the Early 911S Registry forum and R Gruppe website, I found out that I had the bushing installed backwards on the back side of the steering wheel. After I installed it the correct way, with the split bushing that rides in the bearing and the wheel tightened down, there

was no more rocking or play in the steering shaft.

I had the dash recovered by Just Dashes and they did a good job. Keep in mind this was ten years ago, so I'm very happy with it. I sent all of the gauges to Palo Alto Speedometer. They converted the clock to quartz, put new glass on it, changed the tach to 10,000 rpm and adapted the tach to fit the MSD ignition box which I'm currently using. The other gauges were test and cleaned.

Speaking of the MSD ignition box, I'm really happy with it, but I didn't think the red looked good in the engine compartment with the setup I have. I think the red is too much and so I sanded it and painted it with a black crinkle finish out of a spray can and



did the same for the Bosch red coil. I installed a WEVO shift coupler, a Carrera short shift kit and new shifter bushings for the shifter linkage and for the shifter base. The transmission was taken apart by Ben Salerno. I cleaned up the case and Ben inspected it and found that everything look good. Ben suggested that it was either going to be a total rebuild or not to do anything. He said that by just changing the synchros, you

could cause other problems with other parts in there, so we agreed to "run what ya brung." When I was driving it as my daily driver, it shifted fine, just sloppily because of the bushings being worn, so we agreed to just replace the seals and button it back up. It is a stock magnesium transmission out of the original car with a 7:31 ring and pinion.

The engine was purchased from a private party who had the engine built by Henry Schmidt at Supertec. He had not gotten around to putting it in his 914 Autocross car as he had planned. I, consequently, decided that buying his engine would be much more economical than rebuilding my 2.4. The original thought was to do a 2.7 RS spec with carburetors. I purchased the Supertec engine and sold the original engine. Now I realize that a lot of people wouldn't have made this decision--I don't know if I would today, but remember, this was ten years ago and things were quite different. I sold the original engine, oil leaks and all. Then I had this new engine sitting on a stand in my garage waiting while the car

was still being painted. Three or four years later, I met a fellow at the Monterey Historics who had a pair of new, in the box Weber 46 millimeter carburetors and I thought, that sounds like a good idea to put carburetors on the engine and give it a c

The MFI system on the engine was one of Henry's first attempts at a 3.2 short-stroke engine. The throttle stacks had a definite hotrod look, but I was leaning in the direction of a clean look--nothing that stands out flashy

like the red throttle stacks--the look of a 906/TR engine with Webers that I've always liked. Those engines are just clean and pure. Henry built this engine starting with a '78 911 SC case, which uses 39 mm intake ports and the small 226 millimeter fan. That helps to give it that 906 look with the carburetors. Another big consideration was that the engine was originally set up for autocross, so the customer wanted

low end power. Consequently, it was built with 964 cams and off the shelf 98 mm Max Moritz pistons, with Mahle cylinders that go with them.

The original owner of the engine had it dynoed at Jerry Woods Enterprises and they found that the MFI pump needed to be calibrated to match the air fuel needs of the bigger bore engine. The dyno graph showed it was making decent power, but at low rpm. I spoke with Henry about the horsepower curve after I purchased the engine, and he said he really didn't want to build the engine that way.

After buying the 46 mm Webers, one thing led to another. The bigger carbs meant using bigger cams, and bigger cams meant not being able to use the Moritz pistons because the valves would have hit them due to the shallow valve pockets. So, I sold the MFI setup, the 964 cams and the Moritz pistons.

I figured out that John Dougherty racing cams, DC60s would work best for what I wanted. I then had some JE pistons built through the help of Charles Navarro at LN Engineering, LLC. I ordered the pistons with ceramic skirts; helps a little bit with friction. I also ordered racing valve springs good to 8,000 rpm and titanium spring retainers. We decided on as close to 9.8 to 1 as possible static compression using pump gas. We figured that would be the safest.

I had Charles Navarro re-hone the cylinders. This was after I took them to a trusted machine shop to have them measured for out of round and all of them were within specifications. Henry had already done a valve job on the heads, so the valve seats were good to go and I installed new valves from a Swiss company called Intervals. At this time I cc'd the heads, using a burette and five of them came in at 90 cc and one at 89 cc. At that time, I also had John Dougherty polish the rocker arms and re-bush them. We figured out that with the intake system and cams

that 1 5/8" exhaust headers were going to be the right choice. I went with a set from George's European racing headers and had them ceramic coated though a company called Jet Hot.

There are two reasons for the ceramic coating, first, because the headers are mild steel, the coating will prevent them from rusting and second, the racers know this trick, the longer you can keep the exhaust temps as hot as possible throughout the exhaust system, the better, because hot air moves faster than cold air and it helps get that air in and out of the engine faster. Every little bit helps.

At that time, I had all of the engine pieces and parts assembled and/or amassed and the only other question was how to jet the carburetors. Richard Parr at PMO was really helpful. I actually did buy his intake manifolds with 46/40 port sizes. The carburetors were set up



with 38 mm venturies, 160 main jets, 160 air jets, 60 idle jets and F5 emulsion tubes. Richard and I talked a few times over what I should go with and he helped me get this thing pretty spot on from the get go, at least as far as jetting goes.

I took the long block with the stock SC connecting rods still attached to the crank and the fan and fan housing attached, with all of the other parts to Ben Salerno. He bolted the engine back together from the connecting rods out. Then I got it back home and

installed the fan shroud, the manifolds, carburetors and linkage, the engine tin, headers and muffler.

At this point, I was still piecing the car back together. Not much later I took the engine to Jerry Woods Enterprises, where they dyno tuned the engine and had the air fuel mixtures in sync with the 46 mm carburetors and high-lift cams. Jerry was really surprised how well the combination worked right out of the box and I think that's a credit to Ben Salerno.

The engine developed 251 horsepower at 7,500 rpm and it was still climbing when they shut it off. They just didn't want to take it any higher because they didn't know how the bottom end was built. I appreciate that. I'm glad that it makes power at 7,500 rpm, but a little disappointed that we didn't take it to 8,000 rpm. However, it's nice to know that it's still there if I want it in the 7,000 rpm range. As the engine breaks in, I find myself reaching up a little bit further in the rpm range, but I think 7,400 rpm is as fast as I want to spin it.

I got the engine back home and I was still doing a lot of finite details. I bolted on a stock SC flywheel and a Sachs sport clutch, mounted the transmission and was about to install the assembly into the chassis when I got a great tip from a friend of mine, Mark Smedley. He advised that if I was doing this by myself, I should purchase a hydraulic lift table. It was instrumental in getting that engine assembly in the car and I want to thank Mark for that. I just wish that he would have bought the car for me. Mark helped me a lot along the way through emails and phone calls with the small details that he knows so well on these cars. So, I finally got the engine and transmission installed.

Harvey Weidman refinished the rims; they're from an '89 930. So now the car's a roller with the engine and trans in it and the MSD box is installed. I

installed all of the glass with help for the windshield and rear glass. Of course the dash went in first. Then I trailered the car to Ben Salerno's shop in Rocklin, California where he had it for roughly two or three months, adapting the MSD wiring to the wiring in the car. I had actually plumbed more of the fuel lines, but he did some of them in the engine bay. I had already mounted the front hubs and the brake rotors and calipers and had run all of the brake lines.

Ben got the car running, set the timing and set up the ride height and camber and alignment. Ben is so good with this stuff on these torsion bar cars. His attention to detail really stands out in the engine bay with the way he discretely ran the wiring from the MSD box to the harness. It's very pure. In August of last year, I drove it out of his shop for the first time and it was quite an experience. He made it fun for me too. He knew how much it meant to me and I drove it with just a driver's seat in it for quite a while. That was from August until November.

Back to the suspension, the torsion bars are hollow 21 mm front and 26 mm rear from Sander Engineering. I painted them before I installed them. To Ben's disliking, I wanted to stay with the stock original spring plates. I think it would have it a lot easier on him to get that ride height set up with adjustable spring plates, but anyway, he got it right. The shocks are Bilstein heavy-duty units. I won the rears in a raffle at a swap meet and I purchased the fronts new through Ben. I removed the inserts from the front struts and sent them back to Bilstein along with the rear shocks and had them revalved based on the specification of my car and the style of driving that I told them I thought I would be doing. They revalved the shocks and dyno-tuned them. And of course, I cut out the bump stops in the front struts. I also installed Poly Bronze suspension bushings from Elephant Racing. I don't think the car is overly stiff and I don't think it's harsh,

but it's definitely Sports Purpose. I wouldn't call it a cushy ride.

There were a lot of places where the car was pretty darn clean to begin with and there're some places where I put original things back on it. A few of those were body plugs that go under different holes in the floor pan, there are some places where those are the original. A lot of the original hardware was re-used after being re-plated.

I had purchased a RS carpet kit made in charcoal square weave from Autos International and Roy Nielson, the founder of Autos International installed it. I'd purchased the door panels from Autos also which I installed myself. The armrests are from a 356 C. I installed the headliner. That was hair-raising. So here we are in May, the car's been on the road since August. The interior has been complete since December.



Then I added Bob Tilton's Porsche script decals. I debated over the color and I think Bob finally got fed up with me asking through two or three different emails about colors and samples and stuff. He only wanted to hear from me when my opening line to my email was "I've decided!" I went with Nimbus Gray on the decals and I'm happy I did.

All the glass is original on it except for the windshield and Steve Childs was nice enough to sell me a Sigla windshield. All of the rest of it is Sekurit and the windshield that I removed

was Sekurit also. It was just too bad to reuse. It was so pitted. The Sigla windshield that Steve sold me was nice and I think he's upset with me -- well, not upset, but to this day I tell him I truly believe that the Sigla, is a few pounds lighter than the Sekurit that I took out so he thinks I got a good deal on a lightweight windshield.

I decided to go with an Odessey battery and I really like it--helps save a little weight. I know the weight distribution is a little off without having the dual batteries in the front, but with the spare tire off to that side, I don't think it's such a big deal. I had the car weighed at certified scales and without the spare tire, jack and toolkit and with eight gallons of fuel, it comes in at 2,260 pounds.

Overall, it's been quite an experience. Fun, then not so fun, frustrating at times and fun again. I would like to take this time to thank my wife, Jennifer, as she has been patient and understanding. This is a special car for me and she has helped to make it that way. When I go back and look at all of the pictures of the build through the different stages and my daughter being so young when I started this thing, and in fact, and now she's 13 years old with a five year old brother! Wow. Now it's time to start creating DRIVING memories.

It's one of those things that is hard to put into words, the feeling that I have, especially being as this, my first Treffen, with my car complete. And after being at a handful of these things and being in the club for nine years and always telling people about my car and wanting to get different ideas and then going back to the build, it's been something else for sure!

It's not just the cars — it's the people (and the bikes!)

By Jim Hemig, SNR Member

"Porsche makes a bicycle?" I remember saying years ago when a family friend mentioned seeing one in a Reno, Nevada store selling used sporting goods.

I wasn't sure what I'd find at that



store. I suspected maybe a bike with Porsche stickers on it, but as a long-time enthusiast I just had to take a look.

The Guards Red color, Porsche logos, words "Bike S," and the quality components made the mountain bike look authentic. Next thing I knew my credit card was in my hand, then the bike was in my car headed home to join the Boxster and Cayenne in the all-Porsche garage.

Over the years I've scoured the Internet and PCA events asking about this elusive Porsche mountain bike. There isn't much available online and what I found was dated. What I could piece together is Porsche commissioned a German bicycle company, Votec, to design and manufacture to Porsche's specifications. At the time, which was the mid-to-late 1990s, it was full of the most modern biking technology. By today's standards, though, it's out of date, heavy, and almost impossible to find parts for.

Yet it rides like a dream. The Bike S shifts smoothly, turns effortlessly, and can climb any mountain. I didn't ride it much in Reno. It looked beautiful sitting in the garage under all the Porsche

posters. But after recently moving to Grass Valley, California, near the old stomping grounds of cycling legend Greg LeMond, I felt the urge to really get out and ride this secret Porsche racer.

I would bet most PCA members now know about Porsche bikes. We see the ads in Porsche Panorama, the latest bike models on the showroom floor, and the [videos on YouTube](#), but when I first found my bike, all this was unknown to me. And I have been an avid Porsche fan for a long time.

I was 11 years old when I fell in love with Porsche cars. Delivering the morning newspaper on my Schwinn ten-speed bike brought me face to bumper with a white 911T each morning. From there I was hooked.

Many years later, I have a garage full of Porsche automobiles and a plethora of Porsche paraphernalia including everything from posters, flags, hats, shirts, sunglasses, scale models, a wristwatch, and much more; all of the



normal stuff any average PCA member has collected.

But one of my most prized Porsche possessions is this Guards Red 1998 Porsche Bike S mountain bike. It has now seen some miles, but I keep it on the road and away from dirt trails and only ride on dry days. It's in excellent condition, and a garage queen by the strictest definition.

Not unlike Porsche cars, leaving such a beauty in the garage isn't a good

long-term strategy. With this realization, I have something special in mind for 2016. I will reach my half-century mark and, with that, I have planned an adventure that I'd like to share with the Porsche Club of America: I intend to ride my Porsche mountain bike, fitted with road bike tires, on a century ride in Sacramento, California.

This isn't any normal 100-mile ride. This one ends in downtown Sacramento during an Oktoberfest, which seems fitting for the German marque. I could be wrong, but to my knowledge this has not been accomplished, or even attempted, on a Porsche bike before. So why not be the first?

I plan to train over the winter and into spring, and then sign up for a 53-mile bike ride in the California foothills in May.

This first ride [takes place on Saturday, May 14, 2016](#), with a challenging road ride through the Sierra Nevada foothills. The shorter ride is in preparation for the longer century ride in October.

A long summer of training will follow for the big [100-mile finale at the Sacramento Century on October 1, 2016](#), which undoubtedly will be celebrated immediately after with a bratwurst and beer.

I am prepared to ride this solo, with friends and family driving my Cayenne S as a supply chase vehicle. However, with almost a year to train, I hope other PCA members and Porsche bike owners take notice and join me for the ride.

Don't own a Porsche bike? I am sure your local Porsche dealership would be happy to help you out. Or perhaps frequent used sporting good stores. Maybe you'll get lucky like I did. If you'd like to take part in either of these two bike rides with me, do your own hometown Porsche bike ride, or just follow along with my journey, visit the [Facebook page](#) or [blog](#) that I have created to share the adventure and send me a message if you're interested in participating.

Sausalito Tour - Saturday, March 26

7:45 am - 3:30 pm

Come visit Marin and some of its many treasures. We'll drive to the southern limit of the Redwood Region PCA, visiting the Bay Model, historic Fort Berry missile site and the Point Bonita Lighthouse. Lunch TBD Tours are free.

Meet at 7:45 am in Natomas @ The 49er Truck Stop parking lot
2828 El Centro Rd, Sacramento, CA 95833 (next to I-80)

RSVP to Matt & Lisa Menning menning.tours@gmail.com

The Bay Model



U.S. Army Corps
of Engineers
San Francisco District



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

Think the CRAB, Act the CRAB, Be the CRAB.

Jeff Kinder, CRAB 36 Registration

CRAB 36 season will shortly be upon us. CRAB has been called the Premier Porsche weekender, with good reason. Look for articles from each of the teams to tell you about what is happening. The following paragraph was pinched from the CRAB 30 description; it is just as true today:

"The CRAB Atmosphere.Typically described as 2½ days of partying occasionally interrupted by competitive activities, the friendly and relaxed atmosphere that has been the hallmark of CRAB since its inception in 1972 will never change.

While competitive events are a part of CRAB, they are staged with fun and camaraderie as the most important ingredient. Sure, lots of beautiful uniquely-CRAB trophies are presented every year, some of which will go the swiftest or surest."

CRAB will begin at 5pm on Friday May 13th at the Sanders hangar #3 at Eagles Nest Airport, 17149 Lambert Road, Lone CA 95640 with the Welcoming Party. Please check in at the Registration Table at the door to get your information packet beginning at 5PM on Friday. The Registration table will also be open Saturday from 7:30am to 9am and 11am to noon. This will be "home base" for all CRAB activities. Look for other tables at the Welcoming Party with event Chairs to check you into those activities. Once again we have one central location for everything, thank you Brian and Sue! Those of

you, like myself who have enjoyed other CRAB events over the years, will remember we have not always had everything in one location. Those of you who came on the 2014 Event of the Year, the tour to Sanders Aeronautics at Eagles Nest Airport, will remember just how special this location is. You should find a map to this location on the CRAB WEB page. CRAB will end at approximately 4PM on Sunday May 15th. CRAB Registration will open February 15th, 2016 and close May 6th, there will be no refunds after this date.

that you will bring, home address, and Cell phone number. All choices related to events, meals, and optional purchases will be made by multiple choice until you reach the end where you get to decide how you want to pay. What does it cost? The Primary Entrant will be \$90 through April 14th, \$95 from April 14th through May 6th. All Co-entrants (wives, husbands, significant others, children) will be \$85 through April 14th, \$90 from April 14th through May 6th. Registering by April 14th then will get you the early bird price, which for a couple, would

be \$175. The primary entrant can have a maximum of three Co-entrants. If you need more, please contact Rich Walker. Additional options available for purchase are T-Shirts at \$15 each, additional dinner guests at \$55 each, and additional Beer and Brat guests at \$15 each. What events are there and what events will

you be singing up for? Glad you asked. On Friday evening you have the Welcome Party, the Funkhana and music by our very own Dick MacFarlane. On Saturday you have the morning and afternoon Autocross and Driving Tours, the Walking Tour and the CRAB 36 Banquet and dance with music by The Speedsters. On Sunday you have the Fun Concours, Gymkhana, Rally, a special air show by our host, Brian Sanders, and the Beer and Brat. Please Note, there are events on Saturday and Sunday which occur simultaneously. On Saturday,



Registering for this event will be easier than ever before. There will be no paper form to fill out and mail in, like Porsche Parade, it is done on-line. All information and schedules for this event will be on the Sacramento Valley Region WEB site www.svr-pca.org. Please look at the CRAB WEB page for the most up to date information. A link will be on the SVR CRAB page to take you to the on-line registration. The only typing involved will be at the top of the form where you will put in your name, email address, PCA region, description of Porsche(s)

there is a morning tour at the same time as the morning autocross. Same situation in the afternoon. Please do not sign up for both events in the morning or the afternoon without multiple cars. On Sunday, the Rally is at the same time as the Gymkhana. You can compete in the Rally and be back in time to compete in the Gymkhana. Please make note of this as you select your events of interest. There will be RV parking available at the Eagles Nest Airport. This will be dry camping only, no power, water, sewer, or any other hookups will be provided. You can arrive any time after noon on Friday and must be gone by Monday morning. Please note: you may not empty any tanks on site, neither grey nor black, and you are responsible for keeping this area clean, including cleaning up after your pet (two legged or four). If you are interested in bringing an RV, please indicate "yes" in the additional questions so we can email you a map of where to park your RV. There may be one food truck for Saturday lunch on site at Eagles Nest Airport from 11am until 1pm. The cost of this lunch is not included in your registration and will be the responsibility of the participant who orders. Please indicate if you would be interested in utilizing this service by selecting "yes" in the additional questions. At the end of the registration you can pay either by credit card or by check. If paying by check, mail your check to:

SVR C/O: Rich Walker
 9255 Tamara Jean Road
 Orangevale, CA 95662

All registered participants will receive an emailed confirmation listing all of the events you have signed up for,

optional purchases (shirts and extra meals), and the address (above) to send your check if not paying by credit card. CRAB registration will not be accepted at the door. After you have completed the online registration you cannot make changes on-line. For Help with registration, changes, or to cancel, please email Rich Walker at membership@svr-pca.org or call 916-988-7488. You may receive CRAB update via email if needed. **CRAB 36 is going to be a great event and I look forward to seeing you there.**

A Little CRAB History, From Drifting Back

CRAB 1 - March 4-5, 1972 – The Beginning (Rich Farlinger, Jim Karver, & Ray Johansen, chairs)

From THE DRIFTER, April 1972, by Joyce Crow: "One day last November (1971), Rich Farlinger and Jim Karver went to a road race in Monterey where they were lucky enough to meet Alan Johnson. They asked Alan if he'd consider coming to SVR and being a guest speaker at a dinner meeting. Alan said yes, so Rich and Jim went to work on it. Gary Evans, GGR vice president planted the first seed (for CRAB) when he suggested an autocross. Phillip Marks not only consented to let us use El Macero Country Club for the crabfeed, but threw-in one of his mind-bending rallyes as well. From there on – a weekend we'll never forget."

Ray Johansen joined Rich Farlinger and Jim Karver as chairs for the first CRAB, and 105 cars entered representing 10 PCA regions. The Drifter, January 1972, defined the CRAB acronym: "C is for crabfeed, R is for rallye, A is for autocross, B is for begegnen (German, for 'meeting')." Alan Johnson was guest speaker. The entry fee was \$20 per couple – and included all the crab you could eat and all the wine you could drink at the El Macero Country Club (Philip Marks, manager). Voyager Inn (headquarters) room price was \$13.00 double. Sunny autocross – Joe Reitmier (GGR) had Top Time Of the Day (TTOD). John Clever (Diablo Region) won the rallye. Phillip Marks put out 500 lbs. of crab and 123 quarts of white wine Saturday night, and all entrants were photo'ed with Clarence, a large stuffed crab created by Dolores Johnson.



CRAB 36 Autocross

By Greg Zajic SVR Autocross Chair

CRAB is a mere three months away and registration will be open soon! Hmm... [CRAB](#)??? You've seen few communications about that lately in the Drifter and the SVR web site and you may be wondering what is it again? From earlier notes and communications, it stands for C is for crab feed, R is for Rallye, A is for autocross and B is for begegnen (German, for "meeting").

I'd like you to spend a moment going over the Autocross portion of CRAB. Before I get into what autocross is, I want to share a little story. I was at a fund raising event a few years ago where a raffle was held and among other raffle items we had special tickets where people could choose between our event's two big items. There was a choice between a high performance driving event (HPDE) or a pair of tickets to a much sought after sold out Kings game with seats that were mid court nearly on the floor, so very nice. I figured I would have a fairly good chance at getting the HPDE item as very few people would do the HPDE item. To my surprise when it came time to draw the winning ticket, we found that nearly 2/3 of the raffle tickets were for the HPDE event. The person that won had no prior experience with high performance events but was excited to drive his car in a track event. We followed up with him shortly after his event and he told us what a fantastic time he had and that he learned a great deal about his car and was amazed at how well his car truly handles!

That got me to thinking... we all have these awesome cars, but very few people get the chance to drive them as they were intended but they want to! Very correctly many people realize that they should not, and cannot drive like a crazy person on the street!

So you'll be at CRAB. Take a few moments to understand why autocross

is a great idea while you're here. Autocross, it's fun, it's exciting, and as a side bonus, it will make you a much better street driver. As an extra side bonus, the car people you'll meet there are among the friendliest, most welcoming people you'll ever meet. If you are new to autocross and would like some assistance (as in having someone ride along with you), then be sure and so indicate on the CRAB 36 registration (where it says "NOVICE with instructor requested") so that we can assign one of our experienced drivers to serve as a coach, as well as get some pointers on how to can improve your skills.

Autocross is a driving competition involving a course laid out with cones denoting sharp turns and slaloms. You get to drive the course several times



over the course of a day. Whichever driver gets through the course the fastest, wins.

The sharp turns and slaloms will require some pretty good driving skills. You'll notice I said that the "driver" wins, not the car. That's because autocross is all about the driving, not so much the car. It takes a lot of skill to get through a course with sharp turns and tight slaloms. You'll either have your right foot solidly on the floor, or pressed hard on the brakes. You'll learn very quickly that turning the wheel while pressing on the brake is a very bad idea. You'll learn just how many seconds you lose if you brake too late and take a turn

much too wide. Autocross gives you a chance to drive like you should never drive on the street and the lessons you learn have occurred in a much safer environment than learning on the street. You will likely squash a little orange cone during the day but they're used to that.

During the event, you'll learn good driving technique. You'll also learn early on what not to do. You'll learn that hitting the brakes isn't always the best option, and you'll learn how to process these skills quickly. You'll learn exactly what your car can really do. You'll also learn what your personal control limits are.

What you learn is car control. You learn the course quickly and you spend the rest of your runs on focusing exactly on how to put the exact right amount of steering into every turn, not more not less. How to put the exact right amount of power down after every turn, not more not less (oversteer is as big a crime as understeer in the world of competitive autocross). How to drive at the absolute limit of your tires, not more not less. This means that when you need it, on the street, you can make a wise decision very quickly. You'll know what the car can do, and you'll know how to react so the uh oh does not become an OH NO.

Last thought, autocross is not necessarily about being faster than someone (*unless it's your spouse or significant other – it's a great way to decide who has to do the dishes tonight*). Have a goal of knowing the course and making smooth, calculated steering and throttle inputs. It's about making a better driver and that driver will be faster.

Your SVR autocross team is looking forward to seeing you at CRAB and your participation in the Autocross event. If you have questions or want additional information, please reach out to Greg Zajic at autocross@svr-pca.org

SVR Charity Auction

By Alma and Gary Thompson, Charity Chairs

A month after the 2015 SVR Charity Auction, Gary and I arranged to meet with our two featured charities to deliver their checks. The annual Charity Auction raised 10,368 dollars and the Sacramento Valley Region Board of Directors voted to approve an extra donation to bring the total to 11 thousand dollars, setting the stage to present each charity with a check for 5,500.

We asked Kevin Cameron, the Executive Officer of Alpha K-9 to bring "Melanie" and "Porsche", both 7 months old to the presentation. Melanie is every bit a lady, while Porsche is still like a puppy, goofy and

very active. They will both be great service dogs, and after completing basic training, will be assigned to their new owners. We presented Kevin with the check and he was very grateful. He also commented he felt honored to be selected.

We then were on our way to Lincoln to meet Dr. Kris Corn at the Ride To Walk facility. To our surprise Ron Pane, Service Manager at Niello Porsche, was there with Kody and the rest of his family. This great program has helped Kody and many other kids and young adults. With Rob, Kody, Dr. Kris and her volunteers present, we

handed them the check that will help Ride To Walk continue with their great program that has helped so many.

Gary and I want to thank everyone who helped make the SVR 2015 Charity Auction such a great success.



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2016: TOUGH STAYING AT THE TOP OF THE GT RACING HEAP

Tim Cronin, SVR Member

The sponsors may change, the equipment may evolve, and the competition may differ with the inauguration of a new racing season, but apparently for Porsche one thing remains constant - the expectation that it will again be victorious in the pursuit of the North American GT Manufacturers' Championship, as well as both the GTLM and the GTD class Drivers' Championships.

In October of 2015, Porsche's Head of Motorsport, Dr. Frank-Steffen Walliser, unequivocally announced "The USA is the most important sports car market for Porsche.... We [Porsche] take on the challenge of defending the titles we won this year in the 2016 season and continue to trust the excellent work done by our race team, Porsche North America."

To that end, Porsche North America, for the third consecutive season, will campaign a two-car "werks" Porsche 911 RSR team in the renamed WeatherTech SportsCar Championship GT Le Mans (GTLM) class. Significantly, this team will be Porsche's only GT factory program worldwide; the North America campaign will be the first time since 2014 that there will not be a matching international program racing in the FIA World Endurance Championship (WEC). As a result, the GTLM team will exclusively enjoy the full focus of Weissach's much prized sports car racing experience.

For 2016, the two "updated" 911 RSRs, again numbered 911 and 912, will utilize a refined aerodynamics package that repositions the rear wing further aft, as well as a considerably larger rear diffuser, a modified front spoiler lip, and wider side sills. The horsepower of the new RSR's 4.0 liter (242 c.i.d.), normally aspirated flat-six engine is still conservatively advertised as developing 470hp.

The new season will see current GTLM Driver Champion Patrick Pilet returning to the number 911 RSR, along with veteran Nick Tandy and, for the endurance races, Porsche factory newcomer Kevin Estre. Frederic Makowiecki and Earl Bamber return to the number 912 RSR, along with LeMans vet Michael Christensen who will share driving duties in races of 10 hours or more.

Marco Ujhasi, Porsche's Overall Project

Leader-GT Works Motorsport, expressed satisfaction with the RSR's test runs, ranging from qualifying preparations to long duration runs, at Daytona on January 8-10, in preparation for the 24 Hours of Daytona: "We were able to work through our schedule without the slightest technical problem. Everything ran as expected and we feel well prepared for the race. As far as we're concerned, we could race tomorrow." Echoing Ujhasi's confidence, an effusive Earl Bamber noted: "I take my hat off to the engineers at Weissach. Using various modifications, they have adapted the 911 RSR to the new regulations and given us a really good car. Our lap times improved markedly over the three days. That's a good sign and it makes me very confident for the [24 Hours of Daytona] race."

Let's hope such confidence isn't misplaced. In addition to a pair of normally aspirated Chevrolet Corvette C7.Rs, Porsche will also have to contend with a pair of new BMW M6 GTLMs that had been at the top of the GTLM speed charts throughout the three-day test event, as well as a pair of the new Ganassi prepared Ford GTs and three new Ferrari 488s, all of which are turbo-charged. Only the 'Vettes and the RSRs remain as normally aspirated cars in GTLM.

In the WeatherTech Championship's GT Daytona (GTD) class, Porsche customer racers will be running the new 911 GT3 R. When IMSA's regulations were revised for the 2016 season, mandating that all GTD cars adhere to international GT3 rules, the new GT3 R was quickly chosen by 27-year Porsche veteran team Alex Job Racing for use by its customer teams of WeatherTech Racing (car number 22) and Team Seattle (car 23). Following suit was the Park Place Motorsports entry and, returning to the Porsche fold, Black Swan Racing. In addition, German specialist Frikadelli Racing has also entered a GT3 R in the Rolex 24 at Daytona. Factory driver Patrick Long will drive for Black Swan, as will "werks" employees Wolf Henzler, with Team Seattle, and Jörg Bergmeister with Park Place for the Rolex 24 At Daytona. Porsche Junior drivers Sven Müller and Connor De Phillippi will share the number 30 Frikadelli car.

Bargain priced at \$469,000, the GT3 R is powered by a new four-liter flat-six engine with direct fuel injection, producing an

impressive 500hp. In developing the GT3 R, Weissach paid special attention to consistent lightweight, better aerodynamic efficiency, reducing fuel consumption as well as improved handling. The 911 GT3 R's wheelbase is now longer, and it also adopted the 911 RSR's centrally-positioned radiator, eliminating the side radiators, improving the position of the centre of gravity. This also improved the venting of hot air through louvers in the front cover and affords enhanced radiator protection against collision damage. Other safety features underwent further optimization including utilization of ABS.

Veteran GTLM "werks" driver Wolf Henzler, who is driving Team Seattle's number 23 GT3 R this season, expressed high praise for the new car: "It's a very new and positive experience for me to drive with ABS. It's a great help if you miss your braking point. The wheels don't lock up and make you skid, you always manage a good and safe turn-in. Compared to [the 911 GT3 Cup], the 911 GT3 R is a big step forward. It has a totally different level of road-holding, the car stays nice and stable even over the bumps and curbs. In addition, the car features a well set-up and sophisticated traction control. This preserves the tires and makes accelerating out of the slow corners much more comfortable."

Although the WeatherTech Championship is the marquee series of IMSA's GT racing product, the future direction of the Continental Tire SportsCar Challenge (CTSCC) may prove to be 2016's most pleasant surprise for the fan base and Porsche as well.

Billed as an "entry level" series for developing competitors, IMSA, to its credit, made substantial off-season rules changes focused on reducing CTSCC participants' operating expenses. Additionally, among these changes was approval for the new Porsche Cayman GT4 Clubsport to compete in the series' top-tier Grand Sport (GS) class.

The GT4 Clubsport made its on-track CTSCC debut at Daytona's testing weekend of January 8-10, in the hands of four customer race teams: Bodymotion Racing, CJ Wilson Racing, DeMan Motorsport and longtime Porsche entrant, Muehlner Motorsport America. The number 33 CJ Wilson Racing

entry turned the quickest lap of the weekend in the GS class on the last day of testing.

A sea change of sorts for Porsche, the GT4 Clubsport was developed for amateur rather than professional level racing, to provide a track-only entry to competitors looking to take the next career step and enter the world of professional racing with a Porsche. Jens Walther, President and CEO of Porsche Motorsport North America acknowledged the developmental dichotomy, noting that, "The Cayman GT4 street car was developed, like all other road-going Porsche GT versions, at the motorsports department at Weissach. It was during that development, when we actually went through the car, that we saw the potential for competition. We have understood the need for an entry-level racecar for some time, and we are pleased with the early success our customer teams achieved this weekend."

As does its street-legal Cayman GT4 progenitor, the GT4 Clubsport employs a 3.8-liter flat-six engine producing 385hp that is connected to a double clutch (PDK) transmission with shift paddles on the

steering wheel and a mechanical rear-axle locking differential. The lightweight suspension strut front axle system is taken directly from the 911 GT3 Cup racing car. Tipping the scales at a mere 2,866 lbs, the Clubsport, delivered from the factory with a welded-in safety cage, a racing bucket seat as well as a six-point harness, is truly lightweight. Designed for simple, reliable and safe racing, the GT4 Clubsport is eligible for multiple one-make race series worldwide, in addition to the GS class of CTSCC series, including PCA's Club Racing Cayman GT4 Clubsport Trophy-East series and the Pirelli GT3 Cup Trophy USA West series.

The 2016 WeatherTech Championship season opened with the 54th Rolex 24 At Daytona on Jan. 30-31, one day after the Continental Tire Challenge opens at Daytona International Speedway with the BMW Performance 200.

Both the WeatherTech and the Continental Tire events are broadcast by FOX Sports. A highlight of the 2016 schedule will be the live telecast of the Northeast Grand Prix from Lime Rock Park on Saturday, July 23.

Other coverage highlights include live, flag-to-flag telecasts of races at Laguna Seca on Sunday, May 1; Detroit's Belle Isle Park on Saturday, June 4; the Six Hours of The Glen from Watkins Glen on Sunday, July 3; Canadian Tire Motorsport Park on Sunday, July 10; Road America on Sunday, Aug. 7; and VIRginia International Raceway on Sunday, August 28, on cable channel FS1.

These telecasts will be improved in 2016 through a number of enhancements including the use of aerial cameras for eight of the 12 scheduled events. Emulating NBC Sports' outstanding Formula 1 coverage, FOX Sports' core production will be done "at-track," with Brian Till and Justin Bell calling the action from pit row, and that will be supplemented by a studio production in Charlotte, N.C., from which Greg Creamer and Calvin Fish will handle the play-by-play call of the action. New this year will be special feature segments anchored by 1998 24 Hours of Le Mans GT2 winner Justin Bell that will highlight the personalities, technology, event experience and lifestyle of North American GT racing.

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SVR Board Minutes

By Rita Barker, SVR Secretary

Call to Order by Collin Fat at 6:55pm

1. Approval of Minutes from January meeting approved electronically
2. Old Business:
 - a. Welcome Joy Nieslony and Bob Lozito to the 2016 Board as Treasurer and Social Director. Motion to approve Joy as Treasurer was made by Eduardo Ortega and seconded by Rich Walker. Motion approved. Motion to approve Bob as Social Director was made by Steve McCrory and seconded by Steve Barker. Motion approved.
 - b. Cookie Anderson has stepped down from the New member Chair position and this will be taken over by Suzanne Sanders and Janet Conner.
 - c. Board approval was asked via e-mail for the purchase of InDesign software for the Drifter team. It will be a one year cloud version lease. Motion to approve this purchase made by Steve M and seconded by Bill F. Motion approved. Mike Willis will work on this.
3. New Business:
 - a. Treasurers Report: Joy will look at the various versions of Quickbooks and advise the Board which one we should purchase. December financial report submitted via e-mail by Janet Conner.
 - b. Presidents Report: Collin proposed the purchase of Quickbooks software for use by the Treasurer. There was discussion on which version was best for Clubs use. Joy will look at the best option. Motion to purchase one year subscription with a \$400.00 max was made by Eduardo and seconded by Steve B. Collin also brought up the need for a Charity Auction Chair. He has completed the 2016 Region Report now that all vacant positions are now filled. All appointed event chairs have agreed to serve an additional term with the exception of Cookie Anderson and the Charity Auction chairs. See old business.

Board Member and Event Chair Reports

Drifter Steve McCrory	Motion by Rich Walker second by Steve Baker to keep Drifter subscriptions as is. Approved	Membership Richard Walker	Rich Walker reported as of January 1st, SVR had 757 Primary members, 480 Affiliate members for total membership of 1237. There were 9 new members, 4 transfers in and 1 transfer out.
Competition Frederick Rauch	No report.	Dummkopf	No report.
Autocross Greg Zajic	2016 Budget submitted. Motion by Joy Nieslony second by Eduardo Ortega Jr. Approved	Social Bob Lozito	Bob has been working with Sue Sanders on the transition. In addition will work on some pricing guidelines and fine tuning the process and procedures.
Concours Kent Brandon	No report.	Technical Skip Quain	No report
Driver Ed Frederick Rauch	No report.	Webmaster Bill Fargo	No Report
Rallye Rik Larson	No report.	President Collin Fat	See new business
Charity	Vacant	Vice President Eduardo Ortega, Jr.	Calendar updates were sent out to the board via email.
Advertising Mike Dunn	Presented adv. materials which he and Bob Cannon put together for potential CRAB 36 sponsors	Past President Steve Barker	Reported the schedule for CRAB 36 events is complete. Registraton will go live on February 15th.
New Member Group Sue Sanders & Janet Conner	No report.		
Treasurer Joy Nieslony	See new business		
Goodie Store Linda Bradford	No report		

MEETING ADJOURNED: 9:04 PM (PT)*

NEXT MEETING: 7:00 PM PT, Wednesday, February 10, 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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January Membership

By Richard Walker, SVR Membership

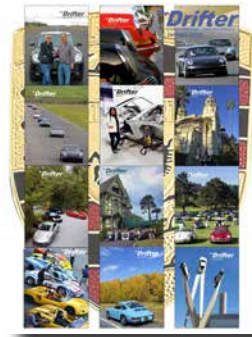
Membership Report			New Members	New Members	Anniversaries
	Jan 2016	2015			1 year
Primary Members	757	675	Aisidro, Edgardo	Silva, Chris	Jerry Jackson
Affiliate Members	480	473	Sacramento	Rescue	Newton Kwan
Total Members	1237	1148	Eaisidro@yahoo.com	rcsilvmac@gmail.com	Zackary and Chelsea
New Members	9	7	2016 Boxster Spyder	2002 911 Turbo 996 Turbo	Licudine
Transfers In	4		Gaines, Edward	Sturtevant, Jon	David Louie
Transfers Out	1		El Dorado Hills	Tuolumne	Terry & DiAnn Rooney
<p>Since we use e-mail for most of our communications, it is necessary to keep our e-mail address current with SVR and PCA. To update your information, go to www.pca.org and login. You can then make any updates (address, car, e-mail etc.). Also, even though we receive the information from PCA monthly, you can send the same updates to: membership@svr-pca.org</p> <p>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.</p>			ted@gainesins.com	js3060@yahoo.com	Jon Rosdail
			2000 911 Carrera Coupe	2013 Boxster S	5 years
			Hartenstein, Jamal	Transfer from Yosemite Region	Christy Barding
			West Sacramento		Steven and Rita Barker
			jamalmalik1@gmail.com		Weyland Fat
			2002 911 Carrera 4	Swanton, Kevin	20 years
			Harvey, Henry	Carmichael	Jerry and Ramona Alter
			Rancho Cordova	SwantonKevin@gmail.com	Walter and Ryan Kim
			mrhank1@sbcglobal.net	2003 Boxster	40 years
			2000 911 Carrera Coupe	Yantsevich, Serge	Jarol and Toni Moore
			Ilian, Marie-Laure	Granite Bay	
			Ilian, Tim	Sergepch@yahoo.com	
			Browns Valley	2014 Boxster S	
			milian@succeed.net		
			2008 911 Carrera S		
			Transfer from California		
			Inland Region		
			LaPonzina, Richard		
			Penn Valley		
			rvlaponzina@gmail.com		
			1994 911 Carrera 2		
			Transfer from GGR		
			Lettini, Nick		
			Sacramento		
			nick.franksauto@gmail.com		
			1963 356		
			Miller, Elizabeth		
			Miller, Michael		
			Carmichael		
			gmm.napa@gmail.com		
			2006 Cayenne		
			Transfer from Redwood		
			Region		
			Perry Smith, Tom		
			Granite Bay		
			tom.perrysmith@gmail.com		
			2011 911 GT3 RS Coupe		
SVR - PCA Member Services					
How do you join the Porsche Club?					
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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.					
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Windscreen, 1993 CAB \$250.
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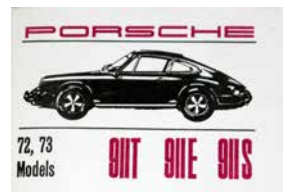
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Linda Bradford, SVR Goodie Store Manager

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Or, just go to the SVR website (svr-pca.org) & click on the "Goodies & Stuff" Tab. In addition to the 'SVR Goodie Store,' there is also an option to go to the 'PCA Webstore.'

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



News Flash: There will be a CRAB 36 Goodie Store with items to enhance your "Crabbiest" appearance and enhance your crab eating abilities. See the March Drifter for an article with more details and start getting excited about attending CRAB 36! The SVR License Plate Frames and the SVR Car Badges will also be available & if you need one sooner, call Linda Bradford: 916.899.5731.



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