

The Drifter

Sacramento Valley Region - Porsche Club of America

March 2016





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On the Cover

Autoc Instruction, by Steve McCrory

The Drifter

Sacramento Valley Region - Porsche Club of America

March 2016



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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.

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Thunderhill Raceway	April 15
Sonoma/Sears Point	May 7
Sears Point Autocross	May 7
Mazda Raceway	May 23
Sonoma/Sears Point	July 16
Sears Pont 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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The Drifter

Sacramento Valley Region - Porsche Club of America

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March 2016

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SVR President's Notes

Collin Fat, SVR President

Current Events

As I sit to contemplate what's news worthy for our club entering the end of the first quarter of 2016, I can't help but guess who will win Super Bowl 50 on February 7th and what the final score will be. I guess we will all have to wait until after the game. By now, the Iowa Caucus results will have been tabulated and whether you are a Democrat or Republican, a winner for each party is surely in the news. The stock market's huge correction which started with a 500-point drop of the Dow Jones Industrials in January is hopefully on the rebound as our portfolios have all taken a hit. But luckily, if you were born in the year of the Monkey in February, you've landed on your own two feet and have survived the turmoil in the market. So enough said about politics and the stock market and let's move on to what's up with the Porsche Club for March.

March Club Events

Following our very successful planning meeting in January, we've got two events needing your attention. First off for those who love to dine out, Herb Hoover and gang are hosting their first Saturday of the month breakfast at Brookfields in Rancho Cordova on March 5th. Also scheduled for March 5th is the Menning's first tour of the year to Canepa Design in Scott's Valley. If you have not had a chance to visit this remarkable facility make an effort as Bruce Canepa has one of the most amazing car collections in the world. In addition to an unbelievable inventory of pristine cars for sale you will see his museum of one of a kind historic Porsches and tour his shop floor where he does his car restorations. The Menning's don't stop there, on March 26th, they have scheduled a tour to Sausalito just north of San Francisco. Should be a fun trip with some great roads to be traveled and hopefully a nice restaurant stop planned. Hector Chavez has a dinner planned at Super Taco Restaurant

in Elk Grove on March 10th and if you are a fan of Mexican cuisine sounds like a fantastic menu. Mardi Quain has her Blackhawk Museum tour scheduled on March 19th and if you have never visited this museum it is definitely worth the trip. After the museum tour, Mardi has a wonderful lunch planned for tour goers at the museum's restaurant.

SVR Autocrossing

For those with a competitive spirit, the autocross team has its annual Niello 2 Day Autocross School scheduled for March 12th and 19th. The first part of the two-day school will be held at Niello Porsche and will cover some of the basics of car control and how to prepare for your first event. On the following Saturday, you'll be out on course at the Stockton Fairgrounds with an experienced instructor in your passenger seat for the entire day giving you personal instruction on the basics of learning the line, braking points and corner exit strategies. Our annual Autocross School has sold out every year for the past 4 years so register early. Greg Zajic's team of autocross instructors are some of the best in Zone 7 and include Steve and Joy Nieslony, Matt Deter, Kent Treiber, Dave Schnitzer, Caleb Porter, Jon Sturtevant, Bill Faust, Weyland and Collin Fat.

Registration for CRAB 36

CRAB 36 is just around the corner and registration is now open. There is a 125 car limit for CRAB and we are at least half way there already and if you have never attended one of the previous CRAB's now your chance to get a taste of SVR's premier multi-day event at

Eagles Nest Airport in Lone. Whether you're a concours enthusiasts, competitive autocrosser, love touring and thinking about giving a rally a try, we will have it all for you. The highlight of the weekend will be the Saturday night crab feed and awards ceremony followed on Sunday by the concours and beer and brat get together. The CRAB committee expects over 100 cars to participate so get on with it and register today.

Dinner Pricing

The board is also looking into reviewing the price points of our dinner events and want to know from you, our members, where your comfort level is for the selection of restaurants by our membership and the prices charged. How important is the price in deciding to participate or not? Please send me an email if you have any thoughts. Also do our dinners start too early or late for you to be able to attend.

Editorial Note

The following SVR Tours are Full
Canepa
Blackhawk
Sausalito
New Member's





Editor's Corner

Steve McCrory, SVR Drifter Editor

As the run up to CRAB 36 gains speed, Richard Walker reports that after only 13 days of open registration, we are approaching 100 registered entrants(50 Porsches). If you are planning on attending, you will want to register soon, as the weekend event is capped at 250 entrants(125 Porsches). Registration closes May 6th or when we reach 250. There will be no on-site registration. The process is easy; a quick visit to the SVR website shows you the registration link.

Take your pick of the many events you will want to participate in, and you're on your way. From the Friday evening Welcome Party with DJ Dick McFarlane to Sunday's final Award Presentation, it promises to be a great weekend. An Autocross, Rally and Tours? Check. A Concours, a Funkhana, a Gymkhana too? Copy that. Now let's throw in Beer and Brats, a Saturday night Banquet with dancing to the music of the Speedsters, a Goodie Store run by Linda Bradford, and an Air Show by Brian Sanders flying a Hawker Sea Fury capable of 460mph in level flight? Works for me.

The first CRAB was held in 1972, see Larry Wilson's article on the history of CRAB on the SVR website. It all starts on Friday May 13th. Below is a condensed schedule of CRAB events. The SVR website will have more information with detailed times. If you have questions or comments about CRAB, we have created a special email address, crab36@svr-pca.org

Look for CRAB 36 to attract other Zone 7 Region club members, with Redwood VP Craig Steele promising to lead a group of Porsche people from the North Bay. Word is out from the recent Zone 7 President's Meeting, that Kim Nelson and Kirk Bradford made an outstanding presentation on our CRAB 36 event. It takes many volunteers to make an event like this happen; monthly meetings have finalized the details and the timing necessary to bring it all together.

Sponsors are playing an important role in CRAB 36 by providing needed resources. SVR Advertising Manager Mike Dunn has just released a list of on board sponsors who are supporting the event. We thank the following:

Niello Porsche
LA Dismantler
Tomlinson's Collision Repair

Rocky Mountain Window Tint
IPB Autosport
Midtown Autoworks
Bertolucci's Body And Fender
Frank's Automotive
Appearance Solutions
Detail Maniac
Luxury Motors
Muffler Tech

CRAB 36 Event Schedule Eagle's Nest Airport

Friday, May 13
Welcome Party at Hangar 3 5-9pm
Funkhana

Saturday, May 14
Pancake Breakfast 6:30am
Walking Tour
Autocross – Morning and Afternoon
Driving Tour – Morning and Afternoon
CRAB Banquet and Awards 5:30 – 11pm

Sunday, May 15
Pancake Breakfast 6:30am
Walking Tour
Rally
Gymkhana
Concours de CRAB
Air Show
Beer and Brats
Awards
4pm Goodbye
until CRAB 37

Late breaking news from Kim Nelson tells us that Manny Alban will attend CRAB 36, representing the National PCA Executive Council. Manny serves as Past President on the Council, and attended CRAB 32 in 2006 and had a great time

with SVR, even writing a Drifter article describing his experience. Here is a notable quote from his article.

"I can honestly say this is one of the friendliest regions I have ever visited. They went above and beyond to make me feel welcome. I spoke with so many people, both new and veteran members. Everyone seemed to be enjoying themselves at the event. I'm convinced that if we had more of these type events, our membership would increase. This is a great event for new members and it reinvigorates the veterans."

In this March issue of the Drifter, club historian Larry Wilson provides us with another look back at SVR, Joy Nieslony introduces herself in her new role of Treasurer, Skip Quain offers up information about Porsche Performance, and Gregg Plourde shares his experience with the GT3.

But wait, there's more. Tim Cronin provides another look inside Porsche Racing. A wrap-up of 2015 Zone 7 Awards, see what the CRAB 36 T-shirts will look like, and Richard Shelton brings us up to speed on the Two Bucket Car Wash. It almost puts me in the mood to go outside and wash the Porsche.



Photo - Barbara McCrory



PDK (Pretty Darn Kwik)

Rik Larson, SVR Rally Guy

2016 Membership Directory

Last CHANCE! Richard Walker our Membership Director, is finishing up the final draft for the 2016 roster. Deadline for reporting changes is March 21st. 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 April. Richard can be reached at 916.988.7468 or membership@svr-pca.org

Events filling up quickly?

Four tours in March and April are full. Canepa, Blackhawk, Sausalito, and the New Member event. Best to get your reservations in early for some of these limited seating events.

Tour Pacific Grove

The Pacific Grove Tour in April is still open, just need to find a place to stay. Jim McMahan can help you with that.

And another tour or two may ap-

pear on the SVR calendar soon.

PCA Membership

There was a 6.4% increase in 2015, largest ever.

Got an old car (1980 and older)?

Legislation (SB 1239) has been introduced in the state legislature for "Exempting Collector Cars and Trucks From Smog Inspection." The Association of California Car Clubs are the folks that got this legislation started and is carried by Senator Ted Gaines.

An American Team in F1?

It has been 30 years since there has been an American Team competing in Formula 1. Team Haas last competed in 1986 (at Australia) and is returning to F1 this year (beginning with Australia.....although at a different venue than 30 years ago). This time they are known as Haas F1 Team. The car will be powered by a Ferrari engine. And just

casually looking at the website (www.haasf1team.com), I would say that they are looking for some sponsorship. Owner Gene Haas is best known for his NASCAR teams. The Australian F1 race is being held on March 20th.....but check your local listings for the time that it is on TV.....last time I checked, there is a 19 hour difference between here and there.

And speaking of F1, the qualifying process may be changing. A so-called "knock-out format" is being proposed and it may start as early as this season. It will make the qualifying sessions very interesting. Keep your eyes on the clock.



Niello Porsche

Thinking about selling your Porsche?



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Charles Hughes | 916.868.8513
chughes@niello.com



THINKNIELLO



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

- 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, Sanders & Conner
- April 24 Car Care Clinic, McMahan
- May 1 SVR Dinner, Dominick's, Granite Bay Bulhoes
- May 7 First Saturday Breakfast, Brookfields
- 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
- April 30 AX at Stockton Fairgrounds
- June 11 Zone 7 AX by SVR, Stockton Fairgrounds
- July 23 AX at Stockton Fairgrounds
- August 20 AX at Stockton Fairgrounds
- September 17 AX at Stockton Fairgrounds
- October 29 AX at Stockton Fairgrounds

Recurring SVR Monthly Events

- 1st Saturday 8:30 - 10 AM SVR First Saturday Breakfast [Brookfields Restaurant](#) 11135 Folsom Blvd., Rancho Cordova.
Come by and enjoy a great time with breakfast. Senior breakfast is also available. You are welcome to just show up. Herb and Jan Hoover at 916.424.5163
- 2nd Wednesday 7 - 9 PM SVR Board Meeting
Sacramento Metro Fire Department Station 32, 8890 Roediger Lane (just off Hazel, north of Sunset Avenue), Fair Oaks.
- 2nd Saturday 9 - 11 AM 356CAR Breakfast
Marie Callender's, 5525 Sunrise Blvd, Citrus Heights. Jim Hardie: jehardie@aol.com or 916.972.7232

2016 Zone 7 Competition Events www.zone77.org

CONCOURS

- June 5 Loma Prieta Region Hayward. and Swap Meet
- June 12 Sacramento Valley Region Rocklin. Niello Porsche
- July 17 Monterey Bay Region Carmel Valley 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 26 & 27 Zone 7 Autox School, Marina Airport LPR
- 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

- April 4 Parade see parade2016@pca.org
- April 29-May 1 IMSA Race, Laguna Seca
- April 30-May 1 Porscheplatz Laguna Seca.
- 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

- 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...



Porscheplatz at Laguna Seca

The IMSA SportsCar Championship returns to Laguna Seca with a new sponsor. WeatherTech replaces Tudor as the primary sponsor for the IMSA series. PCA will have a Porscheplatz there on Saturday, April 30 and Sunday, May 1st. All you need to get into the tent is a Porsche key or your PCA membership card. The Porscheplatz hospitality tent includes presentations by drivers, teams and sponsors; information from Porsche Motors North America; live TV feed of the races; and refreshing beverages. Tickets to the track are at www.mazdaraceway.com, and you can purchase a Porsche corral ticket there also (\$25 for the weekend.)



Zone 7 website

You will be seeing some changes in the Zone 7 website shortly. There will be a new look and feel. It will still have the same website name (www.zone77.org) so check it out. Zone 7 Webmaster, Jody Rosner (a member of SVR) wants to provide a website that makes it easy to see what events are happening in Zone 7. He expects the information to be very current as the various regions will be submitting their event information as it becomes available. Expect to see a lot of events ---- there are 10 regions in Zone 7.



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, jimmcmahen@hotmail.com



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SVR MARCH MEXICAN FOOD DINNER

THURSDAY, MARCH 10

SOCIAL AT 5:30 PM - DINNER AT 6:30 PM

Menu - choose one

- Carne Asada (beef steak)
- Chicken Fajitas
- Chile Relleno
- Enchiladas - Potatoes or Cheese

Cost is \$17.00 per person includes chips/salsa, beverages, tax and tip.

Beer is available for purchase

RSVP to Hector Chavez (Make checks payable to PCA/SVR and include your menu choice) and mail by Monday March 7 to:

Hector G. Chavez
9005 Marble Bay Ct.
Sacramento, California 95829

SUPER TACO RESTAURANT
8325 Elk Grove Florin Road Suite 500*
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Questions? h.chavez@comcast.net or 916.752.9210

Advertiser Spotlight:

by Mike Dunn, Drifter Ad Manager

One of the best duties of the ad manager position is to keep SVR Club members up-

dated on goods or services offered by our Drifter advertisers. This month's spotlight is on Rocky Mountain

Window Tint. Their one year Drifter advertising anniversary is approaching and we appreciate their continued support.

Established in 1988, Rocky Mountain Window Tint has built a solid reputation by specializing in the sales/installation of window tinting, Clear Bra Paint Protection, vinyl wraps, and

mobile audio/video/alarm units. Their business model focus is servicing most

of the dealers, body shops and repair shops in Sacramento along with their retail customers. They have recently ex-

panded their current location by adding 3700 square feet. Rocky Mountain now offers a new service - Detailing.

Rocky Mountain's new detailing service was created to fill the requests of their clients. Rocky Mountain now features cutting edge technology which is eco-conscious. The Detail uses an



Photo - Rocky Mountain

eco-green "waterless" car wash and detail process, which uses a mere ½ cup of distilled water plus a special cleaning solution that includes a resilient car-nauba wax. The process is endorsed by California's "Be Water Smart Program."

The staff at Rocky Mountain "Detailing" is managed by Steve, who has over 25 years of experience. The focus is a true hands-on application. The service includes the restoration of headlights that have built up that nasty haze. Also, Rocky Mountain continues to be brand loyal to their product of choice, Meguiar's.

The spring and summer tour season will soon be here. Check out Rocky Mountain Window Tint's services and get ready to hit the road.

Happy Motoring.



CRAB LOGOWEAR

By Linda Bradford, Goodie Store



CRAB 36 T-shirts are here and will be available for sale from the Goodie Store "stock" at the March 10th dinner. The red and black CRAB 36 logo designed by Matt Menning is on the front of the white t-shirt. Matt graciously agreed to help me out and deserves design credit for the back of the T-shirt as well. I cannot thank him enough for all of the time and effort he put into this project. I also need to thank my husband Kirk for learning Photoshop in a flash to get us through this lengthy process; he gave up many naps.

Women's sizes will always be available by pre-order but their availability in the Goodie Store will be limited. PLEASE NOTE: If you want a Women's T-shirt, you will need to call me (or Kirk) at (916) 899-5731 - it is NOT specified during the CRAB registration process. We ALSO want to give anyone who has already pre-registered every opportunity to change their order, just give us a call.

We will place the first fulfillment order soon. Register now if you have not already done so, this will be the best CRAB ever!



Sacramento Valley Region PCA 2016 Niello Autocross School



Want to learn how to drive your Porsche at its limits?...

Don't miss SVR's Annual Autocross School.

- A two day program with one day on a real autocross course!
- Learn what the sport is all about!
- Concepts covered include-
understeer and oversteer, braking points, the apex, corner exit and optimum car control

\$75 per person

includes lunches, materials, instruction, and two days of fun.

March 12 - Niello Porsche

10 am to 3 pm

March 19 - San Joaquin Fairgrounds

8 am to 3 pm

REGISTRATION LIMITED TO 1ST 30 STUDENTS

Students must participate both days

REGISTER ONLINE -

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

FOR MORE INFORMATION -

Contact Greg Zajic: svr-autocross@comcast.net



Drifting Back, 15 years Ago

by Larry Wilson, SVR Historian

March 2001

The March 8 dinner meeting, arranged by SVR-members Marv and Connie Miller, offered an entrée choice of either Baby Back Ribs, Broiled Salmon Filet, or Flame Broiled BQ Chicken, at a restaurant on Madison Avenue with the name, "Babe's Burgers, Ribs & Brew." Wow, two gourmet meetings in a row!

New Members Tour

"There's no such thing as a free lunch," might have been an accurate phrase for the late American economist Milton Friedman, but not for Tom Sisson, SVR's Membership Director when he issued his invitations to attend the March 17, 2001 tour for new members, only. According to Tom, the purpose of the event is to welcome our new members, give them a chance to meet the Board members, and to hear about some of the various activities that our club is involved in.

The tour included a FREE LUNCH which Tom thought would help to increase new member turnout. Ten new-member cars and driver/navigator couples turned out for the event including Dave and Katherine Sheppard, Cheryl and Darrell Johnson, Ken and Terri Gregory, Chris and Frank Viernes, Troy and Christina Underwood, Jerry and Ramona Alter, Bob Becker, John Burks and Kathy Smith, and Frederick and Susan Rauch. Also looking for that free lunch were the more "seasoned" members Steve Nieslony, Kathy Smalley, Tom and Jude Sisson, Mike Willis, Bill Thorp, Barbara and Steve McCrory, Connie and Marvin Miller, Dennis and Judy Stettner, Russ Hildebrand, Tim Fleming, and Rik Larson who were sitting on the sidelines cheering-on the newbies to the finish at Ironstone Vineyard.

The March 18 Concours

The preparation Session at Niello Porsche was designed by Kent Brandon, SVR Concours Chair, to help SVR members get ready for the Zone

7 Concours series. Once the coffee and donuts were consumed, Kent introduced our SVR concours experts who took over and covered three basic areas: 1) How to wash your car, 2) How to wax your car, and 3) How to fix paint chips. Then, each covered their particular topic of expertise: Jim McMahan, legendary for his body and paint work, gave some pointers on detailing, Dawn Perry gave some insight into 356 restoration and care, Phil Lawrence covered the inside story waiting to be told about the care and feeding of interiors, Kim Nelson gave pointers on his own methods for exterior care, cleaning, and polishing, and finally Dennis Stettner, who offered suggestions on cleaning the engine compartment.

SVR "Racing"

Bill Winkler, SVR Competition Director, wrote this nice piece in the March 2001 issue of THE DRIFTER about racing' lingo. Bill reasoned, and rightly so, that any serious endeavor, especially a sports endeavor, has its own special language, and the art of fast driving is no exception. Simply put, you can't do a fast lap until you first learn how to talk about it using the correct terms. So, in his article, Bill listed a few of the more commonly used terms essential to the intelligent discussion of fast driving and provided a short definition of each term to aid his readers to learn quickly how to become a fast-talker. Here are a few of those terms: apex, early apex, late apex, double apex, late braking, trail braking, slip angle, slide, throttle steering, push, loose, increasing radius, sweeper, hairpin, slalom, autocross (aka solo), time trial, marbles, and line. Tongue-in-cheek you ask? Maybe, or Maybe not.

More CRAB History

From the SVR Archives

CRAB 10 - April 24-26, 1981 (Ray & Sara Clements, chairs)

136 cars entered from 12 PCA West Coast regions, including, Nat'l PCA president Hank Malter

Once again, there were sunny skies for the autocross.

Kirk Bradford became the modern-day Voice of Crab.

Connie Cain took home the Snidely. Jim and Sheila McDade chaired the funkhana.

With a score of 42, Rob and Kerry Biddle (GGR) were overall winners in the rallye (Clever out to lunch). Rough roads on the rallye helped produce the SVR's newest Porsche-person to proud parents, Scott and Kathleen Peebles.



fdrmotorsports.com

**Mazda Raceway-
Laguna Seca**

HPDE

May 23, 2016

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CRAB 36 Beer N' Brat

By Collin Fat, Beer N' Brat Co-Chair

Registration is now open for CRAB 36 on the weekend of May 13-15th.

SVR's version of a mini Parade will feature a raucous welcome party, competitive events throughout the weekend including an autocross, gymkhana, funkhana, tours, a rally and finally the concours on Sunday. Not to be outdone on the fun side of things there will be lots of celebrating in the

gastronomical sense with a Dungeness Crab dinner on Saturday followed by a traditional Beer 'n Brat barbecue on Sunday following the conclusion of the concours.

Staffed by a cadre of SVR volunteers, the event is included with your



registration but the CRAB team would like you to let them know if you plan on staying for the send off event. So make sure you check that you'll attend. We'll have some local smoked bratwurst from

Sacramento's Morant's Old Fashioned Sausage Kitchen along with all of the fixings including the sauerkraut, potato salad, and light desserts. In addition, your registration will also entitle you to a complimentary local beer. If you

Photo - Barbara McCrory
have a favorite, send me an email as I have not yet decided on the brand of beer. Also, if you would like to volunteer to help out at this event, send Cookie Anderson an email at ck_ya@sbcglobal.net



"So, you say your life has no purpose now that you're done restoring your Porsche? Maybe restoring my Porsche for free will make you feel better."

cartoon courtesy of FLATSIXES.com

Car Care Clinic Sunday, April 24, 2016

A continental breakfast will be served at 9:00 AM and the fun will begin at 10:00 AM

Demonstrations and Discussions Covering:

- Surface cleaning and preparation, Jim McMahan
- 21st century paint protection and surface coatings, VEPA, David Yamada
- Minor chip repair, Jake Tomlinson's Garage, Jake Tomlinson
- The history of Porsche wheels, and Wheel repair and refinishing, Weidman Wheels, Harvey Weidman

\$10.00 fee to cover the products and materials used during the event

Past clinics have been well-attended and this year's event should be no different.

Meet at Kim Nelson's home at 2771 Ponderosa Road, Shingle Springs, CA 95682
Phone 916.337.7716

If you are interested in attending, please RSVP by April 20 to :
Jim McMahan at jimmcmahan@hotmail.com or call 916.924.1463



2016 WEST COAST SERIES

THE WCS WILL FOLLOW THE NATIONAL CHAMPIONSHIP SERIES RULES, with the exception that awards will be determined by the totals of the best 8 championship races from the 9 West Coast Events. Each West Coast Event will have 2 championship races. Ties for the first three positions will be broken by the highest total in the 9th race, then the 10th race etc.,

You may review the rules on the Club Racing website via PCA.org

FOR MORE INFO: wcs@pca.org

MARCH 12-13
THUNDERHILL RACEWAY

APRIL 8-10
AUTO CLUB SPEEDWAY

APRIL 30-MAY 1
WILLOW SPRINGS RACEWAY

MAY 14-15
BUTTONWILLOW RACEWAY

JULY 22-24
MAZDA LAGUNA SECA RACEWAY

SEPTEMBER 3-4
THUNDERHILL RACEWAY

SEPTEMBER 10-11
HIGH PLAINS RACEWAY

SEPTEMBER 16-18
UTAH MOTORSPORTS CAMPUS

NOVEMBER 12-13
BUTTONWILLOW RACEWAY



Sacramento Valley Region PCA 2016 Autocross Schedule



- March 12 and 19
- #1 April 30
- #2 May 14 CRAB 36
- #3 June 11
- #4 July 23
- #5 August 20
- #6 September 17
- #7 October 29

- Niello AX School
- Stockton
- Eagle's Nest (Porsche Only)
- Stockton (*Zone 7 Event*)
- Stockton
- Stockton
- Stockton
- Stockton

ON-LINE REGISTRATION REQUIRED
<http://svr-autocross.deter.com/register>

BEGINNERS ARE ALWAYS WELCOME!
Instructors and loaner helmets available

FOR INFORMATION

Contact Greg Zajic, at svr-autocross@comcast.net

Rolex 24: Porsche A Bridesmaid Again at Daytona

by Tim Cronin, SVR Member

The 24 Hours of Daytona is arguably the second most prestigious long distance classic in international motor racing, rivaling the 24-hour endurance classic at Le Mans. Run on a 3.6 mile circuit incorporating a combination of the original Daytona Speedway's NASCAR oval track interconnected to an infield road course, the 24-hour race features twelve corners, two of them banked.

Daytona marked the start of the WeatherTech SportsCar Championship (WCC) season. The WCC is a sports car race series that has been run in the USA and Canada since 2014, having its genesis in the merger of the American Le Mans Series and the Grand-Am Series.

As is the case with Le Mans and the World Endurance Championship (WEC), WCC sports prototypes and sports cars are run in the same race simultaneously in four different classes: GTLM (GT Le Mans), GTD (GT Daytona), P (Prototype) and PC (Prototype Challenge). The Porsche 911 RSR runs in the manufacturer-oriented GTLM class, with the new Porsche 911 GT3 R competing in the customer-oriented pro-am GTD class.

The 2016 Porsche North America "werks" squad came to Daytona as the defending WCC manufacturers' champion, contesting this third season of IMSA's marquee North American GT series. As the most successful manufacturer in the history of the 24-Hours of Daytona, Porsche went into January's 54th edition of the sports car classic with six factory drivers and two Porsche 911 RSRs. Porsche's record at Daytona includes 22 overall and 76 class victories.

History notwithstanding, Porsche proved incapable of adding another victory to its Daytona resume at the first race of the 2016 WCC season.

Things initially looked promising for Porsche during qualifying when the pair works of 911 RSRs locked out the first two GTLM grid spots in the pouring rain. The new Porsche 911 GT3 R also performed impressively in the GTD class; Park Place Motorsports' GT3 R clinched the pole position for the 24-hour race in the customer-oriented GTD class, and Porsche junior Sven Müller qualified his Frikadelli Racing GT3 R into the fifth GTD grid position.

However, after 24 hours on the Daytona International Speedway, fac-

912 RSR, with Earl Bamber in the cockpit, and a pair of Corvettes.

After the last round of pit stops, Bamber's number 912 RSR, which underwent aerodynamic modifications to comply with new IMSA "balance of performance" regulations, held a narrow lead. Despite Bamber's fierce defense against the duo of pursuing 'Vettes, he had to let both of them overtake him, but nonetheless went on to clinch the third GTLM podium step, earning all-important championship points to kick off the season. Bamber's unapologetic teammate Michael Christensen noted: "We had the best strategy, but the Corvettes were a little faster than we'd expected. Still, it was very close. The

team has been rewarded with a podium for its efforts."

In the sister number 911 RSR, 2015 Le Mans winner Nick Tandy started from the pole and had taken the lead of the strong GTLM field, which his teammates Patrick Pilet and Kévin Estre also managed to defend. But with five hours of racing to go, their 911

RSR was hobbled by a

faulty drive shaft which relegated them down the pack to finally finish in eighth place. However, they too took home important championship points from Daytona.

Unfazed, Tandy noted: "We underlined here that we have a fast car and that we'll definitely be a tough opponent this season. The pit crew did an excellent job, and our preparation was perfect. That gives us confidence for the rest of the season, even though, unfortunately, this race didn't end up exactly as we had imagined."

The new Porsche 911 GT3 R, pow-



Photo Porsche.com

tory Porsche driver Earl Bamber missed out on victory by just twelve seconds. Driving the number 912 RSR, the Le Mans winner had held the lead at the long distance classic until 36 minutes before the checkered flag.

The entirety of the 24-hour race was punctuated by argey-bargey competition for position and constant changes in the lead that provided fans with an enthralling motor racing experience, both day and night, right up until the last hour of racing. In the end it came down to a nerve-wracking three-way battle between the number

ered by a new 500hp four-liter flat-six with direct fuel injection, celebrated a successful racing premiere at the Rolex 24.

The second GTD class podium spot at Daytona went to the new Porsche 911 GT3 R campaigned by the Black Swan Racing customer team. Factory driver Patrick Long was effusive with his praise for the new car: "I was certain after the tests that we would do well at this difficult race. But I didn't anticipate that the new 911 GT3 R would be so fast and so good to drive. The car is simply phenomenal. Black Swan Racing also worked faultlessly under pressure. We achieved our goal and we're simply happy. In Sebring we'll do our utmost to turn the tables."

Dr. Frank-Steffen Walliser, Head of Porsche Motorsport, also expressed satisfaction in Porsche's performance at Daytona: "That was a good start to the season. To finish just twelve seconds down after 24 hours is not really losing. It was a tough battle to the [checkered] flag and we were always amongst the front-runners. But in the end it wasn't enough for victory, unfortunately. But at Sebring we'll do better. I'm extremely pleased with the strong performance of our new 911 GT3 R. It's just as we had hoped for. To contest a 24-hour race with a new car and then finish on the podium is an incredible achievement. It's a fantastic success for our customer squad, Black Swan Racing."

But not everyone in the Porsche community was happy with the conduct of the 2016 Daytona 24. Alex Job Racing (AJR), Porsche's longest-term customer racing partner, was the recipient of a questionable IMSA penalty.

The AJR-prepared Heart of Racing number 23 GT3 R appeared poised to

earn a hard-fought GTD podium finish in the 54th Rolex 24, as the team looked strong through the first 20 hours. Driven by the veteran team of Mario Farnbacher, Ian James, Alex Riberas, and Wolf Henzler, their brand new GT3 R was in the GTD class' top five with about three and a half hours remaining.

On lap 579, the race went under a yellow caution flag, at which time the team radioed James and told him to pass around the safety car, which he did. After he completed the pass of the safety car, James came to pit lane for a pit stop that included fuel, tires and a driver change when Farnbacher got behind the wheel.

During that pit stop, the ratchet strap that held the damaged rear diffuser came loose and was dragging on the ground. This issue forced Farnbacher back to pit lane to remove the strap. The team removed it and sent him on his way.



At worst, this would have put the number 23 GT3 R at the back of the GTD class lead lap. But, unfortunately, this was just the first of two issues the Heart of Racing team was about to face.

At this point, IMSA levied a more than three minute penalty on the number 23 Porsche for an allegedly improper "pass around" the safety car during the aforementioned caution period. This penalty cost the team two laps and, for all intents and purposes, ended any hopes the team had to finish on the podium. As a result, the AJR/Heart of Racing's 911 GT3 R finished ninth.

Farnbacher, recalling IMSA's erroneous and unwarranted penalization of the number 22 Alex Job/WeatherTech 911 at 2014's Rolex 24, pointedly observed that "We drove by the safety car and, because of it, we got a penalty. What's weird is a lot of cars did it and not all of them got penalized. But, we did - again. In my opinion, IMSA should penalize everybody who does something wrong."

The penalty-caused ninth place finish was atypical for AJR, the Florida-based racing team with 27 consecutive seasons of racing at least one Porsche in North America.

The story of AJR's success actually began more than 30 years ago. Alex Job Racing has earned 70 major sports car victories since 1995, including two Rolex 24 GT Class wins in 1999 and 2013. This record is supported by 48 pole positions and 106 podium finishes. The team has won five championships (GT in 2002

– 2004, and GTC 2012-2013) complimented by their two GT class wins at the famed 24 Hours of Le Mans. The team also boasts ten Sebring 12-hour wins including last year's GTD

Photo Porsche.com

class victory.

For this year's Twelve Hours of Sebring, Alex Job will enter two Porsche 911 GT3 Rs. In the number 22 AJR/WeatherTech entry, Cooper MacNeil, Leh Keen and Gunnar Jeanette will contest the race, while drivers in the number 23 AJR/Heart of Racing car will remain Wolf Henzler, Mario Farnbacher and Alex Riberas.

Two Bucket Car Wash

by Richard Shelton, SVR Member

Washing a car is pretty basic and beginner stuff, right? Well actually, no it isn't and there's more to the procedure if done in a way that best preserves the quality condition of your Porsche. The washing process lays the foundation for detail enhancement. Using the correct technique and quality products ensures a quality outcome. Here are some ideas to consider making the job easier and more effective. Find a shady place, and begin only when your paint is cool to the touch. Here are some of the tools you will use for best results.

Two 5 Gallon Plastic Buckets. One is for clean water rinse; one is for the soap solution. Look for buckets with straight walls to allow dirt guards to sit at the bottom of the bucket. Buy the lids also. It will keep the interior of the bucket clean when not in used

Two Dirt/Grit Guards. These plastic honeycombed plates will keep dirt away from your wash mitt.

Adjustable Spray Nozzle. A variety of spray patterns is useful as well as a built-in water pressure adjustment. Avoid the cheapest and also the most expensive.

Wash Mitts / Sponges. Wash Mitts come in different materials and sizes. Less chances of scratching than using a traditional sponge which can easily absorb dirt and grit.

Long Handled Soft Nylon Brush. Great for hard to reach places, like wheel wells and underbody.

Micro Fiber Towels. Come in a variety of sizes; large for drying, small for windows and trim. You may want to buy several different colors to code them for a particular use, glass, wheels and trim. Some towels have stiff nylon tags that should be removed to avoid potential scratches on the paint surface.

Wash Concentrate Soap. Use a quality product. Examples are Griots, Meguiars and Pinnacle.

Begin the process by filling the buckets, one with clear water, and one with soap amount according to directions. Rinse the entire car to loosen dust and dirt. Start with the roof of the car with a soapy mitt, rinse, and then

washed last, wheels, tires, and wheel wells. Be sure to rinse often, and rinse the mitt each time in the clear water bucket before soaping the mitt to continue. You may want to have a mitt designated only for wheels and tires.

Drying your car is best done with large micro fiber towels, but here's a tip. If you have a leaf blower, it can be used to remove much of the water quickly, and is especially useful on wheels, tires, and wheel wells. Finish dry with your towel starting at the roof and the windows, and continuing on to the rest of the body. Finish drying the wheels may be best done with a small separate towel designated for that chore. Don't

forget to open doors and lids for drying. When the car is dry, it's time to turn your attention back to the windows. Here's a tip, use two different microfiber towels, one to apply glass cleaner and one to wipe dry. Use horizontal wiping direction on the outside, and vertical on the inside glass. It will be easier to see and correct streaks. There are many good products for cleaning glass. Stoner makes several varieties; one has a water repellent,

that when applied to very clean glass, will make cleaning the glass next time around easier and quicker. Rinse out your towels and mitts, and if machine washed, use a mild soap and tumble dry on low heat without dryer sheets. I often drive a just washed vehicle to insure any water trapped in seams and underbody, brakes, etc. is removed in the air stream. It's time for a drive in your clean car on one of your favorite roads.



on to the windows, and rinse, working your way down in sections, keeping the entire car wet and rinsing your wash mitt in the clear bucket after every section and then re-applying soap from the soap bucket. If your car is very dirty, you may want to repeat the wash and rinse process several times. Do not let any section dry, especially if you live in an area with hard water. Water spots can etch the paint and require correction later if not noticed during drying.

The dirtiest parts of the vehicle are

Driving Impressions 911 GT3

by Gregg Plourde, SVR Member

First of all, I'm not a professional driver, but I am a driving enthusiast, having purchased my first sports car in the 70s. Over the years, as I changed cars, each car producing more in both horsepower and performance. I have had the opportunity to experience the differences in how each car felt and responded to input. So fast forward to today and six cars later (including a 2007 997 Carrera and 2008 Carrera S), I ended up with a 2007 911 GT3, go figure! Many enthusiastic reviews and accolades have been written and published since the introduction of the GT3 in 1999.

So where does the GT3 designation come from? It started back in the mid 50s with the option of the 356 – the Carrera GT, a lightweight street

legal racer with a 4 cam performance engine. This was followed by the 911 versions, the R and RS, and then the 964 RS and 993 RS in both comfort and hardcore versions. The 964 RS came in three variations – RS Homologation, RS Lightweight, RS Touring. All street legal racers indeed. Customers who wanted a few comforts bought the RS Touring. The beginnings of the GT3 were born. In the years between the 356 Carrera GT and the GT3; Porsche has moved the GT cars from bare bones racers to cars with

similar creature comforts as the current Carrera models but with the same racing heritage built in.

The first GT3, the 996 (and all GT3's up to the RS 4.0) all received the engine developed by Han Mezger, Porsche's motorsports engineer for the 911 GT1 Le Mans series. But to pay for it, Porsche added it to the GT3 RS, Turbo, Turbo S, GT2 and GT2 RS cars to increase sales and offset the cost of development of the M96/72 engine. The M96/72 Mezger engine does not have the IMS bearing issues as it is a true dry

gave the first GT3 a unique look. The 996.2 (2003 – 2004) horsepower grew to 381 HP and it received a new flat look rear wing. It was the first time we see the GT3 RS, a lighter weight version with handling improvements. The 997.1 GT3 (2006 – 2007) would produce 415 BHP from 3.6 liters. At that time, it had the highest horsepower per liter, more than any normally aspirated production car. Other changes included an updated front and rear bumper and a return to a sculpted rear wing. The RS version retained the same power output, but

in a lightweight version. The 997.2 (2009 – 2012) 3.6 liter grew to 3.8 liters and 20 more HP over the 997.1. Changes in body work, center lock wheels and a beautiful new rear wing finish out the car.

There was a GT3 3.8 RS version that ran into a little problem - the Nissan GT-R. To answer that challenge, the GT3 RS 4.0

was introduced (producing 500 BHP) before RS 3.8 owners could warm up their engines. The latest GT3 and GT3 RS have taken the automotive world by storm as all previous GT3s have. Performance, a new DFI engine and an interesting change in transmission type to a modified PDK are just a few of the changes.

All these changes are well documented and I'm sure you've read some articles and reviews. See the October 2015 issue of Panorama for an interesting article on the beginnings and more



Photo - Gregg Plourde

sump configuration designed for racing as the oil pumps are driven directly by the crankshaft.

The GT3 has had a number of technical changes throughout the years. Briefly, the 996.1, (1999 – 2000 and not sold in the US) received the wonderful Mezger engine producing 360 BHP from 3.6 liters, the Mk1 is based on the C4 chassis that gives the car its torsional stiffness without rewelding, like previous RS cars needed to get their stiffness. Also a highly sculpted wing at the back

interesting details of the GT3's history.

From the outside the car looks like any other 911 but with front and rear bumper design changes. Of course, the rear wing tells you something is different. The GT3 has a third radiator up front and that unique 'smile' upper air grill. A quick turn of the key answers that question as the engine rumbles to life from behind and tells you it wants to stretch its legs. The clutch is heavy and the gear shift is tight and precise. Definitely different from the Carrera. The engine is smooth and subdued below 4000 RPM, good for around town but above 4000 the beast awakens and the torque keeps you pressed into the seat – the revs climb quickly towards the 8400 RPM limit. A quick shift into second and you're off again, and this time you have to start paying attention to speed limits. Another shift into third comes before you know it; the reminder about speed limits returns. The manual gearbox, at these RPMS, shifts smoothly and quickly. No fussing around here. A shift into fourth and you can stop worrying about speed limits; you're

well above them all. Fifth gear comes and now you get to feel how surgically precise the steering is. The revs climb, and you think you're done. No, there's more! The car is planted and responsive the growl coming out of the exhaust is exhilarating - no radio needed. It's time to slow down and come back to earth. I'll trust Porsche that the top speed is 193 mph. The brakes are wonderful with 380mm discs up front and 350 discs at the rear; there is plenty of stopping power. They bring you down to a stop without upsetting the suspension in the least, 60-0 happens in 98 feet. On the track you can go deeper into a corner in a sort of scary way. "Am I too deep?" comes to mind, but press hard and they obey and bring you down with no problem. It's like a controlled crash, just push and remember to keep your teeth off the steering wheel.

The ride is not much different than the Carrera or Carrera S, a little stiffer but not by much. The car transitions bumps and changes in the road very well. Push the Sport Button and the Sport Exhaust and things change; the engine note

lowers to a growl and there is a noticeable increase in stiffness. Step on the gas above 4000 and all the way to the red line the engine starts to howl, which changes to a scream as you approach the redline. The suspension is agile and for those daring enough, the suspension is adjustable - five positions in the front and three in the back. Cornering is direct and purposeful giving plenty of feedback from the steering wheel. The Traction Control (adapted from the Carrera GT) keeps the car well planted and you don't really know all the work it's doing when you in the twisties. You can comfortably drive to the track, autocross or join one of the many tours the Club offers and get ready for the social! Believe me your passenger will need it!

The SVR Breakfast Group meets at -

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916.683.2046



The First Saturday of Each Month

The Club is a conversational group dedicated to the enjoyment of its members. It is a friendly group in which there are no strangers. Please join us for conversation about our cars, upcoming events, or anything that interests you.

Meet in the banquet room at 8:30 A.M.

Order from the menu and pay for your own meal

Any Questions? Call Herb or Jan Hoover at 916.424.5163

2015 Zone 7 Competition Series Awards

by Rik Larson, SVR Rally Guy

SVR Members Receive Awards

You really have to participate in the Zone 7 events in order to be eligible for a year end award. You do that and you stand a good chance of being rewarded.

On February 27th, Zone 7 held their annual awards presentation (this year at Dave & Busters in Milpitas). Awards were presented in the AX Series (best 4 out of 7 events counted); Concours Series (best 4 out of 7 events counted) and the West Coast Racing Series (best 7 out of 16 events counted).

SVR members Scott Lines and Darrel Huckabay took home AX awards in Class S with a 1st and 2nd place respectively.

In the Concours, Jim McMahan was the sole SVR member to pick up an award (actually awards). Jim showed his 1980 911 in the Wash & Shine class at 5 events. Jim also picked up the Carol Kleindeinst Memorial Trophy (highest point score of any competitor).

There were no SVR award winners in the 2015 West Coast Racing Series.

There were 5 winners from Golden Gate Region. The 2016 West Coast Racing Series involves a number of events held at 7 different race tracks over 9

and they have their own newsletter. Check it out at www.pca.org

One of the best things about participating in any of the Zone events is meeting new Porsche people from around northern California.



weekends. And they are spread out to include tracks in Utah, Colorado, and California. This series is part of the PCA Club Racing folks.....something that we don't hear much about. PCA Club Racing has been around for 25 years

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 jimmcmahen@hotmail.com



Hello, my name is Joy Nieslony. I am your 2016 SVR Treasurer and I am excited about taking on this position. My decision to become your treasurer came up during the past holiday dinner when Collin Fat, your SVR president, asked for volunteers to step up and fill two positions on the 2016 board. With my background in the financial industry, and my passion for all things Porsche and SVR, I felt compelled to volunteer for the treasurer position. I thank you for giving me the opportunity to contribute to our success this year.

A little bit about me. I am a native Californian, born and raised in the Redding area. I have two wonderful children, Sabrina and Hunter, that many

in the autocross community have got to know over the last dozen years. My introduction to the Porsche club came from my husband Steve and his involvement in PCA autocross. I met him in 2003 and began to autocross shortly thereafter. In 2004 I was named Rookie of the Year. I have

always loved Porsches and I am truly honored to support our club.

This year, besides being your Treasurer, I will also be the SVR Autocross

Co-Chair. In the past years, I have been a member of the autocross team where we may have met at the registration trailer.



My husband and I autocross a modified 1972 914 and have taken it to three west coast Porsche Parades. We also enjoy leisurely drives in a 1962 356 that Steve and his dad restored in

Photo - Barbara McCrory

the 1980s. I hope to see you at a future event – I look forward to saying hello!

CRAB IS COMING!

May 13-15

3-day Multi-region event will include:

- **Friday Night:** Welcome party including music & no-host bar, Funkhana
- **Saturday:** Morning Autocross & Driving Tour;
- Afternoon Autocross & Driving Tour; Walking Tour
- **Saturday night:** CRAB Banquet & Dancing with Music by The Speedsters
- **Sunday:** Rallye, Gymkhana, Concours de CRAB, Beer & Brat BBQ

...and a very special private air show by SVR's own Brian Sanders Sanders Aeronautics

Registration is open - Limited to 250 entrants!

Check out details at: <http://svr-pca.org/content/crab-36>

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Social Hour 4 pm -- Dinner 5 pm

Choice of Entrée - \$38

(includes sauteed fresh mixed vegetables)

- Chicken Parmigiana
- Veal Marsala
- Petrale Sole Francese
- Eggplant Rollatini



Dinner includes Antipasto Italiano Appetizer, Soup or Caesar Salad, Penne ala Vodka Sauce, and Dessert - Mixed Mini Cannoli's & Butter Cookies. Price includes tax and tip. Soda, Coffee, Tea, Cocktails, Beer & Wine are available for an additional charge.

Send check (payable to PCA-SVR) by April 25 with entrée choice(s) to:

Ernie and Wendy Bulhoes

4814 Waterbury Way

Granite Bay, CA 95746

916-791-4971 or email: erniemb@yahoo.com

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Your Porsche and Performance

by Skip Quain, SVR Technical Chair

From its inception the Porsche brand has been performance oriented. The earlier 356s and 911s were Spartan by design as pure driving machines. But over the years the Porsche brand has added more powerful engines, improved suspensions with more comfortable and quieter interiors, automatic transmissions, GPS systems and many other creature comforts. As the power has gone up the tires have gotten wider and braking systems enhanced. Throughout the years the Porsche has remained an outstanding high speed street and race course cruiser.

When you as an owner look increase the performance of your Porsche there are four areas to discuss:

- 1) Improve your Driving skills
- 2) Performance Tire options
- 3) Suspension options
- 4) Brake (Caliper/Rotor) options

Over the next several issues of the "Drifter" I will discuss each of these options, and I welcome your feed-back. So let's start with what I have learned is the most important area a Porsche owner should address to obtain the most noticeable results – DRIVING SKILLS MATTER.

I have raced a Vintage Lotus 23B sports racer for over thirty years at tracks such as Laguna Seca, Sears Point, Thunderhill, and others. I found that understanding the performance of your car is a critical part of improving your cars performance. When learning to race my Lotus I was fortunate to have a friend who was a professional driver and team owner, Steve Cameron. Steve instructed me that the "line" was the fastest way around the track. Following the "Line" will show you how to enter a corner, where to brake, and the point on the curve the apex is located. Working with Steve over several years I became an improved driver. As my

lap times dropped, I was racing with some of my faster competitors, running faster laps and having MORE fun. I then discussed with Steve what I could do to make my Lotus even faster, to continue lowering my lap times. Steve recommended I schedule a test session at Sears Point, and he would have one of his drivers, Indy/IMSA driver Memo Gidley test the Lotus.

My Lotus was set up with a bit of understeer so it was easier for me to drive. My times in the Lotus were at Sears Point were in the 1:56 – 1:57 range. With no previous history in the Lotus, Memo took the car out to check the setup, tire pressures and handling. He came in once for a tire pressure adjustment and within a total of 10 laps had the Lotus turning 1:46 -1:47 laps. The top cars in my class turned 1:50-1:51. Case in Point – in 10 laps a professional driver in an unknown car was turning times 4 seconds faster than the "Fastest Cars" in my class - no set up change, no new tires, and no engine changes. Memo showed DRIVING SKILLS

- to improve the performance of your Porsche first learn that Driving Skills are the most immediate and gratifying ways to improve your Porsche's performance Now.

The Goal: Improve the performance of your Porsche through enhanced driving skills. First you must get comfortable learning your Porsche's capabilities. I strongly recommend as the first step is to sign up for SVR's Autox program. The SVR Autox program is an exhilarating and fun way to help raise the level of your driving skills to match the capabilities of your Porsche! A high intensity driving experience, the Autox program consists of one car at a time making runs against the clock on a closed course marked with orange cones. Qualified instructors will be teamed with each driver to best help you learn how to approach the course and get you comfortable driving your Porsche. No previous experience is necessary; novices are welcome. We cultivate an air of camaraderie and fun amongst our participants. All you

need is a driver's license, a certified automotive helmet, also available to borrow, and a car that can pass a basic mechanical safety inspection. The dates for the SVR

Autox program are: March 12th the SVR Autox Ground School at Niello Porsche, and March 19th for the practice session at the Stockton Fair Grounds. Contact Greg Zajic, Autox Chair, to

discuss his program.

The Autox Ground School program is designed to cover the basic topics and techniques of Autox prior to attending the Autox practice session at the Stockton Fair Grounds. At the practice session you will be teamed with a qualified coach who will walk the course with you and ride on your runs pointing out where to brake, to turn and accelerate. After several runs, I recommend you ride along with your coach as he takes a run driving his



Photo - Barbara McCrory

MATTER. He was taking most of the turns at Sears at least one - two gears higher than I was. He was carrying much more speed through the turns, braking less which resulted in lower engine revs and higher exit speed coming out of the turns with less stress on the car. After Memo's test session I worked on his suggestions and reduced my lap times over a period of 2/3 races dropping from 1:56-1:57 to 1:54 -1:55 with the same set-up. The point being

Porsche at a competitive level. Then having your coach drive your car at a competitive speed will give you a feeling of your Porsche's capabilities in the hands of an experienced Autox driver. See the "Drifter" for this year's Autox schedule, and sign up for additional Autox events that will further enhance your driving skills, and enjoyment of your Porsche.

The next step in gaining knowledge of your Porsche's performance look into SVR's Drivers Education program. A perfect environment for Porsche owners to learn more about performance driving your Porsche the way Stuttgart designed it to be driven. Experienced instructors are paired with students of all levels of experience helping them safely learn vehicle dynamics and high performance driving skills in a safe, controlled setting on a closed track. If you have always wanted to learn more about driving technique, joining a DE event is the safest, single best way to learn. What you will learn about vehicle dynamics and high performance driving will carry over to street driving and make you much more aware and capable in an emergency situation on the street.

Note: prior to your Track Day, obtain a video of a car running the track where the session is to be held. Google skip quain at Laguna Seca for a video of my 2013 race at the Rolex Reunion. Watch the video on your computer or better still on your big screen TV with the sound up and a track map to familiarize yourself with track layout and its turns. The local tracks where DE events may be held are Thunderhill Raceway, Sears Point Raceway, and Laguna Seca in Monterey.

I challenge YOU to take the Autox school and/or the Drivers Education

Program and tell me your Driving Skills did NOT improve.

Final notes: One method of learning your Porsche's capabilities I do NOT recommend – driving as fast as you can on local roads. Lastly - DO NOT TURN OFF THE PSM (Porsche Stability Management) when running an Autox event or DE session or DURING NORMAL DRIVING.

The next article will go into how tires, suspension changes, and brakes affect performance.



Photo - Barbarta McCrory



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SVR Board Minutes

By Rita Barker, SVR Secretary

Board Member and Event Chair Reports

Call to Order by Eduardo Ortega, Jr. at 7:00pm

1. Approval of Minutes from February meeting approved electronically
2. Old Business:
 - a. Budgets for the March 10th dinner at Super Taco and the March 19th Blackhawk Museum tour were submitted via email vote. Both were approved by the Board.
3. New Business:
 - a. Alma Thompson announced the date for the 2016 Christmas Party will be December 17th with the location yet to be decided.
 - b. Matt Menning submitted his budget for the March 5th Canapa Tour for approval. Motion to approve made by Frederick and seconded by Rich Walker. Approved.
 - c. Mike Dunn requested 30 SVR car badges from the Goodie Store for use in plaques to be awarded at CRAB 36. Motion to approve made by Frederick and seconded by Bill Fargo. Motion approved.
4. Treasurers Report: January financials were presented by Joy and Janet as well as the 2016 budget for which motion was made to accept the 2016 budget by Frederick and seconded by Steve B, Board approved motion.
24. Presidents Report: Eduardo reported on Collins behalf, The PCA annual Region Report was updated to reflect adding Skip Quain as Tech Chair and the removal of Social Media Chair which we do not have. Also changed delivery of the 20 Panoramas to be sent to Sue Sanders per request by Rich Walker. Collin and Eduardo will be attending the Zone 7 Presidents meeting on February 27th. Kim Nelson and Kirk Bradford will also attend to promote the CRAB 36 event. The committee reviewing SVR procedure documents and policies will convene in March. Members are Collin Fat, Bill Fargo and Barbara McCrory. Committee will use RPM 2016 as a template to organize our procedures.

Drifter Steve McCrory	Drifter deadline is being moved the the 15th of the month.
Competition Frederick Rauch	2016 Concours budget approved. New helmets are being lettered.
Autocross Greg Zajic	
Concours Kent Brandon	No report.
Driver Ed Frederick Rauch	No report.
Rallye Rik Larson	No report.
Charity	Vacant
Advertising Mike Dunn	See new business
New Member Group Sue Sanders & Janet Conner	No report.
Treasurer Joy Nieslony	See item no. 4
Goodie Store Linda Bradford	No report
Membership Richard Walker	Rich Walker reported as of February 1st, SVR had 766 Primary members, 477 Affiliate members for total membership of 1243. There were 16 new members, 4 transfers in and 0 transfer out.

Dummkopf	No report.
Social Bob Lozito	Excused Absence
Technical Skip Quain	Update on BlackHawk toru, with discussion on the parking and insurance.
Webmaster Bill Fargo	Reported and web page activity of hits and "location" Looking for new material.
President Collin Fat	Excused Absence.
Vice President Eduardo Ortega, Jr.	Calendar updates were sent out to the board via email.
Past President Steve Barker	RCRABB 36 registrataion will go live February 15th.



MEETING ADJOURNED: 9:00 PM (PT)*

NEXT MEETING: 7:00 PM PT, Wednesday, March 16, 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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February Membership

By Richard Walker, SVR Membership

Membership Report

	Feb 2016	Feb 2015
Primary Members	766	681
Affiliate Members	477	476
Total Members	1243	1157
New Members	16	10
Transfers In	0	
Transfers Out	0	

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 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 email, work, home, spouse, friend...? It's as easy as e-mailing your second e-mail address to the Membership Director at: membership@svr-pca.org

Lost the gold medallion from your badge?

Mail \$3.00 to the Membership Director to receive a shiny, new replacement.

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How can I contact the SVR-PCA by mail?

Sacramento Valley Region-PCA,
Post Office Box 254651,
Sacramento, CA 95865-4651

New Members

Alpert, Jennifer
igeralpertpalchak@gmail.com
2007 911 Carrera 4S Coupe
Granite Bay

Bissel, Robert
bBissel@brmservices.com
2016 Cayenne
Roseville

Blomquist, Derek
dablomquist@gmail.com
2005 911 Carrera S COUPE
Roseville

Blomquist, Duane
dblomquist59@gmail.com
2005 911 Carrera S Coupe
Auburn

Casale, Steve
steve@altaplating.com
2013 911 Carrera S
Roseville

DeVore, James
Slaughter, Kim
yeljak@pacbell.net
1967 912
Carmichael

Katsura, Keith
kwkatsura@gmail.com
2001 911 Turbo
Roseville

Kendrick, Greg
GKendrick@ssctv.net
2016 Cayenne
Auburn

Lumbang, Dena
info@autovaultinc.com
2007 911 Turbo Coupe
Elk Grove

Montague, Bill
mna@surewest.net
2007 911 Carrera S
Roseville

Parker, Jack
jsp@jsp47.net
2016 Cayman GT4
Rancho Murieta

New Members

Price III, Al
honestenginemid@sbcglobal.net
1977 911S Coupe
Sacramento

Ramirez, Eric
eric.r.ramirez@gmail.com
2001 911 Turbo
Napa

Rashidi, Hooman
hoomanrashidimd@gmail.com
2013 911 Carrera 4S Cabriolet
El Dorado Hills

Segura, Tony
tonysegura6@aol.com
2001 Boxster
Folsom

Steele, Kirk
teamsteele@sbcglobal.net
2005 911 Carrera
Rancho Murieta

Anniversaries

1 year

Fred Bolay
Gary Conway
Joshua Dirksen
Keith Eide
Erain Fonseca
Allen Gillespie
Bryce Hansen
Mark Hansen
Perry Maringer
Kathleen & Richard Nefzger
Julie Partain
Thomas Petros
Robert Richey
George and Evelyn Ryan
Douglas Schulze
Sam and Liz Sublett
Peter Sugar

5 years

Robert And Julie Antrim
Jay Guevarra
Michael and Lana Korn
Eric Mettler
Jeff and Kimberley Sly

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Curt Adamson
David and Kaye Mitchell
Ron and Tobie Reagan

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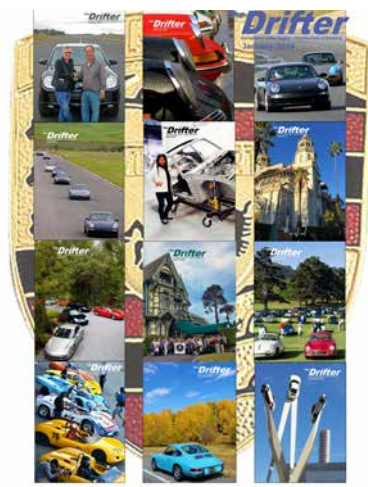
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WANTED

914 FRONT BUMPER COVER in good to very good condition. Contact Steve McCrory at steve@ground-speed.com

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VINTAGE STYLE SUITCASE for my black 912, prefer leather in black or tan. I am open to all styles and colors. Please contact Richard Shelton 530.8630044 912rich@att.net

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SVR Goodie Store

Linda Bradford, SVR Goodie Store Manager

Check out our NEW Online Goodie Store!

**Access the store using the following link:
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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:



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916.899.5731.



SVR License Plate Frame \$10

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