

The Drifter

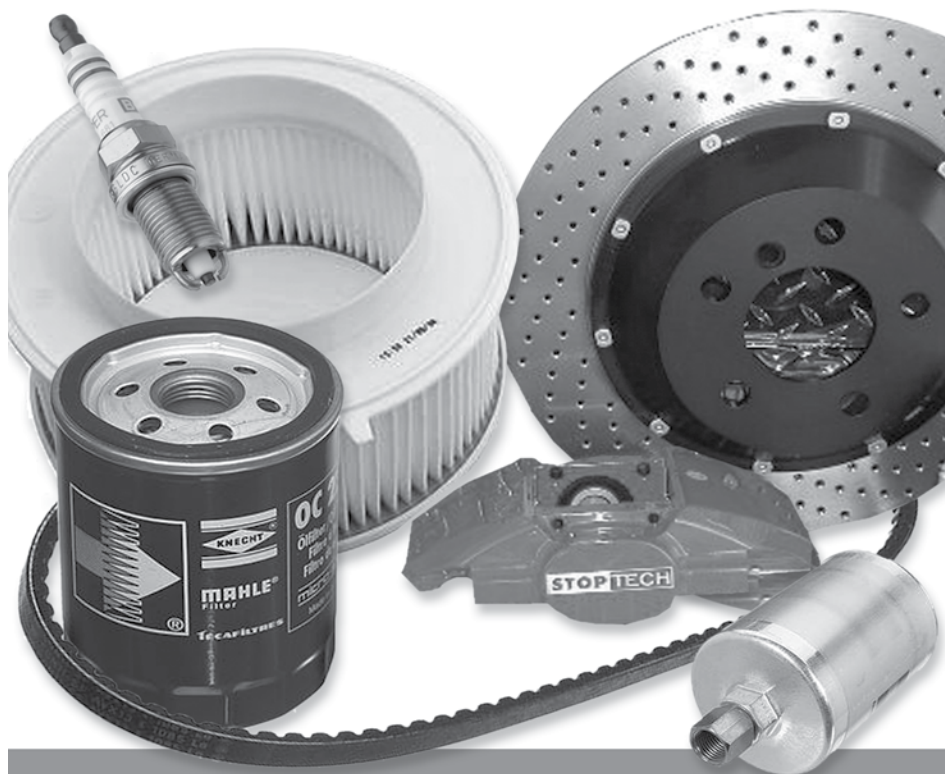
Sacramento Valley Region - Porsche Club of America

May 2016





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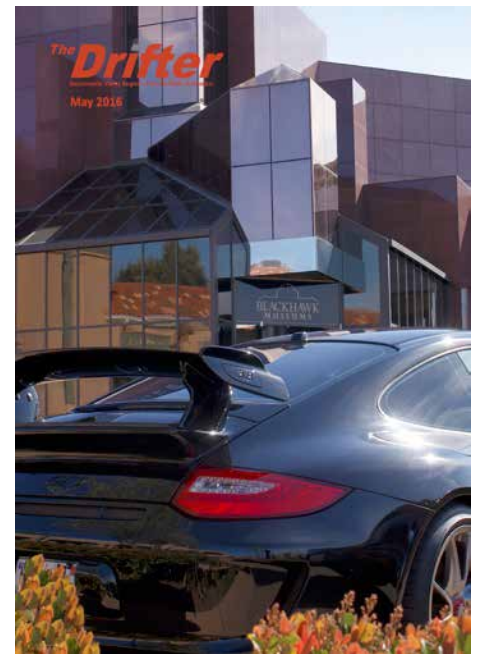


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On the Cover

Blackhawk Tour, by Kirk Bradford



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Sears Point Autocross	July 16
Thunderhill Raceway	Aug. 12
Sonoma/Sears Point	Aug. 27
Sears Point Autocross	Aug. 27
Sonoma/Sears Point	Sep. 26
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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. 5

May 2016

Upcoming Events

- 5 SVR, Zone, PCA & Local Events
- 6 Upcoming Events, Close Ups

Features and Reviews

- 7 Advertiser Spotlight
- 8 CRAB 36 Logowear
- 10 Tour To Blackhawk
- 12 Niello New Porsche 991.2
- 14 Porsche Roads
- 16 First Porsche 360 series design
- 19 SVR Board Terming Out
- 20 In the Zone

Columns and Sections

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



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SVR President's Notes

Collin Fat, SVR President

Niello Porsche Autocross School a Huge Success!

As a past autocross chair, I am happy to report that our 5th annual event was yet another sell out. The school was started with the intent of sharing the autocross experience with other SVR members with a goal of building participation in the sport. Over the past 5 years the program has graduated over 150 student autocrossers, some of whom are part of **Greg Zajic's** autocross team today. Among the team of graduates are **Jon Sturtevant, Leah Zajic, Bill Faust, Ed Busuttil, Melinda Lincoln, Weyland Fat, Kent and Joette Treiber, and Carl Winkler.**

The 2 day school was held in March just before the April 30th opening event and attracted 30 students. The ground school portion of the school was held at Niello Porsche and was led by **Matt Deter, Greg Zajic, and Joy Nieslony.** The ground school covered what to expect at your first event, how to prepare for your first event, terminology, and car control basics such as hitting the apex, braking, how to determine the fastest line, and safety rules. Lunch as well as a continental breakfast was provided by Niello Porsche.

Thank you Niello Porsche for your support!

The following weekend, the students were off to Stockton for some hands on driving exercises finishing up with all of the students running a full autocross course in the afternoon. After the mandatory drivers meeting and completing tech inspections, each student was paired with one of SVR's autocross instructors. To accommodate the number of students, several of

the instructors volunteered from throughout Zone 7 including **Grady Carter** and **Howard Thomas** from **Redwood Region.** The morning session concentrated on 4 main exercises which included braking, slalom, skid pad, and cornering at the limit. In the afternoon the course was reconfigured to include a challenging Chicago Box and the timing system was readied for the start of the afternoon session. Most students showed enough progress and were left on their own after a few runs and all of the students had huge grins after each successive run. Our autocross school is only scheduled once a year if you missed it you will have another chance at the Golden Gate Region's Poor Boy's Autocross School on July 16th. A big thanks for the autocross team instructors for another job well done!

Sacramento Valley Region Submits for



Photo - Collin Fat

goal to repeat as I have personally noticed that many regions across the nation have updated their websites over the past year. In addition to the submissions for newsletter and website, I submitted an application for PCA's region of the year. The club was last honored in 1971, and applied several years back. I feel that with the level of activity the club has had the past year, 53 events, a hugely successful charity auction, and a stellar turnout for our autocross series as well as the DE event at Thunderhill that SVR was among the most active regions in PCA. I like our chances to sweep all three categories and hope to have some good news following this year's Parade in Jay Peak Vermont.

Herb Hoover Steps Down as the Club's Share the Wealth Chairperson

After 12 years serving as the club's **Share the Wealth Chair, Herb Hoover** has decided to step down and pass the torch to **George and**

Lisa Okamoto. Both George and Lisa are relatively new members and have volunteered to take on the position. The club owes a huge thanks of gratitude to Herb for his tireless work in making **Share the Wealth** such a successful institution. Herb annually raised over \$800 per year attending

dinner all over town, securing auction items and selling the raffle tickets at countless club events. We will surely miss him and wish him well. However, Herb will continue to organize our monthly breakfast. On behalf of the board of directors, a big thank you to Herb Hoover for your dedicated service!

PCA National Awards

Our Drifter Editor and his team of crack editors and layout wizards have submitted a nomination in PCA's annual newsletter contest. Last year, the **Drifter** was honored with a second place in mid-size regions in Class IV and Drifter Editor, **Steve McCrory** hopes to gain first place this year. Meanwhile, our SVR webmaster, **Bill Fargo**, hopes to again repeat as last year's **Best Overall Website** in all of PCA. It will be a tough



Editor's Corner

Steve McCrory, SVR Drifter Editor

The recent **Pacific Grove Tour** experience was another great weekend tour event for the Sacramento Valley Region members who attended this bi-annual trip to one of my favorite areas of California, led by **Jim and Linda McMahon**. Once settled in, I was tempted to find some of those "Wish You Were Here" postcards and mail them to all the people who couldn't join us. Among other highlights, it included a drive along the Sacramento River levee roads and through the Delta then toward Livermore where we picked up the twisting backroads that ran up the hills to the Lick Observatory. Group dinner was Saturday night at Max's Grille in Pacific Grove.

Steve Barker came up with the brilliant idea of a photo contest, and we gathered after dinner to select the very best, to be included in a future issue of the Drifter and seen on the club website. Barbara and I took the time on Saturday to drive down California **Route 1 to Big Sur**, one of the most iconic and well known stretches of road in the country, as well as one of the crown jewels of California's road system. I can report with some disappointment that some of the magic is now missing with cracked and potholed, and uneven pavement now part of the driving experience, and it really shouldn't be. California once had the best maintained roads in the United States. Hello Sacramento, we have a problem.

With only a few weeks until **CRAB 36**, comes news that we have reached the 250 people limit. **Kim Nelson** sends word that Niello Porsche is bringing two new vehicles for show and tell, and maybe a drive as well, a new 991.2 and a Macan. **Mike Dunn** reports more vendors and sponsors have stepped up to be part of the event as we come in on short final approach to lone. Sponsors and CRAB Team members will

be listed as part of the official **CRAB 36 Program**. If you have questions at the CRAB event, look for team members wearing the yellow tee shirts. And look for **Manny Alban, PCA National Past President** to attend, rumor has it he had to wear lipstick at the last CRAB event, don't know what that's about, but he's back for a rematch.

Spring is finally here with good



weather, so it's again the season for **Cars and Coffee**. Our local **Grass Valley** version happens every Saturday morning, and includes both foreign and domestic, gathering a mix of muscle cars, hot rods and classics, as well as a growing number of Porsches. There are a number of similar events in Sacramento, and the Bay Area and North Bay, some by marque but most open to everyone who wants to attend. SVR and the 356 group have their own version, call it Cars and Breakfast with SVR having a **First Saturday** breakfast at

Brookfields. Whatever you drive, if you are an auto enthusiast, we all speak the same language.

Sandy Provasi is our new Zone 7 Representative for 2016, and has agreed to provide Zone 7 and PCA National news updates to SVR, as well as the rest of the regions in the Zone. Attending events put on by other clubs is a great way to connect with other Porsche enthusiasts, and share information on club activities. Think Concours and Autocross, but tours and social events are also a possibility. This new avenue of communication can only make our shared Porsche Club experience better

Steve Barker, SVR Past President will soon be heading up the **Nomination Committee** to find people interested in being SVR Board Members and committee chairs for 2017. This club runs on the energy and enthusiasm of volunteers willing to put on events and manage the ongoing operations of our group. More information on open positions and how to get involved will be found in coming issues of the Drifter.

In this issue, special thanks go to **Kirk Bradford** for providing the cover photo of the recent Blackhawk Museum Tour.

Tim Cronin provides the latest Porsche Roads feature; **Barbara** and I drove it a few days ago and it took about 2 hours. Add in lunch and a walk around historic Colfax and you've created a fun afternoon.

Let the Drifter Team know if you have a favorite drive you would like to share with club members, and become part of the Porsche Roads Crew.

Skip Quain tells us about Porsche's early race car design, and **Mardi Quain** contributes the story about the Blackhawk Museum Tour, and **Collin Fat** gives us a look at the recent 991.2 unveil held at Niello Porsche.

There's much more, take a spin through the pages of the May **Drifter**.



PDK (Pretty Darn Kwik)

Rik Larson, SVR Rally Guy

Sold out events?

Yes, we have had several events (dinners, tours, clinics, schools) completely filled over the past several months (and CRAB 36 will be filled by the time you read this). And I expect that there are several more on the calendar that will fill. Even though the June dinner at Mint's is more than 6 weeks away, it will fill before the deadline (maximum of 34 people). The Castello wine tour on June 10th has room for 5 more cars (as when this is written on April 20th). The SVR members BBQ on July 9th will accommodate 200 according to event chairs Janet Conner and Suzanne Sanders. More info on this event is coming soon.

April Fools Rally

Remember when I mentioned this event in February? Well, Richard Wetzel

and Delores McKinnon placed 2nd in class (Master Expert) and 2nd overall. Delores was listed as belonging to SVR while Richard was shown as being a member of E=MC² (this goes back to the real old days --- 60's, when there were a bunch of rallyists at UC Davis..... European Motor Car Club). This was the 52nd annual running of the gimmick rally.

"Pretty Crap" is gone

Formula 1 dropped their new qualifying system after 2 races and has returned to the 2015 system of qualifying. The Haas F1 Team did not do well at the Chinese race, but both cars finished.....but no points this time. Next race is in Russia.

1999. and it has showed up in BMW and Audi recently (and several other cars). When do you think that Porsche will provide it as an option? You can get the portable type (Garmin) but that darn cord keeps getting in the way.

991.2

Or is it 991-2? How about 991 Gen 2? Seems that the media is just not too sure what to call the new 2017 Porsche 911. I am sure that this will settle down soon.

HUD. Huh?

Heads up display? This has been available on the Corvette since late

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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

- 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
- June 4 First Saturday Breakfast, Brookfields
- June 10 Castello di Amorosa Winery Tour, Calistoga
- June 12 SVR Zone 7 Concours, Niello
- June 13 SVR Dinner, Mints, Rancho Cordova, Willis's
- July 2 First Saturday Breakfast, Brookfields
- July 9 SVR Members BBQ, Sanders & Conner
- July 18 SVR Dinner, Plourde's

2016 SVR Autocross Events Contact Greg Zajic: 916.961.6495 / autocross@svr-pca.org

- 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 SVR First Saturday Breakfast [Brookfields Restaurant](#)** 11135 Folsom Blvd., Rancho Cordova.
Saturday 8:30 - 10 AM Come by and enjoy a great time with breakfast. Senior breakfast is also available. You are welcome to just show up. Herb and Jan Hoover at 916.424.5163
- 2nd SVR Board Meeting**
Wednesday 7 - 9 PM Sacramento Metro Fire Department Station 32, 8890 Roediger Lane (just off Hazel, north of Sunset Avenue), Fair Oaks.

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

- 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

WEST COAST CLUB RACING

- May 14/15 Buttonwillow
- July 22/24 Laguna Seca
- Sept. 3/4 Thunderhill

Upcoming PCA Events 2016 - 2017

- 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

- 2nd 356CAR Breakfast
Saturday 9-11 AM Marie Callender's, 5525 Sunrise Blvd. Citrus Heights. Jim Hardie; jehardie@aol.com
- July 12 Concours Raduno, Niello

Upcoming Events - Close Ups...



CRAB 36

So just where is Eagles Nest Airport? You can Google it and it will pop right up. And then when you ask it to provide directions, you will get those also (same is true for MapQuest). Just be careful of a couple of dirt roads. WHAT? Yes, part of Lambert Road to the north of the airport (loops to meet Carbondale Road) is dirt. And Maxwell Road (south of the airport that links Lone Road with Carbondale Road) is a shortcut but is not a very good road.

Several folks have already traveled on these roads (like when heading to a meeting) and have reported on the conditions (probably OK if you have your Cayenne or Macan). As far as the TSD Rally is concerned, we will not be using those roads. You have been warned. And I am sure that you will be warned several times.



Zone 7 Happenings

The 2016 Zone 7 AX rules have been published and are on the Zone 7 website

The Zone 7 AX season consists of seven events, two of them have already been held (in April). If you did not attend either of those events, then you have got to get going by attending 4 of the 5 remaining events in order to be eligible for the year-end awards.

The Zone 7 Concours season begins in June with 2 events (back to back). The series consists of 7 events. Same rule applies for year-end awards as the AX awards----- have to compete in at least 4 of the 7 events.

The Treffen Lake Tahoe website is up and running (treffen.pca.org). It will feature a lot of tours (no competitive events). The Treffen North America 2017. More Information in the April Panorama (begins on page 98).



Cambria Tour

Gregg and Rebecca Plourde are chairing this event (they were the co-chairs of the San Simeon Tour in 2015). Details are still being finalized but there will be a picnic and wine tasting on Friday, tour at Antique Aero on Saturday, And of course there will be socials on Friday and Saturday evenings. Dates are September 30th to October 2nd. Co-chairs are Brian and Suzanne Sanders. More details coming.

SVR presents several 3-day tours each year: Pacific Grove and San Simeon (alternating years), Mendocino Tour each November, and now the Cambria Tour.



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Advertiser Spotlight:

by Mike Dunn, Sponsorship Chair –CRAB 36

Within a short two weeks, CRAB festivities will begin. It has taken volunteers many months of planning and preparation. It could also not have happened without the support of our generous sponsors.

Those attending the event are invited to walk **"Vendor's Row,"** located outside Hangar 3.

Many of the sponsors will be displaying and demonstrating their goods/services at the tents along "The Row." This is an opportunity to meet them and thank them for their support. It is also an excellent time to get those questions answered by the business professionals.

Along with the demonstrations, many of the sponsors will be featuring specials.

I am informed that **Andiamo Travel** has organized some excellent travel

packages for that special get-a-way.

NFS Design is offering watches and unique jewelry. Detail Maniac is showcasing detail products along with application advice.

Niello will be bringing Porsche Demonstration models.

Elite Auto Imports, our newest advertiser, will be bringing two Porsches from their inventory.

Check out the "Row," you may learn something and have some fun.



Additionally, since there is limited electricity and internet cell service at Eagles Nest, don't forget to bring cash or checks for your purchases.

Happy Motoring.

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CRAB Logowear

By Linda Bradford, CRAB 36 Goodie Store

Now that I've thoroughly bored you with dressing the Crab, bejeweling the Crab, and accessorizing the Crab, let's look at a few other aspects of "being the Crab."

The first thing that comes to my mind is eating the Crab. On Saturday night, we will be having a delicious Crab dinner, coordinated by Collin Fat and Cookie Anderson. It will be catered by Rudy's Hideaway, one of Sacramento's best fresh seafood restaurants.

All of you more "experienced" Crabbers remember in years gone by that "Crab" specific eating utensils were occasionally available for you to buy. These helped you eat as much crab as you needed without spending hours getting it out of the shell and onto your plate. Knowing that there are many new members attending this year, the Goodie Store is offering a limited number of Crab shell crackers and fork/scooper utensils for purchase

at reasonable prices. Experienced Crabbers, remember to bring yours; new members, first come, first served. We provide the Crab bibs and the hand wipes to clean up when dinner is over.

I may be wrong, but this may be the first Crab with a strong "Camp the Crab" group. No, I can't sew you all little Crab curtains for your trailers or big camping vehicles. However, you may want to buy a Crab coffee mug to use around the campfire. Is that still allowed in California? We only have a few but they are cute. Or how about a small, camper sized crab ice bucket (what ice?) or some crab cocktail napkins for those late Saturday afternoon gatherings before dinner?

Don't be too early, I'm doing decorations too. Have a drink and some chips. I'm tempted to say you can walk home if you're camping but that's probably completely untrue.

And how do you "Car the Crab?" Or

is it "Crab the Car?" Well, we do have SVR car badges and SVR license plate frames. We also have a few CRAB key chains, and some "other" key chains, but get to the Goodie Store early as this is not my area of expertise.

The good news is that on Friday night, Niello Porsche will have a Goodie store right behind SVR's and they may have the perfect Porsche item you are looking for. Please thank them for their generous support of Crab 36 and the support they give to SVR every year.

Plus, on Saturday morning, there will be a row of vendors with booths lined up right outside Hangar #3, and these companies are also sponsors, and are also helping us make this the best Crab ever. Please stop by and check them out.

(Did I mention that a free Crab nail tattoo comes with every Crab jewelry purchase?) See you there!



Sacramento Valley Region PCA 2016 Autocross Schedule



#3 June 11

#4 July 23

#5 August 20

#6 September 17

#7 October 29

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



Drifting Back, 15 years Ago

by Larry Wilson, SVR Historian

May 2001

The photo on the cover of the May issue of THE DRIFTER was priceless. It was your classic facedown -- a face-to-face encounter with someone who eventually has to back down. The subjects in this photo included Marv Miller in his Boxster with wife Connie who were returning home from the March 17th new member tour. As their unfamiliar shortcut through the foothills turned into a narrow, almost one-way country road, Marv and Connie were confronted with the other party of this facedown, a 2,500lb black bull coming from the opposite direction who simply



would not move from the center of HIS road. Meanwhile Dennis and Judy Stettner who were following the Millers arrived to witness the remainder of this episode. Dennis said it was a true standoff for about five minutes. No one moved. Not Marv. Not the bull. Dennis continued, "Then an inspiration . . . just a simple request, politely made by Marv," 'Excuse me, would you mind moving out of the way, please?'" It worked. Dennis believed the bull responded to good manners because as soon as both cars passed through, the bull reassumed his position on HIS road. And Dennis got his cover shot.

Here's Dennis Stettner's update on the Bull story above: "Several SVR members have enquired where the May cover photo was taken. The 'No Bull' road is north of Highway 4 just before Copperopolis--Rock Creek Road. It goes

past Salt Springs Valley Reservoir. Take the drive but no guarantee about meeting the same bull. Look for an ear-tag #74."

The May 5 SVR Autocross #1 at Mather Field featured a Tim Howard-designed course. A lot of folks showed up with their racin' tires hot to trot -- 57 drivers took to the track during that day.

The SVR Spring Flowers Rally (also Zone 7 Rally #3), May 12, started at Mocha Jo's, just east of Davis. Phillip Marks was rallymaster and he promised a class for everyone: Expert, Novice, Beginner, and First Timer. An added plus for this event -- if you were there, you got to talk about some "real good old times" with Bob Garretson (Golden Gate Region) who used the event to brush up

on his rally-skills. I loved Bob's story about IMSA-racing at Sebring where, in 1981, he rolled his Porsche 935. The crew made repairs, but Bob lost time and ultimately finished 17th overall in the 12-hour race. Later, at the end of the 1981 season, Bob won the 1981 World Endurance Championship for Drivers. Other famous rallyists present included

Rik Larson, Phillip Marks, Kathy Smalley, Marianne Gardner (Zone 7 Rally chair) with Bob Gardner, Jenny and Hubert Lee, and Evelyn and Ashley Taylor.

The May 13 Mother's Day Champagne and Brunch Tour was managed by chair-people Jim and Kellie Finley, Marv and Connie Miller, and Allen and Dolores Weddle. A traditional annual event for SVR members, as usual it ended for brunch at the Wine and Roses restaurant in Lodi. A lot of SVR members also celebrated Mother's Day by driving their "other car" and bringing mom along on the tour. Wine and Roses served a great brunch that day.

The May 17 Dinner Meeting was held at Rick's Hacienda with Rich and Karen McGlumphy in charge. As Emily Willis said, the dinner meeting was "a hot and spicy success." Man, that sounds great, but I won't ask for more details.

The May 20 Zone 7 Concours #2 was held by Sequoia Region and, according to Tom Krugman, Zone 7 Concours Chair, the event was dominated by competitors from Sequoia Region and Sacramento Valley Region. Six SVR entrants came home with lots of brass including Phil Lawrence (1st in 911 Wash 'n' Shine class), Kent Brandon (1st in Late 911 Wash 'n' Shine class), Tom Sisson (1st in Boxster Wash 'n' Shine class), Dennis Stettner (2nd Street 911 class), Bob Murray (1st 356 Full Concours class), and Kim Nelson (1st 911 Full Concours class).

Note to readers: THE DRIFTER is the ONLY source of the information you see here. If the event was not covered by a DRIFTERscribe (e.g. event chair or worker, event participant, club officer), then you'll have no Drifting Back information either.



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May 23, 2016

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SVR Tour to the Blackhawk Museum/Grill

By Mardi Quain, SVR Member, Tour Chair

Skip and I traveled down to the Bay Area the Friday before the tour to enable us to be at the Museum early Saturday AM.

We were at the Museum Plaza by 9:00 AM Saturday, ready for the arrival of SVR members in their Porsches. Skip went down below to the main entrance of the Plaza parking to sign-in the attendees and direct them up the hill to the parking; I handled the parking on the museum plaza.

The check in arrangement seemed fool proof for having each car's riders sign the PCA required non liability form before reaching the Plaza parking, but being clever folks some members found unknown interesting routes to the Plaza

and missed Skip and his sign-up sheet at the main entrance. However, they were located at the Plaza and signed up.

By 9:30 the plaza was filling with a wide variety of Porsche models and colors. Barbara McCrory, our photographer extraordinaire for the event, compiled an excellent photo album of our visit. As seen in the nearby photos it was a very impressive sight of all our beautiful Porsches arranged around the wild animal sculptures on the Plaza.

The Docent tour of the automobile exhibit was informative and fun. No matter where your automotive interest lies you would come upon several outstanding examples to feast your

eyes. Each era had a wide variety of cars from large Rolls Royces to low Ferraris, with exotic designs and colors that seemed to be "at speed" while sitting behind the ropes separating the displays from the curious. A personal example occurred as we rounded the corner of one display featuring Italian cars such as Alfa Romeo and Ferraris. Skip spotted a closed body two seater, Cisitalia MM 220 with swooping tail fins. He thought

connections. Skip discovered that a fellow he was talking to has a brother in law that was in Skip's high school graduating class in Alameda. Small world.

As the luncheon wound down we prepared to leave for home. I want to thank the forty+ SVR members who joined us on this Blackhawk Museum tour and luncheon. You folks made this a wonderful and memorable Saturday.

Skip and I also want to thank Maria Chafin at the Blackhawk Museum for setting up the docent tour along with the special parking accommodations on the Plaza and the roped-off parking in the lower parking area. The Blackhawk Grill's Teresa Shearer and her service team has our

thanks for working diligently with us to provide a tasty and fun luncheon.

Finally, if any of the attendees were caught in the horrible Interstate 80 traffic heading home, you have our sympathies.....we have Tiptronic.



for several seconds and said the Cisitalia name set off the famous "light bulb" for a research project when we got home.

With the tour finished we drove our Porsches down to the lower parking area where the Museum had provided SVR with an exclusive roped-off parking area. We then headed over to the Blackhawk Grill for lunch in a private room. The grill was very welcoming and helpful in arrangements for our group. They also designed a special menu for our lunch welcoming SVR. Barbara McCrory was again taking pictures of the group.

Skip and I have found one of the many pluses of SVR events is meeting new people and discovering unimagined



4045 North St. Helena Hwy, Calistoga, CA
5.5 miles north of St. Helena on the left

Our tour at the Castello will begin at 10:15 and will last approximately 2 hours, including the wine tasting.

After the tour of the Castello, there is an optional tour to V. Sattui Winery for lunch and/or wine tasting. Lunch and wine tasting at V. Sattui Winery will be at your expense.

V. Sattui Winery
1111 White Ln. St. Helena, CA 94574

Castello di Amorosa Tour and Wine Tasting, Friday, June 10, 2016

This tour is limited to 30 persons

Deadline for sign up and deposit is May 15

Join us for a visit to Castello di Amorosa in the Napa Valley. Tour an authentic 12th century Tuscan castle-winery where you will taste world-class wines made by a fourth generation winemaking family in a tradition for over 120 years.

Meeting Place: 7:45 at Cafe Italia, 1121 Richard Blvd, Davis, CA 95616

We will depart promptly from Cafe Italia at 8:00 for the Castello.

Total Cost \$52 per person -
Includes tour and wine tasting at
the Castello. Send a check for \$52
per person made out to PCA-SVR
to:

→→→→→ Ron Lingren
↑ 8412 Buffum Court
↑ Fair Oaks, CA 95628
↑ 916.849.5911 or
→→→→→ ronlingren@gmail.com

Please enjoy a virtual tour of the Castello with our friend and owner,
Dario Sattui, at: <http://bit.ly/1rkfgmK>



11088 Olson Dr Suite A
Rancho Cordova, CA 95670

SVR June Dinner Monday, June 13th

Social and Appetizers 6:30
Dinner 7:15
\$24 PP, includes Soft Drink/Ice Tea

Don't Forget to "Share The Wealth"

OUR MENU...

Spring Roll
Papaya Salad
Kimchi
Mango Beef
Lemon Grass Chicken
Garlic Noodles
Green Beans/ w Tofu
Rice

Wine prices are reasonable...
\$10 Corkage Fee if you bring your own

RESERVATIONS...

Reservations are limited to 34 due to space- your check is your reservation.
You do not need to select any entrée as the total menu is available.
Reservation deadline is June 1st

Send Check (payable to PCA-SVR) to :
Mike & Emily Willis
2748 Tiffany West Way
Sacramento, CA 95827
916-363-8313
mikew@cwo.com or ewillis@cwo.com



Niello Porsche Unveils the New 991.2 Carrera

By Collin Fat

Niello Porsche hosted an extravagant premiere for the unveiling of the 2017 Porsche 991.2 Carrera. More than 100 guests were invited to share the experience. Along with the unveiling, guests were treated to some sumptuous appetizers and wine. Under wraps until the car was introduced by Niello Porsche general manager, Todd English the Graphite Blue Metallic

and tail lights, vertical slats on the engine lid instead of the customary horizontal slats of old. There is a new 7" touch screen with better interconnectivity and new Apple CarPlay as well as Google map integration. PASM, Porsche Active Suspension Management, is now standard across the model line with settings ranging from Normal, Sport and Sport Plus. The

vehicle that carries with it not only prestige but the sticker price to go along with the prestige of owning one of the finest sports cars on the planet.

SVR members in attendance were **Frederick and Susan Rauch, Kim and Rachel Nelson, Dennis and Stephanie Wolfe, Bob and Elaine Cannon, Elaine and Collin Fat, Eric and Stacey Henrikson, Dave Rossiter and Larissa Meier, Mike Yee, Dan Cooper, Dave Hoffman, Jake Tomlinson, and Ron Kain.**



interiors on the 4 cars Niello had on display were gorgeously appointed with rich textures of leather, polished metal and carbon fiber accents. I

Porsche.com quick specs
Max. Power 370 hp at 6500 rpm
Acceleration 0 - 60 mph 4.4 sec
4.2 sec / 4.0 sec (PDK with Sport Chrono)
Top Track Speed 183 mph

I/r Kim Nelson, Todd English, Collin Fat Photo Elaine Fat

Carrera 4S was greeted with applause and awe.

Todd explained some of the new features of the car with the biggest change being the switch from the traditional normally aspirated boxer six to the new twin turbo charged 3.0 liter. Both the base Carrera and Carrera 4S variant will share the same engine displacement albeit with the S having a different ECU tune and different VTG turbo chargers. The Carrera is rated at 370 horsepower with 331 foot pounds of torque while the S comes in at 420 horsepower and 368 foot pounds of torque. Of note is the smaller displacement six now at 3.0 liters in both versions compared to the 2016 models coming with the 3.6 liter in the base Carrera while the Carrera S was equipped with the 3.8 liter unit.

Outside of the new turbo charged engines, minor cosmetic changes were revealed with new LED head lights

think someone said the center console had a steeper rake than the 2016 model.

The other thing that has changed as well is the base price as compared to the 2016 model. The base for the new 2017 Carrera is now \$90,395, an increase of \$5100 over the previous model while the Carrera S is now \$104,395, an increase of \$4500 over the prior model year. The car displayed in the showroom was a Carrera 4S with a sticker price of \$138,000!

Certainly Porsche is still a niche



I/r Dennis & Stephanie Wolfe, Elaine Fat Photo Collin Fat

2016 WEST COAST SERIES

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

FOR MORE INFO: wcs@pca.org

treffen.pca.org or e-mail the Treffen North America staff at: treffen@pca.org'. At the very bottom, a small caption reads 'PHOTO COURTESY TAHOE SOUTH/ R. DAHNOUN'."/>

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PHOTO COURTESY TAHOE SOUTH/ R. DAHNOUN

Porsche Roads - Bear River-Norton Grade Loop

by Tim & Melisse Cronin, SVR Members Photos Tim Cronin

Forming the boundary between the western portions of Nevada and Placer Counties as it flows from the high Sierra to the Sacramento Valley, the Bear River and its watershed provide miles of scenic, undulating two-lane black top that could not have intentionally been made any better for enjoying a Porsche.

Readily accessible to SVR Porsche owners via Interstate 80 or State Hwy 20, the following 48 mile touring route provides an approximately 90-minute sojourn on well maintained roads that are usually below the snow line and drivable year-round. It includes two descents and ascents over the Bear River's watercourse, as well as a twisting run up [or back down] the little-known Norton Grade that was part of the initial alignment of the Victory Highway, America's first paved transcontinental highway and predecessor of the Lincoln Highway.

The fun starts at the intersection of State Hwy 49 and Combie Rd (known locally as Higgins' Corner) in southern Nevada County.

Folks driving from the Sacramento-South Placer area would be best advised to take eastbound I-80 through Auburn, and exiting Interstate 80 at the Dry Creek Rd exit (Exit 124). Turn left at the end of the exit ramp, crossing the freeway and proceed west to the stop sign, and turn left on to Dry Creek Rd. Proceed west 4.2 miles on Dry Creek Rd to its intersection with State Hwy 49. At that intersection, turn right and drive 6 miles north on Hwy 49 to turn right at Hwy 49's intersection with Combie Rd.

Coming from the northern part of "The Valley," one can drive south on Interstate 5, Hwy 99 or 70 to any one of those three highways' respective intersection with State Hwy 20. At that intersection turn east and proceed to Grass Valley on Hwy 20 and its intersection with State Hwy 49. Depending upon traffic, the 32-mile

drive on Hwy 20 between Marysville and Grass Valley can be quite enjoyable. At the intersection of Hwys 20 and 49, turn south on 49 and proceed 12 miles to Higgins' Corner and turn left on to Combie Rd.

Once on Combie Rd, drive 0.8 miles to the traffic light, and, driving *straight through the light* on to Magnolia Rd, proceed 5 miles east-northeast to Dog Bar Rd, taking a sharp, hairpin right turn on to Dog Bar Rd. Follow Dog Bar Rd, descending 200-feet in elevation

under the earthen embankment carrying Union Pacific's double-tracked mainline. **CAUTION:** *This underpass, dating to 1911, is narrower than the typical single-car garage and blind to on-coming traffic approaching from the other side of the embankment; announce your approach with a prolonged use of your horn and come to a complete halt before entering the right turn from the stop sign protecting the entry into the underpass' concrete bore!*

Immediately upon exiting the bore of this underpass, the road's gradient simultaneously drops and dog-legs 90-degrees to the left, followed immediately by another 90-degree dog-leg to the right as Placer Hills Rd tumbles three-quarters of a mile through eight acute corners and multiple switchbacks down to a 120-degree left that permits it to run parallel to Interstate 80 as it heads north to the city limits of Colfax. This short stretch of road is reminiscent of Laguna Seca's "Corkscrew," mirroring many of its attributes, and is a definite "E Ticket" treat.

Upon entering the city limits of Colfax, Placer Hills Rd becomes South Auburn St.

Proceed 1.6 miles on South

Auburn, turn left at the intersection with Grass Valley St. Go one block west, crossing the Union Pacific tracks, and turn right on to North Main St. and into the center of downtown Colfax. A small town that enjoyed strong historical significance in the Gold Rush and the construction of the transcontinental railroad, Colfax's Main St buildings, all dating from the mid-1860s, reflect how what was a once an important railroad town, with a large dose of agricultural prosperity, has slowly declined since Southern Pacific's departure in the 1950s. Notwithstanding the impact of six decades of benign neglect, the old Southern Pacific depot has been renovated and hosts a museum, while



Colfax Train Station

down the shallow 0.7 mile grade to a narrow, single lane bridge where the first crossing of the Bear River is made. Crossing the river, continue one mile up the grade, rising 500-feet in elevation from the river's course, to the intersection of Dog Bar and Placer Hills Roads.

At that intersection turn left on to Placer Hills Rd, and enjoy two miles of smooth, well-surfaced roadway that includes a series of interconnected "sweepers" that beg to be enjoyed at speed. However, they come to an abrupt halt at a 90-degree right turn that narrows into a single lane, concrete-lined underpass that runs

the adjacent corrugated metal fruit packing sheds now contain restaurants and boutiques.

Depart Colfax by driving north on North Main St. to its intersection with State Hwy 174, turn left on to Hwy 174 and proceed 1 mile to Rollins Lake Rd. Turn right on to Rollins Lake Rd and travel 0.3 miles to Norton Grade Rd and turn right to start traversing the 4-mile run up the Norton Grade.

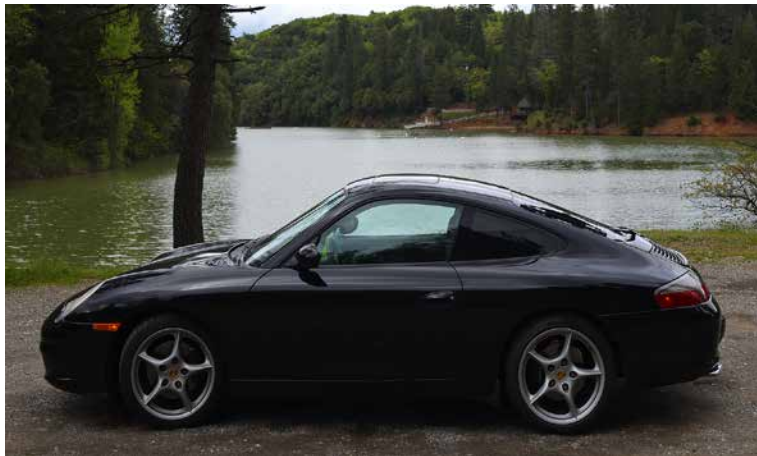
Dating from 1922, the Norton Grade was part of the original alignment of the Victory Highway, dedicated to American personnel who died in World War I, which was constructed between 1921-1928, from New York City to San Francisco. Despite its 95-year history of usage, this driveway-narrow stretch of good pavement follows the contours of densely wooded hills while snaking through more than 30 acute corners, including 5 switch-backs, on the four mile length of its way up multiple ravines to its crest at its triple intersection with Rollins Lake Road and Exit 139 of Interstate 80. The grade's alignment is punctuated with turnouts providing beautiful vistas of Cape Horn and the Sierras, and traffic is almost nonexistent on this gem of a road due to Norton Grade Road being almost exclusively used by residents of homes situated adjacent to the grade's alignment.

Turn left at the Rollins Lake Rd intersection, and drive 4.2 miles to rejoin State Hwy 174.

Rollins Lake Rd is a segment of the original alignment of US 40, the Lincoln Highway, that supplanted the Victory Highway, including the Norton Grade. Approximately two decades junior to Norton Grade, the pre-WWII era Rollins Lake alignment of US 40 provides telling evidence of the rapid advances in civil engineering during the first half of the 20th century. Unlike nearby Norton Grade that stubbornly follows the contours of the ascending hills and ravines, the superlative, wide surface of the Rollins Lake grade runs in a series

of wide constant radius "sweepers" over landfill embankments and through numerous towering, cathedral-like cuts in the hard rock quartz and granite topography. While not as twisty as the Norton Grade, it nonetheless provides an enjoyable run down-grade through densely forested landscape and past the southern shore of the Rollins Lake reservoir to a lakefront park that is perfect for a "pit stop" or a picnic.

Given that both of these grades are effectively conjoined in a loop that forms an eight-mile closed circuit, the temptation to run up and back down both roads multiple times is entirely understandable, if not irresistible. Life is short: indulge yourself and take another bite at the proverbial apple! It may not be the *Nordschleife*, but if one



Taking a break at Rollins Lake

were fortunate enough to score a test drive of the PASM-equipped GT3, or any Porsche for that matter, this eight mile circuit would be *the place* for a SVR member to enjoy it.

The best time to drive these grades is mid-morning, Tuesday through Thursday, when there is very low - virtually nonexistent - bicyclist or auto traffic. Although the loop crests below the typical snow line at 3,020 feet, and is usually drivable year-round, the best times of year to enjoy it are during the spring months of March, April, and May, as well as October to mid-November. During summer weekends Rollins Lake Rd provides the primary access for fishing and ski boats being towed to the reservoir, but Norton Grade Rd reliably remains a quiet, bucolic country road.

Continuing on back to this route's starting point, depart the intersection of Rollins Lake Rd/State Hwy 174 by turning right and heading west on Hwy 174 while descending 500 feet in elevation down the 1.3 mile grade on a fun series of switchbacks that traverse a shallow canyon marking the trace of the Melones Fault, to a second crossing of the Bear River. Crossing the river, continue one mile up the grade, rising 400-feet in elevation from the river's course, to the hamlet of Chicago Park.

At Chicago Park, turn left at the intersection of Hwy 174 and Lower Colfax Rd, and then almost immediately veer to the right to stay on Lower Colfax Rd.

Continue on Lower Colfax Rd for 6.6 miles. It twists through dense stands of first growth pine that are reminiscent of coastal redwood groves as the roadway serpentine through multiple switchbacks and acute turns as it continuously climbs to its intersection with Rattlesnake Rd. At that intersection, turn left on to the aptly named Rattlesnake Rd and follow it 3.9 miles, driving back down the Rattlesnake Creek canyon's grade through more dense, heavy stands of pine to its intersection with Dog Bar Road. Turn left on to Dog Bar Rd,

and continue descending a twisting 5.5 miles through meadowlands to its intersection with Magnolia Rd. Turn right on to Magnolia Rd for 5 more miles through Nevada County's grazing lands to its intersection with Combie Rd. These agricultural precincts explode in springtime with wild irises, golden poppies, purple lupines and other wildflowers, giving one the impression (pun not intended) of being dropped into a painting by Monet or van Gogh. At the traffic light protecting the Magnolia/Combie intersection, drive straight through the intersection from Magnolia on to Combie Rd and proceed 0.8 mile to State Hwy 49 and the starting point at Higgins Corner.

Enjoy the tour and have a safe trip home!

The First Porsche 360 Series Design

by Skip Quain, SVR Technical Chair

During the recent SVR Blackhawk Museum tour as we were going from car to car following the docent's description of the beautiful cars in the museum we came upon the Cisitalia 202SC Coupe and the proverbial light bulb flashed. In my memory the name Cisitalia and Porsche had some historical significance. Arriving home, I Googled the history of Cisitalia cars and came upon the beautiful Cisitalia 202SMM Spyder with the rounded "Bat Wing" design. When I put together Cisitalia cars and Dr. Ferdinand Porsche I came up with an interesting piece of history that connected Dr. Porsche and Cisitalia cars. My search found the story of the Porsche type 360 #1 Cisitalia Grand Prix car was intimately bound to the history of the origins of Porsche A.G., which took place during the trying times of the postwar period in Europe.

It began when Dr. Ferdinand Porsche opened his own engineering firm in Stuttgart in 1931 designing a mid-sized sedan for Wanderer, that was the initial development of the VW, and the design of Type 22 GP car for Auto Union. As the 1939 Grand Prix season approached Dr. Ferdinand Porsche and his son Ferry Porsche set about designing a rear-engined 1500 cc supercharged GP car for Auto Union. Then the advent of WWII stopped all design work.

The story picked up again after WWII in 1947. Piero Dusio founder of Cisitalia motor works in Italy had been keenly interested in automobile racing

pre-WWII as both a sponsor and driver of racing cars. In 1947, his passion developed into the Cisitalia 202GT Coupe designed by Pininfarina. As Enzo Ferrari's street cars provided funds for his racing program. Dusio also was using a line of street cars to fuel his passion for racing focused on the design and development of a Grand Prix machine.

In 1947 with Dr. Porsche under house arrest in Dijon France, Ferry Porsche brought together a design team to meet with Dusio to discuss the development of his vision of a Grand

car to be designed for Dusio's Cisitalia Motor Works by Dr. Porsche's Porsche Engineering Company in Austria Gmund. After several discussions the group agreed that Dr. Porsche's Engineering Company would design and build the innovative Grand Prix car Dusio wanted. With Dusio handling the finance of the project, an agreement was made between Dusio, Hruska, Abarth and Ferry Porsche to begin development of the Cisitalia Grand Prix car. The Cisitalia Grand Prix car would be the FIRST Post WWII design from the Porsche Engineering Company.

At the end of WWII the French had placed Dr. Porsche, Anton Piech, and Ferry Porsche under "House Arrest" in Dijon, France as a ruse to obtain 500,000 Francs bail from Dr. Porsche as punishment for his contribution to the German war effort. Ferry Porsche was released early from "House Arrest" to assist in

procuring the funds to gain Dr. Porsche and Anton Piech release. The funds from Dusio to develop the Cisitalia GP car would provide these funds.

Dusio gave the Porsche team 18 months to develop, build, and test the Cisitalia Grand Prix car. Lead by Karl Rabe, Dr. Porsche's chief designer since 1931 and Ferry Porsche, using their experience in the design of Auto Union's 1930s rear-engined GP cars (P-Wagen) set about the task of designing the Porsche Type 360 (1) GP car. The Grand Prix rules of the time mandated an engine design



Cisitalia In Porsche Museum Photo Bob Schoenherr Redwood Region

Prix car. The design team members were: Rudolf Hruska who had worked with Dr. Porsche on the VW project in 1937, and Carlo Abarth who worked at Cisitalia. Also included was Nuvolari, a close friend of Dusio. Nuvolari finished 4th in the 1947 Mille Miglia driving a Cisitalia 202SMM. And, he was a legend in 1930s racing driving the pre-WII Auto Unions GP cars that Dr. Porsche had designed with great success. Nuvolari was looking for a GP car to resume his career.

The team met with Piero Dusio to discuss a program for an innovative GP

from 1500cc supercharged to 4500cc non-supercharged. The basis for the Cisitalia GP design was an un-raced design Dr. Porsche and his design team at Auto Union had laid out but never completed, stopped due to the start of WWII. The 1939 Auto Union Type D design was for a two stage supercharged water cooled, V-12 1500 cc motor projected to deliver 327 HP at 9,000 rpm. The Porsche Type 360 Cisitalia design drew from the 1939 Auto Union Type D architecture by developing a 1500 cc flat 12 cylinder, dual overhead cam, water cooled motor with two centric superchargers fed by twin Weber downdraft carburetors.

Calculated output was to be 400– 450 HP with an estimated top speed of 300km/hour (186 mph) at 10,500 to 12,000 RPM. The Porsche Type 360 design was mid-engined, similar to the 1939 Auto Union "D".

Differing from the Auto Union 1939 design, the Porsche Type 360 Cisitalia design would use a 180-degree

motor (Flat/Boxer) 12 cylinder for a low center of gravity. The motor was mounted deep in a tubular space frame chassis built of chromoly tubing. The body was formed out of aluminum. The rear suspension design differed from the pre-war Auto Union GP car's use of a swing axle or De Dion rear suspension by incorporating an independent suspension incorporating parallel acting arms on torsion bars with hydraulic shocks. The front suspension was Porsche type trailing arms on torsion bars with hydraulic shocks. The

similarities between the Porsche 360 Cisitalia 360 GP design and the 1930s Auto Union "D" type had the Porsche 360 Cisitalia often called the "E" type.

The rear mounted transaxle, an innovation later to be known as "Porsche synchronization", uses sequential shifting. With the amazing amount of torque available from the supercharged flat 12 and the thin tires of the age, the drive train featured a driver selected On/Off four-wheel drive system, that delivered power to the front wheels through a driveshaft from the transaxle to the front differential to allow maximum power when accelerating out of corners. The On/



Cisitalia at Blackhawk, Photo Barbara McCrory

Off system was activated by a handle mounted behind the steering wheel.

By the time the one prototype was completed and parts for a second Type 360 had been manufactured, Dusio was out of cash. He was invited to Argentina where he took the finished Model Porsche type 360 Cisitalia and some spare parts with him. The parts for the second Model 360 were left behind in Turin, Italy. Dusio hired an Argentinean driver, Clemar Bucce, to drive the Cisitalia for a South American Land speed record attempt using an alcohol

mixture, but he only attained 233km/h (145 mph) far below its design goal of 300 km/h (187 mph). A second record attempt was marred by the alcohol fuel mixture burning a cylinder.

The Porsche 360 Cisitalia languished in Argentina until it was rescued by the Porsche factory in 1960. Porsche brought the Type 360 Cisitalia back to the Porsche Museum in Stuttgart where a total ground restoration took place. The first Porsche Type 360 Cisitalia now resides in the Porsche Museum in Stuttgart as a main part of the Museums display. The parts for a second Porsche 360 Cisitalia GP car had been left in

Turin, Italy where Tom Wheatcroft, one of the founders of the Donington Museum, located them. Tom purchased the parts for the second car, returned them to the Donington Museum and started a complete restoration. The 2nd Porsche Type 360 Cisitalia is now housed at the Donington Museum. As a note, the Donington Museum is located at the famous Donington Race track where the pre-war Auto

Union P-Wagens raced. The story of Tom Wheatcroft locating the parts of the second Porsche Type 360 Cisitalia will be another story.

How great, to go to a Porsche SVR event, at the Blackhawk Museum, and have your interest piqued and you discover the history of the innovative first post WWII Porsche Type 360 design.



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JUDGING STARTS AT 10:30 am

\$30 per Entry

Peter Ridgway: 727-804-9513 / peter_ridgway@sbcglobal.net

SWAP MEET

REGISTRATION 7 am
SWAP 7:30 am to 2 pm
\$30 per stall (10 x 20)

Jim Bryant: 408-937-5469 / jjbryants@hotmail.com

The SVR Breakfast Group meets at -

BROOKFIELDS RESTAURANT

11135 Folsom Blvd (Hwy 50 and Sunrise)
Rancho Cordova, CA 95670
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

SVR Board of Directors Terming Out End of 2016

By Collin Fat

At the end of this year, we will have **more than half of the board terming out** after serving for the 2 year maximum allowed by our current bylaws.

Terming out at the end of this year will be Frederick Rauch, **Competition** and Safety chair, Rita Barker, **Secretary**, Steve Barker, **Past President**, Richard Walker, **Membership**, Collin Fat, **President**, and Eduardo Ortega, Jr. **Vice President**. Eduardo tells me he is up for running for club president and I told him I would stay on and serve alongside him as past president.

Since I am currently unaware of any of the other board members intentions, I urge all members who have an interest in serving to step up and contact **Steve Barker** who will be forming his **nominating committee** in August per our bylaws.

This will be a sea of change for our club's leadership and I know how hard the board has worked this year to schedule the monthly dinners, tours, tech sessions, autocrosses, and other events that the club has offered.

We worked hard to update our bylaws, revised our monthly eblast format, scheduled CRAB 36 this month after a 5 year absence, working on an update of our region procedures manuals, and brought on two new board members. It has been a busy year indeed.

Remember, the success of our club depends on a dedicated board of directors and all members should consider serving at some time.

For a brief description of what each of the board positions entail refer to our bylaws that can be accessed on our website at www.svr-pca.org.

Believe it or not it really is fun being on the SVR Board of Directors as you get a chance to make a difference in how the club is run and what is good for the members as well. I have been president 4 times over the years that I have been in SVR. Each time new and exciting things have happened. Working with the boards we were able to keep the club financially solvent and still brought good fun events to you the membership.

You do not have to be retired to help with this, you would want to have fun and make new friends. It is well worth your time and energy. (Mike Willis)



Niello Zone 7 Concours

presented by Sacramento Valley Region

Sunday, June 12th

Niello Porsche
4525 Granite Drive
Rocklin, CA 95677

Registration: 7:30-9:30 AM
Judging starts at 9:30 AM
Entry Fee is \$30.00 per car



Lunch available \$5; (free lunch for entrants and Judges)
Door Prizes for entrants, trophies and special vendors!
Special Porsche Corral and Awards for non-concours entrants!

For additional information contact
Kent Brandon, SVR Concours Chairman 916.663.1702 / concours@svr-pca.org



In the Zone

by Sandy Provasi, Zone 7 Representative

I want to start this month with a big thanks to all the **Zone 7 Autocross instructors** and crew who came out over the holiday weekend to instruct at the Zone Autocross School. Thanks also to Livermore Porsche who sponsored the school. It was a great event.

Now for what we have all been waiting for... the new and updated **Zone 7 Website** should be available in May. Please check it out and use it for links to the Zone and Region events. A big thanks to Jody Rosner from SVR for volunteering to take on the up date along with the new address.

I hope to see many of you at this years **CRAB weekend** May 13-15 hosted by Sacramento Valley Region. This has always been one of my favorite Zone weekends over the years. Yes, I have been to too many

to count! Come and see why it's a favorite of so many PCA members. Don't delay, it's almost sold out.

I am looking forward to the 3rd and 4th events in the **Zone Autocross series**, hosted by Redwood Region on May 21-22 at Charles M Schulz Sonoma County Airport. This site is always a fun change from the normal parking lot site.

After holding a **Concours Training** in April, the Zone should have a new group of Concours Judges for the up coming series. Please join us on June 5th for the Loma Prieta Zone Concours and Swap Meet at Parts Heaven in Hayward.

Also in June there will be **Sacramento Valley Region's Zone Autocross #5** on Saturday June 11th in Stockton. They will follow with their Zone Concours the next day, June 12th

at Niello Porsche, in Rocklin.

For the Zone Autocrossers, please remember you need to compete in 50% of the events, and, 3 different region events to qualify for a trophy. The dates above will help you reach that goal.

Still Needed-Zone 7 Treasurer!
Zone 7 is now incorporated. So, we need to have a treasurer. It will be a very easy job. Mainly we need someone to file the tax returns. Since we have little money, it will be easy! More questions? Call me.

Safe driving,
Sandy Provasi
Zone 7 Rep
408-947-0980
sandyprovasi@gmail.com



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Saturday and Sunday, May 21 and 22, 2016
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Pre-Register on MotorsportReg (MSR) and save time and money. MSR registration fee is \$40 and can be paid either on MSR or at the site the morning of the event. To pay at the site select "Skip Payment" on the final registration page. The event fee for registering (not pre-registered) at the site on the morning of the event is \$50. Zone 7 classification rules <http://www.zone77.org/files/htm/2015axrules.htm>

Registration will open on April 21 for May 21 at

MotorsportReg.com

msreg.com/2016AX3

Registration will open on April 21 for May 22 at

MotorsportReg.com

msreg.com/2016AX4

For more information visit the Autocross page at <http://red.pca.org/> or contact Grady Carter by email carterg50.rr.ax@gmail.com

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SVR Board Minutes

By Rita Barker, SVR Secretary

Wednesday, 4/13/16

6:59 PM PST to 9:10 pm PST

Sac Metro Fire #32

8890 Roediger Lane, Fair Oaks, CA.

Board Members and Event Chairs

Attendees:

Collin Fat, President

Eduardo Ortega, Jr., Vice President

Rita Barker, Secretary

Joy Nieslony, Treasurer

Rich Walker, Membership Director

Frederick Rauch, Competition and Safety Director

Bill Fargo, Webmaster

Steve Barker, Past President

Steve McCrory, The Drifter Editor

Bob Lozito, Social Director

Sue Sanders, New Member Co-Chair

Mike Dunn, Advertising Chair

Rik Larson, Rally Chair

Also in attendance: Barbara McCrory, Gregg Plourde and Hector Chavez

Call to Order: by Collin Fat at 6:59 pm

1. Minutes from March meeting approved electronically.

Old Business: Discussion on the issuing of the club credit cards and limiting the holders to 4 beginning next year. The holders being : current President, current Treasurer, current Social Chair and one more person to be decided at a later date.

Brief discussion on updating the Policy and Procedure manual. Motion to approve adding the usage of the Club credit cards to the manual was made by Eduardo and seconded by Rich W. Approved

Discussion on the Drifter event listing for non SVR or PCA zone events. Suggestion should there be an informal contract made up and should it be added to the Policy manual?

New Business: Guests and upfront items:

1. Applications were submitted for SVR for Region of the Year, Newsletter and Web Site. Sue Sanders presented the budget for the new member BBQ. Motion to approve made by Rich Walker and seconded by Eduardo. Approved

Budget for the Car Care Clinic to be

held on April 24 was presented. Motion to approve the budget made by Steve M and seconded by Steve B. Approved.

Reports:

1. **Treasurers** Report: Joy presented the financials for April. Motion to approve the financials was made by Bob Lozito and seconded by Bill Fargo. Approved
2. **Presidents** Report: Collin led the discussion of the Board positions that will become available at the end of the year due to terming out. A nominating committee has been formed and will meet soon. The open positions will be:
 - President
 - Secretary
 - Vice President
 - Past President (Collin will commit to 2 years)
 - Competition Director
 - Webmaster (appointed position)
 - Membership
 - Drifter Editor (appointed position)
 - Also the following Event Chair vacancies:
 - Charity
 - Advertising
 - New Member Group

Herb and Jan Hoover are stepping down as Share the Wealth Chairs and George and Lisa Okomoto have agreed to take this position. Herb and Jan will still host the monthly breakfast at Brookfields.

3. **Membership** Report: Rich Walker reported as of April 1st, SVR had **744** Primary members, **467** Affiliate members for total membership of **1241**. There were 12 new members, 1 transfer in and 1 transfer out. Total PCA primary members is 73,306 and total Affiliate members is 42,769.

4. **Autocross** Report: no report

5. **Competition and Safety-** Frederick Rauch: No dates to report.

6. **Webmaster** – Bill Fargo:

7. **Drifter Editor** – Steve McCrory: Drifter deadline will be moved to the 15th of each month

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

9. **Advertising Manager** – Mike Dunn: Drifter staff reports they have 16 new 2015 advertisers and 18 for 2016. There is no more available space in the drifter.

10. **Past President** - Steve Barker: Steve reported CRAB registration up to 221 people so far. Also he has submitted for the Region subsidy.

11. **Social Director** – Bob Lozito: Bob presented the budget for the dinner at Mints hosted by Mike and Emily Willis. Motion to approve the budget made by Rita and seconded by Joy. Approved.

12. The May 1 dinner at Dominic's is sold out.

13. **Tech Chair** - Skip Quain:

14. **Charity Chair** – Vacant, the club is requesting a volunteer for this highly rewarding position that has a far-reaching impact on so many lives. If interested or have questions contact Collin Fat or any board member! We have many folks that are available that can help guide you through the process to make this another over the top year.

Meeting adjourned at 9:10 PT
Next meeting is May 4, 2016



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April Membership

By Richard Walker, SVR Membership

Membership Report

	Apr 2016	Apr 2015
Primary Members	774	692
Affiliate Members	467	473
Total Members	1241	1165
New Members	12	17
Transfers In	1	1
Transfers Out	1	1

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

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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

Acheson, Guy
Fair Oaks
GuyAcheson@aol.com
2016 Cayman S

Altmann, John
Sonoma
aircraftja@mac.com
1986 911 Carrera Coupe

Baldo, Russell
Auburn
rusaldo@att.net
2013 Cayenne Diesel

Beyer, Robert
El Dorado Hills
keribeyer@sbcglobal.net
2016 Macan S

Connerty, Craig
Rocklin
craig_cpa@hotmail.com
2016 Cayman GT4

Conway, Gary
Grass Valley
gary@conwayengineering.com
2009 911 Carrera S
Transfer from California
Inland Region

Hooper, Bill
Loomis
bnbhooper@sbcglobal.net
1978 928

Olson, Nancy
Sacramento
stubber@frontiernet.net
2016 Boxster

Rhodes, Patrick
Rocklin
Patrick_Rhodester@yahoo.com
2016 Boxster

New Members

Taylor, Helen
Rancho Cordova
helenaherst@aol.com
2004 911 Carrera Cabrio

Traud, Michael
Gold River
traud@hotmail.com
1982 911 SC Coupe

Tyburski, David
El Dorado Hills
Dtyburski@gmail.com
2001 911 Turbo

Wetton, Tyler
El Dorado hills
Tbonewetton@hotmail.com
2014 Cayman S

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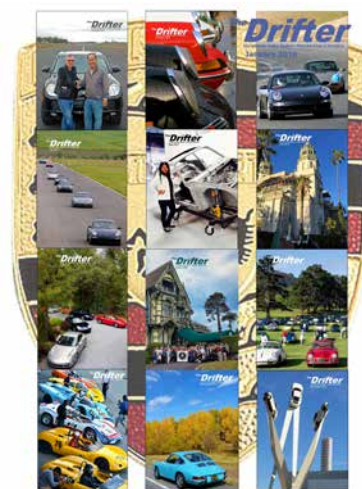
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SVR Goodie Store

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.'

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