

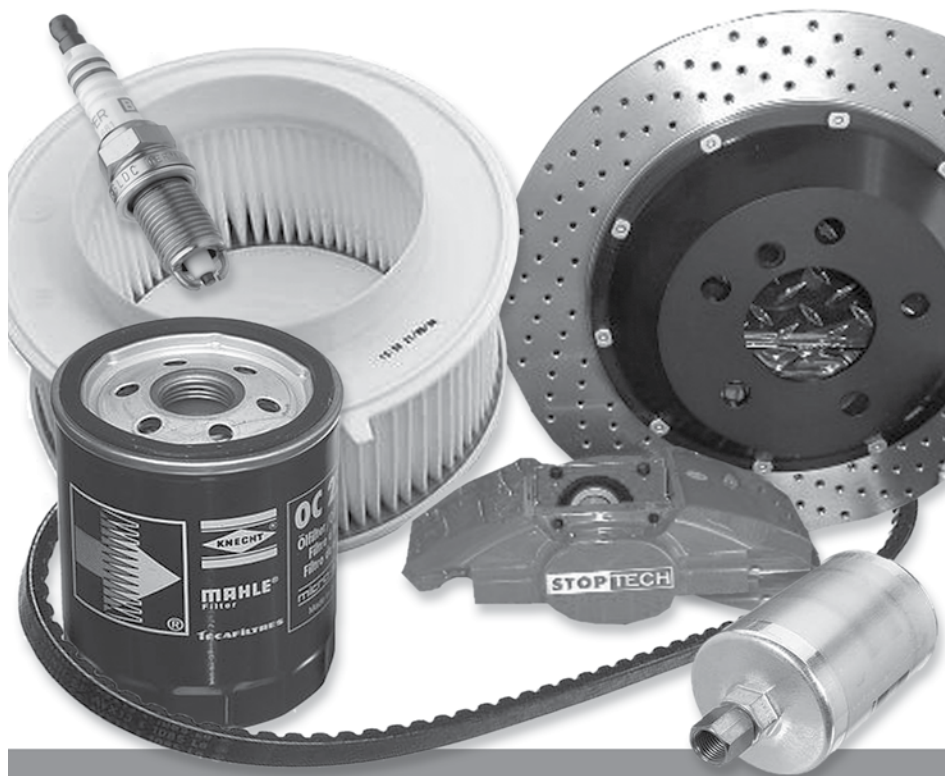
The Drifter

Sacramento Valley Region - Porsche Club of America

December 2016



Is your Porsche Ready for Winter ?

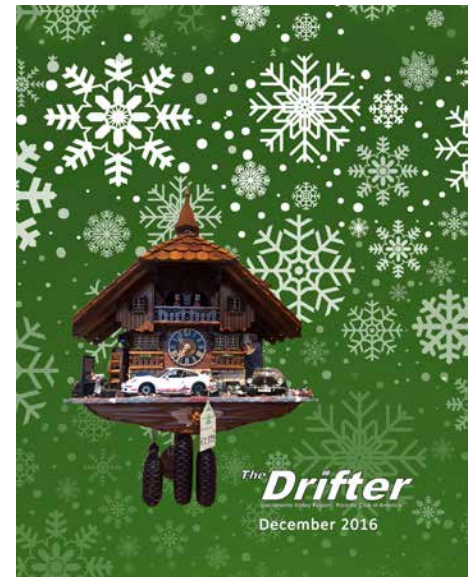


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The Drifter

Sacramento Valley Region - Porsche Club of America

Volume 54, No.12

December 2016

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The Drifter is an award-winning monthly publication of the Sacramento Valley Region, which is affiliated with Porsche Club of America, the largest and most prestigious marque automobile club in the United States.

svr-pca.org/content/newsletter-drifter

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SVR President's Notes

Collin Fat, SVR President

Photo By Collin Fat

I'm sad that this is going to be my last column as your club president. I remember when I first took the job in January of 2014 and how hard it was for me to think of things that I wanted to communicate to you. Well over the past two years, I really enjoyed letting you know about all of the fun and exciting activities the club had planned. We did dozens of club dinners at some of the most unique restaurants in the area, we did our annual jaunts to Mendocino, San Simeon, Eureka, and Pacific Grove, reinvigorated our daily tour program for those with busy weekends, grew our membership over 10%, and had many memorable times. It has truly been an honor to have served as your club president and to get out and meet many of you over the past several years. You are all such wonderful members and like me, avid Porsche enthusiasts.

Looking back, I had a very talented group of board of directors who were just as committed as I was about serving our members as well as some great individuals who served as event or committee chairs. Thank you for your support!

I'm extremely proud of the fact that the club was honored as the **Region of the Year** and that is a testament to you, our members and how enthusiastic you are. Thanks to the efforts of a dedicated group of over 45 volunteers, we brought back **CRAB 36** in a big way this year and I hope that we can continue the tradition into the future. Our newsletter, the Drifter also received national recognition at Parade this year and with a dedicated Drifter Team hope to repeat for 2017. I am currently in the process of submitting several nominations for Zone 7 awards as well as for PCA National awards. SVR is unique in PCA and has garnered a reputation nationally of having one of the most active and involved clubs in the nation. You all deserve credit for this!

I hope I have brought a more

businesslike approach to how the club conducts its business and am proud of the fact that we updated our By Laws during my term and will shortly complete the update of our club policies and procedures. I thought it was important to document the club's best practices and also to update some policies and procedures.

I leave the club with a healthy balance sheet, a very strong autocross program, a full calendar of social events and what I believe to be one of the most talented new board of directors in some time. I am also proud of the fact that I made a point of reaching out to our long term members over the last several years to see how they viewed the club and whether the board was doing a good job and going in the right direction. Most of the responses were very positive and encouraging and I thank those members for their support.

I was also proud to see our membership attracting a younger and more diverse group. Membership is still concentrated in the greater Sacramento area but we continue to see membership grow in South Placer, El Dorado County and South Sacramento County. With over 1,250 primary and affiliate members, we are a club experiencing continuous growth and in respect to all car clubs overall, that is a positive trend. I think the club is in a strong position to continue with its membership growth into the near future and would like to thank **Niello Porsche** for all of their support in this regard, especially their new membership purchase program.

The board is clearly focused on providing our members lots of high quality events. I think our new membership group has done an excellent job of reaching out to our new members to make them feel a part of the club and to facilitate their assimilation. PCA National has experienced similar growth and

continues to support all regions in this endeavor. This is important for the continued growth of SVR.

On the Porsche side of things, it has been fabulous to see the growth of the Porsche model lineup and some significant milestones in Porsche cars. Since joining the club I have seen the introduction of the brands first water cooled cars, the premier of its first ever SUV, the Cayenne, and the introduction of its first four door sedan, the Panamera.

The brand is indeed thriving and I am sure that it will continue to improve on its lineup for years to come and continue to provide its customers with exciting new automobiles. I only hope that autonomous, self-driving Porsches will never be in my life time and that Porsche will continue its history of producing some of the most driver focused cars in the world. For me, I have gotten a bug for historic Porsches and if I can convince my wife, Elaine, to let me purchase a 356, I think I will be set for a while as far as my modest Porsche collection is concerned!

I'm not leaving the board for some time and have promised your presumptive president elect that I would stay on as past president for the next two years to support him and the new board. I will also be chairing the autocross program in 2017 for which I have a real special connection with. It's has grown to be one of the most successful programs in Zone 7.

It has been an honor to serve you as your club president over the past 2 years and what a rewarding experience it has been. Thank you for your support and a special thank you to my wife, Elaine, for letting me serve.





Editor's Corner

Steve McCrory, SVR Drifter Editor

As we celebrate the Holiday Season, it's time to look back and reflect on an amazing year for the Sacramento Valley Region. It's been a year of great events attended by many club members, and planned and organized by talented volunteers who had a vision of a unique event, and made it happen. Those include CRAB 36 as well as many other events. Join us for the **2017 Planning Meeting**, and find out how you can become part of the process. The 2017 Board of Directors will be elected and confirmed by the time you read this, and are getting ready for the New Year.

It's also a time to thank the many people who have contributed to the success and recognition of the Drifter, by creating and submitting the articles and photos that serve as both a record of SVR events and an invitation to join future club events.

As the **Drifter Team** puts the wrap on this December 2016 issue, it is useful to note we have added several positions to the team that will position us for the coming New Year. More Drifter news will be found in the January Drifter.

In this issue, we start by thanking **Mike Dunn** for his photo of a Porsche clock he found on his trip to Europe. We used it as the centerpiece on the

December Drifter cover. **Tim Cronin** provided us this month's Porsche Roads article. We edited it to provide separate driving instructions to make your drive easier. (Thank you **Jennifer Trovato**.) We are living in a time where the contrast between commute driving and a planned and pleasurable Porsche driving experience couldn't be greater. I know many club members who keep their Porsche under wraps until the weekend, and choose the sedan or the SUV to use for the daily bumper cars commute. If you have a favorite Porsche drive, send it in so we can share with other club members. **Skip Quain** gives us a close up look at the auction process during the Monterey car week. Skip Quain requests tech article ideas and questions be sent to him, as he prepares for 2017 as Tech Chair.

Also find coverage on the Mendocino Tour that includes a close look at the kite flying experience and a kite named **Froggy** by **Janet Kramer** and an article by **Collin Fat**. See the article written by **Craig Marshall** and **Tom Panacci** about the Carrera de Sierra Rally, it almost makes me want to try it next time around. Have questions about Rally, flag down Rik Larson for details. Life got in the way of your editors attending **Tech**

Tactics, so we'll look for interesting info as it becomes available. Word is the 2017 Tech event will be held at the new Porsche Experience Center.

But wait, there's more. If you saw the Veterans Day collage and could not recognize some of the photos, find below a list of names for each page. With that said, have a great holiday and get ready for another great **Porsche Year** in 2017.

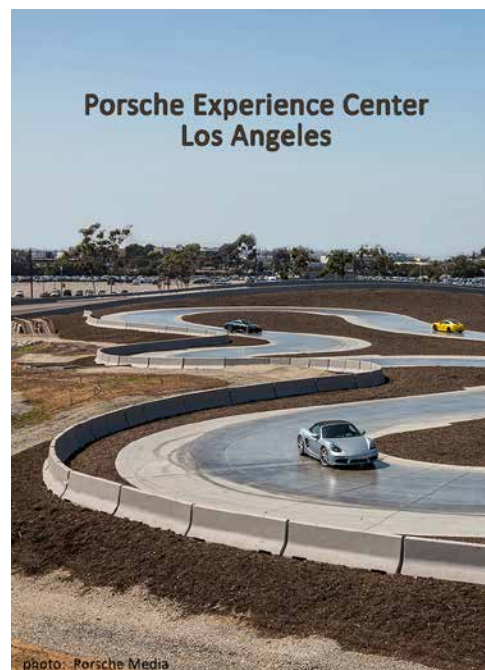


photo: Porsche Media



←←←
Betty Dunn, Frank Lettini, Allen Weddle (Sally Boeck)
James Dunn Gary Thompson
Larry Wilson Morrie Nelson (Kim Nelson)

⇒⇒⇒
Steve Barker Mike Dunn Bob Jacobson
Tom Kroetz, Steve McCrory, Rich McGlumphy,
Jon Kramer
Andy Leight Richard Murphy Larry Moeller





PDK (Pretty Darn Kwik)

Rik Larson, SVR Rally Guy

PDK done for 2016

This is it for 2016. SVR is the PCA Region of the Year. CRAB 36 is the Zone 7 Event of the Year. And Kim Nelson was added to the Zone 7 Wall of Fame. And our membership increases to more than 800 primary members, moving us into the top classes for the newsletter and website judging. What a great year!!

Charity in December

Remember to bring an unwrapped toy for the CHiPs for Kids at the Christmas Party on December 17th. And there will be a silent auction for some great items. The proceeds of the auction will go to the Fisher House Foundation. Interested in donating an item for the auction? Items need to be donated by December 10th. Contact Deb and Mike Dunn.

718 Cayman S Raffle

The PCA raffle closes on Friday, December 2nd. A \$50 ticket gets you a chance to win a new Cayman S and \$25,000 cash.

Dates for 2017

The calendar on page 5 has a lot of new dates. The Zone 7 AX Series and Concours Series dates are not quite finalized but it gives you an idea as to when the events will be held. Parade (Spokane in July) registration for lodging will occur in January.

Valentine's Day Dinner

I don't recall the region ever doing a dinner on Valentine's Day so Alma Thompson decided that we needed one. It will be held at Smokey Oaks Tavern. Some of you may remember the La Boheme restaurant in Fair Oaks. La Boheme is gone and has been replaced by a tavern. The dark and gloomy interior is now bright and cheerful. Be sure and identify your menu choices when you send your check to Alma. Save the date --- Tuesday, February 14th.

SVR AX School

Collin Fat reports that the school dates are still being finalized but it looks

like it will be in March. Same format as previous years ----- ground school at Niello Porsche and then a week later is when you get to apply what you have learned on a real course.

PCA Rallies in 2017

A number of car rallies are going to make an appearance in 2017. Redwood Region is hosting an event on February 25th that will finish at a crabfeed. And then SVR (Keith McMahan) will present a variety rally in the spring. A TSD Rally School will be held prior to the Porsche Parade. And then Richard Wetzel is scheduling the Carrera de Sierra event again in the fall.

Drifter Hardcopy Subscriber?

The price goes to \$20 a year beginning with the January 2017 issue. This is still a heck of a deal. You get the Drifter mailed to you (first class), and in an envelope (no more Porsche tire tread postage cancellation by the post office ---- seems that all they do nowadays is scribble the postage stamps with a ballpoint pen). Beats the heck out of printing it on your own home printer, plus it is stapled.

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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 -17 SVR Events svr-pca.org

- December 3 First Saturday Breakfast, Brookfields
- December 17 SVR Christmas Party, Sun City, Thompsons
- January 5 SVR Planning Meeting Round Table
- April 7-9 San Simeon Tour, Willis & Plourde
- June 11 SVR Concours, Niello Porsche, Kent Brandon

2017 Zone 7 Competition Events www.zone77.org

CONCOURS

- 2017 Watch here for 2017 Events

AUTOCROSS

- Watch for 2017 Season

WEST COAST RACING SERIES

- 2017 Watch here for 2017 Season

ZONE 7 OTHER EVENTS

- February 26 Zone 7 President's Meeting, San Rafael
- June 1-4 Zone 7 Tour, Northern California

2017 SVR Autocross Events

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

- 2017 Watch This Space for 2017 Schedule



Upcoming PCA Events 2017

- March 29-April 2 Treffen Hill Country, Austin, Texas
- July 9-15 Porsche Parade, Spokane, Washington
- September. 20-24 Treffen Asheville, Asheville, North Carolina

Recurring SVR Monthly Events

- 1st Saturday **SVR First Saturday Breakfast 8:30 AM**
[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 Wed. **SVR Board Meeting**
7-9 PM Sacramento Metro Fire Department Station 32, 8890 Roediger Lane (Hazel, north of Sunset Avenue), Fair Oaks.

Upcoming Events of Interest

- 2nd Saturday **356CAR Breakfast**, Marie Callender's Citrus Heights. Jim Hardie; jehardie@aol.com

Upcoming Events - Close Ups...



SVR Planning for 2017 and Pizza

Eduardo has set the date (Thursday, January 5th) and location (Round Table Pizza -- same location as last January).

If you have an idea for an event or want to chair an event, you do not have to wait until January to get it on the calendar. This is especially true if you want to do an event in the first half of 2017.

Eduardo maintains the master calendar. Social Director Bob Lozito, will be glad to discuss those non-competitive events with you. For the competitive events, Frederick Rauch is the guy to talk with. No reason to wait until January to discuss.

Check out the calendar on page 5 to see what is already scheduled.



Tour of Zone 7 in June

A multi-day tour of the northern portion of Zone 7 is scheduled for the first couple of days of June.

The tour will start in Santa Rosa, have an overnight in Eureka, then travel to Redding (great road) for the overnight on Friday, and then proceed to Sacramento on Saturday.

The concept is a takeoff of a very successful event in Zone 6 (the folks to the north of us). Details are forthcoming. Redwood Region and Shasta Region are the folks that are setting this all up. You can do any or all of the tour.

There will be a limit on the number of cars.



San Simeon Tour announced

Mike and Emily Willis with Cochairs Gregg and Rebecca Plourde have set aside the weekend of April 7-9 for the San Simeon Tour.

Tours of Hearst Castle are on your own (including the exclusive night tours). Details are being finalized as we go to print.

This biannual tour draws PCA members from other regions in the zone.....even some from outside of the zone.

I wonder if Peach Tree road and Indian Valley road is on the route again. This tour occurs every other year; the Pacific Grove tour is the other event that shares the two-year cycle.



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SVR Christmas Party

Saturday, December 17, 2016

TIMBER CREEK BALLROOM

7050 Del Webb Blvd
Roseville, CA 95747

.....Menu.....

Socializing / Appetizers
Sit Down Dinner

6 pm
7 pm

Business Attire / Black Tie Optional
No host bar available

Breast of Chicken with White Wine Mushroom Sauce

Filet Mignon Oscar with classic Asparagus and Crab Sauce

Fresh Salmon with Dill Cream Sauce

Vegetable Napoleon layered terrine of roasted eggplant with zucchini, tomatoes, Fontina cheese, sweet basil, curry and garlic with a rich tomato sauce

\$55 per person

RSVP by December 10th with check (payable to PCA-SVR) and dinner selections. *Please include your email address.*

Send to:

Alma and Gary Thompson

9575 Horseshoe Bar Road

Loomis, CA 95650

Questions? Email: art56chev@yahoo.com or call 916-652-0701



Please bring a new unwrapped toy per person for the CHIPS for Kids toy drive

Silent Auction for Charity

A reminder that during the Christmas Party (December 17th), our club is including a silent auction for charity.

The beneficiary of our efforts will be the Fisher House. "Fisher House Foundation is best known for a network of comfort homes where military and veterans' families can stay at no cost while a loved one is receiving treatment." Our local Fisher House at David Grant USAF Medical Center Travis opened in 2014. This effort is valuable "Because a Family's Love is Good Medicine".

Not only have our wonderful Drifter advertisers donated generously but our club members have also stepped up to contribute.

To donate goods or services, please contact Mike and Deb Dunn at 916-722-8353, or at dkdunn@surewest.net. Donations are being accepted now until December 10, 2016. No items will be accepted at the party.

Please visit the Silent Charity Auction tables at the Christmas Party. Bring your holiday spirit and your checkbooks (cash always acceptable) and bid generously.

Thank you SVR Members for your support.



Check out these tempting preview items:
Rebecca Plourde – designing and sewing a set of decorative pillows

Brian and Sue Sanders – an afternoon of touring and wine tasting in their Pierce Arrow

Jim McMahan – secured 2 tickets to the 2017 Pebble Beach Concours d'Elegance
Rachel Nelson – customized wine cooler complete with wine and matching glasses

Barbara McCrory – offering a photographic sitting and portrait of your Porsche

SVR 2017 Event Planning Meeting



Thursday, January 5th, 2017

Round Table Pizza

9500-1 Greenback Lane, Folsom

95630

(Madison Avenue at Greenback Lane)

916-989-1133

Meeting begins at 6:00 P.M. / Pizza at 6:30 P.M.
Meeting continues after Pizza!



Bright ideas

- Dinners
- Tours
- Tech Events
- Rallies
- Social Gatherings
- Autocrosses
- New Events???

Cost is \$1.00 (yes still one dollar!) per person if you RSVP by December 26th, otherwise it is \$2.00/person. Beer, wine and salads available at extra cost. If you can't attend the meeting, but have an idea for an activity in 2017, contact Eduardo for the event to be included on the 2017 Calendar.

RSVP to Eduardo Ortega, Jr. at vicepresident@svr-pca.org or 916.548.0067



Save the Date

Tuesday

February 14, 2017

SVR Valentine's Day

Dinner

Details in

January Drifter



Drifting Back, 15 years Ago

By Larry Wilson, SVR Historian

Photo Barbara McCrory

At the November 28 board meeting, Bill Winkler confirmed that 29 members had signed-up for the December 8 Racers Group Tour. Bill arranged for owner/driver Kevin Buckler to give the group a personal tour of Racers Group facilities at Sears Point Raceway near Sonoma. Kevin showed how he used some trick parts to develop more horsepower while keeping the car hooked-up at the corners. He also talked about some of the cars stored around the shop awaiting completion of the special service that he offered which included a 1960 4-cam Porsche 356 Carrera 2.0 liter, a 962, and several 911GT cars.

At the December 9 SVR Christmas

beyond the call" consistently during the year: Kim Nelson, Tim Howard, Rich and Karen McGlumphy, and Rich Swenson and Judy Hanna. Similarly to the Hero award, the President's Award is also given for outstanding service and dedication to the region. This year it went to Rik Larson who has been active in the club, day in and day out for many years. After an introduction by Dwight Mitchell, Mike Willis and Tom Sisson each were presented with the SVR Service Award.

More about Awards: The Event of the Year award became Events of the Year for 2001. The board recognized four events that showed great creativity, had effective organization, that were

well executed and deserved the high rating on the old fun-meter. Those people and the events were: Beth Jacobson and Tandra Kroetz for the 2000 Christmas Party; Marja Strutz and new SVR Secretary Katherine Sheppard for the Jelly Belly tour; the Oktoberfest progressive dinner meeting hosted by Tom and Jude Sisson, Rich Swenson and

Judy Hanna, and Dennis and Judy Stettner; and to Fred Speder and Bill Keegan for the very successful Silver Star Swap Meet held at Silver Star Recycling in Rancho Cordova. BTW, Oran and Grace Crumley were seen at the Christmas Party.

Rik Larson (SVR member and Zone 7 Rally chair) computed the final 2001 rally standings and the headline read: SVR grabs first place again. SVR members J. and Jessica Toney (father and daughter) were the overall winners. J. Toney has been winning (or tying) this series for a number of years with SVR member Helen Ashuckian as his driver.

This year saw him team up with his daughter and continue the streak. **Here are the top 16 (driver and navigator scored separately):**

1. J. Toney **SVR** 100
1. Jessica Toney **SVR** 100
3. Rik Larson **SVR** 98.29
3. Al Armellini **DR** 98.29
5. Jim Cooper **YR** 94.90
6. Hubert Lee **GGR** 92
6. Jenny Lee **GGR** 92
8. Phillip Marks **SVR** 90.5
8. Richard Wetzel **SVR** 90.5
10. Kathy Smalley **SVR** 84
10. Bill Thorp **SVR** 84
12. Bob Gardner **GGR** 80.6
12. Marianne Gardner **GGR** 80.6
14. Greg Adams **GGR** 76
14. Larry Adams **GGR** 76
16. John Clever **DR** 58

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



party, the break in festivities taken midway in the evening allowed President Russ Hildebrand and the SVR Board of Directors to recognize the personal efforts made by club members during the year and the events they produced which stood out as very special. Many of these awards are well used and traditional, but a couple were almost forgotten and in need of resuscitation. According to Russ Hildebrand, the Hidden Hero Award was in the latter category, but the entire 2001 Board brought it back to life big time with six members so honored with the Hero award for "duty above and



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Go Fly a Kite

By Janet Kramer, SVR Member

Photo By Jon Kramer

It was a perfectly wonderful day at the Mendocino Headlands to fly a kite. This would be "Froggy's" second trip here and he was so excited. Arriving a little late there were already at least a dozen kites flying high. As soon as the string went out, Froggy took off as if he wanted to soar with the others. However with the chance of getting tangled or in the way of the other kites, he moved forward slowly but not quick enough. Suddenly a very large green kite crossed over his string and due to too much friction after several seconds, Froggy broke loose and went sailing upward and outward. On No!!! He must have been so afraid. Janet Kramer and Bill Conner (owner of the big green kite) took off running after Froggy in hopes of catching the string that may be dragging on the ground.

Soon Froggy was out over the ocean seeming to be going lower and lower. But suddenly he was back up in the air again. Wow, what a surprise. As



Janet and Bill walked along the edge of the bluff looking for the string, which likely got hung up on a bush, they came across a man on a lower ledge of the

bluff about 30 feet above the ocean beach. He appeared to be doing Tai Chi as he looked out directly at Froggy. After watching his graceful movements for several seconds Janet said "are you keeping my kite up?"

With no reply and realizing he was deep in meditation, we started slowly walking back to our group of kites, all the while searching for the kite string along the bluff edge. At the same time watching Froggy, who was still hovering in limbo, with little legs waving but staying in the same spot. It was such a mystery and we concluded that the string must have caught on a huge island of rocks about 100 yards from the beach. But again if the string could break from friction, how could it be so strong against very rugged and sharp rocks?

Puzzled we shared the adventure with our friends and after a long hour of watching Froggy dance in the sky, we decided it was time to leave as the fog was rolling in. As the last few kites were being reeled in, Janet took one last look at Froggy and noticed he was starting to slowly lower toward the sea. So she and husband Jon took off toward the edge of the bluff to watch the descent. As they ran, he went lower and lower and upon approaching the edge, he disappeared.

It was a sad farewell. But wait, just as we were about to leave, Froggy rose up about 50 feet above the water and Janet just knew he was smiling. We just couldn't

believe it!!! Then once again he waved goodbye and sunk into the deep blue sea only to pop up one more time before being lost forever. So who or what was hanging on to Froggy's string?



I guess that will always be a mystery.

Bill, thank you for replacing my kite. Not necessary. The adventure was so worth it!! And don't believe any rumors you may hear. The Tai Chi man was not naked!!!



Mendocino 2016

By Collin Fat, SVR President

Photos By Collin Fat

Rik Larson and co-chairs Mike Willis and Ray Fiore of Redwood Region out did themselves again with a successful multi day tour to Mendocino. The tour had 42 cars registered with over 80 PCA members including 10 from Redwood Region, and long- time SVR members, John and Tina Murphy joining us for this annual event from the Cascade Region in the Pacific Northwest.

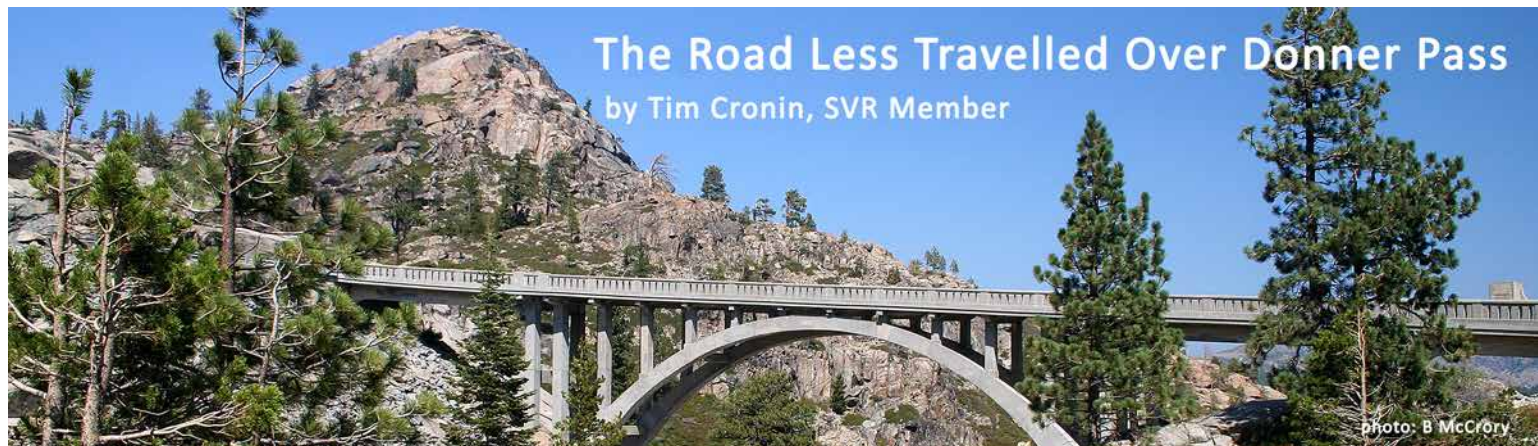
The tour began at Niello Porsche where chair Rik Larson had everyone take care of the waivers and release forms, hand out route instructions and listen to a detailed driver's meeting emphasizing keeping everyone safe. With stops in Winters, Calistoga and finally Pedroncelli Winery in Geyserville for lunch and some wine tasting before heading for the final leg into Mendocino via state route 128.

Friday nights planned social was a big hit and allowed members old and new to celebrate and discuss the upcoming events on Saturday which included miniature golf, kite flying at the Mendocino headlands and a wonderful seafood dinner at Silver's on the Wharf in Noyo Harbor in Fort Bragg. Also during the Friday night social, co-chair Mike Willis acknowledged the many members of the club who are veterans to rousing applause from the gathered crowd.

The weather turned out beautiful after a late evening shower on Friday evening and was generally sunny with temperatures in the low 70's. Saturday's kite flying set a record for the number of kites able to get airborne. Rik Larson estimated that more than 20 kites were in the air at one time and that

to his knowledge, it was a record. Unfortunately, I don't have a photo to confirm the record! The tour is designed to let participants choose which events, if any they want to participate in or to just chill and go out on their own during the weekend to explore the many nature sites the Mendocino coast has to offer or to shop in the historic town of Mendocino. Some members enjoyed a fun pancake breakfast put on at the St. Anthony's Parish Hall or had breakfast at the Little River Inn before heading home on Sunday morning. Over-all it was an excellent weekend with at least 6 couples who I considered to be new members having been in the club 2 years or less in attendance





October may arguably be the best month of the year for a run from the Sacramento Valley over the Sierra to Truckee on what remains of the original alignment of US 40, better known as the Lincoln Highway, the nation's first continuously paved transcontinental highway.

Temperatures have moderated, schools are back in session, vacations have been taken, elephantine RVs garaged, and Caltrans has completed its schedule of summer repairs. Add to that a debris-free roadway, with no road salt or sand, that is in better condition than the truck-damaged, pothole-ridden interstate, and you have an extraordinary route that is almost devoid of traffic. One would be truly hard pressed to find a better time or route that validates the genuine joy of not only driving a road less traveled, but a road with 7,000 feet of vertical elevation change that will thoroughly exercise the performance potential of any vintage or model of Porsche.

This autumn adventure begins in Rocklin (I-80 exit 108) on Pacific St., which used to be US 40, and is redesignated Taylor Rd. at the Rocklin city limits. Continue through the villages of Loomis, Penryn, and Newcastle, whose corrugated metal packing sheds were the core of Placer County's flourishing pre-war fruit production industry. This segment of old US 40 retains its pre-war ambiance with old school roadhouses, fruit stands, numerous excellent brunch spots and farmers' markets in the old packing sheds, along with the legendary Taylor's hamburger stand at the southwest corner of the intersection with Sierra College Blvd.

Approaching the hilltop town of Newcastle, one can briefly detour from the route of US 40 just before the 1932-vintage tunnel that underlies the town, turn right onto Old State Hwy., and climb the hill to Newcastle's quaint business district that has changed little

since the 1920s. Back on track, I-80 east will take you through the Gold Rush town of Auburn. A short while later, Ponderosa Way follows the original alignment of the Lincoln Highway through Weimar.

The next historic point of interest lies in the heart of downtown Colfax. Colfax's historic quarter has shops and restaurants, as well as a museum in the current Amtrak station across the street from the historic Colfax Hotel. 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.

Departing Colfax on the Lincoln Highway route, Rollins Lake Rd runs four miles past Rollins Lake reservoir. Alternatively, the adventurous are advised to try Norton Grade's more challenging pre-Depression era 3.8 mile Victory Highway route, dating to 1922. Unlike the superlative, wide surface of Rollins Lake Rd. that 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, Norton Grade stubbornly follows the contours of the ascending hills and ravines.

At the intersection of Rollins Lake Rd. and Norton Grade Rd., the original alignment of US 40 becomes Magra Rd. and runs along the rim of the North Fork of the American River Canyon. This 4.5 mile segment of old US 40 includes a marvelous 180-degree, half-mile long, continuous radius "sweeper" around a promontory at Secret Town.

After crossing the double-tracked Union Pacific mainline, and turning right to stay on Lincoln, you'll find yourself on what may be the oldest segment of

the route, dating back to 1914. It was ultimately incorporated into both the Depression-era Lincoln Highway and its predecessor, the Victory Highway.

Although not on the trace of US 40, a side trip to the hamlet of Dutch Flat—a semi-ghost town—is highly recommended. The old granite general store and original hotel at the intersection of Main and Stockton St. are still operational and worth a stop to experience. Dutch Flat was founded in 1851 during the Gold Rush by German immigrants who were referred to as Dutch, a misnomer of Deutsch. Mining operations reached their peak during the 1870s with thousands of miners working the surrounding area. During the transcontinental railroad construction in the late 1860s, Dutch Flat had a population of 6,000 including 3,500 Chinese immigrants, which made it one of the largest Chinese settlements outside of San Francisco.

Returning to US 40's original alignment from Dutch Flat brings you to I-80 at the foot of the steep Baxter Grade that raises the freeway 1,500 vertical feet over a 7-mile run to the Blue Canyon interchange. The construction of I-80 essentially cannibalized old US 40 for a 17-mile stretch from Baxter through Emigrant Gap to Cisco. Exit I-80 to rejoin the original US 40; it will take you along the boulder strewn course of the South Yuba River through the remains of Cisco Grove, Big Bend, and past the old school, pre-Depression era Rainbow Lodge roadhouse that has been periodically expanded since its establishment in 1869. This craggy, exposed glacial rock stretch of the original Lincoln Highway is unparalleled scenically and a great place to let your Porsche demonstrate its performance potential on a well maintained serpentine roadway.

The road to Donner Summit is 9.2 miles up the densely forested original grade of US 40 through Kingvale and

continues another 4.4 miles to the Donner Summit Bridge. Depending upon the time of day and the level of tourist traffic, it is possible to stop on the bridge and get some superlative photos of Donner Lake and the astounding surrounding Sierra vistas that have remained largely unchanged for over 150 years.

Leaving the Donner Summit Bridge, tighten your seat belt and follow Donner Pass Rd. as it virtually cascades down the barren glacial rock landscape through three switchbacks and 12 acute corners to the west end of Donner Lake. Continue on Donner Pass Rd. along Donner Lake's north shore, past the Donner Party memorial, and through the town of Truckee to the roundabout that is the intersection of Donner Pass Rd. and Hwy. 89.

The terminus of this "Porsche Road" is 9.7 miles from the Donner Summit Bridge at the intersection of Donner Pass Rd. and Hwy. 89. Go through the roundabout, and turn right (south) to arrive at I-80's exit 188 interchange at which point you can get on the Interstate and either head east to Reno or west to return to the Sacramento Valley. Driving this 95-mile route very conservatively takes about two and three quarter hours, exclusive of "pit stops" and myriad photo opportunities. Those who elect to continue into Reno and spend the night are advised to rise early the following morning and drive up the US 40 grade to the Summit bridge to catch a spectacular Sierra Nevada sunrise. It is worth the effort.

Alternatively, as we love to do, you can simply use the Donner Pass Rd./Hwy. 89 roundabout as an automotive centrifuge to reverse course and return home on US 40. The old Lincoln Highway provides an enjoyable escape route that by-passes such traffic stoppages and saves hours of frustration on the trip home. Another alternative drive back to the Valley from Donner Summit is to take either I-80 or the US 40 alignment to the I-80/Hwy. 20 interchange at Yuba Gap (exit 161). Exit I-80 and follow Hwy. 20, the beautiful Yuba-Donner Scenic Byway, as it twists down numerous switchbacks from Yuba Gap through dense stands of pine forest to its intersection with Hwy. 49 at Nevada City, and then drive south through Grass Valley on Hwy. 49 to rejoin I-80 in Auburn at exit 119B.



Road Less Travelled Directions

From I-80, Take the Rocklin Rd. exit 108, and turn left onto Rocklin Rd.

Turn right onto Pacific St. (8.7 miles)

Turn right onto Old State Hwy. just before the tunnel in Newcastle

Return back down Old State Hwy. then turn right to go through the tunnel

Turn left at the 3-way intersection onto Ophir Rd. (3.1 miles)

Merge with I-80 eastbound at exit 118

Take exit 124 for Dry Creek Road, and turn left onto Dry Creek Road.

Turn right onto Lake Arthur Rd. at the stop sign (1.3 miles)

Turn right onto Placer Hills Rd.

Turn left onto Applegate Rd. immediately after the I-80 exit 125 interchange (4 miles)

Turn right onto Geisendorfer Rd (1 mile)

Turn left onto W. Paoli Ln. (W. Paoli immediately turns right over the freeway)

Turn left at the "Y" intersection onto Paoli Ln. (0.2 miles)

Turn left onto Ponderosa Way (becomes Canyon Way in Weimar) (4.9 miles)

Turn left at the I-80 exit 135 interchange in Colfax, cross the freeway, and immediately turn right onto S. Auburn St.

Turn left onto Grass Valley St. (go one block west and cross the tracks)

Turn right onto N. Main Street. Enjoy Colfax's historic quarter

To exit Colfax, drive north on N. Main St.

Turn left onto Hwy 174 (1 mile)

Turn right onto Rollins Lake Rd/Lincoln Hwy (4 miles) –OR– take Norton Grade's challenging Victory Highway route (3.8 miles)

Continue onto Magra Rd. (at the intersection of Rollins Lake Rd. and

Norton Grade Rd, US 40 becomes Magra Rd. and crosses I-80) (4.5 miles)

Turn right onto Gold Run Rd. (0.4 miles)

Turn left on Lincoln Rd and cross the tracks

Turn right to stay on Lincoln Rd., and continue to the T-intersection with Ridge Rd.
Turn left onto Ridge Rd. (0.3 miles)

Leave US 40 for a side trip to Dutch Flat

Turn left onto Sacramento St. (1 mile)

Turn right onto Main St.
The old granite general store and original hotel are at the intersection of Stockton St.

Turn right onto Stockton St.

Turn left onto Sacramento St.

Turn left onto Ridge Rd./old US 40 (1.8 miles)

Turn left onto Alta Bonnynook Rd. (1.8 miles)

Turn left onto Baxter Rd. (0.5 miles)

Enter I-80 east at the foot of Baxter Grade.

Take exit 165; turn left at the end of the ramp

Turn right onto Hampshire Rocks Rd. (2.8 miles)

Turn left onto Donner Pass Rd. (13.6 miles)

Photo opportunity at Donner Summit Bridge

Continue on Donner Pass Rd. (9.7 miles) [caution: steep, tight corners and switchbacks]

Go through the roundabout and turn right (south) at the Donner Pass Rd/Hwy 89 intersection.

There are three options for returning home:

(1) Enter I-80 west at exit 188 to return to the Sacramento Valley

(2) Go around the Donner Pass Rd/Hwy 89 roundabout to reverse course and return home on US 40

(3) From Donner Summit, take either I-80 or the US 40 alignment to the I-80/Hwy 20 interchange at Yuba Gap [exit 161]. Exit I-80 and follow Hwy 20 to Hwy 49 south at Nevada City, and then drive through Grass Valley to rejoin I-80 at exit 119B in Auburn.

Going to Auction in Monterey

By Skip Quain, SVR Technical Chair

Photo Skip Quain

Our 1962 Lotus 23 Vintage Sports racer had been advertised in three magazines that cater to Vintage Race car enthusiast with minimal results. During that time, I decided to also complete the provenance of car and commissioned Michael Oliver, a Lotus historian and author of various books on the British Lotus race cars, asking him to put together the history of our Lotus starting with the initial owner. Michael's research located not only the initial owner but all subsequent owners with photos of them racing the Lotus. The Lotus was assigned serial number 23-S-12 by the Historical Lotus Registry. As Michael's research was so thorough the Lotus was assigned a "Green" rating.

We were in July approaching August Vintage Car Madness on the Monterey Peninsula, so Mardi and I called several friends to discuss taking the Lotus to Monterey and putting it up for auction.

Our friend Len, who I have known since the 1980s offered the best advice. Len is the major domo for a 100+ classic car collection. Cars from his collection are shown at the major Concours across the country, including Pebble and Amelia Island. As such he is a seasoned buyer of high end collector cars at auctions. We discussed the various auction venues and the clients they appealed too. He stated that RM/Sobeys, and Gooding's auction high end cars in the \$500k and up range, and cars with special appeal such as Porsche 356s. These cars appeal to collectors who were looking for investment quality cars that would fit into their collection, and would not be driven other than to special events or a Concours. Vintage race cars in the \$500+ range that still are driven at the premier race events such as the Rolex Monterey Motorsports Reunion are also in this class.

Mecum, Bonhams, and Russo & Steele handle a wider variety of cars. They have a broad range of the 1950s Jaguars, muscle cars, Porsche 356s and air cooled 911s, vintage race cars such as the Lotus that range in price range from \$100k and up field. After researching which auction house to sell the Lotus we chose Russo & Steele. They have sold several vintage race cars over the past several years. Also the CEO, Drew Alcazar, is an active vintage racer so we thought he would have an

understanding of the car.

Now that we had selected an auction house we contacted John Bemis the head of car consignment for Russo & Steele where they are based in Phoenix. John was interested in our Lotus.

Our discussion with John included his question of setting a Reserve. This became an important consideration due to the difference of commission. With Reserve the auction house commission is 10%. Without Reserve the commission is 5%.

Len advised us to sell the Lotus with a Reserve. His Golden advice: View the reserve as insurance against a bad low bid. During the weeks prior to the auction we contacted all the vintage Race car magazines we advertised in, friends in Vintage racing, and researched the sales of Vintage race cars similar to the Lotus. After these discussions a price range of \$135k - \$150k was deemed appropriate, and we were sure the Lotus would sell in this range. From the sale price range a reserve price of \$90,000 was determined.

The next decision was how to present the Lotus at auction. When we show the Lotus at an SCCA judged Concours such as the Niello at Serrano,

Hillsborough or Santa Barbara the patina from racing is a positive in the judging. Not the case at an auction. John Bemis told us to prepare the car as pristine as possible. So we contacted Man Leung of Detail Manic, a Drifter advertiser, to prepare the Lotus for the trip to Monterey. John Bemis told us Russo & Steele was interested in highlighting the Lotus and asked for pictures and a write up of its history. We sent him the 46-page dossier our historian had developed. The history from the dossier was used in an E-blast that Vintage Motorsports magazine was using to highlight the cars each auction would be selling. The Russo & Steele advertisement showed a picture of the Lotus from the 2014 Pre-ReUnion plus a brief write up. The marketing further solidified our pricing range of \$135k - \$150k.

The Russo & Steele's PR people put together an outstanding summary of the Lotus' history from our dossier which we displayed on the Lotus during the week. This write up of the Lotus was in the Russo & Steele's sales catalog.

Next came the paper work. We received multiple emails requesting more information than we thought possible including a photo of the new dash plate (23-S-12) verifying our Lotus' provenance. After much scanning and



e-mailing we were accepted.

On Wednesday, the week before the auction we took the Lotus to Detail Maniac to have the car detailed and trailer washed. I picked up the Lotus on Sunday, and what a transformation. The detailing job made the Lotus with its bright red body really "Pop". The engine compartment had never looked so good and the Cam Cover and Weber carbs shined. I loaded the Lotus into our freshly washed trailer and headed home.

Monday morning, we started out for Monterey. The traffic was light and we made good time. Once over Pacheco pass and on 101 South we started to notice the smoke/haze from the Big Sur fire. Russo & Steele's instructions told us to call when we were about 30 minutes away from the auction site. We called the Sales Lot manager and were instructed to park the trailer on Camino El Estero, the street near the center of Monterey. We waited approximately two and a half hours until we were called to check into the auction sales lot. When we received the call to proceed to the Sales Lot we proceeded down Del Monte Avenue past the white tents and into the sellers Sales Lot, cleared inspection and went to our assigned spot.

The cars up for auction were placed in a large fenced lot on Del Monte next to the auction site in the parking area for the marina.

The auction would be held in a series of huge white tents on Del Monte by Fisherman's Wharf. The entire auction site was secured and surrounded by chain link fencing. The auction would be held in the largest of the white tents. The entry to the main auction tent had four rows of high end cars on display including a Porsche 2015 918 Weissach Spyder, a Jaguar XJ220, several Ferraris and a Mercedes 300 SL. There were tents for registration and financial transactions for bidders, and one large white tent for the auction proper.

At Detail Maniac, Man had given us instructions to detail the Lotus each day to keep it looking fresh and free from dust and ash. After un-loading and placing the Lotus in its assigned spot we detailed the body surfaces front to back with a detailer supplied by Man. We also wiped the seats and interior panels, covered the Lotus first with beach towels and then our red car cover. Finally, we were done for the day and drove to the Carmel house just south of Carmel on California 1 right off the beach. We were sharing with our friend/fellow racer who drives a Porsche Bobsy sports racer who would be racing

at Laguna on Saturday. Along our trip to Carmel on California 1 we started to see an assortment of signs thanking the fire fighters who were working the Big Sur fire.

Tuesday was an open day as we had no access to the Car Sales lot. Taking advantage of the free day we took a walk on the beach, admired the views and marveled at the amount of building and expansion that was going on. We came home and drove to Carmel for "The Concours on the Avenue". As you might imagine we had to park some distance from Ocean Avenue. The walk was enjoyable and the architecture in Carmel is always interesting. I always enjoy the non-addresses in Carmel. Ocean Avenue was a mass of people and getting close to view the cars was a tussle. After viewing the cars and the many spectators in their "I want to be seen garb" we joined our friends for lunch.

We pick up the Going to Monterey Auction story on Wednesday the day before the Russo & Steele auction program would start.

The folks at Laguna Seca had comped us with "Hot Pit" passes plus for the Rolex Reunion Vintage Auto Races. We also had wrist bands for the Rolex Drivers Club which offered morning coffee and lunch plus great viewing of the races as thanks for our many years of supporting the Monterey Historics, now the Rolex Reunion. We were told to be at registration by 8:00 AM to sign-in before the herds arrived. Armed with a "Car Pass" we entered the track, parked on the hill, took the shuttle over to registration and signed in. Ardelle, our friend on many years of racing at Laguna, was waiting for us. On went the wrist bands, picked up a schedule of the week's races, and over to the Gift Shop to buy some goodies, then to the shuttle stop and back up the hill for our trip to Monterey and the auction site.

We arrived at the auction site and uncovered the Lotus and started our daily detailing effort. With the Big Sur fire still active the cars were continually covered with a fine soot of gray ash. Each wipe down required a mist of detailer to lift up the dust and soot. This was a process we would do Thursday, Friday and Saturday morning.

Daily, bidders would arrive to see the cars they were interested in bidding on. We had few prospective bidders, but you need only one. The first prospective buyer was a gentleman commissioned to research vintage race cars for a buyer in the mid-west. We discussed the Lotus in depth. He would contact his buyer and present the Lotus to him. He left

with one of our brochures, and would contact us later. Our signs showing the Lotus' history and racing action was receiving attention, but only one potential buyer. I enjoyed discussing the Lotus' race history with several fellow racers. Several thought the car would sell at the upper limit and offered to get the word out the Lotus was for sale. The day wound down with one contact that expressed interest, and would be at the Saturday auction where the Lotus would go across the block at approximately 6:00 PM.

Thursday we had our second prospective buyer, a story in itself. A couple stopped by where the wife was the racer - she now raced a Lotus Super Seven and was looking to move up to a faster class. We saw her face light up as we discussed the Lotus' performance and its vintage racing history. We could see her imagining herself seated in the red Lotus ready for her first race. The husband was less than enthusiastic. They took one of the brochures Mardi had put together and off they went with the racer wife, animatedly, talking to the husband about what a great car the Lotus would be for her next step up in vintage racing.

We walked over to the auction tent where the auction would start each evening at 5:00 PM with the auctioning of car pictures, memorabilia, guitars played and autographed by well-known rock stars. This was the warm up to the cars being brought up to the auction block. The memorabilia sales went on past 6:00 PM when the first cars were brought out. Unlike most auctions Russo & Steele is an auction in the round with the bidders able to get up close. Each car got 2 - 3 minutes with Drew Alcazar as the ring master. He would point out the cars qualities and work the crowd to keep the bidding going. The bidding kept going as the car was pushed off the auction block. Mardi and I watched for about another 30+ minutes and left the auction site to find a restaurant close by the wharf.

Friday, we stayed by the Lotus but found little interest. We again went into the auction site to gain further experience on the auction process. As the auction started I spotted Mike Thompson, the owner of McGee Motorsports shop at Sear Point, now Sonoma Raceway. McGee's had prepared the Lotus for racing when my knees couldn't handle the work. We talked with Mike who was at the auction at the request of Drew Alvarez. The car being auctioned was a Boss 302 Mustang that also was prepped by Mike's shop, as were the two cars Drew Alvarez was racing at the Reunion,

a Mustang Trans-Am and a Boss 302. Drew Alvarez called on Mike to highlight the car and lend credence to its race potential as the Mustang was rolled into the bidding area. Drew started the bidding on the Mustang as we watched.

As the Mustang left the block Drew asked Mike if he would be available on Friday to introduce the Lotus. What a great asset Mike would be to the Lotus' sales potential. After we watched Drew work the Boss 302 with Mike's assistance we felt we had an understanding of the auction process and left for dinner.

Saturday arrived and Mardi and I had coffee and some rolls for breakfast and headed up California 1 to Monterey and the auction site. The traffic was filled with Porsches going to the Werks Reunion in Carmel Valley, racing fans heading for Laguna Seca and others headed to the several Concours/ auction/events around Monterey. We parked, and walked over to the white Auction tent to prepare the Lotus for the night's auction. With the bright red body, red seat and belts with the rear open to show of the engine compartment the Lotus looked great. There were a number of "sellers" preparing their cars for the big night. The staging area had several couches where we could sit and keep an eye on buyers showing interest in the Lotus. The morning dragged on so Mardi and I swapped keeping an eye on the Lotus and going over to the Market for a coffee break or snack.

As the afternoon wore on we became concerned that the prospects that showed an interest earlier had not come by to further discuss the Lotus. But, as the time for the auction to commence approached, several potential buyers came up and discussed the Lotus and reviewed the car's racing history, time on the motor and who did my motor rebuilds. – all good signs. Mardi started to get ready to record the Lotus' auction with her iPad. As 5:00 PM neared the bleachers inside the auction area started to fill. Mike Thompson and his wife arrived. Thursday we supplied Mike the write-up on the Lotus. Mike had worked on the Lotus for several years and was my track support engineer. He and the McGee Motorsports mechanics knew the Lotus and Mardi and I for over 10 years. Mardi started recording the action, and there was some shuffling of several cars positions prior to the start of the auction and the staging area was busy. Several cars were placed ahead of the Lotus to go across the block. That was a positive sign as a later auction time would give additional time for potential

buyers to arrive. I discussed with the staging area staff the option of driving the Lotus across the block, which would require a lengthy warm-up time. We concurred that having the Lotus pushed across the block was the best alternative. A long wait to go across the block might cause the Lotus to overheat the motor as it is without a fan.

Our time came and we were pushed into the auction arena with Mike alongside and Mardi shooting the action. Drew Alcazar started the hype on the Lotus and its capability, leaned in and inquired of me as to the Lotus's racing capability and emphasized that the Lotus was ready to race as it sat on the block. The bidding started and Mike was introduced. The bidding was low and not even coming close to our reserve. Mike never got a chance to speak and we were pushed across the block and out of the auction arena. The bidding or lack of ended so quickly, I was stunned as I sat in the Lotus outside the White tent. I started and warmed up the Lotus then drove back to the viewing lot this time in daylight. At the car viewing lot we were directed to our new parking spot where the sold cars faced in and the unsold (us) faced out. Mardi and I covered the Lotus, met up with Mike and his wife and headed out to dinner at an old favorite -The Sand Bar and Grill with its view of the yachts at anchor.

The food was great as was the wine. Discussions of why the Lotus didn't sell were brief as we had limited information. We discussed the years Mike and I had been together racing and the enjoyment we had working as a team over the years. Mike had a long day Sunday which would start early so we parted ways and headed back to the Carmel house and the prospects Monday of loading the Lotus into the trailer and bringing the un-sold Lotus home – drat.

Sunday was an off day and we took advantage of another walk. This time we headed south along the beach to Monastery Cove where Mardi had taken scuba lessons. Then back to the house to change for a day at Laguna Seca. Again the Car Pass worked great. We walked over to the Rolex Drivers Club for lunch and enjoy a great viewing area of the races. We stopped by Dan & Karen's pit to discuss his Saturday race. We planned to meet them for dinner that night.

Our plan for Monday was to be at the Car lot to pick up and load the "un-sold Lotus" and head home. Our first stop would be at Toasties in Pacific Grove for a great breakfast. I adore their Olla berry pancakes and Mardi had a

waffle. The sales car lot manager told us to be at the car lot by 10:00 AM and we could get right in, load up and be done before the crowds of multi haulers arrived. As we drove north on California 1 we saw a long line of cars stopped because of an accident on the South bound side. The line extended past our Reservation exit. We hooked-up the trailer at the storage lot. We were advised to go South on Reservation to Highway 68, turn right to the auction site. Off we went and arrived at 10:05, and pulled in. With the assistance of the staff loaded the Lotus and headed home only to be met by a head on accident that blocked Highway 156.

A long wait which allowed Mardi and I to dissect the factors for the Lotus not selling or even coming close to our reserve. We decided to wait until we got home to gather more information on why the Lotus with its great history was a "No Sale".

Some words for SVR members contemplating going to auction:

If you are thinking about selling your Porsche, be it a 356, 911/912, 996/7 Carrera, or Boxster/Cayman, consider the following. As you well know Porsches are a hot item on the market place, but they must be special models. Now, almost any 356 has a market, and limited production or special models will fetch high numbers. Early 911 models are fetching significant prices. Do your homework, check out the sales numbers for Porsches at previous auctions, Porsche magazines' and fellow SVR members who have knowledge of your model. For the results of Porsche sales at this year's auctions go to flatsixes.com/Monterey, Amelia Island, and Scottsdale auctions. All very informative.

No matter what Porsche you are planning to sell, here are some critical items to consider: "Matching Number Cars" will bring top sales numbers, but authenticated documentation is critical. Your car must be pristine – Blue Ribbon Concours Prep. The 365s I checked out at the Russo & Steele auction were immaculate, especially the engine compartment. Don't even consider going to auction if your Porsche has ANY flaws in the paint, chrome, interior, and provenances. Remember you are presenting your car which you lovingly care for to a buyer who is looking for perfection. Any flaws, no matter how small, will reduce the value of your Porsche in the buyer's eyes.

Using these suggestions will maximize a positive view and offer to buy your Porsche.

SVR Members Honored at Zone Awards Banquet

By Collin Fat, SVR President

Photos Barbara McCrory

The Zone 7 Award Banquet was held in Concord on November 5th in conjunction with the Zone president's annual fall meeting. All of the Zone 7 presidents as well as many president and vice presidents elect attended the meeting. Representing SVR were President Collin Fat and vice president, Eduardo Ortega along with vice president elect, Gregg Plourde. The meeting, led by Zone 7 Representative Sandy Provasi, discussed a variety of is-

sues affecting the Zone. Topics included, incorporation, update on the website, PCA event insurance coverage, upcoming PCA events including Parade in Spokane, as well as Zone awards.

At the awards dinner, SVR was honored to have **Kim Nelson and Rik Larson honored as the Enthusiast of the Year and for a Lifetime Achievement Award respectively.** In addition, CRAB 36 was honored as the Event of the Year in Zone 7. Both Kim and Rik earned well-


deserved acknowledgment for their years of service not only to the Zone but also PCA and the region as well.

In addition, autocrossers Kent Treiber, 1st place in class S4, Weyland Fat, 2nd place in class S4, Collin Fat 1st place in class I3, and Darrel Huckabay, first place in class S2. were honored for their efforts in the Zone 7 autocross series with class championships. **Jim McMahan was first in the wash and shine class in the Concours series.**





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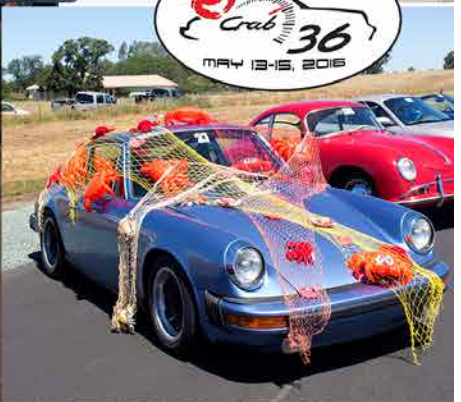
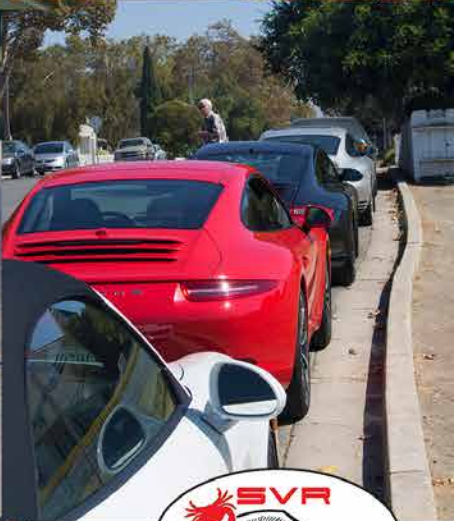
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Let's Rally - TSD Carrera de Sierra 2016

By Craig Marshall & Tom Paccini, SVR Members

Photos Collin Fat

"U turn NOW!", "U Turn NOW!!" as I yell at my lifelong friend, Tom. It's ironic; we have no idea if we're on course since a competitor just passed us going the other way! "This is crazy" as we laugh hysterically. This is SO much fun! My wife, Peggy, wonders why. She asks me the night before, "How do you figure following directions all day and getting lost is fun?" Having fun with cars is something that comes easy to Tom and I. We're both car crazy and we love to compete which makes a TSD Rally a pretty entertaining option for us.

Thanks to the PCA and BMW CCA, we've now entered five rallies and we're learning they are BRUTAL! Our first was a Sacramento PCA rally. We thought we aced it. Our result – dead last! "How can that be?" Our second, a BMW Rally in Monterey we failed miserably but we genuinely thought we were in the hunt. Then, at the recent CRAB Rally, we learned afterwards that stopping at the checkpoints was mandatory! But the BMW Rally didn't require us to stop? Put us down for a DNF! Uggh. Our fourth, another BMW Rally, we missed a critical turn just before a checkpoint and never got back on track! We still haven't heard the results to that one!

We're not a couple of dummies; we're smart enough at least to follow directions! Right? We're trying our hardest and we love the pursuit of



winning but we continue to get crushed. With TSD's it seems that they're written in an entirely different language! Are we being too literal? Not literal enough? Here's what we've learned - read ALL the instructions and focus on the route instructions more than your time, speed and distance traveled. Getting lost is exponentially worse than being a bit slow or fast.

The Carrera de Sierra was on our calendar for months. We came to the Friday night pre-rally meeting to learn something. We were amazed at the distance traveled by several participants, East Coast, Midwest and Southwest. These guys were experts. We heard reference to "California Rallies." Are they different than Wisconsin or Arizona rallies? We don't ask but talking to the experts was helpful and everyone was friendly.

We entered as amateurs with no computers and just the 81 SC's odometer. After six checkpoints, we learned that the little slips they hand out tell us where to start our next checkpoint – that's important! Lots of math, over 180+ route instructions, not to mention calculating minutes into hundredths! Yes, we got lost a few times but that's half the fun - pandemonium ensues as we try to get on track. We can't be more pleased with our dead last finish. We had a blast on some of the finest backroads in the Sierra foothills in a 911SC laughing all day long.

Peggy asks, "How was it?" I say, "It was great - some guys actually fly in for it!"





In the Zone

By Sandy Provasi, Zone 7 Representative

We just wrapped up the Zone 7 series for 2016 with an awards banquet on November 5th at the Clarion Hotel in Concord. The evening event followed a daylong meeting of the region presidents of Zone 7. I would like to highlight some of the many winners within the Zone. When you meet these winners, please congratulate them!

First, one of the highest honors in Zone 7 is the Lifetime Achievement Award. This award is not given out every year and has not been given out since 2009. The recipient of the award went to Rik Larson of Sacramento Valley Region. Rik has been serving his region, Zone 7 and PCA National since he joined in the early 1970's. Rik is still active in his region with a monthly article. He is currently the Zone 7 Secretary and also on the national Parade committee. Thank you, Rik, for 40+ years of service.

The presidents in Zone 7 vote on Zone 7 Wall of Fame inductees. SVR nominated a member and this year

put Kim Nelson's name forward for his continued support of the region, Concours and 356 groups. Kim will receive a special Silver Name tag given to all Wall of Fame winners.

For "Event of the Year" honors, it had to go to CRAB hands down. CRAB brought 250+ Zone 7 members together for a fun filled weekend. From the crab feed to the rally, autocross, funkana, airshow and so much more packed into the weekend. Can't wait until 2018 for the next CRAB.

Vern Thomas, Autocross Chair and Les Schreiber, Concours Chair helped present awards for 2016 to the year's winners. Along with the class winners there were some special winners within the Autocross and Concours series.

For Autocross the 2016 Men's PAX Winner is Andrew Blyholder, Golden Gate Region and the Women's PAX Winner is Anita Benzing, Redwood Region. Men and women out there, these are the two to beat next year! Also honored was Tosh Yumae, SVR,

who received the Tenacity Award. Not only did Tosh win his class, he attended all the events and is always there to help set up, tear down and everything in between. You go Tosh!

On to Concours awards for 2016 of which we gave out 13 class awards which we are hoping to push for 20 in 2017. The Rookie of the Year trophy went to the husband and wife team, Simone and Thorston Kopitzki, Redwood Region. The Dick Cottrell "Spirit of the Concours" award went to Phil Snowden, Monterey Bay Region. The last Concours award is the "Carol Kliendeinst Memorial Trophy" which goes to the entrant with the highest score. This year's winner scored 1000 out of 1000 points for his 2006 Silver GTS 911, Phil Snowden, Monterey Bay Region.

Along with the trophies there were plenty of door prizes given away provided by Griots Garage, Pelican Parts, Werks Reunion, PCA National, and PCNA. I would like to thank all the donors!

That wraps up the year for 2016. I hope to see many more of you out to snag some these Zone awards in 2017. Watch for the 2017 Zone Calendar coming out soon!,

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SVR Board Minutes

By Rita Barker, SVR Secretary

Wednesday, 11/9/16

6:55 pm PST to 9:14 pm PST

Sac Metro Fire #32

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Board Members and Event Chairs

Attendees:

President, Collin Fat

Eduardo Ortega Jr., Vice President

Rita Barker, Secretary

Steve McCrory, The Drifter Editor

Joy Nieslony, Treasurer

Rich Walker-Membership Director

Frederick Rauch-Competition and Safety

Bob Lozito, Social Director

Bill Fargo, Webmaster

Excused absence, Steve Barker

Also in attendance:, Barbara McCrory,

Alma Thompson, Gary Thompson, Sue

Sanders, Rik Larson, Gregg Plourde,

Kim Nelson

Call to Order by Collin Fat at 6:55 PM

1. Approval of Minutes from the October meeting approved electronically.
2. New Business and Chair reports:
 - a. Alma Thompson gave an update on the 2016 Christmas party, going over the agenda for the night and submitted the contract for Collins signature. The venue has a SmartPlatform which uses a flash drive for the program of the night for a cost of \$250.00. Board discussed the Clubs need for it went undecided.
 - b. Kim Nelson presented his budget for Niello contributions to various Club events for 2017 Motion to approve made by Rich Walker and seconded by Bob Lozito. Approved

Kim also asked the Board to approve \$50.00 for purchase of raffle prizes for the California Auto Museum Christmas Tree decorating party. Motion to approve made by Steve McCrory and seconded by Bill Fargo. Approved

3. Reports

Treasurers Report: Joy Nieslony:

October financials were presented by Joy. Motion was made to approve the budget by Eduardo Ortega and seconded by Rich Walker, Motion approved.

Presidents Report: Collin Fat:

Zone Presidents meeting was held November 5 in Concord. Collin announced that Kim Nelson received the Wall of Fame Award and Rik Larson received the Zone 7 Lifetime Achievement Award. Congratulations to you both and well deserved.

CRAB 36 received the award for Zone Event of the year. The appointment of Matt Menning as Tour Co-Chair. Club will be receiving PCA 55th Anniversary stickers which will be given out at various events.

PCA award nominations will be due by end of December.

Zone 7 is currently looking for a Treasurer, Zone 7 is now incorporated.

Shasta Region would like to include SVR in a 3-4 day event next year.

Barbara McCrory spoke on the summary of comments regarding SVR Draft Policy, after review her Committee has decided that the addendum should be deleted and the items in it moved to the appropriate place in the text. Secretary shall work with Barbara in noting and tracking the changes.

Membership Report: Rich Walker

reported as of November 1 SVR had 802 Primary members, 487 Affiliate members for total of 1289. There were 9 new members, 0 transfers out and 0 transfers in.

Autocross Report: No report

Competition and Safety- Frederick reported he had 2 DE dates.

Webmaster – Bill Fargo: Reported voting is ongoing with Rik Larson having mailed out paper ballots.

Drifter Editor – Steve McCrory: Reported we still have a need for someone to step up and become the new Drifter Editor. The November edition was a special one featuring Veteran members, past and present.

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

Advertising Manager – Mike Dunn: No report

Past President - Steve Barker: No report

Social Director –Bob Lozito: Bob is working on arranging 2017 events prior to the January Planning meeting.

Tech Chair - Skip Quain: no report

Charity Chair - Vacant

Meeting adjourned at 9:14 pm

December Board Meeting will be held electronically. Any reports will be added to the minutes for the month.





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Nov. Membership

By Richard Walker, SVR Membership

Membership Report

	Nov. 2016	Nov. 2015
Primary Members	802	752
Affiliate Members	487	486
Total Members	1289	1238
New Members	9	7
Transfers In	0	4
Transfers Out	0	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?

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Sacramento, CA 95865-4651

New Members

Bushey, Roy

Placerville
Rwb2455@gmail.com
1967 912

Espinoza, Teresa

Sacramento
Tlecontral@gmail.com
2016 Boxster

Evans, Matthew

Sacramento
mevanscsi@aol.com
1971 911T Targa

Kephart, Eric

Folsom
Kephare@yahoo.com
1986 911

Olsson, Ole

Granite Bay
Viking4852@gmail.com
2011 911 Carrera 4S Cabriolet

Sigel, Jason

Fair Oaks
jsigel@gmail.com
2006 911 Carrera S Coupe

Sun, Michael

Lincoln
msportworld@gmail.com
2016 Cayenne

Terzich, Robert

Terzich, Cecille
Folsom
rjterzich@comcast.net
1997 Boxster

Wu, Rosemary

Granite Bay
Rosemarywu@gmail.com
2014 911 Carrera 4S

New Members

Anniversaries

1 year

Edgardo Aisidro
Edward Gaines
Jamal Hartenstein
Henry Harvey
Marie-Laure Iliam, Tim Iliam
Nick Lettini
Tom Perry Smith
Chris Silva
Kevin Swanton
Serge Yantsevich

5 years

Jerald Platsis

10 years

Phil & Darla Shelton
Don & Rosie Songey

15 years

Lowell & Janene Shields

25 years

Don & Stephen Rossi
Al & Linda Schafer

30 years

William & Joseph De Rienzo

35 Years

Tom & Linda Martenot



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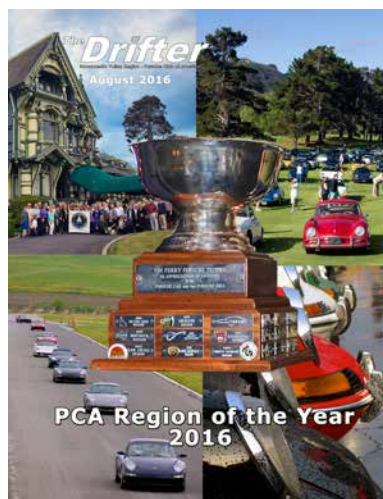
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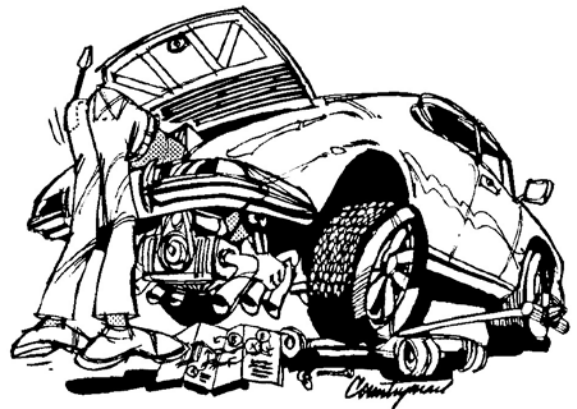


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SVR Goodie Store Update

Linda Bradford, SVR Goodie Store Manager

We are almost ready to choose our initial group of clothing products for the new online Goodie Store, and it should be available by the end of January. Here's how you will get there: Once you are on the SVR-PCA.org website, click on the "Goodies & Stuff" tab. There are now two options, the first being the "PCA Webstore" and the 2nd being the "SVR Goodie Store" (which will disappear at some point.) To navigate to the new SVR Goodie store, you will click on the "PCA Webstore" tab, and when that screen comes up, you will click on the "Regional Stores" tab and scroll down until you see "Sacramento Valley Region."

We'll send out an e-mail blast when this is available, and I'll do one more article for the Drifter. We will be starting with a limited amount of products and add more as we go along.

All of our year-end specials are available through December, but delivery will have to be arranged for the Christmas party or the Planning event on January 5, just give me a call or an e-mail. Crab T-shirts are still \$5, Sports Car Jewelry is still 25% off, and the License Plate/Car Badge Combo is still \$20.

Have a very Merry Christmas and a Happy New Year if I don't see you at the Christmas Party on December 17th.

Linda Bradford (916) 899-5731 or email goodie@svr-pca.org

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