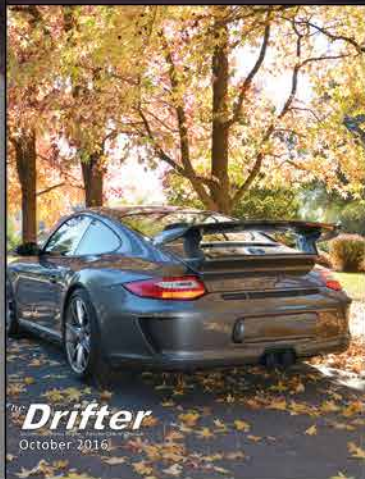
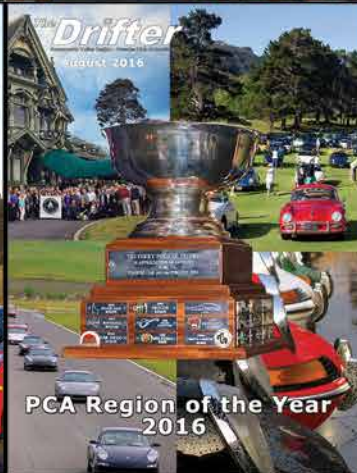
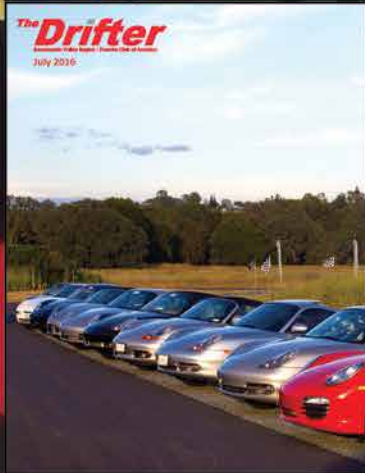
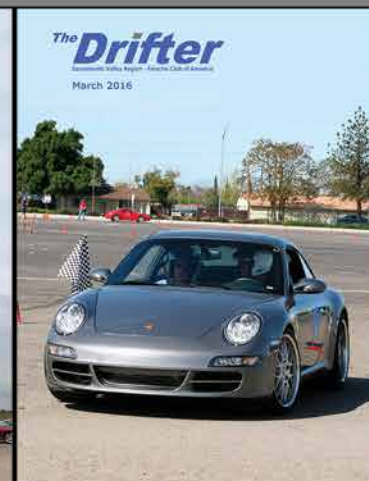


The Drifter

Sacramento Valley Region - Porsche Club of America

January 2017



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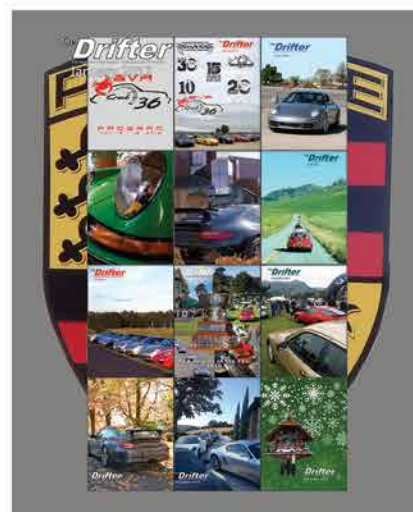


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Sacramento Valley Region, Porsche Club of America (SVR), publishes the Drifter monthly for its members. Written contributions and photos are welcome and should be e-mailed to the editor. The deadline for material is one month prior to the month of publication. SVR members should notify the membership director promptly of an address change to insure uninterrupted delivery. All material in this newsletter is protected by copyright. However, newsletter editors of others regions chartered by the Porsche Club of America may reprint any article provided that credit is given to the author and Sacramento Valley Region and that The Drifter is cited as the source.



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The Drifter

Sacramento Valley Region - Porsche Club of America

Volume 55, No.1

January 2017

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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 Column

Eduardo Ortega Jr., SVR President
Photo, Elaine Fat, SVR Member

As I start my first column as your new president, I am humbled by this opportunity and full of optimism that SVR will continue its successful path, one that is starting to reflect the changing demographics of our membership. I could never have imagined the trajectory I was about to embark in 2011, during my new members' tour, when I accepted the call to serve after hearing chairperson Lee Deter make an invitation to the audience to run for office in the upcoming elections. Please note that at that point, being an SVR member for about 11 months, I had only participated in the XXXII Carrera de Sierra TSD Rally, and a few breakfasts. That is it. I was elected Social Director, and fast forward after five years of board service, I am now your 2017 president. Did I have butterflies in my stomach in 2011 when I volunteered? You bet I did. But I had to overcome them. Success can never be achieved if we do not step up to the batter's box and swing at the ball. I mention this because my entire board career has been devoted to inviting new members to serve in the board.

The following is an excerpt of the social corner column I wrote for the celebration of SVR's 50th Anniversary back in 2012:

"Our original chapter members and earlier generations have built the foundations for SVR. Now it is the duty of the "younger" and new members like me to preserve the SVR legacy built upon 50 years of hard work, to ensure that when we receive the baton from the earlier generations, we keep the identity of this chapter intact and keep it moving confidently towards the future". This club does not function in autopilot. We have plenty of former and current board members that will mentor and help you and plenty of written materials if you embark in this adventure. Please consider serving in the board or becoming an appointed chairperson

in the next election cycles. Your club depends on it.

I want to thank our Past President, Collin Fat, for the exemplary job he did as President, our award winner Drifter Team and Webmaster, and all the outgoing board members. In addition to new elected board members, we are starting 2017 with some new Chair Person positions as well. Joining our recently created Tour Chair position is Matt Menning as Tour Co-Chair. He brings his expertise in tour logistics to compliment the requirements of this new Tour position. Hector Chavez and Matt will make a great team and they are already hard at work in the SVR portion of the 2017 Zone 7 Tour. Please read the article about Matt's new role in this edition of the Drifter.

In the Rally Chair, we welcome Richard Wetzel as the Chair Person. Richard is the Rally Master of the 2016 XXXIV and upcoming 2017 XXXV editions of the Carrera de Sierra TSD Rally. Another welcome addition is our new Charity Chair, Jeff Birkholz. Jeff comes from the banking industry and has experience organizing charity events in the corporate world. We also welcome Noah and Susan Bentley as Historian Co-Chairs. Finally, our Past President Collin Fat will be doing double

duty, as he will be the new Autocross Chair as well. Before being President, Collin was AX Chair, so this very successful competitive event program is in very good hands.

This column is being written before the January planning meeting, but even at this moment there are already some great events in the calendar and two of them in particular need your immediate attention. Gary and Alma Thompson are hosting a Valentine Day's Dinner, on February 14 to be exact, at the Smokey Oaks Tavern in Fair Oaks. And on February 18, there is a Tour to TRG and Adobe Winery in Petaluma, by Mike and Deborah Dunn. The beautiful Tour to San Simeon is making its biennial appearance on April 7-9, hosted by Mike and Emily Wills and Gregg and Rebecca Plourde.

Keep an eye on the SVR Calendar in February; it should have a lot of more dates in it after the annual planning in early January.

SVR has now its own High Definition video account in the Vimeo service. The link is already up and running in the SVR website. Just go to the activities tab (same where the pictures are listed) and click the "SVR Videos" link, no login or password needed. There are currently nine videos, five are CRAB 36 related, and the other four are related to other events. More videos will be added with the goal of documenting SVR events\

Enjoy January, and see you in the February column. Safe travels!





Editor's Corner

Steve McCrory, SVR Drifter Editor

Photo by Editor

January is always a time of change and new beginnings, and so it is with our Sacramento Valley Region, with a number of changes for the Board of Directors and Activity Chair positions. With members stepping up to take leadership positions, it's a time to look forward and build on the success of SVR, a success reflected in being selected PCA Region Of The Year for 2016. Club events are in the planning stage for 2017, and will include a variety of events sure to satisfy your Porsche interest, whether it is autocross, touring, concours or the social events that bring us together. **Event leaders** often need an extra hand to help, it is volunteers stepping up that keep the club running smoothly, as well as providing an opportunity for you to become more involved.

There are also changes for the **Drifter Team**, as we have added a few more positions that will add to continuation of high quality content and links to local, regional and national event coverage. Our goal is to keep you informed and involved in the Porsche experience, with the Drifter and the Panorama

providing a broad spectrum look at all things Porsche Club. **Kirk Bradford** has joined the team as a reporter. **So what does a Reporter do?** They provide occasional articles or photographs, suggest future topics, and act as a contact for club members who would contribute content to the Drifter. **Collin Fat** is also a reporter on the Drifter Team; and we welcome them both. We have now listed the Team on the inside cover of the Drifter to recognize their contribution.

I think you will enjoy the **January Cover** that **Barbara McCrory** has assembled using the Drifter covers of 2016; it is a glance back at a great year for the Sacramento Valley Region. Photos are an important part of the Drifter, and add the visual elements that tell the story of our events. With the technical advances of quality and flexibility in our tablets and smart phones, comes the opportunity to provide the hi-resolution images we include with our articles. We can enhance and size your photo if needed.

Some great news for our **Autocross Program** comes from Collin Fat, who an-

nounces the dates of the **SVR Autocross School**; see the schedule in this month's issue. **The Stockton Fairground** has been an autocross venue for many years for SVR, as well as many other clubs. The San Francisco Region of the Sports Car Club of America (**SCCA**) and the Fairground management team have announced a major project to enlarge the 5 acre site into a repaved 15 acres site. These improvements will provide access to many Northern California car clubs, as well as SVR and should be finished in early spring.

The California Auto Museum (CAM) recently held its annual Christmas Tree Decorating Party, with **Kim Nelson** providing the party plans that included both **SVR** and **356CAR** club members. **CAM** is a great resource for area car enthusiasts, and the current display is the California Motorcycle Culture. As in BSA, Harley, Triumph, Honda and Ducati, Norton, Matchless etc. If you have never visited CAM, put it on your list for 2017, it is a worthwhile experience and preserves the history of our car culture.

In this issue you will find coverage of the SVR Christmas Party and Charity Auction, another take on the Lincoln Highway experience from our friends in the Redwood Region, and a reprint article on the **Carrera Abarth** courtesy of **Vintage Racecar/Vintage Roadcar Magazine**. What could be better than 2 magazines combined as one? Arguably the Carrera Abarth is one of the most beautiful road and racing Porsches of the era, its role in the design of the original 911 is explored. **Skip Quain**, our Tech Chair mentions that he has raced against a Carrera Abarth during his vintage racing stint in the Lotus 23. **Eduardo Ortega** pens his first column as our SVR President, and **Larry Wilson** recalls another month in our club's history. Life is a highway. And see another photo closeups collage assembled by Barbara McCrory; they were all taken on 2016 SVR events. See how many you recognize. Have a great 2017.



Barbara McCrory in a hurry in the SWB 67



PDK (Pretty Darn Kwik)

Rik Larson, SVR Member

Charity in December

Members of SVR who attended the Christmas Party really helped with raising over \$8,000 for the Fisher House. And the toys donated for the CHiPs for Kids helped fill two cruisers. What a great way to close out the year.

That Cuckoo clock

So the price of that clock featured on the cover of the December Drifter was about \$2500. But then Mike Dunn said you had to pay a VAT of 20% (this was in Germany) bringing the cost to around \$3000. I wonder if this was a one of a kind.

Lotus Sold

Skip Quain wrote an article last month about his experience of selling his car at auction in Monterey last August. Well, the car has been sold (and not as a result of the article). The new car owner lives in Northern California. Enjoy the ride!!

F1 News

Rosberg wins the 2016 championship and retires 5 days later. What is this? This leaves an opening. I wonder

who will want to play second fiddle to Hamilton?

Look for some new track records to be set. The 2017 cars will be shod with wider tires and have more downforce (wider front wing, and the rear wing will be wider and lower). No change in the use of turbocharged V6 engines. And the side pods will make the car wider. First race is at the end of March in Australia.

TRG Racing Porsches again

TRG (one of our advertisers and also the location of a SVR tour in mid-February) has entered the Rolex 24 Hours race at Daytona at the end of January. They make it to Laguna Seca at the end of September. They will race the entire IMSA WeatherTech GTD season in a Porsche GT3 R.

AX Site at Stockton

The AX location is being expanded and the parking lot is being repaved. New track times there also (just kidding).

December Board Meeting Minutes

There was no SVR board meeting so no minutes and therefore no report in this Drifter.

Five years ago in the DRIFTER

Editor Kyle Gong was looking for a replacement (Bob Jacobson eventually took on the job). The January issue was 24 pages (we now have a normal 32 pages). There were 3 pages of classified ads (we now have just one page). There were 8 advertisers (many of which are still with us). Several members of the 2017 SVR Board of Directors were also on the board in 2012. Event ads were a full page we now have a standard of a half-page (except for major events). And the calendar now goes out for the full year (space permitting) as compared to just 3 months in the 2012 January issue.

San Simeon Tour

A reminder that the tour will be limited to about 25 cars and will be very similar to the past tours.

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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 Gregg Plourde at vicepresident@svr-pca.org

2017 SVR Events svr-pca.org

- January 5 SVR Planning Meeting Round Table
- January 7 Breakfast, Brookfields
- February 4 Breakfast, Brookfields
- February 14 SVR Dinner, Smokey Oaks Tavern, Thompsons
- February 18 SVR Tour, The Racer's Group/Adobe Winery
- February 25 SVR AX School, Niello Porsche, Collin Fat
- March 4 SVR AX School, Stockton, Collin Fat
- March 4 Breakfast, Brookfields
- April 1 AX Stockton
- April 1 Breakfast, Brookfields
- April 7-9 San Simeon Tour, Willis & Plourde
- June 11 SVR Concours, Niello Porsche, Kent Brandon

2017 SVR Autocross Events Contact Collin Fat 916.955.7966 / autocross@svr-pca.org

- February 25 AX School Niello Porsche
- March 4 AX School, Stockton
- April 1 AX Stockton
- May 6 AX Stockton
- June 3 Zone 7 AX, Stockton
- July 1 Zone 7 AX Stockton
- August 12 AX Stockton
- Sept. 2 AX Stockton
- October 21 Ax Stockton

Recurring SVR Monthly Events

- 1st Saturday **SVR First Saturday Breakfast 8:15 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.

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

Upcoming PCA Events 2017

- March 10 Werks Reunion, Amelia Island, Florida
- March 29-April 2 Treffen Hill Country, Austin, Texas
- July 9-15 Porsche Parade, Spokane, Washington
- August 18 Werks Reunion, Corral de Tierra, Salinas
- September. 20-24 Treffen Asheville, Asheville, North Carolina

Upcoming Events of Interest

- 2nd Saturday **356CAR Breakfast**, Marie Callender's Cit-
rus 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 the 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. Eduardo, 2016 SVR Vice President, maintains the master calendar with Gregg Plourde taking it over for the 2017 calendar year. No reason to wait until January to discuss. The new Social Director, Mardi Quain, will be at the planning session. As will Matt Deter, Competition and Safety Director.

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

Spokane Porsche Parade

The 62th Porsche Parade will be held in downtown Spokane. Lodging will be plentiful. The Parade headquarters will be the Davenport Grand (with the Historic Davenport Hotel and Davenport Tower also available for Parade entrants).

Registration for the Porsche Parade will be done in two phases. The first phase is for the lodging. The second phase will be for the signup for events and banquets. There will be information posted shortly at 2017parade.pca.org. There will not be a limit on the number of cars that can register.

There is already a lot of talk among SVR members about arranging tours to the event (it is an easy two day drive; one very **long day with two drivers**).

Treffen Hill Country

Registration will open Wednesday, January 4th.

Details are at treffen.pca.org. This event is being held in Austin, Texas, at the end of March. This is the second Treffen that is being presented by PCA. This is the first of two Treffens to be held in 2017.

The second one will be held in Asheville, North Carolina, in late September.

The Treffen Lake Tahoe was a very successful event. The format has definitely gone upscale from the original "Escape" format. A lot of socials are planned. And of course, a lot of interesting tours



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Board Appoints Matt Menning as New SVR Tour Co-Chair

By Eduardo Ortega, Jr., 2017 SVR President

Photo Collin Fat

In the Fall of 2016 the SVR Board created a new Tour Chair Position. The work on the development of this new position has been ongoing, and it became apparent this key asset could be enhanced by adding a co-chair that would bring expertise in tour planning, besides the previously identified administrative procedures.

Matt Menning has been appointed as the new Tour Co-Chair. Matt brings to the position his vast expertise in tour logistics, route planning, and execution. Together with his wife, Lisa, they have organized many tours in SVR over the last few years since they joined SVR in 2012. In 2013 they organized three tours. In 2014 they did five tours, followed by six tours in 2015. This past year they organized three tours, which included the CRAB 36 tour portion. Their tours have covered a wide range of geographic destinations and interests. For example, just to mention a few of them: a tour to visit the USS Hornet in Alameda, a tour to the City of Sausalito, a tour to a silver mine in Nevada that included a train ride, the "Sake to

Me Tour" in the City of Folsom (it included visits to the Kikkoman soy sauce factory, Gekkeikan sake factory, and the California ISO operator!). They also have hosted the very popular Oktoberfest Tour and dinner at Camp Virner Restaurant, which features live music from an accordion artist. Due to their active participation in the club, Matt and Lisa received the Member of the Year Award for 2014 and 2015.

In finalizing the details for this appointment, Matt and Hector Chavez met and started working together in sync. As a matter of fact, they have been already busy coordinating the participation of SVR in the upcoming Zone 7 Tour in June, 2017.

Matt drives a Porsche 996 with a 3.8 liter engine. Recently in the 2016 Fourth of July Parade

at the Pocket he lead the parade with his Porsche, featuring a large American flag and a checkered flag, proudly displayed on a long flagpole. Their lovely dachshund named Shinko is present in a lot of their outings.

Please help me in welcoming Matt Menning to his new role as Tour Co-Chair.



The Racer's Group is Back - with Porsche.
Legendary Team Returns For Rolex 24 At Daytona
and Full IMSA GTD Season



Saturday, February 18, 2017 Mark Your Calendar TRG - The Racer's Group Facility Tour

Tour the Facility
Lunch and Wine tasting at Adobe Winery

Details will be in the February Drifter

Tour Leaders: Mike & Deb Dunn
Mardi and Skip Quain

Questions?

Contact: dunngood@surewest.net

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



Smokey Oaks Tavern
9634 Fair Oaks Blvd
Fair Oaks, California 95628

Tuesday
February 14, 2017
SVR Valentine's Day
Dinner

The dinner will be buffet and includes
dessert, coffee, hot tea. No host bar.
Craft beers available.

\$20.00 per person, RSVP Feb 9th

Alma Thompson
9575 Horseshoe Bar Rd
Loomis Ca 95650
916-342-3434



Drifting Back, 15 years Ago

By Larry Wilson, SVR Member

January 2002

It's a new year, but new faces do not grace THE DRIFTER'S 2002 Board of Directors listing and mug shot page. Instead, it's a hardy lot of experienced veterans who have re-upped for one more year of fun and games: President Russ Hildebrand, Vice President Steve Nieslony, Treasurer Barbara McCrory, Social Directors Mike and Emily Willis, Membership Director Tom Sisson, Competition & Safety Director Bill Winkler, DRIFTER Editor Dennis Stettner, Webmaster Doug DeVetter (in April), and Zone 7 Representative Tim Fleming. The only new face for 2002 was on Secretary Katherine Sheppard. The DRIFT-O-METER, which seems to have a mind of its own, clicked over to Volume 40, Number 1, for the January issue.

This year, the January 10th dinner meeting at the Old Spaghetti Factory, Nimbus Winery (Hwy 50 & Hazel), also served as the club's annual activity planning meeting. The 2002 SVR VP Steve Nieslony and SVR Social Directors Emily and Mike Willis were pleased to address more than 60 SVR members in attendance who wanted to help plan the club's activities in 2002. This part of the evening's activities was deemed a great success because of the large number of new and interesting activities that will pop up on the club's 2002 event calendar. The big discussion during the evening, of course, was about CRAB 29 that was scheduled April 26-28, 2002.

The January 18th White Elephant Gift Exchange maintained its tradition of being SOLD OUT waaay in advance of its advertized closure date. Event chair Tandra Kroetz gets the same turnout every year, so, in the future if you see Tandra's name advertized as event chair, ENTER THAT EVENT NOW. Here's the notice that was placed in THE DRIFTER:

"The White Elephant Gift Exchange IS SOLD OUT for January 18, 2002.

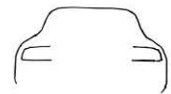
Tom and Tandra Kroetz are now taking reservations for January 2003. So when you get one of those weirdo gifts, don't despair...throw it in the closet and save it for next year! Call Tom and Tandra for 2003 reservations! The same capricious and arbitrary rules will apply. 916-989-1954"

In 2001, many SVR members competed in Zone 7 sanctioned autocross events, concours, and/or rally events and received an end-of-the-year award for their results at the Zone 7 Awards Banquet held January 19, 2002 in Sacramento. These SVR members later posed for a DRIFTER cover-photo (March 2002). The photo included award winners Kim Nelson, Bob Murray, Kathy Smalley, Dennis Stettner, Kent Brandon, Phil Lawrence, J. Toney, Jessica Toney, Rik Larson, Jude Sisson, Bill Winkler, Tom Sisson, and Zone 7 Representative Tim Fleming. Check out page 16 of the March 2002 issue for a complete listing of all Zone 7 Competition Series winners in 2001.

During 2002, Tom Sisson served as SVR's Membership Director, and with his wife, Jude, he also served as SVR's Goodie Store co-chair. Thus, he would provide THE DRIFTER with a monthly membership report PLUS a monthly report marketing various goodie store items. Tucked away in each month's goodie store marketing report, Tom would include a brief but valuable factoid. For example, in the January 2002 DRIFTER, Tom explained the origin of the phrase, "well heeled," because he used the term to describe the average goodie store customer. Tom said, "All of our prices are very reasonable and we know you are all well heeled." The heel in the term "well heeled" originally belonged to a gamecock, a bird trained to fight other birds to the death while men wagered on the outcome. A bird's owner would attach a sharp spur to its leg to make it deadlier in the cockfighting pit. The

fowl was then said to be "well-heeled." Later, especially in the western United States, this term was applied to men who were well armed. Ultimately, being well heeled carried over to the financial realm where it meant that one was financially armed to better deal with life (and goodie store merchandise prices). So, with all these educational moments brought to the membership by Tom's report in THE DRIFTER, members purchased more goodie store stuff just to help offset the high cost of this valuable research. Wouldn't you just know it would work out that way?

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.



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Sacramento Valley Region PCA 2017 Niello Autocross School



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

Don't miss SVR's Annual Autocross School.

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

\$80 per person

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

February 25 - Niello Porsche

10 am to 3 pm

March 4 - San Joaquin Fairgrounds

8 am to 3 pm

REGISTRATION LIMITED TO 1ST 30 STUDENTS

Students must participate both days

REGISTER ONLINE -

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

FOR MORE INFORMATION -

Contact Collin Fat: autocross@svr-pca.org



Sacramento Valley Region PCA 2017 Autocross Schedule



Niello AX School, February 25 and March 4

#1 April 1	Stockton
#2 May 6	Stockton
#3 June 3	Stockton (Zone 7 Event)
#4 July 1	Stockton (Zone 7 Event)
#5 August 12	Stockton
#6 September 2	Stockton
#7 October 21	Stockton

ON-LINE REGISTRATION REQUIRED

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

BEGINNERS ARE ALWAYS WELCOME!

Instructors and loaner helmets available

FOR INFORMATION

Contact Collin Fat: autocross@svr-pca.org

Christmas Tree Decorating Party, California Auto Museum by Kim Nelson, SVR Member



This year's Christmas Tree Decorating Party and Potluck at the California Auto Museum was a wonderful event with over 325 car enthusiasts coming together to help decorate the Museum for the Holidays. As in past years, our two Porsche Clubs, SVR and 356 CAR, came out in force with about 70 members helping decorate our two Christmas Trees – which, by the way, are beautiful and located in the main hall of the Museum by the feature display of Vintage Motorcycles.

This year our two Porsche Clubs were asked to help put the event on for the museum so we handled on-site registration, raffle ticket sales, decorating the tables, food preparation and keeping the banquet tables full of food. As you can imagine it's not easy to feed upwards of 325 people but our clubs did a beautiful job. In the end there was plenty of food left over and I think we all went home feeling pretty full.

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





Driver's Meeting

By Collin Fat, SVR Autocross Chair

Modifications for Lowering Lap Times

In this month's issue, I thought I would address the topic of the many types of car modifications you could consider if you are thinking about improving your lap times or getting a little edge on your competitors. I highly recommend at least 2 seasons of autocross experience before considering any modifications because it is very important for you, as the driver, to have an understanding of how your car handles now and what you are looking for in terms of improved handling and performance. The goal of course is to set up your Porsche to handle neutrally with little or no understeer or oversteer. That being said, if you have not experienced these handling issues how is it possible to tell your mechanic what you want to achieve with your modifications and how your car is currently handling?

To some Porsche enthusiasts this could be considered blasphemy. Why would you need to improve on the performance of a Porsche that is engineered to some of the highest standards in the automotive world? The answer of course is because you can. Performance enthusiasts have modified their cars for decades. There are street rods and muscle cars to name just a few. I remember in the 60's and 70's when everyone had to bolt on those rear traction bars or install a big Holly 4 barrel carburetor so they could burn rubber at every stop sign. Or they installed those very popular Hooker headers and a performance exhaust. Not much attention was paid in those days to handling and the emphasis was more on straight line performance and quarter mile times. Wow, in the 40 years since, car enthusiasts are still at the same game, especially among Porsche enthusiasts.

Over the years, I have been asked by many competitors about the modifications I have made on my Porsches so I thought I would address this issue in my column. When we are talking about modifications, nothing comes cheap. For those owners worried about the trade in value of their cars, all of the modifications listed can be reversed and

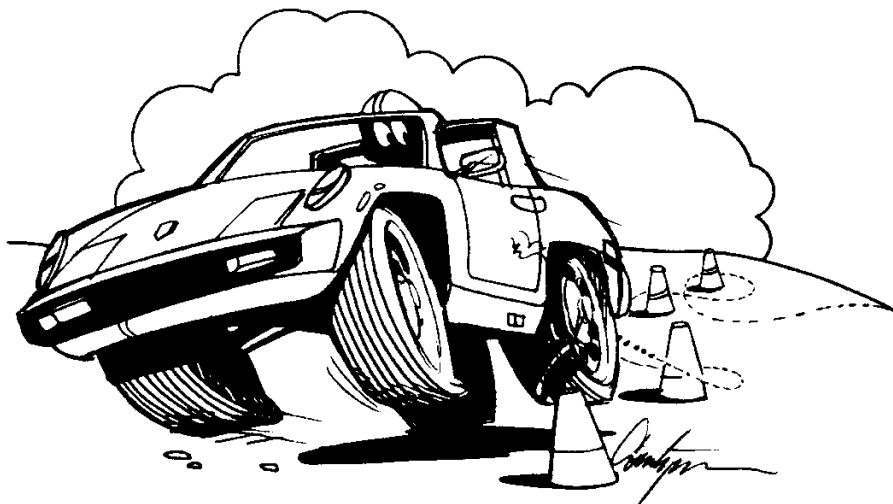
the OEM factory parts can be reinstalled or alignments re-set to factory specifications.

Tires and Wheels:

A tire upgrade is by the far one the least expensive performance enhancements you can make to your Porsche. After all, no matter the brand or price paid, tires are a wear item. Tires are also the connection between the road surface and your car and perhaps the most important performance part of your car. Porsche equips its cars with some pretty impressive N – rated rubber like the Michelin Pilot Cup 2, or Pilot Super Sports that can't be faulted for their over-all street performance. If your OEM tires are worn, a simple replacement is a simple solution for lowering your lap times. In addition to these street tires, you can also invest in a set of R-compound tires with tread wear ratings of 40-100 that have superior handling characteristics as compared to what your Porsche came with from the factory. R compound tires are not designed for mileage, but for ultimate performance in events like autocross or track days. Most manufacturers recommend they should not be driven on the street, even though many come with a DOT rating. You may have to invest in a set of track wheels to mount these tires on and save your OEM wheels and tires for street duty only. Cost of R

compound performance race tires run from \$1,500 a set to \$2,200 not including the wheels. A set of quality after-market wheels can run from as little as \$1,500 for a set to well over \$6,000 for a set of HRE's. Another option for track wheels is to purchase a set of gently used OEM wheels that someone else is selling. These can be purchased for as little as \$500 on Craigslist or on-line at sites such as eBay. What is the benefit in investing in a set of tires and wheels? 1-2 seconds on a typical course. The disadvantage, of course, is that most R compound rubber is not meant to be driven to the track and you must either haul your Porsche on a trailer or somehow find a way to get four 18" tires in your car and change them at the track.

A new breed of track orientated tires such as the Michelin Pilot Sport Cups, Pirelli Corsas and the new Dunlap Sport Maxx Race with tread wear ratings as low as 60 provide an alternative. These tires enable you to drive to and from the track and offer superior performance and braking abilities over standard equipment tires from the factory. Porsche actually equips its highest performing models with some of these tires from the factory. The trade off, of course, is less wear, often about 5,000 miles. I look at it this way. At a typical autocross course of 0.5 miles and at a 6-8 run event, you'll only drive



them less than 3 miles not including the round trip to and from the event. Expect to get 2 seasons out of a set of these high performance tires. Will you notice the difference? Absolutely, most notably you can expect your lap times to drop, your braking performance to improve, and turn in at those critical apexes will also cut seconds off your lap times. Also, the dreaded understeer our Porsches are designed with will definitely be reduced for more neutral handling.

Alignment and Corner Balance;

An alignment and corner balance is one of the best performance values for improving the handling of your Porsche. A corner balance is adjusting your suspension for the load carried on each of your four tires with consideration given for the weight of the driver. This is a time consuming process but is well worth the expense of \$200-\$300 for the effort. The result is a far better balanced handling car. Of course you just can't corner balance a car and an alignment would be required. Ask your mechanic or the alignment shop to get as much negative camber as he can when he aligns your car. The more negative camber you can get, the better your car's ability to corner and keep the full contact patch of your tires in contact with the pavement. With factory settings you'll get that push or understeer feeling when trying to take a corner or apex aggressively. Cost for a corner balance and alignment, about \$500-\$600. Word of extreme caution, make sure the shop you choose has experience with Porsches!

Suspension Upgrades:

Suspension upgrades are among the most expensive investments you can make to improve the handling of your Porsche over factory equipment. However, there are degrees of cost depending on your choices. The two most economical ways to improve the handling of your Porsche is to lower the car and thereby lower its center of gravity. This is usually done by installing a set of lowering springs from reputable manufacturers such as Eibach or H&R which make springs model specific for Porsche. Unfortunately, when you replace either the springs or coil overs a corner balance and four wheel alignment will be required. Next up the scale is to upgrade your car's stock suspension with an after-market coil over kit from Bilstein, H&R, or Eibach. Many

of the upgraded suspension setups are multi adjustable for rebound and compression so there is a lot to consider with the purchase. For those wanting to keep their cars more stock, you can always go for the M030 suspension upgrade from the factory which lowers the car by about 30 mm over stock and has stiffer springs and shocks. The huge advantage adjustability has for the occasional autocross or DE is that you can do a setup for the street as well as an autocross event. The advantage of an upgraded suspension is better turn-in at the apex, less body roll, the ability to lower the car to lower its center of gravity and better overall handling. Replacing your lower control arms is another option for gaining more negative camber and improving your car's cornering ability. A set of OEM factory GT3 lower control arms will allow you to adjust your negative camber at the front suspension to gain up to a -3.0 negative camber on some cars with an average of -2.0 degrees to -2.5 degrees to greatly improve your cars turn-in and reduce dreaded understeer. Cost for a set of front lower control arms run from \$700 to \$1,000 not including labor cost to install.

Lastly, replacing your stock roll bars with adjustable units will help reduce body roll when cornering. Roll bars are designed to reduce body roll when cornering, increase lateral stiffness and improve handling. Some are non-adjustable and can result in a rough ride for cars used on the street as well as the occasional autocross while some after-market units are adjustable with settings more in fitting with a Porsches used on the street. They offer the adjustability to make the car more suitable for the commute to work.

Increasing Horsepower:

I'm not a big fan of a horsepower increase but the muscle car era for most of us was not that long ago. That being said, horsepower gains in a Porsche car are quite expensive and buyer beware. One of the easiest ways to increase the horsepower in your late model Porsche is with a re-flash of your ECU. Gains are modest for non-turbo charged cars ranging from 10 to 15 horse power and 10-15 ft. lbs. of torque. If you happen to be lucky enough to own a late model Porsche turbo, an ECU flash can get you from 70-100 horse power gain and similar increases in torque. Wow, who needs a Porsche Turbo with 500+ horsepower!

Cost for an ECU flash range from \$1500 to \$3,000 from a reputable source. With a new generation of Porsches post 2017, I anticipate there will be many after-market firms offering ECU flashes, but given warranty issues, I would not recommend a re-flash until after the warranty period expires.

An exhaust upgrade is another choice for the performance Porsche enthusiasts with gains of 5-20 horsepower claimed. Though the claims are often difficult to decipher, the difference in sound is instantly recognizable.

The least expensive upgrades to increase power and torque can be found with a simple performance air filter from manufacturers such as K&N and AFE. Less restrictive than the OEM air filter, these manufacturers claim increases of 5-10 horsepower and better throttle response. Beware of the oiled filters as these have been known to cause problems with your mass air flow meters.

More Seat Time and Instruction:

Practice makes perfect is an old saying that not only applies to most sports such as golf, skiing or tennis but also to autocrossing. SVR has a talented pool of instructors with years of experience and there is no replacement for seat time with instruction. Too many times, novice competitors think it's the equipment that is the issue and not the driver. Nothing could be further from the truth. In order to discern the differences in the handling of your Porsche you need experience. Investing \$5000 on modifications in your car may not improve your lap times as much as you think. It's a cost-value decision that every autocrosser makes when trying to get their lap times close to the best drivers at an event. What all of the best drivers will tell you is that there is no replacement for seat time and expert instruction. With this being said, I hope to see you all at our next event!

Is the Abarth Carrera the Grandfather of the 911?

By Raffi Minasian

Reprinted With Permission, Vintage Roadcar



Le Mans, 1960. You can imagine the scene. The coming decade was cresting the '50s into oblivion. The vast high-speed straights of the new decade revealed technology and design that was radically different from the previous era. No one was slowing down, even in the corners. Materials and processes were advancing but so too was body design and aerodynamics. All at once, it became clear to Porsche, as the Abarth Carrera crossed the finish line, winning its class at Le Mans. It was time for a change. Faster than the German built version, it was also more modern in proportions and design. Porsche had engaged Abarth the previous year to bolster their dated GT Carreras by building a series of lightweight bodied cars using the 356B platform. The resultant Abarth was a stunning car.

Abarth was led by Carlo Abarth, an Austrian born Italian designer with a passion for racing. After developing the company that would become Cisitalia, Abarth embarked on a new venture developing a wide range of cars and specialty parts for different companies, including Porsche. Abarth knew that this Carrera was going to have to be special, so he quietly engaged Bertone designer Franco Scaglione to pen the car. They removed nearly five inches from the height, reduced the width, removed the bumpers, used Perspex instead of glass for all areas except the windscreen and further reduced the overall weight. The smaller profile resulted in a far better car, balanced in power and weight but also slippery through the wind due in part to the smaller frontal area.

Porsche prepared the first car for racing further lightening the interior and venting the engine compartment with a nice set of deck lid louvers and a long

list of changes. Despite Porsche's frustrations with the first cars, the Abarth Carrera would make a strong statement at the track with the Le Mans win and others. But most critically, the car would impact at least 20 fortunate privateers who would step up and pay \$6,000.00 for one of these hand built cars.

By 1962, the early 901 series Porsche would begin development with Ferdinand "Butzi" Porsche beginning a series of designs that would ultimately lead to one of the most important sports car designs of the 20th century – the 911. While many historians credit Butzi with the design, and rightly so, I believe this unique design was greatly influenced by the work of Abarth and Scaglione and the metal fabricators at Rocco Motto, who contributed to the design of the Abarth. Butzi struggled with his new design for some time before generating the iconic form known today, but let's take a look at the two cars and compare the influences.

The Abarth Carrera was very handsomely treated to an all new body featuring fenders with a lower, tighter profile and open headlights with "sugar scoops." The sloped front end and slightly rounded leading edge made for a very clean front section. The fender and hood line relationship was revised and the profile became more elongated, with a smooth and tapered roofline. The front wheel opening slightly flattened at the top and offered a delicate ogee nearly identical to the coming 911. The resulting combination of these ideas might have been less impactful but for one very important feature of the Abarth Carrera. It didn't look "Italian." The large wheels against the slimmed-down profile, the hunkered down roofline, the rear overhang, and the glass to body relationship all spoke a visual language that was deeply in keeping with the Porsche lineage. It was German,



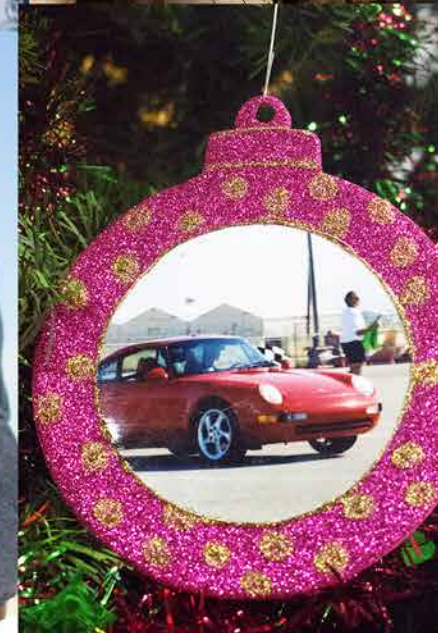
but in a new and more delicate way. So much so that Butzi referenced the car repeatedly even after using other outside designers to aid in his conceptual direction for the pending 901. Of course Butzi would tend to the design with a fair amount of changes despite the urgency to finish the model. Earlier designs show a much taller roofline and more angular quarter glass, all of which were discarded in an effort to refine the design. As the deadline for the car approached, Porsche engaged Reutter to build the prototype, also making changes to the final design.

As with all car designs, there are many people involved in the refinement and finish as the final design emerges - the more famous the car, the more people who lay claim to it. But with the 911 there is no denying that the formative ideas around a new way of looking at a refined version of the earlier 356 were put to pen by Carlo Abarth and his team of designers/fabricators—a beautifully designed car, built by Italians, led by an Austrian, racing for a German company.

Submitted by Skip Quain, SVR Technical Chair.



What did you miss last year?



2017 Niello Porsche Autocross School

By Collin Fat, SVR Autocross Chair

SVR's 7th annual 2 day autocross school is scheduled for **February 25th** at **Niello Porsche in Rocklin** and again at the San Joaquin County Fairgrounds on March 4th. This year's event will include hands on driving instruction like past years and will require each student to commit to both days. It will be quite educational and will cover everything you will need to know about the sport and the dynamics of car control.

Autocross is a competitive and timed event conducted on a pylon lined course usually setup on the tarmac of an airfield or large parking lot. The objective is to complete the course without hitting any cones in the fastest time possible. Speeds reach a maximum of 60 mph with courses taking between 35 and 60 seconds to complete. The risk of damage to your car is quite low as the only objects you might hit are the plastic cones. Wear to your tires and brakes

can be expected, but worth it given how much fun it is to test the limits of your Porsche. On the street it is difficult to test the limits of your car's handling in a safe manner and autocross provides the Porsche owner an opportunity to let it all hang out and to experience the incredible handling and engineering that has gone into their prized toy.

The course will be led by chief driving instructor, Dave Schnitzer, several autocross team members and me. It will cover what you will need to know to prepare for your first event including preparing your car, safety requirements, registration, course work, car dynamics, braking, cornering, the proper apex, turn shapes, exit speeds, throttle modulation, how to approach a slalom, and of course safety.

For more information about autocross in general, go to: <http://www.svr-pca.org/sites/all/docs/AX/>

[AXAbout\(Mar%2017\).pdf](#).

Registration for the school opens January 25th and is limited to 30 students. Cost for PCA and SVR members is \$80 and lunch and beverages will be provided by Niello Porsche on both days.

To register go to <http://svr-autocross.deter.com/register>. Non-members are welcome if space allows for a fee of \$95 and also includes lunch.



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Holiday Christmas Party to Remember

By Collin Fat, SVR Past President

Photos, Collin Fat

The club's annual Christmas party and awards banquet was a resounding success. Held this year at Sun City Roseville, the venue attracted a record crowd of 140 members including sponsors and representatives from the CHiPs for Kids Toy fundraiser. Last year's event was held at the venerable Sutter Club and attracted about 124 members while the attendance at Granite Bay Country Club ranged from 115 to 120 members. Chair Alma Thompson could not have picked a better venue as parking was very convenient and free, the ball room was beautifully decorated and allowed space for not only the dance floor, band and beautifully setup silent auction display.

Following the silent auction, where members placed bids for a variety of auction items from a 2 night, 3 day stay at a spacious 4 bedroom Tahoe home, to several car details donated by spon-



I/r Matt Deter, Howard & Vern Thomas
Joy and Steve Nieslony

sors Detail Maniac and Appearance Solutions, Sacramento King's tickets, car themed paintings and photography, silent auction chairs Deb and Mike Dunn out did themselves and raised over \$8,000 for our designated charity, Fisher House. Fisher House provides free housing for families of veterans or service members while their love ones are hospitalized. Our charity is located at Travis Air Force Base in Fairfield. The funds raised were an amazing feat as the concept of a silent auction was only brought up several months before the party. Thank you again to Mike and Deb for rescuing our charity auction and providing, perhaps, a new format we can carry forward for future charity auctions.

The evening also included the raffling off a half dozen or so items graciously donated by Niello Porsche.



I/r Officer Chad Hertz, Alma Thompson,
Officer David Martinez

Following a nice video presentation capturing the events and members involved in over 50 events this year.

Kirk Bradford announced the board members who are stepping down after at least 2 years of service or more that included Frederick Rauch, Competition and Safety Director, Rita Barker, Secretary, Steve Barker, Past President, and Collin Fat, President.

Returning next year as new board members or in a different position are Eduardo Ortega, President, Gregg Plourde, Vice president, Rebecca Plourde, Secretary, Joy Nieslony, Treasurer, Steve McCrory, Drifter editor, and Janet Conner, Membership Director. Bill Fargo will also be serving another term

as our webmaster but was not able to attend.

Dozens of tour chairs, dinner chairs, and appointed event chairs were also honored for their service to the club and because of the number will not be mentioned individually other than for the winners of the event of the year, tours of the year and dinner of the year. As most of you suspected, the board awarded CRAB 36 co-chairs, Kim Nelson and Steve Barker for the event of the year as well as being recognized as the Zone 7 event of the year. Kim Nelson was also noted with his placement on the Zone 7 Wall of Fame. The team of Janet Conner, Sue Sanders and hosts Ed and Terri Parra were honored as the dinner event of the year. The multi-day tour of the year was awarded to the Cambria Tour and co-chairs Sue and Brian Sanders and Gregg and Rebecca Plourde while honors for the single day tour of the year honors went to Matt and Lisa Menning for their Oktoberfest Tour.

The awards portion of our annual Christmas party is an important way in which the club gets to say "thank You" to the many members who take the time and energy to plan all of the events that make SVR such a great club and the Region of the Year for 2016. I hope that you will all be at our annual planning meeting in January and to continue to volunteer your service and time to the club.

The evening concluded with dancing with music provided by the Speedsters and from what I heard, everyone seemed to be having a great time! Also thanks to all the members for their contributions to the silent auction. You guys and gals are the best!



I/r Howard Wolf, Kim & Nick Majetich, Susan Wolf

Christmas Party Charity Auction

By Deb and Mike Dunn, SVR Members

Photos Barbara McCrory

Drum Roll Please. Thanks to the efforts, donations and generosity of all the donors and bidders, the Christmas Party Silent Charity Auction raised \$8,061.00. We were 100% sold out! The recipient of SVR's donation will be Fisher House. Fisher House supplies support and housing, at no cost, to the families of military personnel during their loved one's hospitalization. "Because a Family's Love is Good Medicine."

Thank you to Alma and Gary Thompson for a wonderful Christmas Party. And thank you for your partnership, donations and inviting the auction to join the Christmas Party.

Thank you to our hostesses, Kim Majetich and Lisa Menning. A special thank you to Rita Barker, with a helping hand from Ed Parra, for collecting the checks, cash and IOU's.

Special recognition to the generosity of Ken Dwelle of Flyers Energy for a donation of \$1,000.00 to the charity.

Our Top Selling Item:

The Pebble Beach Concours 2017 Ticket Package donated by Linda and Jim McMahan

Rounding Out the Top Seller List (in random order):



Pierce Arrow Wine Tasting Tour donated by Sue and Brian Sanders
 Fat's Restaurant Certificate donated by Elaine, Collin and Weyland Fat
 Porsche Pillows designed by Rebecca Plourde donated by Rebecca and Gregg Plourde

Tahoe Cabin Getaway donated by Alma and Gary Thompson

Wine and Dine Italian Dinner donated by Terri and Ed Parra

Wine Ensemble designed by Rachel Nelson donated by Rachel and Kim Nelson

Thank you Members of the Sacramento Valley Region, the 2016 Region of the Year, for another successful event.





In the Zone

By Sandy Provasi, Zone 7 Representative

Looking forward, the 2017 calendar is filling up in Zone 7. During the President's meeting we laid out the start of the calendar. There are a few dates we are still waiting to confirm and contracts need to be signed. At this time we have 8 Zone 7 Concours spanning 8 of our 10 regions. We also have 9 Zone 7 Auto-crosses planned in 4 regions. Look for the new calendar on the Zone website.

Along with these events we are working on a Zone 7 Tour, which will cover 3 regions over 4 days this June. We hope to expand the tour in the future to cover most of the regions in Northern California and Northern Nevada. This year's tour will begin in Redwood Region, travel over scenic back roads to Shasta Region then drop down into Sacramento Valley Region. Stay tuned for more details.

Also this year there will be a rally school to help everyone get ready for the Parade in Spokane put on by Keith McMahan of Sacramento Valley Region. More info soon.

Please welcome the new Zone 7 Concours chair, John D'Angelo. John will be working on getting more judges trained, updating the rules and promoting the sport!

Happy New Year!

Sandy Provasi
sandyprovasi@gmail.com
408-947-0980

TrackMasters Racing

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

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Mazda Raceway	Apr 30
Sonoma Sears Point	May 6
Sears Point Autox	May 6
Sonoma Sears Point	May 7
Mazda Raceway	Jun 17
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Craig and Mike's Most Excellent Adventure

by Craig Steele and Mike Hinton, Redwood Region



INFORMATION ABOUT THE LINCOLN HIGHWAY



Lincoln Highway - New York to San Francisco 3, 555 miles
Total Trip 8, 037

- 16 States
- 1 Province
- 350 gallons of gas
- 1 chipped windshield
- 1 flat tire
- 8 National Historic Landmarks
- 1 giant waterpark
- 3 birds
- 1 near miss on a prairie dog
- 1 dinosaur
- Epic number of bugs
- 50 plus Lincoln Hwy concrete markers, signs, plaques, murals, and pole markings photographed along with one bridge
- More dirt roads than we would have liked
- ...And with all that with **No speeding tickets**

We are currently accumulating all the documentation to submit to the Lincoln Highway Association for their annual Recognition Award for Completion of the Coast-to-Coast Travel.

One of the questions we get asked "What do you take with you on a cross county trip". Mike would say a credit and AAA cards. We packed extra synthetic oil and coolant; car tools, flares, air hand and electric tire pumps, cloths, window cleaner, electrical car battery chargers, flashlights, extra fuses, etc.

Drinking water and lots of healthy snacks are important for a driver comfort. Getting 91 or better octane gas on some routes proved difficult especially avoiding fuel laced with 10% ethanol.

We both regularly autocross with the Redwood Region, the driving skills we develop at those events are life saving during our actual behind the wheel experience. Also driving Porsches has an additional factor of the best brakes on the planet and agile steering and racecar suspension.





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December Membership

By Richard Walker, SVR Membership

Membership Report

	Dec. 2016	Dec. 2015
Primary Members	807	751
Affiliate Members	487	477
Total Members	1294	1228
New Members	9	9
Transfers In	0	0
Transfers Out	3	3

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?

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Sacramento Valley Region-PCA,
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New Members

Costa, Carlos
Folsom
Col.costa@gmail.com
2005 911 Carrera S CPE

Jones, Kristi
Carmichael
2014 911 Carrera

Laliberte, Robert
Brownsville
Rlaliberte@sbcglobal.net
2005 Boxster S

Maidan, Lucian
Carmichael
lucianmaidan@gmail.com
2017 718 Boxster S

New Members

McConnell, Rob
Yuba City
rmconel@gmail.com
2007 Boxster
Okada, Lincoln
Penn Valley
lincolnokada349@msn.com
2002 911 Carrera 4S

Price, Deeann
Sacramento
dprice@dmv.ca.gov
2000 911 Carrera Coupe

Tagoreerwin, Richard
Granite Bay
RTerwin@r3cgi.com
2017 Macan GTS

Zajic, Greg
Zajic, Liah
Carmichael
zzajic@comcast.net
1969 912 Coupe

Anniversaries

1 year
Jennfer Alpert
Robert Bissell
Derek Blomquist
Steve & Nancy Casale
James DeVore & Kim
Slaughter
Keith Katsura
Greg Kendrick
Dena Lumbang
Bill & Kim Montague
Jack Parker
Al Price II
Eric Ramirez
Hooman Rahidi
Tony Segura
Kirk Steele

5 years
Maganja Murray &
Erminja Maganja
Ron James
Nick & Kim Majetich, Jr.
Van Palacio

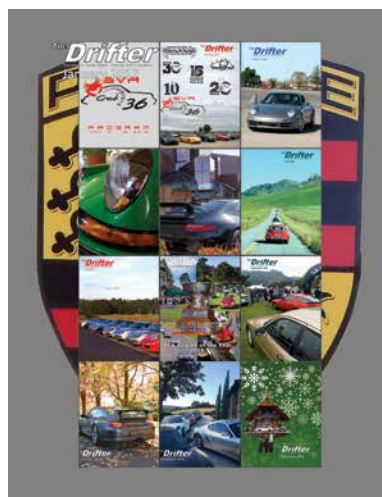
10 years
Leon & Josh Glasgow
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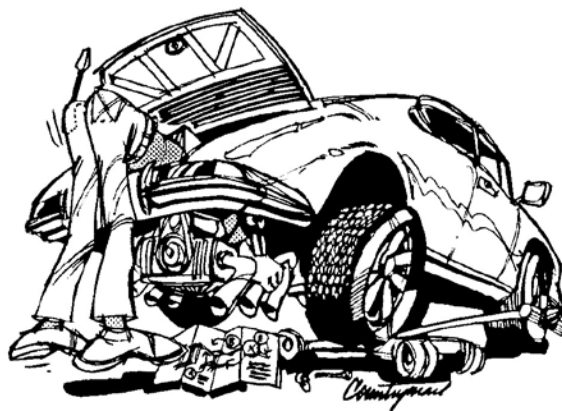
\$125 USED, Tamiya 56708 RC TamTech 1/12 Porsche Turbo RSR 934 racing Jaeger Meister RTR RADIO CONTROL SET. NEW \$299, Note there is some fading of the paint. Runs fine. email for additional pictures. mikew@cwo.com

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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 on-line Goodie Store, and products should be available late February. 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."

An e-mail blast will be sent out when the store is available. A limited amount of product selections will be available at the start with more to be added later.

Linda Bradford
goodie@svr-pca.org
916.899.5731



The Drifter

Sacramento Valley Region - Porsche Club of America

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