

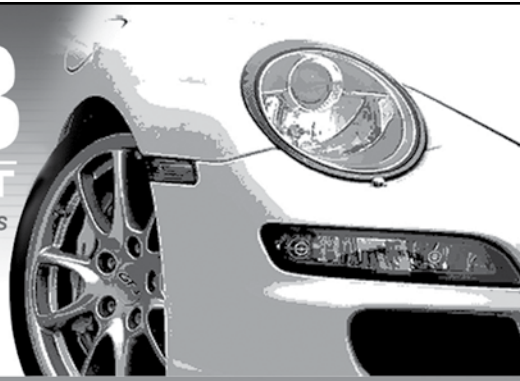
The Drifter

Sacramento Valley Region - Porsche Club of America

February 2017



IPB
AUTOSPORT
 PORSCHE / BMW SPECIALISTS



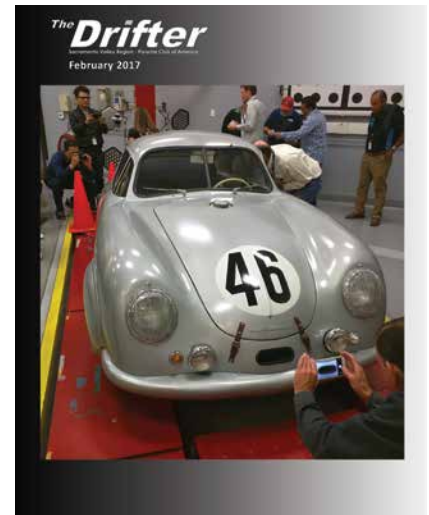
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Sacramento Valley Region, Porsche Club of America (SVR), publishes the Drifter monthly for its members. Written contributions and photos are welcome and should be e-mailed to the editor. The deadline for material is one month prior to the month of 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.2

February 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 President's Column

Eduardo Ortega, Jr. SVR President

Photo, Barbara McCrory

We began the year with our first board meeting in January at Fire Station 32 in Fair Oaks. Other than a very busy agenda, I thought the meeting was going to be routine. When I got to the Fire Station and entered the large conference room we use for the meetings, I quickly noticed the extra chairs stored in the big closet were missing. For the first time in four years (a problem we have never encountered) the extra chairs were nowhere to be found and we had only about 12 chairs arranged around the central tables! I could not contact the firefighters since they were out in an emergency call and I had to begin the meeting with some people standing up since we did not have enough chairs. This was a Murphy's Law kind of event.

For February I will visit a few days before the meeting, to see if the case of the missing extra chairs has been resolved. If we do need extra chairs, I will make arrangements to take care of it.

Also, for SVR members that wish to attend the board meeting, please send me an RSVP by email, text message or voice call to the contact info listed for me in the board of directors listing. That room has a maximum capacity for 20 people (a number we have never exceeded), and since this year our combined board of directors plus chairs is quite large, I must keep an eye on that maximum room capacity.

The **2017 SVR Planning Meeting** was quite successful. The attendance was similar to the 2016 Planning Meeting, with an attendance approximately of seventy members. After some great pizzas, I introduced our new charity chair Jeff Birkholz. Jeff had the chance to address the attendees and network with past charity chairpersons Alma Thompson and Mike Dunn.

The wall calendars were filled with dinners for each month of the year (excluding the Porsche Parade month of July and Christmas Party in December). Also, a variety of events such as a VIP outing to watch the Sacramento Rivercats, a car detailing clinic, tours and TSD rally events (rallies are making a come back).

For dates, please see the SVR calendar, now under control of our **Vice President Gregg Plourde**. His first calendar distribution incorporated the many events that were harvested from the planning meeting. He did a great

job, having also included the many Zone 7 events.

As I write this column, I heard from past president and AX Chair Collin Fat that 26 people out of 30 available spots have already signed up (including yours truly) for the **AX school at Niello Porsche** on February 25. This promises to be another very successful event. What I liked about my first AX school experience back in 2015 was the fact that the practice portion is only with fellow AX students, so it is less intimidating that doing an autocross lap for the very first time ever competing with the seasoned members. My favorite course feature was the slalom.

For those of you that are avid **TSD Rally** fans, these events are making a comeback. I have heard that in SVR rallies were hugely popular events back in the 1970s and 1980s, with rallies that lasted 24 hours. They used to start in the morning, drive all day and all night, and at the finish line, the drivers got together for breakfast and camaraderie (wow!). I participated in 2010 in the XXXII Edition of the Carrera de Sierra TSD Rally, in my 1978 911SC. I remember driving for about 8 hours (with a lunch break), and seeing some of the most beautiful spots in the Sierra Nevada.

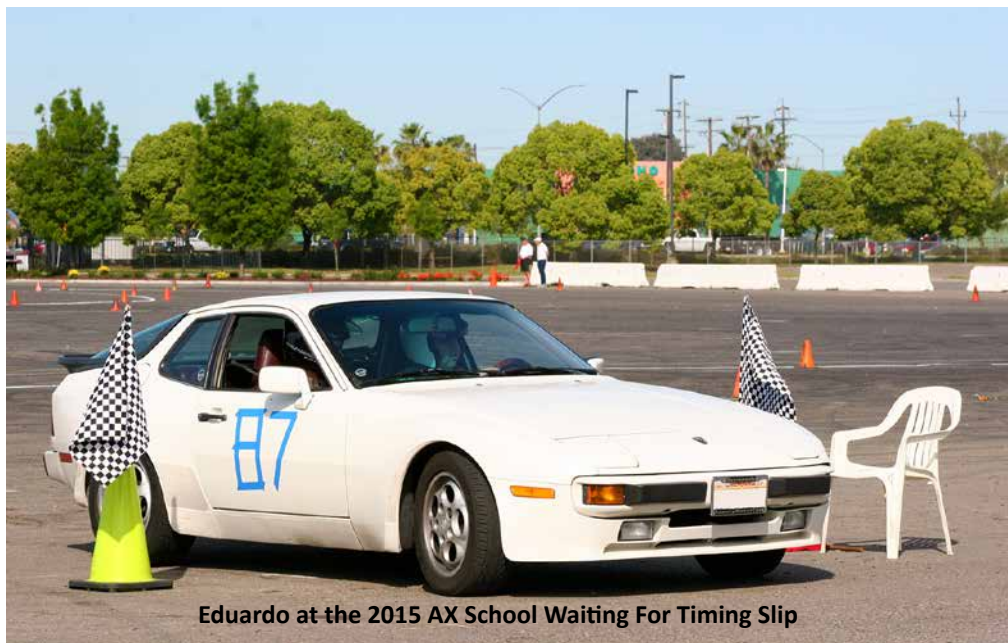
Well in May 2017 **Keith McMahan** has organized a **Rally School** at Niello Porsche and also rally event. Likewise, our 2017 rally chair has organized in June a Rally School at Porsche of Liver-

more and a rally. In addition, Richard is the rally master of this year's XXXV Edition of the Carrera de Sierra TSD Rally in October. If you are a SVR member that has yearned for those rewarding rally events to return, then 2017 is your year! I give a huge thanks to Keith McMahan and Richard Wetzel for spearheading the revival of the tradition of rally competitive events within SVR and Zone 7.

In the ever-popular club dinner category, there are two upcoming dinners that will for sure tickle your fancy. In March 20, **Liz and Ray Houser** are hosting a dinner at "Paul Martin's American Grill" in Roseville. From the restaurant's website, they describe their establishment as "Paul Martin's American Grill is on a mission to make the food America loves set to a higher standard—always without hormones or antibiotics—and all served in an environment of convivial and remarkable hospitality.

We warmly invite you to enjoy America's New Food Story." After a brief absence in 2016, on April 10 the club dinner at Fat's Asia Bistro in Folsom makes its return. For those who are not familiar with this event, the Asian gourmet menu prepared for this event has quite the number of multiple courses to cater to different flavor profiles. This event always sells out, so make sure to send your RSVP checks early.

I hope you have a wonderful Valentine's Day and a great February. See you in the March column. Safe travels!



Eduardo at the 2015 AX School Waiting For Timing Slip



Editor's Corner

Steve McCrory, SVR Drifter Editor
Photo Porsche Media

So here we are in 2017, and I am looking at the SVR Calendar of Events. Ladies and gentlemen, start your engines. You will find our local club events, Zone 7 events, PCA National events and a few events of interest thrown into the mix for good measure. Are you going to the **Porsche Parade** this year? We are looking for a few active SVR club members to chronicle their adventure to Spokane and cover the major events, including Concours, Autocross, Rally, Tours and Dinners. If you are a seasoned member, or if you are new to the Porsche life and the Porsche Club of America, consider sharing your experience in the **Drifter**, seeing the event through your eyes. One or two pages with a few photos will tell the story to our club members who may be unable to attend.

In this wet and windy winter season, your daily **driving skills** become even more important. Flooded streets, downed branches and road debris, limited traction, and other drivers with limited driving ability and inattention bring the challenges of safe driving into focus. One way to improve your driving skills is to attend the **SVR Autocross School** or an autocross event. It will teach you about the handling capabilities of your Porsche and sharpen your responses to emergency situations. If you can't

attend our SVR School, come out to any SVR autocross event. You will be welcomed, and coached by experienced instructors. You will find the schedule of events in this Drifter. Even a few autocross experiences will make you a better driver. Our new SVR President, **Eduardo Ortega, Jr.** recently told me a story about how his traction control, part of the **PASM** system on his 996, came into play to keep him safe in a sudden limited traction situation. These systems have evolved over the years to be an important part of driver safety while still maintaining the performance feel of our Porsches.

One event coming up that will be of interest to many Porsche enthusiasts is the **LA Lit and Toy Show** scheduled for the weekend of March 4th. Held inside at the LAX Hilton and in its 34th year, it will have several hundred vendor tables featuring parts, toys and literature for classic Porsches and vintage Volkswagens. Included in the weekend festivities will be open house tours to some of the biggest names in classic Porsche restoration business, and an all Porsche swap meet and display area. Take photos if you are going and we will put them in the Drifter.

As many of our restored or original well maintained Porsches are appreciating assets, your annual auto insurance

review should include looking at the value of your car, and how your insurance provider would handle a claim involving damage or total loss. Always document major repairs and improvements to your car to create a value profile. A look into collector car insurance programs may be appropriate for older cars in excellent condition and can represent a significant savings for classics that see fewer miles. As always, you have the right to choose the shop that repairs your damaged Porsche, and using a body shop with extensive knowledge and experience with Porsches is a must.

As we put together this month's Drifter, be aware that **subscriptions to the hard copy** version are available, sent first class, and at 20 dollars are the bargain of the century, and look really good on your coffee table ready for quick reference for club activities. This is your club and your Drifter, so your input for article ideas is always welcome and appreciated. If you are interested in a tech article about a specific topic, or if you are willing to write an article about Porsche tech, please get in touch with Skip Quain, our Technical Chair. And as we attempt to put 33 pages of information into 32 pages of finished Drifter, let me mention the **Rubicon BBQ** party scheduled for April 29th, hosted by Dick and Kelley Murphy. If you attended CRAB 36, you will remember that our beer sponsor was the Rubicon Brewing Company, who provided an outstanding India Pale Ale crafted beer. The event will include tasting samples as well as a barbeque meal.

In this issue, see the article on **Dan Rowland's** excellent adventure, **Skip Quain's** take on the evolution of early series GT Porsches, and **Collin Fat's** tips on the importance of correct visual techniques to improve autocross performance as well as being a benefit for street driving.

It's not too early to prepare for the Zone 7 Concours Series; next month we will introduce **John d'Angelo**, our new Zone Concours Chair, who will give you his take on the coming series.





PDK (Pretty Darn Kwik)

Rik Larson, SVR Member

Sign up Early for Events?

If you are thinking about attending an event, I suggest you sign up as soon as you read about it. The February Valentines dinner, TRG tour, AX School, and San Simeon Tour are almost full. These events all have a limit on the number of cars/people that they can handle. And those events are in the next 2-8 weeks. And the Cambria Tour in September is already taking reservations.

F1 News

The Mercedes team signed Valtteri Bottas (drove for Williams last year) to steer the second car after Rosberg retired (and taking his championship trophy with him). It will be an interesting year. One writer has already predicted speeds in the corners will be 40 km per hour faster than last year. First race is at the end of March.

March Dinner Twist

This is a 3-course dinner with your choices for each course made at the restaurant. This certainly makes it

easy on host Liz Houser. And the price includes 1 drink from the Happy Hour menu (with the Raspberry Martini recommended). Get your RSVP in..... dinner is limited to 50 people.

First Saturday Breakfast

About 25 people attended the monthly gathering in January. Did you catch the new starting time of 8:15 am?

Rolex 24 - Daytona

The TRG car (number 991) finished in 10th place (out of 27 cars in the GTD class). This car was observed being prepared on January 19th at the shop by the Quains and Dunns. Another GT3 R finished first in the GTD class, 13 laps earlier. This was the 55th running of the event. And SVR is celebrating its 55th anniversary this year. And there were 55 cars taking the green flag.

Mice eating your car?

I was out at Niello Porsche the other day and saw a car that was being worked on. Seems that mice love the materials that make up some of the

items used for the wiring and insulation. Something about soy-based. It has been a problem for years.....even with daily drivers. One solution I saw on a forum was rather ingenious: a guy got 2 cats at the local shelter and put them in his garage.

FIVE years ago in the DRIFTER

Editor Kyle Gong selected a photo of the safety car (Porsche) from the 50th running of the Rolex 24 at Daytona for the cover. And could you believe that there was a tour of the TRG facility and Adobe Road Winery scheduled for March? There was a PDK column (that was 5 years ago). Eduardo was the Social Director and wrote about what we all have in common. Cookie Anderson (host) announced that the May dinner would be at Fat's Asia Bistro in Folsom. In 2017, Cookie has announced that we will have dinner at the same place but it will be in April.

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PORSCHE



THINKNIELLO



Sacramento Valley Region Calendar



Event dates and locations are subject to change. Always check www.svr-pca.org for the most up-to-date information
For schedule changes, contact Gregg Plourde at vicepresident@svr-pca.org

2017 SVR Events svr-pca.org

- February 4 Breakfast, Brookfields
- February 14 SVR Dinner, Smokey Oaks Tavern, Thompson's
- February 18 SVR Tour, The Racer's Group/Adobe Winery
- March 4 Breakfast, Brookfields
- March 20 SVR Dinner, Paul Martin's Bistro, Houser's
- April 1 Breakfast, Brookfields
- April 7-9 San Simeon Tour, Willis & Plourde
- April 10 Fat's Bistro, SVR Dinner, Folsom, Yvonne Anderson
- April 29 Rubicon Tour and BBQ, Murphy's
- May 7 Rally School #1 and Rally, Niello Porsche, Keith McMahan
- May 7 River Cats, Porsche "Parade" & Parking, Quain's
- May 13 Car Clinic, Detail Maniac, Skip Quain
- May 20 New Member Tour, Sue Sanders and Tara Jones
- June 1-4 Zone 7 Tour, Northern California
- June 10 SVR Concours Dinner, Niello Porsche
- 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

- April 23 Concours Prep and Judging School

AUTOCROSS

- April 8 Golden Gate Region, Marina
- April 9 Loma Prieta Region, Marina
- May 20 Redwood Region, Santa Rosa
- May 21 Zone 7, Santa Rosa

WEST COAST RACING SERIES

- March 18-19 Golden Gate Region, Thunderhill Raceway
- April 21-23 Zone 8, Auto Club Speedway, Fontana
- May 27-28 Golden Gate Region, Buttonwillow Raceway
- June 2-4 Golden Gate Region Laguna Seca
- June 17-18 Rocky Mountain Region, High Plains Raceway

ZONE 7 OTHER EVENTS

- 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 23 IMSA and Porscheplatz, Laguna Seca
- September 20-24 Treffen Asheville, Asheville, North Carolina

Upcoming Events of Interest

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

Upcoming Events - Close Ups...



Spokane Porsche Parade

The first phase of registering (Lodging) for the 62th Porsche Parade is coming up on February 20th. The second phase will be the signups for the events (banquets, competitive events, social events, kid's events, volunteering, etc.). Because this is a downtown location, 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). Note that the room rates include parking. Expect to see an e-Brake News item shortly.

The website is up and is being updated frequently. Check out the website at 2017parade.pca.org/registration.html

I expect that particular link to have additional information shortly. The rest of the website is having information **added frequently**.



Zone 7 Tour - June 1-4

Registration will open Wednesday, February 15th and will be limited to 60 cars. The organizers are expecting it to fill quickly. The concept was borrowed from a similar event held in Zone 6 (the zone to the north of us). It will be a 4-day, 3-night event and will feature the roads and sights of the northern portion of Zone 7. The 3rd night stay is the Sacramento area so you can probably save a little bit on the lodging cost. Cost of \$570 includes all lunches and dinners and event T-shirt (\$310 for a single). Lodging is not included in the cost.

Questions? Contact Wayne Martin at wdm@re1team.com or by phone at 530.245.5957



Schools --- Lots of them

The SVR AX School is almost full (when full a wait list will be made). See the flyer on page 10 for info. And if it is full, be sure and get on the 'wait list'.

There is a Concours preparation and judges training school scheduled for April 23rd. The location and additional details were not available at press time but this school has always been great. A school oriented to Variety Rallies (remember those from high school and college?) is being organized and will be presented on May 7.

There will also be a rally following the school. The school will be held at Niello Porsche. A TSD Rally school will be held in June. Exact date and location are not set yet.

All of these will be a great preparation for those attending the Porsche Parade in July in Spokane.



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Don't forget to "Share The Wealth"!



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

Tuesday
February 14, 2017
SVR Valentine's Day

6:30 Social - 7:30 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
Checks payable to PCA-SVR should be mailed to:

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



1995 So. McDowell Blvd
Petaluma, CA 94954
707.935.3999

After the tours, you will be free to lunch, shop, and antique - steps away from Adobe Road Wine Tasting.

A map of dining suggestions will be supplied as well as a map and driving instructions

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

Meet at TRG at 10:30 am

Presentation: "Setting up your Porsche for Autocross and Track Days."

12 noon proceed to Adobe Road Wine Tasting Room
(10 minute drive)

Tour Limited to 40 people. RSVP by 2/11 to Mike Dunn by email: dunngood@surewest.net or cell: 916.837.0203

Tour Leaders: Mike & Deb Dunn
Mardi & Skip Quain

Questions? Contact: dunngood@surewest.net



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



Paul Martin's® AMERICAN GRILL

1455 Eureka Road
Roseville, CA 95661



Evening Includes (all selections can be made at the restaurant):
1 drink from the Happy Hour menu (Raspberry Martini highly recommended!)

COURSE ONE:

FIELD GREENS SALAD tomatoes, red onions, sunflower seeds, house vinaigrette
or SEASONAL SOUP

COURSE TWO:

"BRICK" CHICKEN free-range chicken, mashed potatoes, za'atar croutons, fresh herb jus

MESQUITE GRILLED STEELHEAD SALMON (gluten free) fresh lemon vinaigrette, chilled quinoa salad

BRAISED SHORT RIBS (gluten free) mashed potatoes, horseradish cream, beef jus

WARM QUINOA BOWL (vegan, gluten free) savoy spinach, blistered tomato relish, mushrooms, seasonal vegetables

COURSE THREE:

BANANA CREAM PIE layers of vanilla bean pastry cream, chocolate, bananas, and fresh whipped cream

or SEASONAL DESSERT

Includes organic coffee, organic teas and soft drinks

March Dinner

Monday, March 20, 2017

Social Hour - 6:00 pm

Dinner - 7:00 pm

RSVP by March 18 to Liz Houser at 916-203-9170
(text is fine) or email: Lizhouser3103@gmail.com

Send check payable to PCA-SVR to:

Liz Houser
3103 Stardust Street
Rocklin, CA 95677

\$50 per person tax and tip included

(Private dining room limited to 50 guests)

Don't Forget Share the Wealth

Special parking near front of restaurant will be reserved for Porsche's



San Simeon Tour

April 7-9, 2017

This year in addition to the castle tours, fun drive, and fellow Porsche friends, we will continue the Friday night welcome party/dinner. Also there are two lodging options. Please contact us for additional information. Do not wait as this tour will fill up fast we have a 25 car limit due to our Friday evening space.

Please email your reservation to Mike Willis: mikew@cwo.com.

Questions? Mike or Emily Willis 916-363-8313 / mikew@cwo.com
Gregg or Rebecca Plourde 530-210-3341 / grplourde88@gmail.com





Drifting Back, 15 years Ago

By Larry Wilson, SVR Member

Photo, Mike Willis

February 2002

Our romantically inclined SVR event planners managed to calendar our February dinner meeting on 14 February, Valentine's Day, and the DRIFTER dinner meeting ad asked each reader to spend Valentine's Day with their friends at Yager's Grill in Old Town Folsom.

"Gather up your sweetheart, start up your Porsche and come out and join us," the ad said. "Call or email **Kim Nelson.**"

Tom Sisson, as Goodie Store co-chair, got with the program and his goodie store factoid for the February DRIFTER went into great detail to explain how Valentine's Day was originally created as a substitute to a fifth century pagan fertility rite. Traditionally, mid-February was a Roman time to court prospective mates. The young men instituted a custom of offering women they admired

The February 16-18, 2002, SVR San Simeon Tour with **Mike and Emily Willis** as co-directors carried on with the Valentine theme. According to all participants, the trip was great! - super roads, great cars, good food, great company, and for sure, much fun for all. Peter Venturini was our DRIFTER correspondent for the event and had this to report -- "I know I can speak for all who went on the tour by saying a great time was had by all. A special thank you to Mike and Emily Willis for putting together this year's tour. They did a super job. It is rumored that the tour will be repeated next year and will include night tours at the Hearst Castle. Since this was **Jeannie's** and my first tour, we were not sure what to expect. It turned out that there were about 10 new or recent members on the tour. So us newbies felt right at home." This tour has been a club event for over 25 years.

Photos taken during the San Simeon tour included a gorgeous shot of the Hearst main dining room which later became The April DRIFTER cover. This is one of many majestic rooms that can be viewed as a part of a Hearst Castle Tour. The full review article by SVR Member **Peter Venturini** can be read on page 8 of the April 2002 DRIFTER issue. Additional images can also be seen on pages 10-11 in "SVR People, Places and Porsches." This spectacular SVR tour, one of many offered by the SVR every year (or sometimes every other year), brings to light the outstanding experience of a well planned tour. Great roads, great cars and very special people on their way to fantastic locations and memories.

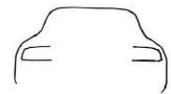
New SVR member **Mike Justice** sent this message about the Hearst Tour to the DRIFTER: "**Angela** and I had an awesome time. This was our first club event and we would like to thank everyone for making us feel so at home right from the beginning. It is not often that you get to meet one special person let alone an entire group. We look forward to many more great times together."

Social Directors, **Mike and Emily Willis**, announced in the February 2002 DRIFTER that **CRAB 29** is coming right along. The team is putting up some

really excellent ideas for more casual fun. There are some changes to CRAB but not to the format. CRAB 29 is April 26-28, 2002 and will be headquartered at the Marriott Hotel (Hwy 50/Sunrise). The Friday night welcome party with all the trimmings will be at the Hotel. On Saturday we will have the autocross, gymkhana, and two driving tours. One tour will go to historical sites and the other will visit the Fair Play wineries. The CRAB banquet will be an old fashion casual crab feed at the St. John Vianney Parish Hall. The evening will start with cocktails and hors d' oeuvres. Dinner then will be a typical casual old-fashioned crab feed. We will have crab, salad, pasta, vegetable and dessert. Wine will be on the table. All this will be followed by door prizes, awards and last but not least, dancing.



handwritten greetings of affection on February 14. The cards became known as Valentine's Day Cards. Tom wrapped-up his article by asking the reader, "Wow! Doesn't that just give you goose bumps?"



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Sacramento Valley Region PCA 2017 Niello Autocross School



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- Concepts covered include-

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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

San Simeon Tour

By Mike Willis, co-Tour Leader



The tour is on April 7-9 and will be similar to other years tours. In addition to the castle tours, fun drive, and fellow Porsche friends, we will continue the Friday night welcome party/dinner.

On **Friday** we will leave early in the morning touring to San Simeon in our usual not so straightforward route. Lunch in Hollister then down hwy 25 to Paso Robles and the wineries. **Some will remember "Peach Tree" Road!!!**

Gregg and Rebecca have arranged the same winery stop for us. Tasting fee \$10.00 each not included in tour costs, (credit to bottle purchased). Good place to get our refreshment for the Friday night pizza/salad dinner. There will also be cheese etc. available at the winery.

On **Friday evening** will have pizza and salad dinner at the **Courtesy Inn** by the pool. You will need to bring your

own drinks/glasses to the dinner. Everything else will be provided.

The best part of the tour is going to see Hearst Castle. You will need to make your own castle tour reservations.

Lodging option #1 – Courtesy Inn: If you stay at the Courtesy Inn, your **tour cost will be \$205** for two people for two nights lodging, tour fees, and Friday dinner for two. We make/pay for your reservations. The Courtesy Inn is our lower priced option, clean and comfortable. And they allow us to use the pool area for our Friday welcome party/dinner.

Lodging Option #2 – Cavalier Resort: If you stay at the Cavalier Resort, you must make your own reservations and pay the hotel directly (Porsche Club rates are from \$179-319 per night, plus 11% tax.) See cavalierresort.com for more information. Call 800-826-8168 to

make your reservation (**Do not call the Best Western 800 Number**). **Mention the Porsche Club Sacramento to get our room rate.** With this lodging option **your tour cost will be \$50.00** for two people for tour fees and Friday Pizza/Salad dinner for two.

Registration is open please mail your check, payable to PCA-SVR, for the applicable tour cost to Mike & Emily Willis, 2748 Tiffany West Way, Sacramento, CA 95827. **Your check confirms the reservation.** Also send an email to mikew@cwo.com to confirm.

If you have any questions please give **Mike or Emily** a call at **916-363-8313** or by email **mikew@cwo.com** or **Gregg and Rebecca Plourde 530-210-3341** **grplourde88@gmail.com**



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Driver's Meeting

Look Ahead For Faster Lap Times

By Collin Fat, SVR Autocross Chair
Photos, Collin Fat

If you are new to autocross and have had the opportunity to have instruction, one of the most common comments made by an instructor is "look ahead and be smooth". To most novices this may seem like a seemingly innocuous instruction, but nothing could be more from the truth. What's that mean? Let's break it down.



Look inside and for green cones

A driver's field of vision and depth perception while piloting a Porsche at speed on an autocross course is one of human nature's wonders. Most drivers have a peripheral vision of at least 180 degrees side to side and are able to pick out objects at least 100 yards in front



Tracking out on exit

of them. It's rather elementary if you are in a stationary position but when traveling at 60 mph or at a rate of 88 feet per second things come up very fast. Just imagine, by the time you think of applying the brakes (.5 seconds) you have travelled 44 feet by the time you actually brake. This combined with the fact that novices get an adrenaline rush

when the starter gives you the green flag and you nail the throttle off the starting line. You've done the rookie course walk and listened intently to the driving instructor's advice on how to take a particular corner, when to brake and how to optimize your corner exit. It seems so simple and common sense. Put into the equation the speed you are traveling along with some nerves and everything the instructor has said takes on a different meaning.

You nail the throttle coming out of the gate and immediately hit the brakes to reduce your speed through the tight first corner. You turn, but your car pushes straight ahead and not in the direction of travel you had intended. Corners come so quickly that you barely have a chance to react to the situation! This is not at all uncommon for the novice and really revolves around the habit of "looking ahead" and not just at the front bumper. I often ask my students if they are skiers and if they have ever done a slalom race. In skiing, as in autocross, looking ahead while racing downhill or down the first section of an autocross course are strikingly similar. If you don't start your turn in a ski slalom early, you are very likely to miss a gate or to have to put on the brakes to make the turn, just like in an autocross.

The solution is to always look two or three gates downhill or in autocrossing several turns down the course. When you tend to look in the general direction of travel, your hands will steer your car in that direction. Travelling at speeds of 60 mph does not allow a lot of margin to decide and turns happen so fast it catches a lot of novices off guard. I hear a lot of my students say the turn came so fast that they weren't prepared. That is exactly why you want to look ahead. Our brains have a funny way of transmitting input when we are moving quickly. On one hand, we have a survivor mentality that says, slow down or bad things will happen! I think psychologists describe this as a survival instinct to protect us from danger or worse yet from damaging our prized Porsche. Well, nothing could be more from the truth and overcoming this basic survival

instinct is what separates the fast drivers from the novice. It doesn't mean that the faster drivers are risking life and limb, but that they have learned more about the capabilities of their cars than you and don't upset the car's mechanical dynamics with either their steering, braking or throttle inputs. The faster drivers look ahead and anticipate each turn while the novice is generally slow to react.

I can't tell you how many times a student has commented to me after a few runs how much it helps to look ahead. Rather than looking just 20 feet ahead and focusing on one turn at a time, it is important to look 2 to 3 turns down the track to anticipate turns as they come at you. Our course designer designs our courses to help novices and advanced drivers alike look ahead by marking changes in course direction with the use of bright green cones. You should pay particular attention to this when you walk the course. The autocross team started using these bright green cones specifically to assist novices in navigating the course and to provide a very visible landmark to sight as you are running the course. You should always be seeking these course markers on our run. They are intended to keep you looking ahead. Your head also plays a big part in looking ahead particularly in a big radius turn as you always want to be looking for the inside of the turn which again will be clearly marked. If you tend to look straight you will find you being late on your steering inputs. Turning your head to look at the inside of the turn will take advantage of your field of vision.

Turns come quickly in an autocross course and being late to recognize a change in direction or an opportunity to apply the gas can cost you seconds. Looking ahead is key to improving your times. It prepares you precious seconds before a hard-braking corner entry or a full throttle corner exit.

The below photo, the driver is approaching a long sweeper with bright green cones on the inside of the course.



Your line of sight should not be focused on the green cone closest to the driver but further down course. Perhaps 2-3 orange cones down course.



The photo above shows entering the slalom

the driver needs to first notice the directional cone directing the driver to the right of the bright green slalom cone. The driver also needs to be looking down course in order to setup for the second cone. In essence you will be sighting both cones simultaneously.

Just like in slalom, skiers initiate their turns up hill of the next gate. Autocrossers too must anticipate and position their car in the correct spot to take advantage of the oncoming corner or slalom cone. For better results look ahead and down course and see your times improve.

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.

Mazda Raceway	Mar 11
Thunderhill Raceway	Apr 14
Mazda Raceway	Apr 30
Sonoma Sears Point	May 6
Sears Point Autocross	May 6
Sonoma Sears Point	May 7
Mazda Raceway	Jun 17
Mazda Raceway	Jun 18

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Fun, safe, and definitely...
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Golden Gate Region & Loma Prieta Region host Zone 7 Autocross @ Marina Airport



Information:

Registration: 7:30 - 8:30 am
Helmets required, limited loaners
Drivers must work for sessions run
Lunch will be available to purchase
Pre-registration on motorsportreg.com

For details contact:
Anne Roth
alroth@sbcglobal.net
408-710-0547



Saturday/Sunday: April 8 & 9

Directions: Take Highway 1 south toward Monterey and Laguna Seca Raceway. Take the Reservation Road exit south towards Marina. After one short block, turn right in order to stay on Reservation Road. Follow the road through Marina approximately two miles south of town. Turn left at (Imjin road) signal into marina Airfield. Turn right after the first large building on the right and follow the cones to the autocross site.



Los Angeles Car Show Week

By Dan Rowland, SVR Member

Photos By Dan Rowland

This year the week began with a drive from Orangevale to LA on Tuesday morning. Left at about 3:00 AM and arrived at the hotel at 10:30 after stopping for gas and breakfast at Harris Ranch. I left early for two reasons. The LA car show this year had a two day session before the regular Press Days called

broader and more astonishing than I was prepared for, well beyond what a short article can detail. Hold on to your hat folks, what is coming in the next few years is weird science. At the free press release breakfast Wednesday morning, I ended up sitting at a table with fellow recruiting investors for an autonomous

F1 style race network. Sounds goofy but he already has Mercedes, Audi, Fiat and several other main constructors sponsoring his efforts. When he described to me how much of the things we see on regular production vehicles derive from racing the plan made more sense. If you could control driverless cars on a circuit of race tracks at speeds up to 200 MPH without incident you can certainly see the trickle down advantage. Picture



the Connected Car Expo and I also had a pass to the Opening Preview showing of the new NFL Network show "Tackle My Ride" which turned out to be a football oriented Foos make-over, but worth watching if you like auto restoration and customizing.

Connected Car Expo this year was new in that the featuring of the "connected" car wasn't the same as in the past which used to be a presentation of offerings with your car being connected to the internet and related services such as GPS, Pandora, etc. that were personal inside the car type offerings. This year was about offerings that were more safety oriented with "connected" car meaning to other cars and the road conditions, which also included varying degrees of autonomous driving/riding. The array of offerings was much

50 guys in a tent with computers and tv's managing software and the cars learning what to do on the track each with a perfect plan of attack altered only by what the other cars are doing. Sounds like racing to me and it might just be worth watching.

Wednesday was spent tracking through the various new product reveals from the standard manufacturers list waiting for Porsche's turn. As usual, the Porsche display, which has its own hall, was the biggest and the best including svelte well-dressed models at each car on display. As a result, the place was packed. Porsche press release information is always reusable. This year was a hardback pocket size note pad with an 8 GIG Porsche labeled thumb drive loaded with photos of the feature cars in the reveal, which happened to be the Macan's (Turbo, S and GTS), the new Panamera, hybrid Cayenne and the new mid-engine RSR. Even got a few words from crowd rousing Patrick Dempsey trading comments with Porsche AG product manager for the Panamera (he has a new black one). The Porsche goodies store was, of course, there along with the special "suite" for the configuration and ordering of the customized limited edition Panameras and 911s.

Thursday was more of the same at the main show until I packed up at the noon break and drove over to the Petersen Car Museum. If you haven't been there it is certainly worth the visit. Along with spectacular displays in a newly remodeled building, I learned a great deal of the history of the LA car



scene. The main three floor display is worth the regular entrance fee but the extra \$20 you pay for the guided tour of the basement storage area is unbelievable. I won't spoil it going in to detail, but expect to be surprised to see cars like one of the five remaining 901s and a 356 Continental with no miles.

Friday morning I had purchased a ticket for early entry to the car show's Porsche display limited to 300 PCA members paying a premium for early entry, breakfast, a special reward (a hardback book labeled "Courage Changes Everything"). Talks by the individual product managers for each of the cars on display were relatively detailed and included both technical information on the current changes and an open discussion of items in development. Of note here is the new RSR, which to anyone looking is mid-engine, was never anywhere in the presentation, called a mid-engine car. Technically, the engine is just located a little further ahead to allow for rear ground effects and more balanced weight distribution. It appears



they weren't competitive in their class due to more stops required to change worn out tires due to the rear weight bias. Relocation of the engine further forward mitigated this problem. Anyway, it still looks fantastic.

As I had already seen the show, I packed up and went to the Porsche Experience Center which had had their public grand opening on Wednesday night. The Center wasn't officially open to the public yet but PCA members were not turned away if you dropped in. They were still placing cars in the main showroom which had been used for the opening party, but the store, restaurant and track were open for business. I ate at the restaurant overlooking the track and sat next to a fellow waiting for his track training experience in a

hamburger lunch was the very impressive track views. This is a 5 star restaurant well worth visiting when you stop by the center. There is a humorous side story about this butter dish—ask me sometime if interested.

Went from the experience center to Carson for the night and then on Saturday morning at 7:00 AM to Tech Tactics West which was at the Porsche training center. This event was limited to 125 people on Saturday and the same on Sunday. Attendees from throughout the US and Canada were an eclectic group of enthusiasts, race car drivers and technicians. Topics in each 1 1/2 hour session ranged from technical talks about tires and wheels to a presentation by Rod Emery on the restoration

of the first Le Mans Porsche race car which was there for us to even sit in if we wished. The day ended with an industry expert spending his 1 1/2 hours talking about Porsche values over the years, trends in future values by car style, and recommendations for investors and enthusiasts. Bottom line—don't buy a Porsche to make money, buy it to drive.

Left Carson about 6:00 PM and it took two hours just to get to Interstate 5 but it was OK as I thought through the events of the week and how much I truly enjoy everything Porsche. Even the drive home in my Boxster was a great finish for the week.





Porsche GT Evolution A Road Map of The Early Carrera Family

By Skip Quain, SVR Technical Chair

Photos by Barbara McCrory At Rennsport Reunion V

Definition of GT cars according FIA: Appendix "J" Art. 264: "Grand touring cars are vehicles built in small series for customers who are looking for a better performance and/or a maximum comfort and are not particularly concerned about economy. This car must be able to be used perfectly legally on the open road, and adapted for racing on circuits or closed courses."

Porsche has had a racing history starting with Dr. Fernand Porsche's design of the "P Wagon" Grand Prix cars for Auto Union from the mid to late 1930ies. After World War 2, Dr. Porsche's design team was commissioned to design a Gran Prix car for Piero Dusio, the owner of Cisitalia motors in Italy, to be raced by Tiso Nuvolari (see May 2016 Drifter issue page 17). Dr. Porsche was under house arrest in Dijon France as a ruse to obtain 500,000 francs' bail for Dr. Porsche's contribution to the war effort. Ferry Porsche, Dr. Porsche's son, and Karle Robe did the actual design work. The Cisitalia model 360 GP was also mid-engined as were the 1930ies Auto Union GP cars. Dr. Porsche's first production car bearing his name was the Porsche type 356 developed in 1948. Following Dr. Porsche' design philosophy the car was an air cooled rear engined, flat four, two passenger design based upon the VW produced through 1955.

The very first Porsches were hand-built in an old sawmill in the Austrian town of Gmund, and each one was different. However, in 1950 production moved to Stuttgart and the cars became more standardized. Various models were produced over the years and the first, now known as Pre-A cars, were built from 1950 to 1955. The first models were the 356 1100 coupe. Over the years the engine size was increased giving increased HP and performance. The following are the specifications for the base Porsche models.

1950 - 356 1100 coupe, 1086cc, 40hp @4200 rpm, 770kg;

1951 - 356 1300 coupe, 1281cc, 44hp@4200 rpm, 770 kg;

1952 - 356 1500 coupe; 1488cc, 55hp@ 4400 rpm, 770 kg,

1965 - 356 1600 coupe; 1582cc, 60 hp@4500 rpm, 770 kg

As Porsches popularity increased, first in Europe and then in the US, the demand for higher performance models rose. Three factors in Porsche's future plans for a series of GT based cars started coming together.

First

In 1953 as the market for the initial Porsche 356 models grew, Ferry Porsche, Dr. Porsche's son took over from his father when he died from a stroke in 1952. Ferry Porsche worked in cooperation with the Glockler racing team to develop a class winning Glockler Porsche race car. Ferry Porsche' thirst to get Porsche back into international racing was fortified by the success of the Glockler Porsche race car, and he was motivated to have Porsche build a pure race car under the Porsche name – the type 550 was born. The type 550 differed from the type 365 road car as it was designed especially for racing. The type 550 design goals were for a mid-engine car with a light weight all aluminum aerodynamic body capable of competing in the major international racing events, i.e. Le Mans, the Nürburgring, and Spa Franco Champs in Belgium. (I'll pick up the development of the type 550 later in the article.)

As a note, Porsche's numbering system for new designs was based upon using the next available number in the design staff log. Type 549 was a design for a truck transmission. The type 551 was for a three-speed gear box. The type 550 was the design for a pure race car A new motor, the type 547, was also designed to complement to 550's racing goals.

The type 547 was designed by Ernst Fuheman. Following Dr. Porsche's philosophy from his VW design experience, the type 547 was designed to deliver reliability and good power. The design was an all-aluminum, hemispherical combustion chamber, air cooled, flat 4 cylinder, twin plug design, dry sump, 1500 cc motor with two over-head camshafts per bank, driven by a complex set off bevel gears and shafts. The exotic 547 motor took upwards of 120 hours to build. Being air cooled the type 547 was light, and required no plumbing for coolant radiators. The engine was named the Carrera for the Porsche 550

Spyder's class win in the 1963 Carrera Panamericana Mexico road race.

As the interest in the Porsche brand of performance increased both in Europe and the US markets, the desire for a higher performance Porsches models grew. With the revolutionary type 547 motor being developed for the type 550, in 1956 Ferry Porsche solved this performance gap by mating a lightened 356A (aluminum doors, hood, engine lid and plastic side and rear windows) with the four-cam type 547 motor. This combination was christened the "Carrera GT" and would provide the high-performance market with a Porsche that could be used both on the street as a high-performance touring car and be competitive in the 1500cc GT class on the track. The initial 356 1500GS Carrera GT was announced in 1956. Four additional Carrera GT models were developed over the next five years with a performance increase with each model introduction.

In 1959 Porsche realized that the 356 Carrera GT was no longer competitive in the 1500cc GT class. Better aerodynamic design, lighter and stronger materials and vastly improved chassis design in competitor's cars saw the 356 1600 Carrera GT being uncompetitive in International GT racing. Porsche turned to Carlos Abarth (see January 2017 Drifter issue page 14) to design a GT model using the 356B Chassis and the type 547 1582cc four cam motor as a stop gap measure to bolster the Porsche Carrera GT line while a replacement GT car could be designed. The Porsche powered Abarth Carrera GTL won its class at the 1960 Le Mans classic, and had additional GT class wins in the International GT class. Porsche commissioned Abarth to build 20 additional Abarth Carrera GTLs for selected privateer racers while producing a limited number of 1960 356B GS Carrera GT Coupes – 40 coupes. No Speedsters were produced.

In 1963 the type 547/2 Carrera four cam motor was increased to 2000cc producing 140 hp @6500 rpm. The 356B 2000 GS-GT Carrera 2 was the last of the 356 GT series, and the first to have disc brakes manufactured by Porsche under license from Girling.



1960 Porsche 356B Carrera GT, Rennsport Reunion V 2015

The increase of the capacity type 547 motor to 2000cc required an increase in the size of the cylinder barrels, and the 356B 2000 GS GT required Porsche to modify the engine bay of the 356B to accept the larger type 547 motor. The following is a chronological list of the Porsche Carrera GT models.

1956 – 356A 1500GS Carrera GT coupe, 1500 cc/110 hp@6400 rpm, wt. 867kg

1957 – 356A 1500GS Carrera GT Speedster, 1500 cc/110 hp@6400 rpm, wt. 840kg

1959 – 356A 1600GS Carrera GT coupe, 1600 cc/115 hp@6500 rpm, wt. 910kg

1960 – 356B Carrera GTL Abarth coupe (light wt.), 1600 cc/115 hp@6500 rpm, wt. 910kg

1960 – 356B 1600GS Carrera GT coupe, 1600 cc/115 hp@6500 rpm, wt. 910kg (only 40 built)

1962 – 356B 2000 GS-GT Carrera2 coupe, 2000 cc/140 hp@6500 rpm, wt. 910kg

Second the 550 Spyder

Ferry Porsche gave the design project for developing a racing Porsche to Wilhelm Hild, Porsche's race car designer. Following Ferry's design philosophy of light weight, agile handling, and emphasis on aerodynamics for maximum speed, the proposed design was for a two seat, mid-engined car with ladder-framed chassis of mid-engined design, 4 speed synchro transmission, independent suspension front/rear with drum brakes front/rear – note disc brakes were just coming into vogue, but Dunlop owned the major-

ity of the patents, and did not share the disc brake designs with non-British manufacturers. The initial motor was a 1500cc push-rod air-cooled flat four used in the 356 Porsche models, but highly modified. The 550 (Spyder) was an immediate success winning the 1953 the Nürburgring in the rain against (get list of cars Porsche beat), and winning first and second in the 1500cc class at Le Mans finishing 15th overall. A class win at the 1953 Carrera Panamericana race in Mexico for the 550 Spyder with a 1500cc standard pushrod motor fueled the program for a true racing motor for the 550 Spyder. The new racing motor design type 547 was named the Carrera based on the fame the 550 Spyder gained from the under 1500cc class win in the 1963 Carrera Panamericana road race held in Mexico. As the 550 Spyder program gained momentum, the 550 (Spyder -open top) with the type 547 four cam motor continued its racing success and became known as the 'Giant Killer'. Over the next several years the Porsche engineers refined both the type 550 Spyders mechanics developing a stronger and improved chassis and a more aerodynamic aluminum body for lighter weight and higher top speed. In 1955 the all-new 550 was unveiled as the 550/1500RS. Based upon Max Hoffman support, Porsche's US importer, Porsche commissioned 69 customer 550/1500RS Spyders with the type 547 Carrera motor to be built by coach builder Wendler in Reutlingen with 33 bound for the US market.

Third,

With the decline of the complete-

ness of 345 based Porsche Carrera GTs and after two dismal years in Grand Prix racing, Porsche abandoned Grand Prix racing to focus on Sports Car racing which was growing in popularity in Europe and the US. The type 550 Porsche family of Sports Racing Cars were also growing long in the tooth, and no new designs were in progress for a new competitive Sports Racing Car for the near future.

A casual meeting in the fall of 1962 in Chicago brought together Dan Gurney, who drove the Porsche F1 cars in 1961 and 1962, and Oliver Schmidt, the Porsche importer/distributor in Chicago. Gurney

suggested the idea of putting a type 547 Porsche motor in the back of a light weight English chassis. Schmidt thought the idea had merit and contacted Carl Haas, the US Elva distributor who also resided in Chicago who was also on the SCCA Board. Elva was an English builder of advanced design under two litre sports cars and formula Juniors. Haas, also a part owner of, Elva cars approached Frank Nichols founder of Elva Cars. Nichols was developing an up-graded Elva Mk VII to take the Twin Cam Ford 1600cc motor introduced in 1962, and the 1600cc BMW motors. Nichols ventured he could use a modified Mk VII chassis with a widened engine compartment to accept the 1600cc type 547 flat four Porsche motor. Schmidt traveled to Stuttgart to discuss the idea with Ferry Porsche. Ferry Porsche gave the go ahead on the project. Huschke von Hanstein, Porsche sports director, saw the merit of a lighter Porsche powered race car as an interim solution to Porsche's lack of a competitive Under Two litre sports car while waiting the design of the next Porsche race car. The Porsche name would be prominent in the 'Elva MK 7S Porsche' description and the Elva Porsche would keep the Porsche name active in International racing. As a note – in 1963 the 1600cc Elva Mk7S Porsche won its maiden race at the USRR Road America 500 event at Elkhart Lake WI. In 1964 the same Elva Mk7S – Porsche won the USRR Under Two Litre class. In 1965 a Lotus 23B with a 547/2 2000cc Porsche motor won the 1965 USRR overall Championship.

The 904 GTS

Ferry Porsche could now put all its design energy to produce a competitive GT car, the new 904 GTS. Homologation was required if the 904 GTS was to run in the International Under Two Litre GT class GT at Le Mans, Sebring, and other FIA sanctioned events. As I mentioned at the start of this article, the FIA Definition of GT cars according FIA: Appendix "J" - Art. 264: "Grand touring cars are vehicles built in small series for customers who are looking for a better performance and/or a maximum comfort and are not particularly concerned about economy. This car must be able to be used perfectly legally on the open road, and adapted for racing on circuits or, closed courses." The key to Homologation is the FIA required 100 identical models of the 904 GTS must be built. The 904 GTS was designed to be a competitive racer and drivable on the street as the 356 Carrera GT models were competitive race cars as well as street drivable as well. the 904 GTS was designed as a customer car with a full interior including a heater. This offering marked the first time a closed-top, mid-engined Porsche was sold to the public. The 904 GTS design goals were for a mid engined, closed coupe adaptable

to multiple engine types. The transaxle was a 5-speed synchronized unit. manufactured by ZF. The 547/3 2000cc motor, 198 hp @ 7200 rpm would be used.

The design that would not follow the traditional design of the 550 Spyder. Porsche challenged its chassis designer Ing. Schroder to approach the 904 GTS design using a blank sheet of paper with design goals of light weight, strength, ease of manufacture, and low cost, and maximum speed. Schroder's chassis design met all criteria. The chassis consisted of pressed steel sections. The basis of this structure were two long box-beams which ran along the side of the car tapering to the bulkheads at both ends.

This design resulted in a strong light weight car which would not flex under racing conditions, and was economical to manufacture. The suspension borrowed from the Porsche F1 car type 804 - double wish bone at the front while the rear had twin diagonal arms with two longitudinal struts, a design used only by Porsche. Brakes were ATE manufactured under license from Girling at all four corners.

Ferdinand Alexander Porsche (Butzi), Ferry Porsche's son, was reasonable for the styling of the 904 GTS. Porsche's

main design consideration for a race car design has always been for MAXIMUM speed. Butzi's design produced a design with a 0.33cd with a top speed of 160 mph in the Sebring configuration. The 2000cc 457/2 motor produced 155 hp @ 6900 rpm.

The body was made up of 50 pieces which were then shipped to the Heinkel Aircraft for assembly. After assembly, the body was shipped to the Porsche factory in Zuffenhausen to be bolted and bonded to the chassis making the fiberglass body a stressed part of the car. The 904 GTS was the first of a long line of Porsches race cars to have a fiberglass body. This combination resulted in a light weight body, rust resistant, easily repairable body. In addition, the body molds were easily modified when required by design changes. The 904 GTS design was first engineered to accept the 901 (911) air cooled flat 6-cylinder motor, but the 901 motor was slow in development so the 547/2 motor was used. Performance was increased with the 547/3 2000cc motor, 198 hp at 7200 rpm. The new 547/3 motor was given larger cooling fins, and larger barrels to allow the increase from 1600cc to 2000cc.

The type 771 2.0 eight-cylinder



1964 Porsche 904 GTS, 1st in Class 1964 12 Hours Of Reims, Ingram Collection

Porsche F1 motor, 240 hp @ 9200 rpm was installed in several 904/8 models. The light weight 904 GTS with 240 hp motor would really propelled the GT car, but the type 771 motor had fly wheel problems – they tended to explode. The 904 GTS debuted in 1964. As many as one hundred and twenty 904 GTSs were sold to varying customers in both Europe and the US. Starting in 1964 the Porsche 904 GTS competed in numerous International events. The competition in the two-liter class would be Abarth Simca 2000 and Alfa Romeo Guila Tubolare Zagato.

Making an inauspicious start in its maiden debut at Sebring in 1964 the 904 GTS suffered clutch trouble and failed to finish. At the Targa Florio, the 904 GTS's made up for the Sebring non-finish with Baron Antonio Pucci and Colin Davis taking an overall 1st and 2nd victory in the rain. They drove a standard specification 904 GTS against competition including Porsche eight-cylinder prototypes, Shelby Cobras and Ferraris.

At Nürburgring the two 904 GTS finished 7th and 8th overall and 1st and 2nd in GT2.0. At Le Mans, all five 904GTSs finished, taking 1st and 2nd in the GT2.0 class and all cars placing in the top twelve overall. The 904 GTS was always pitted among many much more powerful cars. 904 GTSs showed remarkable durability - 'they almost always' finished.

The 904 GTS continued its winning way in 1965 taking 1st and 2nd in the GT2.0 at Targa Florio and class wins at Spa, Sebring (co-driven by Briggs Cunningham), Nürburgring, Le Mans, Watkins Glen, Zandvoort, and Canada. In the US, the 904 GTS took SCCA's C-Production and E-Sports Racing titles. At Reims, a customer car fresh from Stuttgart, was driven to the track and went on to win without the need for any spares.

In Rally's the 904 GTS continued its successes across the continent. At the Grueling Monte Carlo Rally, which saw just 22 finishers in the points, out of 237 starters the 904GTS captured with a class win.

During the rest of the 1965 season, Porsche continued a streak of reliability which enabled them to be unchallenged in their class. The two-liter (GT) manufacturer's championship was in Porsche's hands. In 1965 Ferrari posed a major threat with the release of their two litre Dino 166. To match the Ferrari, Porsche modified the 904 GTS 2000cc to include more horsepower, 198 hp @ 7200rpm, wider racing tires, larger brakes and lighter fiber glass body. It is also worth mentioning that during the

1965 season a variety of engines were used in the car including the flat-eights and the flat-sixes.

Again, Porsche took the class wins at the majority of the 1965 events. During the races where the 1.6-liter Ferrari showed up, it was narrowly beaten by Porsche. The Dino 166 made it apparent that 904 GTS was going to need replacement.

Conclusion:

The 904 GTS was a car built during the end of an era when affordable race cars were competitive and affordable. Customers who had the funds were more than willing to buy a 904 GTS for DM 29,700 or \$7425 USD (1963 prices). Today a 904 GTS with a strong racing history is in the \$2.1 to 2.2 million range.

Future Porsche fiberglass bodied pure racing cars, beyond the 904, would soon become too advanced and expensive to sell as a production vehicles. The 904 GTS started a trend which would motivate Porsche to manufacture sports prototype cars with non-stressed fiberglass bodies - the 906, 908 and the 910. After the 904 GTS, it was very difficult for the amateur to buy and race a competitive machine.

A problem - The model -naming trend in classic Porsches came from project design numbers i.e. the type 356, and by the time the future 911 was ready to appear, it was well into 800s. This is why the 'Future legend' was presented as the Porsche 901 at the 1963 Frankfurt Motor Show. Production started the following year. The 901 name had already been set when the new model Porsche 901(911) appeared at the Paris Auto Salon in October 1964. This is where French manufacturer Peugeot, who had exclusive rights to the three-digit-with-a-zero-in-the-middle naming in France, became aware of what Porsche was doing. After complaints from Peugeot, Porsche chose to rename the model, changing the problematic 0 to 1, not only in France, but for the rest of the world as well, and the legendary name was born. However, the first 82 Porsche 901s were made by that name and they retained it.

All other Porsche road cars with a zero in the middle were affected as well, so the 904 became the Carrera GTS – another name that survived to this day – and the 906 became the Carrera6. Racing-only cars could kept their names, due to the fact that Peugeot used the zero only for their road cars.

I enjoyed doing the research for this article for several reasons.

First, myself and many others consider the 50ies and 60es the golden era of sports car racing in the US and

Europe. The privateer could tow his car to the track and with friends compete with the big names, have a beer together and tow home. The cars were beautiful. Look at the silver German Porsches, and Mercedes; the red Italian Ferrari, Maserati's, and OCSAs; the English Jaguars, MGs and the many American home built specials that raced together. Technology in the form of aerodynamics for increased speeds, improved materials and designs made chassis stronger and lighter. Improved safety regulations for the driver's protection came forward and new tracks were built with an eye toward safety and fan comfort.

Second, many of the cars covered in the above article I have raced against over my vintage racing career starting with the Porsche 550 series, the 550 Spyder, the RSK, RS 60 and RS 61, and several 356 Carrera GT models. The Abarth GTL Porsche, the Carrera 904GTS, Elva MK 7S-Porsche, and the Lotus 23-Porsche came next. As Porsche focused their efforts on International Sports Car Racing. I had the thrill of running with the pure race cars Porsches developed in the 70ies and 80ies, the 906, 908, 910, and the 917. Being passed by a 917K with that 12-cylinder motor blasting out as it roars past - those great sounds. And then was the out braking a 910 into turn 2 at Laguna – many great memories.

Third, I purchased my 1st Porsche, a 1959 Convertible "D" in the mid-60ies, my most fun Porsche – why didn't I keep that car. Later came a 1969 911 "T". Next a 914, 2 litre, and after many years, a 1977 Targa, my favorite Porsche. And finally, the 2002 Carrera 4S that Mardi and I drive and enjoy today.



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SVR Board Minutes

By Rebecca Plourde, SVR Secretary

Wednesday, January 11th 2017
 Sac Metro Fire #32
 8890 Roediger Lane, Fair Oaks, CA
 Board Members and Event Chairs
 Attendees:

President, Eduardo Ortega Jr
 Gregg Plourde, Vice President
 Rebecca Plourde, Secretary
 Collin Fat, Past Pres. ,Auto Cross Chair
 Steve McCrory, The Drifter Editor
 Joy Nieslony, Treasurer
 Marti Quain Social Director
 Skip Quain Technical Chair
 Collin Fat, Autocross Chair
 Matt Deter Competition and Safety
 Jeff Birkholtz Charity Chair
 Hector Chavez Tour Co Chair
 Rally Chair Richard Wetzel
 Mike Dunn Advertising Manager
 Excused absence, Janet Conner & Bill Fargo

Also in attendance: Rik Larson Barbara McCrory, Alma Thompson, Gary Thompson, Rich Walker, Steve Barker, Rita Barker
 EMAIL BUSINESS

1. Approval of the Minutes from the December meeting approved electronically.
 2. Addition to November 9, 2016 minutes, Policy update. Motion to approve made my Fredrick Rauch , seconded by Rich Walker. Approved.
 3. February dinner hosted by Alma & Gary Thompson, was voted & approved via E-mail. Motion to approve made by Steve Barker, seconded by Eduardo Ortega Jr.. Approved.
 Call To Order
 President Eduardo Ortega Jr. called the meeting to order at 7:00 PM on January 11th 2017.

1. New Business

a) Mike Dunn made a request for a contribution of \$939.00 from PCA which brings the total to \$9,000.00. Collin Fat made a motion to approve, Steve McCrory seconded. Motion approved.
 b) Mike Dunn talked about a new Advertiser Anthony's Classic Auto Werks for the Drifter.
 c) Kim Nelson asked about more advertising on the website. Collin Fat suggested bringing it up at the Drifter meeting.
 d) Mike Dunn talked about TRG tour & wine tasting. It will be self funding. There is a limit of 40 people. Steve McCrory made motion to approve, Gregg Plourde seconded. Approved.
 e) Kim Nelson talked about the Charity Contribution to Raise the Roof for the CAM Museum. (California Automobile Museum) Eduardo Ortega Jr. proposed a contribution from SVR of \$2,000.00. Collin made a motion to approve, Steve McCrory seconded. Motion approved.
 f) Linda Bradford is ill, so Eduardo Ortega Jr. reported for her. She has a list of items on the print out, but you can go to the web site to see photos of items. Discussion will continue in February.

sion will continue in February.

2. President's Report: Eduardo Ortega Jr.

a) Eduardo Ortega Jr. mentioned the 2017 Board orientation meeting will be February 4th. 9-12 at Niello's.
 b) The Event Chairs meeting will be March 11th 9-12 at Nelson's garage.
 c) Eduardo Ortega Jr. submitted a proposal to attend the National PCA Winter Board Meeting in Los Angeles. Collin Fat made the motion to raise the budget by \$500.00 so Eduardo could spend the night being able to attend the dinner. Matt Deter seconded. Budget approved.
 d) Board discussed the SVR logo commemorating 55 years. If there is no change to the center of the logo, no approval from the board is necessary. The editor will use the attached format.
 e) Hector Chavez the tour Co Chair, talked about the San Simeon Tour with a budget of \$3,519.00. Collin Fat made the motion to approve the budget. Joy Nieslony seconded it. Motion approved.
 f) Hector Chavez mentioned the Zone 7 Tour, he is working with Matt Menning. More information will be available on the web site and the Drifter in February.

g) Rik Larson asked who should present the tours budget, the Tour Chair, or the Tour Leader?

h) Eduardo stated the procedures manual is being worked on so this will be clarified.

3. Vice President's Report: Gregg Plourde

a) Gregg Plourde stated that the Event calendar has been submitted. Insurance was requested for The TRG tour.

4. Treasurer's Report: Joy Nieslony

a) Some discussion was made about showing the subsidy amount for the Christmas Party. Changes will be made. Collin Fat made the motion to approve the budget for 2016. Steve McCrory seconded. Approved.
 b) There was a discussion regarding changing hands of the SVR credit cards. One will be issued to President Eduardo Ortega Jr., Treasurer Joy Nieslony, Social Director Marti Quain, & member at large Kirk Bradford.

c) A preliminary SVR?? budget for 2017 was submitted. Gregg Plourde made a motion to approve. Collin Fat seconded. Approved.
 5. Social Director Report: Marti Quain

a) Marti Quain submitted a budget request for the March dinner hosted by Liz Houser @ Paul Martin's Bistro. It is a 3 course dinner, \$50.00 per person. A deposit of \$500.00 to hold the room is requested.
 b) Steve McCrory made the motion to approve. Gregg Plourde Seconded. Motion approved.

c) Marti Quain Submitted a budget for the 2017 Christmas Party, hosted by Liz Houser @ Timber Creek ball room. A \$800.00 deposit is requested to hold the room. Steve McCrory made a motion to

approve, Gregg Plourde seconded. Motion approved.

d) Marti Quain mentioned attending a River Cats ball game @ Raley Field. She went on a tour & we would have a VIP area & access to all the facilities. There would be a car parade on the track. The date would be May 7th & tickets would be \$28.00. Gregg Plourde made the motion to approve the event. Collin Fat seconded. Approved.

6. Autocross Report: Collin Fat

a) Collin Fat submitted the budget for AX. There is a projected \$900.00 profit. Highlights include, Collin mentioned new springs for the trailer are needed at \$400.00. A new chalker is needed at around \$500.00.
 b) There has been a good growth in attendees.

c) Rich Walker asked about the new timing device. Collin Fat stated after some adjustments it is now working fine.
 d) Matt Deter made the motion to approve the AX budget. Joy Nieslony seconded. Approved.

7. Competition & Safety Report: Matt Deter

a) Matt Deter had some questions about the bylaws for the Tour Leaders, asking for clarification for DE. Matt Deter suggested creating a "Social Group" as a way of organizing DE events.

8. Rally Chair Report: Richard Wetzel mentioned Rally school is May 7th 10:00am to 5:00 PM.

9. Drifter Report: Steve McCrory

a) Steve McCrory mentioned he was a little light on articles, needs more writers. Kirk Bradford is now on the Drifter team as a reporter along with Collin Fat.

10. Membership Report: Janet Conner

a) Rich Walker submitted the report on Janet's behalf. Highlights of the report, Primary Members 816, Affiliate Members 486. With a total of 1,302 members.

11. Technical Chair Report

a) Skip Quain talked about a May 13th detail clinic put on by Detail Maniac.
 b) Also a Mechanical seminar is in the planning stage at Frank's Automotive.

Meeting adjourned :9:35 PM

Next meeting: 700 PM, February 8th 2017

Respectfully Submitted,
 Rebecca Plourde 2017 Secretary



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January Membership

Janet Conner, Membership

Membership Report

	Jan. 2017	Jan. 2016
Primary Members	816	757
Affiliate Members	486	480
Total Members	1302	12237
New Members	12	9
Transfers In	4	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 Valley Region of Porsche Club of America.

SVR - PCA Member Services

How do you join the Porsche Club?

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Rancho Murieta
stor_tec@yahoo.com
2017 911 Turbo S

Bolton, Claudia
Placerville
2017 Macan

Bouey, Shawn
Sacramento
danabouey@gmail.com
2006 911 Carrera 4 Convertible

Brown, David
Granite Bay
dbrowniam@gmail.com
2016 911 Carrera GTS Cabriolet

Clegg, Colby
Roseville
crclegg@gmail.com
2017 911 Carrera 4S

Colman, David
Colman, Judith
Sausalito
tequipt@earthlink.net
1970 914-6
Transfer from Diablo Region

Deloney, Victoria
Rancho Cordova
an00n@aol.com
2008 Cayenne

Gnesa, Henry
Gnesa, Jill
Patterson
hankgnesa@gmail.com
1974 911 Coupe
Transfer from Yosemite Region

New Members

Granno, Keith
Roseville
Kgranno@gmail.com
2002 911 Carrera Cabriolet

Griffith, James
Roseville
jcg45@comcast.net
1987 911 Turbo
Transfer from Northern New Jersey Region

Harlan, Neil
Santa Rosa
scooterbutter@gmail.com
2014 Cayman S
Transfer from Redwood Region

Kelly, Kayden
Auburn
kkelly@blastam.com
2015 911 GT3

Kjosness, Tim
Folsom
Timk19@yahoo.com
2008 911 Turbo

McCarty, Gordie
Roseville
gordie@parsonswalls.com
2008 Cayman

Quinn, DeWayne
Sacramento
dq34@me.com
1965 356

Shanahan, Tim
El Dorado Hills
Timjshanahan@yahoo.com
1976 911S Targa

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Wally Douglas
Marci Littlefield
Kennith Logins
Renee Nash
Albert Nguyen
Steven Rohosky
Nik Tkachuk
Thomas Waverack
Michael Welch

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Brian & Larry Tupper

10 years

Keith & Carol Chambers
Gil Santiago

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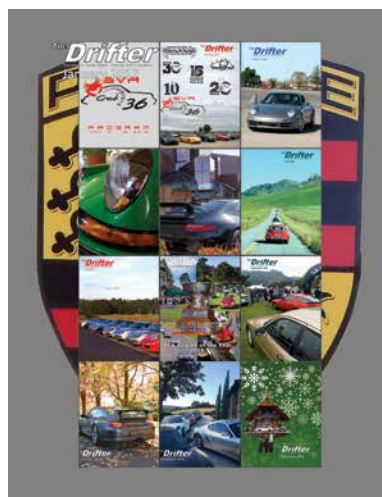
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SVR Goodie Store Update

Linda Bradford, SVR Goodie Store Manager

We are almost ready to choose our initial group of clothing products for the new 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.

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The Drifter

Sacramento Valley Region - Porsche Club of America

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