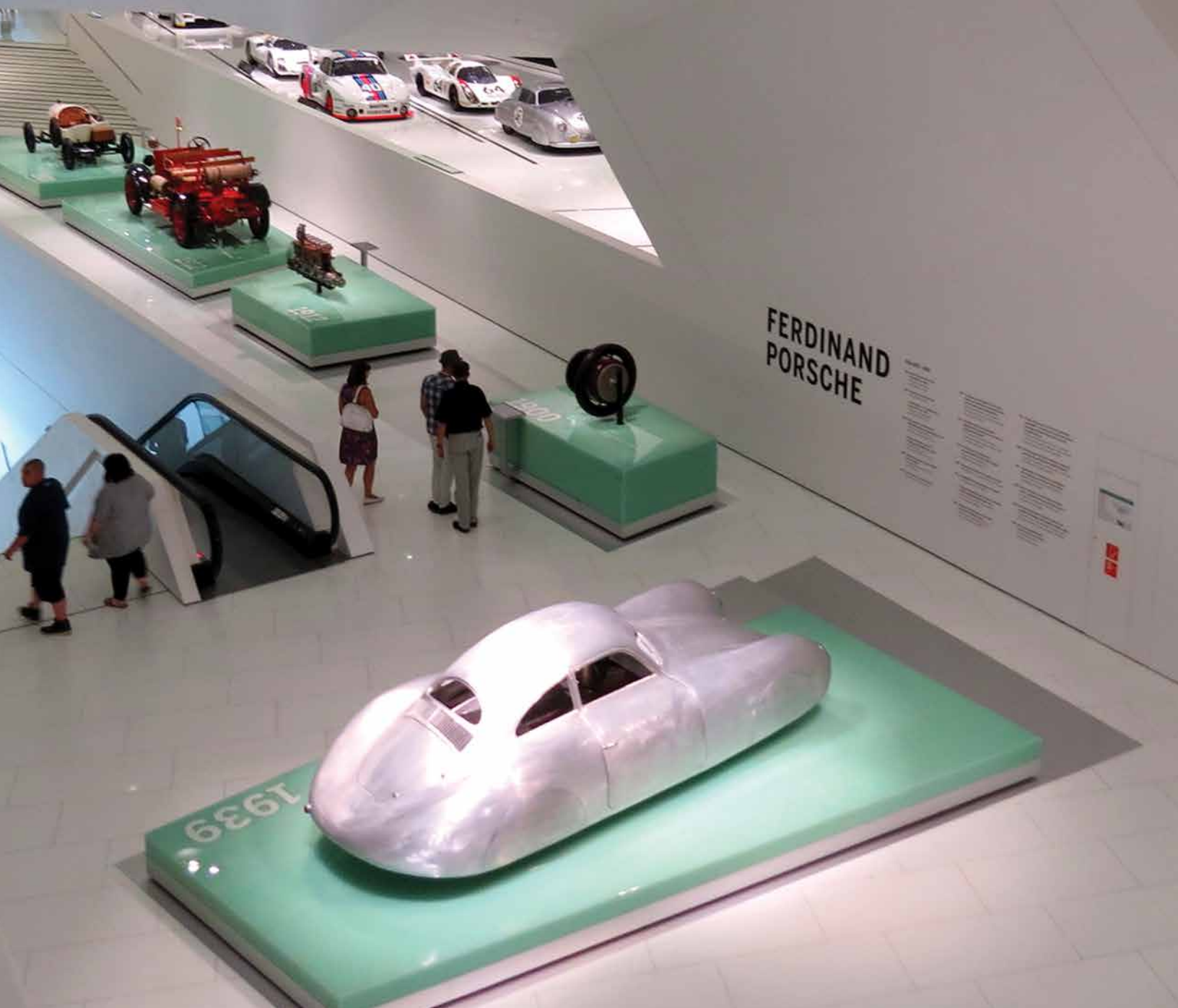


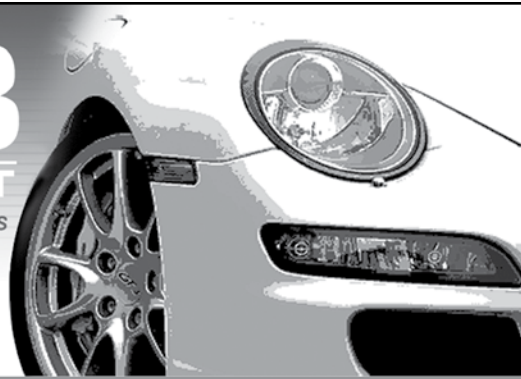
The Drifter

Sacramento Valley Region - Porsche Club of America

April 2017



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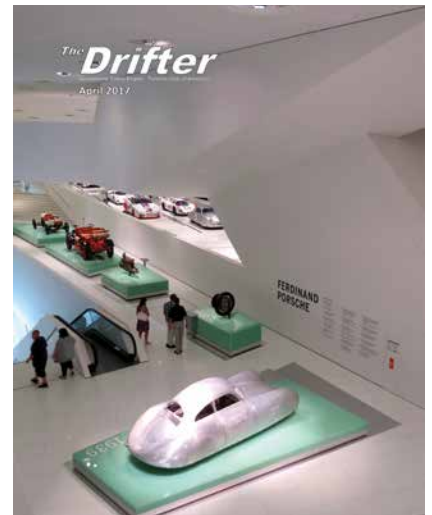
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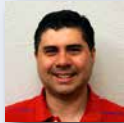
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Sacramento Valley Region, Porsche Club of America (SVR), publishes the Drifter monthly for its members. Written contributions and photos are welcome and should be e-mailed to the editor. The deadline for material is one month prior to the month of 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. 4

April 2017

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svr-pcaor.org/wp/news-letters/

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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

Spring is in the air everywhere I look around; spring is in the air every sight and every sound...Hello SVR members! I opened my column paraphrasing the first two lines of the famous 1978 hit "Love is in the air" by John Paul Jones. Infectious like the lyrics of the song, the spring weather brings out of the garage the beloved Porsche cars that might have been put in hibernation. Time to stretch their legs in the upcoming driving tours, or to enter SVR's extremely successful AX series.

I was a rookie student in the AX school. In the third morning run, I came out pretty hot from the skid pad, braked a little late, and after the right turn I entered the straight away with the car unbalanced. My car proceeded to tail hard to the right, and I still do not know how, I saved the car from a spin out with a series of back and forth turns of the wheel, a style my instructor, Matt Deter, called a "tank slapper." Autocross is very safe, there are instructors available to ride with you, and the whole experience of an AX day is a blast. To chronicle the SVR AX School, I made a 4.5 minute long movie titled "SVR 2017 AX School". Go to "Activities & Events" on the SVR website for the Vimeo link. No password required. While you are there, check out the Porsche Experience Center – Los Angeles (PECLA) movie showing a portion of the Winter 2017 PCA Directors Meeting, followed by our visit to PECLA.

Our Webmaster, **Bill Fargo**, has just brought online the completely redesigned SVR Website. It is not a make-over, but a site with a new architecture design from the ground up. The new website has vertical rolling pane design that makes it much easier to view it on a cell phone or tablet without having to click open a window every time an action is needed. Bill chose some gorgeous pictures as two anchor points of this new site. He added a literary section with short articles, and he has announced he is accepting article submissions. Bill worked very hard and for a long time on this effort. He is a very busy professional, so the Board of Directors and I thank him for his hard work to make this happen.

We have completed the **2017 Board and Chair Orientation meetings**. Thanks to our hosts for the two meetings, Niello Porsche and Kim and Rachel Nelson. Incoming Board orientation meetings were common back in the day. I have heard they were more than meetings, but a complete weekend get away were the board members asked themselves what were the objectives they wanted to accomplish in that particular year, and brainstormed about how to accomplish them (Rik: really?). Ours was not that heavy duty, but I am happy we got together and spent quality time discussing the current status of SVR and its future needs. The meetings touched on the areas of By-Laws and SVR Policies & Procedures Manual, human resources techniques for effective work in groups, Board succession planning, the successful integration of new members into the club activities and eventually serving in the board, social media and technology, and finally an evaluation of each event offered in the club. I thank all of the participants of this effort since they had to take time out of their busy lives to attend.

On March 8th I appointed **Gary Thompson** as the new Dummkopf Chair. **Gary and Alma Thompson** have been very active in the club since they returned to SVR, after being active members years ago. They recently have organized the Charity Auction, last year's Christmas Party, and overall they attend a lot of events. The Dummkopf award has a long and storied history. There are legendary past winners like **Kirk Bradford**, entering somebody else's identical color Porsche in an event and wondering why he could not start the car. More recently the incident when then Vice President Steve Barker got lost leading his own tour to a winter wonderland in Nevada City. The award is ingrained in SVR history, and the award recipients take it with a grain of salt. It is in the spirit of good fun. Please help me welcome Gary to this post.

For upcoming events, SVR AX #2 is on May 6th at the Stockton Fairgrounds. Registration is online at <http://svr-autocross.deter.com/register>

Our Technical Chair, **Skip Quain**, with Detail Maniac is hosting a Car Clinic on May 13. On Sunday, May 21,

Ernie and Wendy Bulhoes are hosting an encore performance of last year's club dinner at **Dominick's Trattoria**, a multi course meal with the restaurant open just for us.

And finally, the **New Member Tour** on May 20 features great weather, beautiful route in the Sierra Foothills, and a lunch event where Board members get to spend some quality time with new members. For our New Members, do not let the New Member Tour slip by you. The camaraderie is awesome, the driving route is superb, and you will have the chance to make new friends. Spring is in the air everywhere I look around.

Have a great April, and safe travels!





Editor's Corner

Steve McCrory, SVR Drifter Editor

Photo By Barbara McCrory

Driving Into The Future

With recent news of yet another autonomous vehicle gone wild while testing, (think unguided missile) and the ensuing collision with another vehicle piloted by a real human being, it again brings up the larger topic of driver involvement and safety in a time of emerging technologies. Call them autonomous vehicles, self driving cars or driverless cars, they are approaching in your rear view mirror and they will change your life. Computers and robots, you can't live with them... and you can't live without them. But when was the last time your computer did exactly what you expected and perfectly without error or hesitation? Redundant systems will catch many things but electrical mechanical devices can fail for all sorts of reasons, not the least of which can be completely unexpected.

I am amazed at the changes we have seen over the years, and am reminded of the contrast between the original 356 factory movie "Made By Hand" and a recent video I watched about today's Porsche Factory, showing how much of the work is automated. I realize that technology marches on, in mostly good ways, just as horses were replaced by horsepower. Buggy whip makers were probably at the front of the line when Auto Factories put out the help wanted signs, and began producing a new American lifestyle. It's called the theory of creative destruction, and it paves the way forward to a different way of life, ready or not.

But for sports car enthusiasts in general and Porsche drivers in particular, the revolution in autonomous vehicles comes with a different meaning about how we use our cars and our relationship with them and other drivers as well. Many of the improvements in newer Porsches have kept us safer while maintaining the essence of the Porsche driving experience. Is the art of driving well on the way out? I think no, not for many years, but the new era of automated transportation is coming, and it may include a driverless 40 ton semi trailer rig next to you on a

crowded high speed roadway. One auto manufacturer is testing speed limit signs that send a signal to your new Ford to control your speed to comply with the posted limit. Whatever the timeline, I believe we have many years to enjoy driving our favorite cars. We drive Porsches for a number of reasons, not the least of which is our driver interaction experience with a responsive high performance vehicle.

A recent weather report predicted heavy rain, strong winds, and a chance of falling tree limbs, and it happened. A heavy tree limb fell on my 67 Porsche, known as "the Red Car," and landed on the rear window and ducktail. It was at the shop waiting for a transmission fix, and had just been moved outside to make room for the entry of another car into the shop. The insurance company stepped up, and now the plan begins for the repairs and paint work. Maybe it's time for another tech session on body and paint.

Drifter News includes changes on several fronts; for this issue we have gone to **36 pages** to include new information and updates on coming events. The extra pages in this issue allow us to keep a good balance between articles, event flyers, and advertising content. We have several new advertisers who will come on board over the next several months, providing services of interest to SVR club members. One of the 2017 Drifter concepts we are planning is the addition of a photo page that will be called **People, Places and Porsches** that will be presented by Collin Fat and Barbara McCrory and will debut in the May Drifter. You may remember a similar theme that was part of the look of the Drifter years ago. We have several club members who will be reporting on **2017 Porsche Parade** activities, as well as our **Porsche Roads** theme that we started last year. Send us your best Parade photos and we will create a photo collage page with captions. Our webmaster, **Bill Fargo**, sends us the following report.

As **Webmaster** for the Sacramento Valley Region 2015 -2017, this year brings new changes and a new look to our club website. SVR was an early in-

novator for providing a quality website that served the needs of our members, and garnered a PCA award for best website for 2015, presented at the 2015 Porsche Parade. We give our members current information on events, both past and present, broadcast news on a regular basis, and act as a resource for club information. The new site had to fulfill all of these aspects while presenting them in a modern clean format that was light with pleasing graphics. Take a look and tell us what you think. **www.svr-pca.org** is the site; send comments to webmaster@svr-pca.org

In other website news, take a look at the new and improved Zone 7 website. It's a big step forward and it will help club members keep up the latest on Zone 7 activities, and act as an information resource for the 2017 Concours and Autocross Series.

In this issue, a Cover photo taken by **Bob Schoenherr** of Redwood Region, an updated Calendar of Events, another **Drifting Back** by **Larry Wilson**, PDK by **Rik Larson**, and a wrap of the recently completed Autocross School event by **Greg Zajic**. **Mardi Quain** tells us about herself and her board position as Social Director. **Skip Quain** presents us with a piece of important Porsche history, and **Collin Fat** describes the electronic features on newer Porsches. If you are attending Parade, check out the warm up practice page in this issue for the Tech Quiz. **Linda Bradford** updates us on the evolution of the SVR Goodie Store.

I am down the road, and enjoying warmer weather without the flying tree limbs.





PDK (Pretty Darn Kwik)

Rik Larson, SVR Member

Breakfast

We had 46 people attend the March breakfast. We are almost back up to the numbers that we had early last year. **Jerry Alter**, the new host, took the opportunity to introduce **Herb Hoover** (the old host).

Historical Cars Needed

The Spokane Porsche Parade is looking for historical cars to be displayed at the concours. Contact **Dennis Rood** at dmrood1@comcast.net

And another PCA Car Raffle

This time it is a 2018 Carrera GTS (and \$25,000 cash). Deadline to enter is June 1st and it costs \$50 for a ticket.

Zone 7 Rules Updated

The 2017 Zone 7 Rules for Concours and Autocross have been updated and are posted (for download) at the new Zone 7 website...zone7.pca.org. Don't use the 'www' with the name..... it takes you someplace else.

Werks Reunion Monterey

Registration opens May 1st. You can enter the Porsche Corral (not judged) or the Porsche Judged Field. And spectators can attend for free. There is a new location this year.....away from the California 1 and Carmel traffic. It will be held at Corral de Tierra Country Club, right next to Laguna Seca Raceway, California 68, very near the main entrance. And since it is on Friday, there is a lot less traffic. Save the date, August 18th.

SVR Window Decals

The 55th anniversary decals are being handed out at events. Got yours yet?

Parade Tech Quiz Question?

You heard it here first. Zone 6 (the zone north of us) has just recently split. Bonus answer: it is Zone 14.

2017 Membership Directory

Updates are being accepted right now. But not much longer though. Get them to the Membership Director, Janet Conner at membership@svr-pca.org

New SVR website

Webmaster **Bill Fargo** did a great job on the new website. The thing that I like about it best (and Bill also) is the Calendar function (it hides under the "Activities & Events" label). I like the "Agenda" format because it provides the most detailed information on the screen, plus you can expand or collapse any entry for more info. The "Month" format is the one I use for the typical "Month at a Glance" And use of the "Categories" and "Tags" allow you to narrow the display down to specific interests. Pretty COOL!!

Wooden Boat Show

Dan Rowland and Ron Boeck report that this tour is still on (rain or shine). Another boat concours at Lake Tahoe was cancelled this year. This one is located at Homewood. This is a repeat of the tour held 2 years ago. It is a tour on Friday, August 11th. And this is the 45th annual concours.

FIVE years ago in the DRIFTER

We did not publish a DRIFTER in April (nor May). We were looking for a new editor during this time. Someone finally stepped forward to publish the June issue.



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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

- April 10 Fat's Bistro, SVR Dinner, Folsom, Yvonne Anderson
- April 29 Rubicon Tour and BBQ, Dick & Kelley Murphy
- May 7 Gimmick Rally School #1 and Rally, Niello Porsche, Keith McMahan
- May 13 Car Clinic, At Detail Maniac, Skip Quain
- May 20 New Member Tour, Sue Sanders and Tara Jones
- May 21 Dominick's, SVR Dinner, Wendy & Ernie Bulhoses
- June 1-4 Zone 7 Tour, Northern California (Wait List)
- June 10 SVR Concours Dinner, Niello Porsche, Brandon
- June 11 SVR Concours, Niello Porsche, Kent Brandon
- June 18 River Cats, Porsche "Parade" & Parking, Quain's
- June 24 Club BBQ, Terri & Ed Parra
- June 25 TSD Rally School, Porsche Livermore, Wetzel
- July 4 4th of July Parade, George & Lisa Okamoto
- Aug. 11 Wooden Boat Tour, Tahoe, Dan Rowland
- Aug 14 SVR Dinner, Mints, Mike & Emily Willis

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

- 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.
Jerry Alter, 530.344.0475
- 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 zone7.pca.org

CONCOURS

- April 23 Concours Prep and Judging School
- May 21 Yosemite Region, Lodi
- June 4 Loma Prieta Region, PartsHeaven

AUTOCROSS

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

WEST COAST RACING SERIES

- April 21-23 Zone 8, Auto Club Speedway, Fontana
- May 27-28 Golden Gate Region, Buttonwillow Raceway
- June 2-4 Mazda Laguna Seca Raceway

ZONE 7 OTHER EVENTS

- June 1-4 Zone 7 Tour, Northern California (wait list)

Upcoming PCA Events 2017

- 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
- December 2-3 Tech Tactics West, Location TBD

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 Update

The second phase of the registration process opens on Monday, April 3rd and will allow entrants to select competitive events, banquets, tours (guided and self-guided), and special options. Details will be in the **Parade Registration Guide** which will be available on the Parade Website (look under the Registration tab) in late March. Tour details (a nice 21 page PDF and a schedule of 1 page) are already up on the website (look under the Other Activities & Events tab, then Tours). The website is 2017parade.pca.org. And a HPDE (Driving Event) has been added (not part of the Parade and separate registration) for Sunday, July 16, to be held at the Spokane County Raceway being conducted by Inland Northwest Region. Details for this are under the Other Events & Activities tab.



New Zone 7 Website

Check it out at zone7.pca.org. The HOME page is very simple and contains the list of upcoming events (with links as available). You can select only the types of events that you are interested in (autocross, concours, DE/Club Race) by clicking on the image/text at the bottom of the page. The 2017 rules for the Zone 7 Autocross series and the Zone 7 Concours series have been also posted on the website and can be downloaded. Zone 7 Concours Chair, John D'Angelo, has also provided a summary of the changes for 2017.

If you are looking to see what else is happening in regions nearby, check out the links to each region (the 'Regions' tab). All the links work.

Enjoy!!



Rallies Making a Comeback

SVR Rally Chair, **Richard Wetzel**, has developed a program for the region this year that takes advantage of the talents and support from several members. **Keith McMahan** is heading up a school (May 7th) oriented to gimmick rallies. And he has written a rally that incorporates those lessons from the school (you don't need to attend the school to run the rally). The experience from this should be of assistance for those running the Porsche Parade Gimmick Rally this summer. Then **Darrel Huckabay** is presenting a TSD rally on August 20th. This will be followed by two TSD rallies in October (14th and 15th).

And don't forget about the TSD Rally School and Rally being held on June 25th (down in Livermore). Richard and Rik Larson will repeat (updated) their school for the 2012 and 2014 Porsche Parades.



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SVR April Dinner

FAT's Asia Bistro - Folsom
April 10th • \$53/pp (*inclusive*)

Social Hour - 6 pm • Dinner - 7 pm

Dinners must be paid in advance

Make Check to:	PCA-SVR
Send to:	Cookie Anderson 6320 Hickory Ave Orangevale, CA 95662

Your check confirms your registration

RSVP by April 7! Limit 86!

Call or e-mail to reserve your place:

916.988.6534
ck_ya@sbcglobal.net

Don't Forget to Share the Wealth!!



Zone 7 Concours Judging School

Sunday, April 23rd From 10:00 A.M. to 2:00 P.M.

San Francisco Sports Cars
191 Industrial Road
San Carlos, CA 94070

All Zone 7 members are invited to attend the concours judging school. In order to ensure the continued strength of the series and have consistent judging from event to event, we need trained judges. If you're new to the series, have had limited or no judging experience, and are interested in understanding how judging works, please join us. Remember that to be eligible for year-end Zone Concours Series awards, you need to volunteer to assist as a judge in series events. Plus: we need your help!

The school will provide instruction on what to look for as a judge (and, conversely, what judges look for as you prepare your Porsche for judging), the "do's" and "don'ts" of judging, and hands-on judge training. There will also be time for Q&A, both before and after the hands-on judging, so here's your chance to ask the things you've always wanted to know about judging in or preparing a Porsche for the Zone 7 Concours Series.

There is no fee for this event, and lunch will be provided; thanks to San Francisco Sports Cars for hosting. Please sign up no later than April 15th.

To sign up, go to Motorsportreg.com. Attendance is limited to 60 participants.

If you have questions or need additional information, contact John D'Angelo at 60thclubcoupe@gmail.com.



Rubicon Brewery & Tap Room Tour

Saturday, April 29, 2017 11:30 am to 1:30 pm

Meet at Rubicon at 11:30 am for the Facility Tour. BBQ lunch to follow. Bar-B-Que Lunch Buffet including Smoked Pork Butt, Bar-B-Que Beans, and Salad.

Price = \$20 per person*

RSVP by Friday, April 14 by mailing a check made out to PCA-SVR to:

Kelley and Dick Murphy
3088 Mammoth Drive
Roseville, CA 95747

Questions? Contact Kelley Murphy 916.539.8192
Dick Murphy 916.215.2614
by email dick.murphy@comcast.net

885 Stillwater Road
West Sacramento, CA
95605

*No host bar. \$5.00 Pints of 6 different draft beers. Two types of bottled draft beer will also be available to purchase.



PCA, Sacramento Valley Region Gimmick Rally School and Rally

Sunday, May 7, 2017

Niello Porsche
4525 Granite Drive
Rocklin, CA 95677

School starts at 10:15 am; Cost is free; limited to 30 people

Rally, first car out at 1:00 pm; Cost is \$10 per car
(two people required per car)

The finish will be in Auburn for awards.

RSVP to Richard Wetzel at rally@svr-pca.org or 530.304.6555 by April 30 for one or both events. After April 30, \$15 per car. Payment in advance for the Rally should be by check made out to PCA-SVR and mailed to:

Richard Wetzel
2606 Aspen Valley Lane
Sacramento, CA 95835





Drifting Back, 15 years Ago

By Larry Wilson, SVR Member

April 2002

On April 1, 2002, SVR bylaws were revised to permit the non-elected position of Webmaster to also serve as a member of the SVR Board of Directors. This change increased the Board of Director positions from 9 positions to 10 positions.

Rik Larson reported in the April 2002 DRIFTER that SVR rally teams took top honors in Zone 7 Rally Competition and picked right up where they left off the previous year in 2001. The two SVR teams, **Jessica and J. Toney, Richard Wetzel and Phillip Marks**, both took top honors in their respective classes at the Rustbuster Rally held on March 9th. This was the first event of the 2002 Zone 7 Rally season and was hosted by Golden Gate Region with Bob Gardner as the rallymaster. Rik also reported that upcoming Zone 7 rally events included Snake Eyes II on April 6th and Spring Flowers on May 18th, both presented by SVR. The April 6th event was a great tune-up for the CRAB 29 rally. It was a very simple time and distance format event that was run in less than 3 hours.

Phil Lawrence wrote a nifty piece in the April 2002 DRIFTER about his day at the Zone 7 Carlsen Porsche concours. He said the two hour trip to Carlsen Porsche in Palo Alto went by quickly and, since he had cleaned the storage and passenger areas and packed the mats, carpets and cleaning stuff the day before, all he had to do upon arrival was to clean off the bugs and give his green 911 a sponge bath.

Soon after arrival, one of the hosting regions members came around with the release and entry forms and Phil paid up, filled out the forms, and placed them under the car's windshield wiper. Then he went over the interior/storage area with a damp cloth and closed it up to out the dust, leaves and whatever from getting in. Remember, only light dusting is allowed once judging starts, usually at 10:00 AM. Phil commented, "once my car is clean, I am free to look over the other cars, grab a bite to eat, and most importantly -- to SOCIALIZE!" It's always a good idea to meet your fellow competitors to ask questions,

compare cars, and to exchange Porsche stories. According to Phil, judging and scoring takes about two hours and awards are given out between noon and 1:00pm. Trophies are awarded 3-6 deep depending on the number of entries. Special trophies, such as People's Choice, Judge's Choice and Best of Show are sometimes awarded. This is up to the host region. Ledson Winery, the site of Redwood Region's event, has given bottles of very fine wine to class winners. Other regions give products and gift certificates from Porsche dealers, and car care vendors. After the awards ceremony, Phil likes to look over the completed score sheets for judge's comments and suggestions on what he might do before the next event. Phil took first-in-class at this event, but win, lose or draw, competing in concours events is a fine way to enjoy your Porsche without wearing out your tires or fighting over rally instructions with your significant other."

The big deal this month was **CRAB 29** held April 26 (Friday) through April 28 (Sunday), and chaired by **Mike and Emily Willis** with co-chair backup by **Kern and Cindy Breaux**. The event was headquartered at the Marriott Hotel, Hwy 50 at Sunrise, with the crabfeed at the St. John Vianney Parish Hall in Rancho Cordova. Event staff included **Rik Larson** (registration), **Kern Breaux** (autocross), **Greg Peart and Randy Vidmar** (gymkhana), **Rich Swenson and Judy Hanna** (two driving tours), **Shelagh Matthews** (walking tour), **Herb Hoover** (bus service to crabfeed), **Kirk Bradford** (voice of CRAB), **Cyndee and Greg Peart** (door prizes), **Sally and Ron Boeck** (rally), **Dennis Stettner** (concours), **George and Nona Morley** (beer and brat), and **Susan Fleming** (awards). The CRAB 29 autocross was exciting -- **Glen Brooksby's** time (28.95 seconds) was three-hundreds of a second faster than **Tom Provasi's** time (28.98 seconds) and thus Glen got top time of day. The day wasn't a total bust for Tom, however, as he took home the coveted **Snidely Whiplash Bass Ackwards Award** in recognition of his spectacular 335 degree spin in the back sweeper just after spinning out on the last corner to share his excitement with the flag waver at start-finish! In the concours, the Boxster of **Bud and Mary Ann Behrens** and the Boxster of **Tom and Jude Sisson** tied for

first in class, both with 243 points. **Susan and Tim Fleming** ran the gymkhana with a time of one minute, 30 seconds thus earning a first in class and top time of day. The rally team of **Gleason/Armellini** won the event with a low score of 158 points.

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.

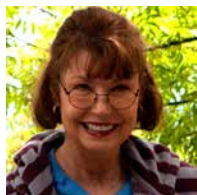
TrackMasters Racing

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

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
Sonoma Sears Point	Jul 15
Sears Point Autocross	Jul 15

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2016 Goodie Store Update:

By Linda Bradford 2016 Goodie Store Chair

SVR's new Web Store is almost ready and could be up by April 1st or shortly thereafter. There will be 23 products available, almost evenly split between men and women. Each item will have the SVR logo embroidered on the front and "Porsche" on the back. I'm writing this in advance of actually seeing it or testing it out, and if anything major is different, we'll post a correction on the website or send out an e-mail blast.

HOW TO GET THERE: My original instructions published in the Drifter were **WRONG**. You can still get to the SVR list from our beautiful **NEW** website through the PCA Web Store, but there will be a second option under the "Bling" tab saying "SVR Web Store," (or something like that.) The SVR option will take you directly into our product list and will bypass going to the PCA Web Store and scrolling down the Regional Stores list which has recently grown. It's in alphabetical order

and, no surprise, we're on the second page closer to the bottom. Use the direct route by selecting the SVR option, it will save time.

WHAT'S IN OUR STORE: A pretty equal number of products for men and women in as many color choices as possible. Sizes are XS to 4XL, with some items going up to 6XL for men, and also a few in Tall sizes. About a third of the products are Eddie Bauer products, and many are Port Authority, which we've had in the past. Long sleeve "Woven" sports or dress shirts. T-Shirts with alternative necklines for women only, Scoop and V-neck.

Polo Shirts in 4 different types of fabric/textures combos, some 100% cotton (smooth or pique) and several different cotton/polyester blends. Fleece Outerwear- 1/4 zip pullovers, full Zip Jackets and vests. Jackets - 3 choices each for both men and women, bombers, parkas, and two-color "sporty" jackets.

A sandwich bill cap (unisex). Visors

may be added in the future if choices improve.

FUTURE ADDITIONAL PRODCTS: Items can be added, but have to be purchased and prepaid by a member first before it can be added to the SVR list. If there are enough requests for other products, we can place a second "group" order just like this first round. The PCA Web Store has over 200 products, and some of the other Regional Stores have unique items too. Call or e-mail me for more information if you are interested in a new product, or if you have any other questions.

In addition to the SVR and PCA Web Stores, there are direct links to two other Web Stores - Porsche Design Group EU, Design 911 UK; take a look, they have some unique items (and thank you to our Webmaster, Bill Fargo, for finding and setting up the direct links).

Happy Shopping, Linda Bradford



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SVR DINNER, SUNDAY, MAY 21, 2017

Social Hour 4 pm -- Dinner 5 pm

Choice of Entrée - \$40
(includes sauteed fresh mixed vegetables)

- Chicken Parmigiana
- Veal Marsala
- Petrale Sole Francese
- Portobello Mushroom Parmigiana



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

Send check (payable to PCA-SVR) by May 6 2017 with entrée choice(s) to:

Ernie and Wendy Bulhoes

4814 Waterbury Way

Granite Bay, CA 95746

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

Limited to 54 participants!

Don't forget to "Share the Wealth"

Yosemite/Zone 7 Concours .. and Charity Event

Sunday, May 21, 2017

Our 2017 Yosemite Region Concours is the first Zone 7 Concours of the year. But it is so much more!! Yosemite Region is hosting this official Zone 7 Concours event, open to all of Zone 7 members.

Participants will range from the serious, hard core concours folks, but it is also for anyone who wants to learn the ins and outs of serious car preparation.

It is also a "show" for Porsche owners who want to display their cars, and not have them judged. The setting will not be some parking lot, but the lawn at Winery.

And then, there is the Charity aspect of the event. Proceeds from the live and silent auctions will benefit the UC Davis Cancer Center.

So, come for the concours, or to "show" your car, but for sure come to help the UC Davis Cancer Center! For more information, contact Steve Perry at: p99640th@yahoo.com. Sign ups to attend via the Eventbrite link will open in early April.

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Driver's Meeting Electronic Control Systems For Autocross

By Collin Fat, SVR Autocross Chair
Photos PCNA



Newer Porsche cars built after 1999 have come equipped from the factory with ever increasing technology ranging from PSM, PASM, Sport Mode, Sport Exhaust, and electronic traction control, ABS, and electronic launch control that allows a new Porsche Turbo to get to 60 mph in a mere 2.9 seconds.

Many owners have developed a love-hate relationship with these electronic nannies and learned to live with them both on the street and track. Most newer model Porsche come with more than 100 computers to monitor things like throttle position, tire pressure, suspension rebound and compression. In addition, the newest cars have different maps for those cars equipped with PASM, Porsche Active Suspension Management, ranging from normal to sport to sport plus. Let's first define what the above acronyms mean in terms of Porsche technology.

PSM, Porsche Stability Management

"PSM maintains stability even at the limits of dynamic driving performance. Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, PSM is able to calculate the actual direction of travel at any given moment and initiates strategic braking of individual wheels to prevent you from deviating from your intended line.

Under acceleration on rough road surfaces, PSM improves traction using the automatic brake differential (ABD) and anti-slip regulation (ASR) functions. The result is a high level of driving stability and safety – and extraordinary agility at the same time.

Other manufacturers call similar systems, ESC, or electronic stability control." (PCNA)

PASM, Porsche Active Suspension Management;

"PASM is fitted as standard in all 2017 911 models for the first time, and has been an option on cars since its introduction in about 2005. This electronic damping control system

continuously adjusts the damping force on each wheel, based on current road conditions and driving style. PASM can have as many as three modes. Results are tangible: increased driving stability, improved comfort and enhanced performance, quicker shifts, and more aggressive throttle response". (PCNA)

On those cars equipped with this feature it offers continuous adjustments of the car's suspension ranging from normal to sport. It also provides different settings for throttle response and different shift points in PDK equipped cars. There are now up to 3 different PASM settings on newer cars ranging from normal, to sport to sport plus. In the normal setting, the suspensions adjust to the demands of everyday street driving and will adjust automatically if the driver seeks more from the suspension, such as when approaching a winding section of roadway. In the normal mode, the suspension is compliant enough to handle inner city potholes and highway expansion joints with aplomb. However, if the suspension is set in the "sport mode" every crack and

crevice in the road surface is likely to be felt from the seat of your pants. However, on track, the sport plus setting is more than up to the task of helping you keep the car in balance for your best lap times, but not recommended for the street.

PDK Transmission

Porsche Doppelkupplung, multi-clutch transmission is one of the best automatic transmissions in the world. With software that magically anticipates your next upshift or downshift, this state of the art transmission is the ultimate track choice versus the more analog 6 or 7 speed manual transmissions. With shifts happening in milliseconds, it is not even remotely possible that a manual transmission can shift anywhere near the speed of the PDK. In addition, most PDK transmissions have the rev match function to further enhance its credentials.

Sport Exhaust

For cars ordered with sport exhaust, Porsche equips the cars with an exhaust flap or valve that opens the exhaust pipes fully under hard accelera-

tion or when the computers sense that more throttle is being asked for. Driver's also have the choice to set the exhaust on the sport mode regardless of throttle input as the sound emitted from the sport exhaust has best been described as music to the ears of the enthusiasts. In newer cars where sport mode is selected, the mode automatically selects the sport mode on the exhaust system.

Traction Control

Porsche can equip its sports cars with electronic traction control. It controls unwanted wheel spin at the rear driven wheels and can provide more traction to the wheel that has the most traction versus the wheel that the system senses is slipping or not getting traction.

Sport Chrono Package

Adrenaline at the push of a button, goose bumps included: the functions of the optional Sport Chrono Package enable an even sportier tuning of the chassis, engine and transmission – and launch you to unprecedented sporty heights.

"What's new is the mode switch on the steering wheel, derived from the 918 Spyder to make you feel closer to the racetrack. Without your hand leaving the steering wheel, you can choose any of four settings: **Normal**, **SPORT**, **SPORT PLUS** and **Individual**. Now you

can adapt the vehicle even more to the way you want to drive.

On activation of SPORT PLUS mode, Porsche Active Suspension Management (PASM) and, in the S models, optional Porsche Dynamic Chassis Control (PDCC) and optional rear-axle steering adapt for enhanced road holding performance by switching to a sportier damper setting and offering more direct turn-in on entering the corner.

In combination with PDK, the Sport Chrono Package has three additional functions. The first is 'Launch Control', which can be used to achieve the best possible standing start – a racing start. The second function is the motorsport derived gearshift strategy. In this mode, PDK is geared up for extremely short shift times and optimum shift points for the maximum acceleration available.

This combination of uncompromising and involving performance is ideal for the racetrack.

The third function – SPORT Response – is brand new to the 911. Pressing the button in the center of the mode switch primes the engine and transmission for the fastest possible unleashing of power. In other words, maximum responsiveness – for a period of approximately 20 seconds. A timer graphic in the instrument cluster tells you how long is left.

Another component of the Sport Chrono Package is the stopwatch mounted on the dashboard. In conjunction with PCM, a special performance display enables you to view, store and evaluate lap times or other driving times. It shows the total driving time, lap distance, lap number and lap times recorded so far.

Dynamic engine mounts are also part of the Sport Chrono Package. The electronically controlled system minimizes the perceptible oscillations and vibrations of the entire drivetrain, particularly the engine, and combines the benefits of a hard or soft engine."


"In conjunction with the optional Sport Chrono Package, PSM is supplemented by a 'Sport' mode. It allows a significantly more sporty driving style, with PSM remaining active in the background. "

What to do with these Electronic Nannies and Performance enhancing Features at an Autocross?


Generally, I recommend that for an intermediate autocrosser that PSM be turned off and that PASM be set to sport plus mode. If you have traction control, I generally also turn this feature off in an autocross environment. If your car is equipped with a sport exhaust I turn this on.

If your car is equipped with a PDK transmission, I recommend setting the car in sport plus and either using the automatic mode or using the paddle shifters in the manual mode to get into second gear once out of the start. I have heard that in some cars equipped with PDK, 2011 to 2012, that putting the car in automatic mode causes the car to downshift to first when not needed and vice versa not upshifting when called for on course. It seems to confuse the transmission software. On the other hand, with new cars, 2013 and later, putting the car in manual and sport plus is the preferred setting with the use of the paddle shifters to get into second gear once out of the start.

I highly recommend that you try the systems on and off to see what you feel are the differences in the way the car handles and after more seat time decide for yourself the settings which suits your particular driving style best. best.



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Experience Passion Integrity

Test your Porsche IQ against the Porsche Museum Historian and the PCA Tech Committee !

The Technical and Historic Quiz is a written test of your knowledge of general, mechanical and historic aspects of the Porsche family, business and model lines. This year you will be able to test your knowledge with questions from the PCA Tech Committee. There will be (50) General questions that will be the same for all participants. There will be an additional (25) questions for Specific Model Ranges from which you will choose. Here is a sample of the type of general questions that were asked on the 2016 tech quiz. For the rest of the questions and answers - visit <http://2016parade.pca.org/techquiz.html>

1. Bill Scholar, the recognized "founder" of the Porsche Club of America started setting up gatherings for Porsche owners in what year?

- a. 1948
- b. 1952
- c. 1955
- d. 1959

2. What 911 series model was the first to have a GT-2 version produced for the road?

- a. 996
- b. 993
- c. 997
- d. 930

3. What German states coat of arms is represented on the Porsche crest?

- a. Saxony
- b. Baden-Wurttemberg
- c. Bavaria
- d. Rhineland-Palatinate

4. Porsche Ceramic Composite Brakes (PCCB) was first offered on which of the following cars?

- a. 1997 993 C4S
- b. 2001 911 Turbo
- c. 2011 GT3
- d. 2010 Cayenne Turbo

5. Former Porsche race driver David Hobbs is a new car dealer in Milwaukee. Which brand of automobile does he sell?

- a. Audi
- b. Honda
- c. Porsche
- d. Jaguar

6. In which year did Porsche first win overall at the 24 Hours of LeMans race?

- a. 1968
- b. 1970
- c. 1985
- d. 1993

7. The 2016 Porsche Boxster Spyder uses which of the following engines?

- a. 2.9L from the Boxster
- b. 3.2L from the Boxster S
- c. 3.4L from the 991 Carrera
- d. 3.8L from the 991 Carrera S

8. VTG in Porsche-speak means which of the following?

- a. Volume Tone Guard
- b. Variable Torque Guide
- c. Valve Tensile Gauge
- d. Variable Turbine Geometry

9. The body of the Elva-Porsche was imported from which of the following countries?

- a. Austria
- b. England
- c. Italy
- d. Argentina

10. The 2015 Rennsport Reunion held at Mazda Raceway Laguna Seca was officially the ____ such event.

- a. Second
- b. Fourth
- c. Fifth
- d. Tenth

11. Early PCA organizers called themselves the following name.

- a. Gripe Group
- b. Porsche Patrons
- c. Hearty 356ers
- d. Master Racers

12. Octane is defined as?

- a. The substance in gasoline that explodes when ignited by a spark plug
- b. The substance that keeps gasoline from exploding before being ignited by a spark plug
- c. A measurement of gasoline purity
- d. A measurement of the resistance to self-detonation of the fuel-air mixture

13. What is a 356B 1600GTL?

- a. Abarth Carrera Zagato
- b. Late 356B with a 1600 Engine and disc brakes
- c. 356B with a 1600 Engine and convertible top
- d. Magnus Walker Creation

14. Which 911 model was the world's first series production car to have a front spoiler?

- a. 911 E Targa (model year 1969)
- b. 911 S (model year 1972)
- c. 911 Carrera RS (model year 1973)
- d. 911 Turbo (model year 1974)



Answers

- 1c 2016 RPM, p.1
- 2b Excellence Was Expected, Volume 3
- 3b Excellence was Expected, 1st edition, p.96
- 4b Porsche Panorama, July 2015, page 114
- 5b Porsche Panorama, July 2015, page 36
- 6b Porsche Panorama, August 2015 page 44
- 7d Porsche Panorama, September 2015, page 86
- 8d Porsche Panorama, October 2015, page 118
- 9b Excellence, December 2015, page 103
- 10c Porsche Panorama, November 2015, page 48
- 11a Porsche Panorama, December 2015, page 39
- 12d Up-Fixin Volume VII, p. 123
- 13a Porsche Panorama, November 2015, p. 28
- 14b



SVR Social Director

By Mardi Quain, SVR Social Director

When Skip and I joined SVR in 2015, it was a time of transition for us. Skip had officially retired from Vintage Racing the Lotus at the end of 2014, so we were looking for ideas that would fill the "trackless void". We attended a few car clubs, SVR being one, and decided this is the group for us. So we bought our 2002 C4S and have congratulated ourselves ever since on our great decision making about the SVR club and the car.

Since then we have hosted a dinner and two events, as well as enjoying many of those offered by other hosts.

Then an opportunity was presented to be more involved through the Board position of Social Director. This is a very fun spot to be as I get to interact with so many more of our members and get to know them on a one-to-one basis. The club members are clever imaginative folks, and they have expanded my (and Skip's) experiences of activities and camaraderie.

So you may be wondering, just what does a Social Director do? The events and dinner calendar is established at



the beginning of each year as part of the planning meeting, in conjunction with the Vice President in scheduling for the year. Members submit their ideas and dates. The Social Director assists with minimizing conflicting dates, helps event hosts with completing the Budget and Drifter Advertising forms, is available to assist a host in talking to restaurant or event personnel about the aspects of dinner or event, is available for menu tastings, or, to assist in negotiating a contract. Lastly, I attend the Board of Directors meetings once a month.

If you have considered hosting a dinner or event, but you are not sure where to start, contact me via email or phone (I am also a "texter") or even in person, and let's talk about your idea. I am looking forward to a year of great fun with our club friends.



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.



Berlin to Rome Race

By Skip Quain, SVR Technical Chair

Photo Bob Schoenherr

While doing research for my Tech Chair column I came across a reference to 'The 1500 km Berlin to Rome race' scheduled for 1938. Dr. Porsche had designed a VW based sports car, the Type 64, for the Berlin to Rome event. The Type 64 Sports car caught my attention and was the spark to research and write the following on the Type 64 Sports Car. I hope you enjoy reading this article as much as I did researching and writing the history of Dr. Porsche's the "Berlin to Rome Car".

If you have been to the Porsche museum the first exhibit you encounter coming up the escalator is the Type 64 Berlin to Rome Coupe with the seven letters PORSCHE across the front. This exhibit is of the type 64 Coupe's aerodynamic body with its full belly pan and shrouded wheel wells front/back, but no chassis, interior, engine, transaxle or suspension - just the bare unfinished Duralumin alloy body. This was the first design to physically carry that name – PORSCHE, even before the Porsche type 356 Number 1 from the mid-forties. When you first view the type 64 Berlin to Rome car you immediately recognize the family profile of the 356 and 911 coupes.

During the 1930s the governments of both Germany and Italy were already using motorsports to showcase their nation's technological prowess and to stimulate national pride and foreign trade. This technology resulted in some of the most streamlined racers in the world, such as the 16-cylinder rear engined Auto Union and Mercedes Inline 8-cylinder Silver Arrow Grand Prix race cars from Germany. Italy had their Alfa Romeos. England had dropped out of the Gran Prix picture as their designs were non-competitive, and they were not receiving government funding. Mercedes and AutoUnion received partial funding from the German Motorsports program.

Also, the German government was in sync with VW for a "Peoples Race" to connect with the man-on-the-street. The opening of the Autobahn from Berlin to Munich gave German Motorsports Director, Major Adolf Huehnlein Note #1, and his Italian counterpart Giuseppe Furmanic, the opportunity for an endurance race for sports and touring cars similar to the Mille Miglia (Italy) and Targa Floria (Sicily) events, races that were run on city and country streets.

Note #2.

The 1500km event would start in Berlin, travel south for 603 km on the newly opened Autobahn to Munich, continue south through Austria, the Brenner Pass and on to Rome. With the announcement of the Berlin to Rome race the German and Italian government's goal of a "Peoples Car" race was satisfied. Note #3.

Upon the announcement of the Berlin to Rome race Italy's Lancia immediately announced that they would produce a streamlined Aprilia for the event. In Germany, VW with, Wanderer and DKW, (segments of Auto Union), and BMW announced that they would also be producing streamlined cars for the Berlin to Rome event. Mercedes chose not to enter as they didn't want their image to be associated with the low cost "Peoples Car" project.

The following is the story of the development of the type 64 Berlin to Rome coupe and the barriers Dr. Porsche and his son Ferry Porsche confronted in the design of the Type 64 Coupe.

In May 1937, having been alerted to Major Adolf Huehnlein's announcement, Dr. Porsche's design team immediately started work on the type 60K10 Coupe, re-titled the Type 64 Berlin to Rome Coupe. Dr. Porsche's plans for the type 64 Coupe was to use parts from the VW type 60K10, "The Peoples Car," to build the sports racing model of the VW type 60K10. Note #4.

Dr. Porsche and Ferry Porsche planned to use the components from the KDF type 60K10 for the KDF Type 64 Coupe, but they were over ruled by the KDF (VW) as inconsistent with the image of the KDF (VW) Peoples car. Note #5. This was a setback as considerable design work had been done on the Type 64 Berlin to Rome Coupe.

Dr. Porsche and his son Ferry then

refocused their energies toward an "In-House Design" for a Porsche named sports racing touring project design, the type 114 "Aero Coupe". Karl Frohlick was named overall design leader. Frohlick was a part of Dr. Porsche's design team for the Auto Union Grand Prix "P-Wagons". Erwin Komenda, chief body/chassis designer of the VW line, was given the chassis design. Note #6.

The design parameters for the Type 114 Coupe "sports car" were: a fast, mid engined aerodynamic coupe made of Duralumin alloy, powered by a 1500cc V10 motor, carrying two passengers on a 2700mm wheelbase. Additionally, experience gained through the development of the Auto Union Grand Prix (P Wagons) gave the Type 114 team background in utilizing Duralumin alloy. It is a strong, light, easy to weld, hardened aluminum alloy that was originally used in the Zeppelins. The alloy was ideal for the body construction. From the start, ALL of the Porsche designs focused on high speed as the main design parameter in the design of the Porsche brand. Note #7

The body would be self-supporting with a total design weight goal for the type 114 Coupe of 550kg. Erwin Komenda designed the type 114 coupe making use of the wind tunnel tests. The aerodynamic data was important to Komenda's design of the Type 114's aerodynamic body. The body would include a full belly pan and shrouded wheel wells front and rear resulting in a 0.42cd. Dr. Porsche's design team continued the in-house design of the type 114 Coupe without assistance from KDF (VW).

A week prior to the start of the 1938 initial Berlin to Rome race the race was cancelled due to the Sudetenland Crisis. The Berlin to Rome race was then rescheduled to September 1939. Note #8. The rescheduling of the race to

September 1939 allowed KDF (VW) and the other German entrants, and Lancia an additional full year to complete the design, building, and testing of their Berlin to Rome Aero cars.

Adolf Huehnlein, with prior knowledge of the pending the Sudetenland Crisis, and the cancellation of the Berlin to Rome Race, ordered, KDF (VW) to bring back Dr. Porsche's design team and continue the design and construction of the Type 64 (Berlin to Rome) sports model. The Porsche Design Studio immediately restarted the design of the Type 64 coupe, and on September 1st 1938 KDF (VW) immediately, placed an order for three cars. The Type 64 Coupe team utilizing the work completed prior to KDF's over-ruling the utilization of their use of components of the type 60K10 and the aerodynamic data from the type 114 coupe restarted their design of the Type 64 Coupe utilizing the Type 60K10 chassis, steering system, suspension, engine and transmission including the torsion bar springing with trailing arms in front and swing axles in the rear. The Type 64 coupe design would end up with a remarkable family resemblance to the type 356 of the 1940s is quite clear.

As with the type 114 Coupe the Type 64 coupe would have a light, strong, self-supporting aluminum body. The total car weighed only 550kg. That's 83% of the 663kg weight of a normal type 60 K10 (VW) design. The body would use thin (0.02 in) Duralumin alloy. The self-supporting body also allowed removal of the relatively heavy steel floor pan from the standard type 60 K10 chassis leaving only the steel backbone to support the body. The aerodynamic body was designed using the data Erwin Komenda developed for the type 114 to maximize the top speed of the type 64 based upon the power that could be derived from the KDF type 64 air cooled 1131 cc flat 4 (Sport Motor 3841). Komenda's Type 64 design included space to carry two spare wheels in its nose, a move which meant the 50 litre fuel tank would have to be relocated further back on the

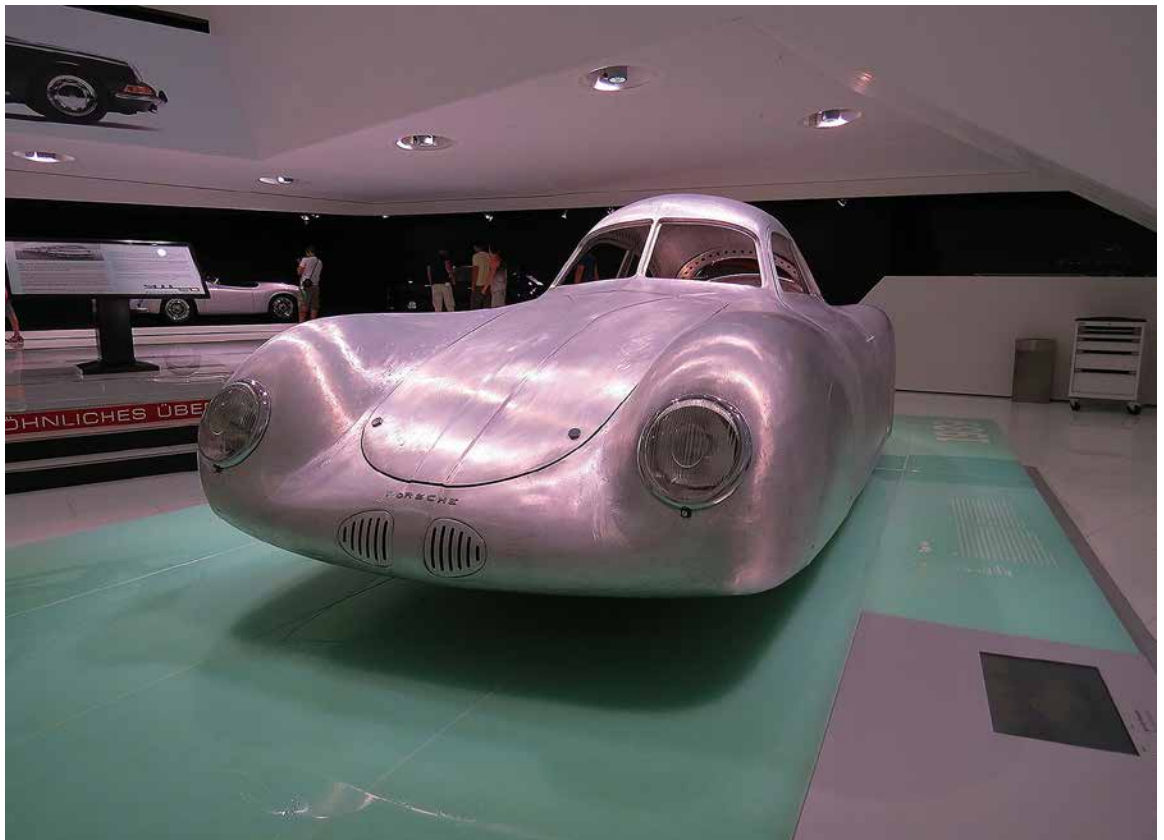
right-hand passenger side. This presented a problem as the fuel tank now protruded into the passenger area. Komenda's solution was to move the passenger seat 30cm further back than the driver's seat, in a staggered formation. The staggered seat position allowed the seats to be located toward the center of the passenger compartment plus giving the passengers more shoulder room. The passengers were also further back in the chassis than in the standard Type 60 KDF, and this allowed the upper "greenhouse" of the body to be narrowed, reducing frontal area and related drag and maximizing speed. The seating change allowed the body height to be reduced from 1.5 meters of the type 144 Coupe to 1.25 meters for the Type 64 Coupe. These design features reduced the drag coefficient to 0.35 compared to the type 114 coupe's 0.42. As with the type 114 design the lower drag coefficient was achieved by shrouded wheel wells front and rear using a smooth belly pan. Type 64 is very similar to the Type 114 body, except the 114 was disproportionately taller.

The motor for the Type 64 coupe was stronger than the standard KDF air cooled flat 4 motor of 985cc with 25.5Hp at 3000 rpm. The Type 64 "Sport Motor VW 3841" motor displacing 1131ccs, was fitted with twin Solex

carburetors with 22.5mm throats. The motor had a 5.8:1 compression ratio. The low compression ratio was required by the availability of low octane fuel available for road cars at that time. By July 14, 1939, the Type 64's "Sport Motor VW 3841" produced 32 horsepower at 3500 rpm, an increase of 25% over the standard Type 60 coupe. Note #9. The type 64 transaxle (standard VW) was modified with a lower final ratio, 1:3.45, to allow the more powerful Type 64 motor obtain higher top speeds due to its light aerodynamic body.

Three model Type 64 KDF Coupes were built: The first ser.# 38/41 was finished on August 19, 1939. The second, serial # 38/42, was completed in December 1939, and the third, #38/43, was completed in June 1940. There may have been parts for the a 4th Type 64 KDF Coupe, but records are not clear if a 4th car was built or not. Only the 1st type 64 Coupe, #38/41, would have been available for the 1939 Berlin to Rome race. The first Type 64 Coupe, #38/41, would have had minimal testing as the car finished only a month prior to the Berlin to Rome events start - September 14-15, 1939. Note #10.

The history of the three Type 64 Coupes has many interesting stories. One story is here. Serial #38/41 was given to Bobo Lafferentz, KDF/VW



Board member. Lafferentz damaged serial #38/41. The damaged type 64 coupe was returned to the factory and repaired. OR another version is #38/41 was totally destroyed in the allied bombing of Germany. The second car #38/42 was used by the KDF factory for development, and as Dr. Porsche's personal transportation. Dr. Porsche and his driver would use ser #38/42 to travel between the center of Berlin to the KDF/VW factory near Fallersleben in Lower Saxony with Dr. Porsche napping as they averaged 130km on these trips -- fast touring in 1939. The top speed was 153 km/h.

At the end of the war the US Army liberated #38/42. Some "GIs" cut off the greenhouse, trashed the car by running it out of oil and destroying the motor. This car was lost. The 3rd type 64 #38/43 was used by the Porsche family around their family home at Zell-Amsee in Austria, and driven to the Porsche design facilities in Kronenstrasse (The center of Stuttgart). This car remained with the Porsche family through WWII. In 1949 Serial #38/43 was sold in to famous motor cycle racer Mathé. Mathé installed hydraulic brakes and changed the drivers position from left hand drive to right hand drive as Mathé had injured his arm in a Motorcycle race and didn't have full use of the arm. Note #11. The Mathé car was last raced at raced at Monterey Historics in 1982 - Porsche Year. Note #12.

Today, there are just two Type 64 coupes. The Type 64 Coupe in the Porsche Museum consists of just the aerodynamic body with its full belly pan and shrouded wheel wells front/back - No chassis, interior, engine or suspension - just the bare unfinished Duralumin alloy body. This body carries NO serial number. Serial #38/43, the Mathé car, is now in a private collection.

Note #1 - Major Huehnlein reported directly back to Adolph Hitler with the results of each Gran Prix in which the Silver Arrows ran.

Note #2 - The Porsche 911 Targa was named after the Targa Florio race as Porsche cars had won the event so many times.

Note #3 - The non-stop 1500km Berlin to Rome race was jointly announced in June 1937 by Huehnlein and

Furmanic, to be run on September 27 – 28, 1938.

Note #4 - Ferry Porsche comments in his biography, that before the war the Type 64 Coupe was part of his plan to build a Porsche named sports car after the war.

Note #5 – VW name was changed in early 1938 to Kraft Durch Freude (Strength Through Joy) KDF

Note #6 - Komenda's history with Dr. Porsche continued after WWII as he was also heavily involved in the initial design of the 356 family and the 911 body/chassis.

Note #7– See Brain Redman's interview at the end of this article on the handling problems of the 917K Coupe when it entered competition in 1969.

Note #8 - KDF/VW and the other German auto manufacturers must have been made aware of sure cancellation of the inaugural 1938 Race prior to the public announcement of the cancellation because of the Sudetenland Crisis.

Note #9 - As Ferry Porsche relates in his biography, there were always special KDF engines being tested with better cams, dual carburetors and other performance enhancements.

Note #10 - The German invasion of Poland and the start of WWII cancelled the 1939 Berlin to Rome race.

Note #11 - The Three Type 64 Coupes were designed with cable activated brakes.

Note #12 - I attended the 1982 Monterey race as a spectator. 1982 was the Porsche year and there were many Porsche Type 550, RS60/61 and Porsche specials in my class to have room for My newly restored Lotus 23 – but I was there.

The following is an interview with Brain Redman in 1969 dealing with the handling problems of the Porsche 917. At one time around that period, Porsche called me from Germany, from Stuttgart. (Switching to a broad German accent, Redman recreates the phone conversation). "Herr Redman, you will come to test zee 917."

I was immediately alarmed at this. Why did they want me when I was living in England and they had 7 Germans living within an hour of Stuttgart and Jo Siffert in Switzerland? So, I said I'm very busy but perhaps I can change my plans,

I'll call you back in 2 hours. "Please be sure to call back, Herr Redman."

I called Siffert and asked him, "Seppi, have you tested the 917?" There was a long silence before Seppi replied (Redman switches to his Swiss accent.), "No no Bree-an. We let zee others find out what breaks first." Good advice. I've always been a reluctant tester, especially in the old days.

Aren't you the one who solved the mystery of the 917's handling?

That was only by chance. It was the end of the 1969 season, the day after the Osterreichting 1000 kilometer race, and the team stayed on. John Wyer and his henchmen- John Horsman, the engineer, and David Yorke, the team manager-along with two or three mechanics who were there. The idea was to do some testing with them for 1970 season when Wyer was to be running the official Porsche factory team.

We ran the 917 that we had run the day before and it was the same. Same lap times and everything. They had the Porsche PA car that Siffert had been driving in America in the Can-Am under the Porsche-Audi banner. That car had a short, open body as opposed to the long-tail coupe. John Wyer said, "Better try the PA, Brian."

So out I went in the PA. Four seconds faster! John Horsman said it must be the body. They got some plywood, duct tape and aluminium and filled in the valley in the rear deck of the coupe. It was three seconds faster straightaway. So, that's all it was. It was no great research or wind tunnel thing. The tails were redesigned. It became known as the 917K, kurz meaning short, and the car was tremendous. Really fantastic.

I had the opportunity to sit and chat with Brian at several vintage racing events where we were both racing. Brian enjoyed telling a good racing story almost as much as he enjoyed racing.



Zone 7 Concours Series

By John D' Angelo, Zone 7 Concours Chair

The 2017 Zone Concours Series is nearly upon us. There are six events already confirmed with possibly two more in 2017. The Series Schedule can be found on the new Zone 7 website (Zone7.pca.org) in the Concours section. Speaking of the new Zone Website, if you haven't checked it out, you should. Overall look and feel and navigation have benefited from a huge upgrade. The 2017 judging school is coming up quickly, on Sunday, April 23rd at San Francisco Sports Cars in San Carlos. And not long after the Judging School is the first event of the season, hosted by Yosemite Region at Fields Family Winery in Lodi on May 21st. This event will be at a new venue and will be combined with a charity auction. It looks to be an exciting addition to the Zone Concours Schedule and I hope you'll join us. More information about the first event can be found on the YSR website and look for event flyers in the coming weeks.

The Yosemite Region event isn't the

only new thing in the Concours Series this year. If you're a new or veteran participant, I encourage you to read the updated rules, posted on the new website in the "About Concours" area in the Concours Section. We'll cover the rule changes in detail in the Judging School, but following is a summary of the significant changes:

Deductions have changed from whole points to a tenth of a point (0.1) or multiples of tenth points (depending on severity of the fault);

Consistent with Parade Concours rules, Boxsters, Cayman and 991s are once again eligible for categories above Wash and Shine, but entrants wishing to show their cars in Street or Full categories must remove their engine covers prior to the start of judging; and In order to be eligible for Zone Series awards at the end of the season, you'll need to judge or otherwise volunteer for two or more events (although I'm sure you'll want to help out in all events

in which you participate).

Speaking of the Judging School, a few weeks ago Honore and I attended the Zone 8 Judging School in Downtown Los Angeles to get an understanding of how our neighboring PCA Zone organizes their school and learn more about the differences between our series and theirs. Thanks to the organizers of that School for welcoming us and reminding us that it doesn't matter where you live, what Zone or Region you belong to, if you're in PCA, it's not just about the cars, it's about the people. We came back with a game plan to make sure those who attend the Zone 7 school in a few weeks get hands-on experience with judging, as well as coaching and guidance.

If you haven't signed up, there are still a few spots available (registration is limited to 60) and you'll find instructions in the event details on the new Zone Website and link to MotorsportReg to help you with sign up. We hope you'll join us and either get involved or stay involved in the Concours Series this year. As I said last month, I think you'll enjoy the experience and I'm sure you'll end up with a clean car.



Werks Reunion 2016
Zuffenhausen (991)
1st John D'Angelo 2016 911 GTS Club Coupe

SVR 2017 Autocross School

Thank you for participating in the Niello/Sacramento Valley Region Porsche Club **Autocross School**, which was our first Autocross event of the season. The weather cooperated for us and we managed to sneak the event in between storms!!!! Sacramento forecast was for a 90% chance of rain but we ended up with partly cloudy and a little bit of wind. Not too bad!!!

We all sincerely hope that you had a great day, learned a lot about the handling of your car and your own driving ability. We all look forward to you coming back for more. Remember, coaches are always available to ride along with you and provide guidance to help you continue your improvement – you just need to ask.

Thank you to everyone for coming early which allowed us to get a good start to the day and set up the site and course, and get through registration on time. Your assistance is appreciated!

As expected there was steady

improvement in run times through the afternoon runs as everyone became more familiar with the capabilities of their vehicles and also their own driving ability. Average time improved by a little over 2 seconds through the day. Just shy of 50% of the drivers captured their best run of the day on their final run. I'm sure a culmination of the experience, comfort levels and also in some cases shedding off weight of a coach in the co-pilot seat aided in the final run successes.

Top Times of Day: Stealing a quote from the Secrets of Solo Racing, "It is not always possible to be the best, but it is always possible to improve your own performance Jackie Stewart." Top time of day traded hands a couple of times. **John Leet** set the bar for everyone with a 52.102 in his first run. **Jarrold Wyrick** bested that time by a little over ½ a second on his second run. Alas, **John Lett** would have none of that and improved on his third and subsequently fourth runs with times of

51.681 and 51.232 respectively.

Rounding the next four spots separated by just over a second had **Jarrold Wyrick** with a time of 51.548, Chris Silva at 52.040, **Anthony Merjano** right behind at 52.066 and **John Saona** at 52.502.

Ladies Top Time: Ladies top time of the day was delivered by **Madison Feaver** with a time of 57.203, with **Karra Canum** right on her bumper with a time of 57.376 and **Mardi Quain** a blink of an eye behind at 57.970, and then **Rosemary Wu** at 58.381.

Most Improved: Average times progressed well throughout the day as everyone got more familiar with the cars, the course and their own abilities. The average difference between the all drivers first reasonable run (run one or two) and best run was a mere 2.5% which equates to around 2.5 seconds. The biggest improvement came from **Kacy Cleaves Daniels** who improved on times through the afternoon by 5.8 seconds for an 8% improvement.

Congratulations to the 2017 Graduation Class - Niello Autocross School



George Norwood shaved off 4.5 seconds for a 7% improvement, followed by **John Savona** shaving off a 7% for a 3.9 second improvement. **James Burton** and **Eduardo Ortega** trimmed off just over 6% for with improvements of around 3.7 seconds during their runs.

Also of note, we had two individuals that peaked early and got their best runs during their first run and chased the time for their remaining three runs. **Chris Silva** with a best time of 52.040 and **Richard Tong** with a best time of 54.468... trust me... Just about everyone's at the event today, coaches, helpers, and new drivers have been there and done that. Nailed it the first run and chase it for the rest of the day.

Consistency: One of fun measures is who's the most consistent. This takes your three best runs of the day and determines a standard deviation for those runs. Standard deviation is an indication of the variance from the mean value of your best three runs. The lower the value, the more consistent your runs were. **David Sierra** best three runs varied by a mere 0.144 seconds. **Kyle Spring** close behind with a difference of 0.278 and **Lam Hoang**

0.315 second difference.

Coneage: During the day the intrepid group displaced, knocked over and in some cases simply mowed down a total of 31 cones during the day (FYI – last year's class took out 37). Not a bad day for the cones... to be honest they were a bit nervous going into this with all of the new autocrossers (yes cones can be afraid). But have no fear all of the cones will be returned to service next month. Please remember to thank the cones for their tireless service during your next course walk and apologize in advance to the ones you know you'll probably mow over. A total of 14 of the drivers today were responsible for the coneage. The remaining 15 while kind to the cones, did not do their part to keep the course workers busy... please... push harder, driver faster next time, the course workers need to work harder picking up cones.

Finally, please remember the SVR autocross team is here to help you continue improving your car handling skills so PLEASE reach out to members of the AX team for input, advice, or coaching as you continue honing your skills. Coaching is not for just the NEW drivers,

it's for everyone. If you've hit "that plateau" let us know. We're happy to help and if requested ride along and provide additional coaching or suggestions for fine tuning of your driving as you skills progress.

Thank for your participation in the Autocross school. You have seven SVR Autocross events to look forward to this year with the next one a mere four weeks away on April 1st. Registration is already open for that event and we already have 14 drivers signed up!!! Check out the link <http://svr-autocross.deter.com/register> is the site location for upcoming events and the registration link. We look forward to seeing you at future events. Please reach out to Collin or one of the members on our team and let us know how we did, what you liked, and also as important any suggestions that you have to make this an even better event for future classes.

Your PCA Sacramento Valley Autocross team



Sacramento Valley Region PCA 2017 Autocross Schedule



#2 May 6

#3 June 3

#4 July 1

#5 August 12

#6 September 2

#7 October 21

Stockton

Stockton (Zone 7 Event)

Stockton (Zone 7 Event)

Stockton

Stockton

Stockton



ON-LINE REGISTRATION REQUIRED

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

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FOR INFORMATION

Contact Collin Fat: autocross@svr-pca.org

Green, Green, Green, at The Rolex 24

By Tom Panacci and Craig Marshall, SVR Members

Photos, Authors

Text to Craig: "Daytona 24, we're two weeks out, you interested?" Seconds later, "Yep!" I figured so. He's watched every form of road racing on

card grants Corral access – thank you PCA! Keys flashed, wristbands on, hot coffee and donuts consumed – we're set! It's one of the coldest and wet-

through start/finish was equally incredible. From there, we walk the track – it's legendary so we take it all in.

As the cars roar through the night, we sleep trackside for just a few hours and are very happy to wake up to sunshine. Yes! The sun is out and the race is charging to an end. Two seconds separates the leaders after 24 hours of endurance racing making it seem like a sprint race! The finish was fantastic – we tip our hats to the Porsche 911 RSR Factory Works Team for their P2 finish in the GT Le Mans Class and to Alegria Motorsports for their P1 podium victory in the GT Daytona class.

With 22 overall wins at Daytona, it's fantastic to watch Porsche build upon its racing heritage. What else can we say than "Just go, it's that good!"

Until our next adventure together!
Tom Panacci and Craig Marshall
SVR-PCA



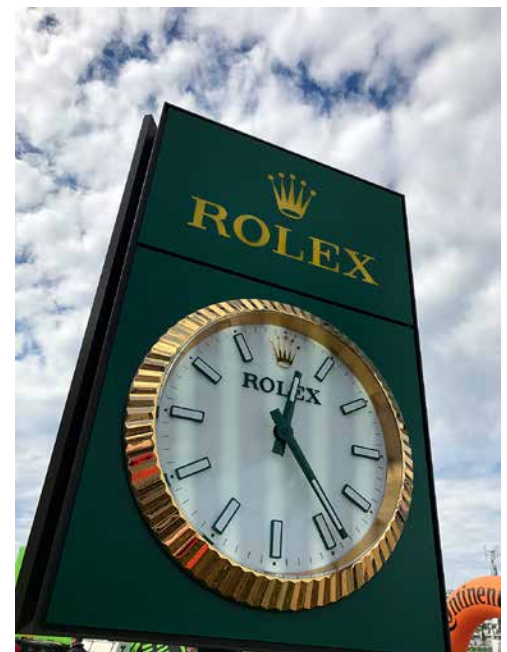
TV for decades now – he and I are obsessed with it and we're finally going!

The pre-race vibe is fantastic! Fans prepare long lasting fires while RV's try to get the best trackside angle. Lines form for free t-shirts, simulator rides and fish tacos while the sounds of race cars warming up reverberate through the air. Pace cars whisk by us hot lapping on track at high speed. Meanwhile, Craig spots one GT driver after another from across the paddock. We can't wait to get up close to the 911 RSR featuring a new mid-engine layout and then hear it scream on track.

If there's anything to recommend, it's the infield parking/camping pass. Everyone around us says to just park wherever and have fun! We settle in trackside at the Turn 4 kink; yes, right next to the Porscheplatz! Thanks to funding from nine nearby PCA regions, the Porsche Corral exists in its historical spot at one of the best vantage points in the infield. Being a Porsche owner, showing your key or PCA membership

test Rolex 24's on record but the tent is warm and dry with fantastic hospitality, big screen broadcasting, and raffles for hot pit tours, prizes, interviews, tech talks and your typical tire kicking with fellow PCA members – priceless!

Heading into the pit lane garages, we get up close to the cars, crews and their drivers. It's just a buzz down here. The autograph session starts while the historic Daytona race car parade gets ready to roll. During pre-race, the track opens as we stroll through the grid of race cars. We experience 18-degree banking at start/finish and could only wonder what 31-degree banking is like in the turns! We then walk up high into the grandstands for the start of the race – picking the best Turn 1 seat among the 101,500 new chair backs – making the new Daytona Rising Grandstands an amazing sight to behold (it's one-mile long!). Watching the start from up here allows for a great backdrop but going down low to the fence to experience the prototypes three wide at 200mph





Tech Session

Saturday, May 13, 2017, 9:30 am

6320 Belleau Wood Ln STE #3, Sacramento, CA 95822

The session will provide SVR members with useful points on detailing and paint protection for your Porsche with Hands-On instruction.

Event starts at 9:30 with doughnuts, coffee and an introduction of Detail Maniac's team. At the end of the detailing demonstration, Man and Ken will have a barbecue for the SVR attendees. After the barbeque, the team will be available to demonstrate their detail techniques on member's Porsches.

Space is limited to 30 Porsches. There is no charge for this event as Detail Maniac has waived the fee. RSVP by contacting Skip Quain, SVR Tech Chair by email: technical@svr-pca.org or phone 650-504-4846.



The West Coast Series is a PCA club racing points competition comprised of all the PCA club races that occur on the west coast of the USA. Historically, club racing in the PCA has been most popular on the east coast, and this series was created (starting with the 2014 season) to encourage west coast club members to take up club racing by providing them with the increased competition and sense of camaraderie that comes with having one's own competitive series. All PCA club racers are eligible to participate and all entrants to the listed events are automatically entered into the series. You may review the rules on the Club Racing website <https://www.pca.org/rules-licensing-forms>. For more information: wcs@pca.org

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June 30 - July 2

Sonoma Raceway

September 2-3

Thunderhill Raceway

September 15-17

Utah Motorsports Campus

September 30 - October 1

Willow Springs Raceway

November 11-12

Buttonwillow Raceway



In the Zone

By Sandy Provasi, Zone 7 Representative

It is finally here! The updated **Zone 7 website** is up! Please check it out and enjoy. We are still updating some of the info, however the links to the regions are good to go. <http://zone7.pca.org>. Don't use the 'www' as you will go to another place.

There is still time to sign up for **Porsche Parade in Spokane**. Event registration begins on Monday, April 3rd at 9 am. Check out more Parade info on the Zone 7 website link.

With April comes the start of the **Zone 7 Autocross Season**. Please join us at Marina Airport with GGR (Golden Gate Region) and LPR (Loma Prieta Region) on April 8th-9th, 2017. Come out and have some fun this spring.

There will be a **Concours Judges Training** session on Sunday, April 23th, 2017 from 10am to 2pm. It will be held at the San Francisco Sports Car in San Carlos. You can find out more info and sign up on Motorsportreg.com (you can search on 'zone 7').

Looking Forward:

SVR Gimmick Rally School (prep for the Parade), at Niello Porsche in Rocklin on Sunday, May 7th

Zone Autocross #3 and #4 Redwood Region May 20-21st

Zone Concours #1 Yosemite Region May 21st, Fields Family Winery, Acampo (near Lodi)

Zone 7 Tour-Tri Region (Wait List) June 1st-4th

Zone Autocross #5 Sacramento Valley Region, Stockton Fairgrounds, June 3rd

Zone Concours #2 Loma Prieta Region at Partsheaven in Hayward, June 4th

Zone Concours #3 Sacramento Valley Region at Niello Porsche, June 11th

TSD Rally School (prep for the Parade) at Porsche of Livermore, June 25th, 2017

Drive safe,

Sandy Provasi
Zone 7 Representat

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SVR Board Minutes

By Rebecca Plourde, SVR Secretary

Wednesday, March 8th , 2017
Sac Metro Fire #32
8890 Roediger Lane, Fair Oaks, CA

Attendees:

President, Eduardo Ortega Jr
Gregg Plourde, Vice President
Rebecca Plourde, Secretary
Steve McCrory, The Drifter Editor
Joy Nieslony, Treasurer
Mardi Quain Social Director
Janet Conner Membership Director
Bill Fargo Webmaster
Matt Deter Competition & Safety
Richard Wetzel Rally Chair
Matt Menning Tour Co-Chair
Excused absence, Collin Fat

Also in attendance: **Rik Larson, Barbara McCrory, Alma Thompson, Gary Thompson, Dan Rowland**

EMAIL BUSINESS

Approval of the Minutes from the February meeting, approved electronically.

Call to Order

President Eduardo Ortega Jr. Called the meeting to order at 7:00 PM on March 8th 2017.

1. New Business

a) Dan Rowland has taken on the role of Event Leader for the new 2017 Member tours. He submitted a proposed budget for the event. He is estimating 100 in attendance at \$20.00 per person for a catered meal. Venue is to be determined. The Board approved Dan to go ahead and pursue details for the event. A budget will be submitted electronically.

b) Richard Wetzel submitted a preliminary budget for Gimmick Rally School & Gimmick Rally. Steve McCrory made the motion to approve, Janet Conner seconded. Motion approved.

2. President's Report: Eduardo Ortega Jr.

a) Eduardo mentioned the SVR Vimeo Video "2017 AX School" has been very popular.

b) Eduardo gave a reminder to all event Chairs and members, to not send cash in the mail to the Treasurer. The event leader is required to change cash into a check or money order. They may deduct the price of the money orders from proceeds, as long as it is \$5.00 or less Barbara McCrory will be incorporating this into the dinner guidelines and

transmittal forms.

c) Eduardo gave a reminder that SVR sends regularly scheduled email blasts up to three time per month. With this frequency it is important to consult Rik Larson to include any requests for the upcoming blasts to prevent in-box saturation.

d) It was mentioned Zone 7 Tri-Region Tour is sold out

e) Highlights from the President's meeting, was National PCA forms are now PDF and fillable. Also it is being considered mandating 2 people per car in a leader or sweeper position. Directly tied to the State law of hand free driving for cell phones or radios.

3. Vice President's Report: Gregg Plourde

a) Gregg Plourde stated changes and updated have been made. The insurance forms for San Simeon Tour have been sent. The forms for Auto Cross are coming in.

4. Treasurer's Report: Joy Nieslony

a) The Treasurer's report for February was submitted. Bill Fargo moved to approve, Janet Conner seconded. Financials approved.

5. Social Director report: Mardi Quain

a) Mardi Quain submitted a budget request for the May 21st dinner hosted by Ernie & Wendy Bulhose @ Dominick's Trattoria & Bar. Steve McCrory made the motion to approve. Matt Deter seconded. Budget approved.

b) The September dinner @ Beer-mans will be submitted to the Board for budget approval soon.

c) Mardi Quain made a motion to purchase a copy of the Robert's Rules of Order Newly Revised, and a copy of Robert's Rules of order revised in brief. At a cost not to exceed \$30.00 including shipping. This is to be kept by the Board Secretary & available to the Board. Steve McCrory seconded the motion. Approved.

6. Autocross and Past President : report: Collin Fat

a) Collin Fat submitted his report to Eduardo due to his absence. Autocross school had 30 students attending & 20 instructors

b) Registration is open for April 1st Autocross.

c) The policy and procedures committee has finalized procedures for Club President, Club Secretary, Webmaster,

Social Media Chair, & Share the Wealth Chair.

d) Collin has formed the nominating committee: Kirk Bradford, Gary Griffiths, George Okamoto

7. Competition & Safety: Matt Deter

a) Matt Deter stated they are getting bids to seal the Autocross trailer roof.

8. Rally Director no report

9. Drifter Report: Steve McCrory

a) Steve McCrory mentioned the Drifter needs more Tech articles & ideas. Also needs more photos of new members.

10. Membership Report: Janet Conner

a) Primary Members 816, Affiliate Members 483. Total Members 1299.

11. Technical Chair: Skip Quain

a) Skip Quain stated in his report, he and Mike Dunn are working with Nick @ Frank's Automotive & Colby at Muffler Tech, to put on a Tech seminar.

b) Skip is looking for articles or ideas for the tech chair column.

12. Webmaster Report: Bill Fargo

a) Bill stated the new website went up last week.

Meeting adjourned : 9:06 PM

Next meeting: 7:00 PM,
Wednesday April 12th

Respectfully Submitted,
Rebecca Plourde 2017 Secretary



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March Membership

Janet Conner, Membership

Membership Report

	March 2017	March 2016
Primary Members	816	769
Affiliate Members	483	471
Total Members	1299	1240
New Members	8	11
Transfers In	1	1
Transfers Out	0	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 Valley 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, Janet Conner, at membership@svr-pca.org or 916.939.3882.

Not a Porsche owner but interested in the PCA?

Try the PCA Test Drive program. For information, go to: www.pca.org/pca-test-drive

Need to update your PCA information?

Update your PCA record at www.pca.org

Do you have 2 e-mail addresses?

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

Lost the gold medallion from your badge?

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Want a PRINTED version of The Drifter?

Only \$20 yearly. Please send your check to the Membership Director.

How can I contact the SVR-PCA by mail?

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

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Citrus Heights
rbpye@aol.com
1982 911 SC

Baker, Tom

Applegate
tblandscape@sbcglobal.net
2003 911 Turbo

Donnelly, JT

Grass Valley
jt.donnelly@gmail.com
2007 Cayman

Iwase, Norio

Sacramento
norioiwase@gmail.com
2015 Boxster S

James, Philip

Folsom
pjjames@me.com
2004 911 GT3

Lin, Michael

Granite Bay
lin_michael@hotmail.com
1995 911 Carrera Cabriolet

Miller, Shawn

Plymouth
Smillerelectric@yahoo.com
1966 912 Coupe

Salas, Harry

Folsom
ardentmortgage@sbcglobal.net
2001 911 Turbo Coupe

Tato, Leonardo

Fairfield
leotato@hotmail.com
2015 Boxster GTS

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Anniversaries

1 year

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Robert Black
Elgin Bradley
Robert Burleson
Bill Cochran
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Joan Greefield
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Marshall Hausrath
Tara Jones & Eric Harrauld
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Erik Peterson
Melisa Sanchez
Lance Silva
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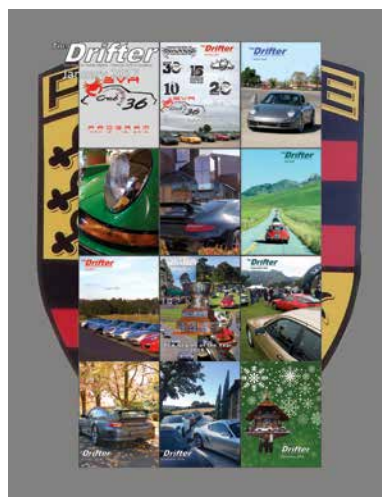
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2016 Cayman GT4
3.8 liter, black leather interior with Guards Red deviated stitching. Black leather with Alcantara Sport Seats Plus (2-way). Includes interior carbon fiber package, Alcantara package, A/C, radio and CD player, front of car and leading edges have dealer protective film packages. 4,000 miles. Asking \$109,000/OBO. Contact Paul Richins at 916.933.1898 or prichins@jps.net

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PCA Badge light blue in great condition. Please contact Richard Shelton, 912rich@att.net or 530.863.0446

Private party, early Porsche 911, 1965-73 Coupe, needing work to good condition. No Targas or dealers. Dan, 408.600.4691, dant-sucjhiya@gmail.com

NOTE for other classifieds go to the SVR Web Page

<http://svr-pcaor.org/wp/classified/>

CLASSIFIEDS INFORMATION

Always Check Current Listings on www.svr-pca.org

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SVR Goodie Store Update

Linda Bradford, SVR Goodie Store Manager

We have chosen our initial group of clothing products for the new on-line Goodie Store, and products will be available in April. Here's how you will get there: Once you are on the SVR-PCA.org website, click on the "Bling" tab. There are now two options, the first being the "PCA Webstore" and the 2nd will be the "Sacramento Valley Webstore". To navigate to the new SVR Goodie store, you can 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." If you click on the Sacramento Valley Webstore, you will be taken directly to our store.

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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