

The Drifter

Sacramento Valley Region - Porsche Club of America

July 2017



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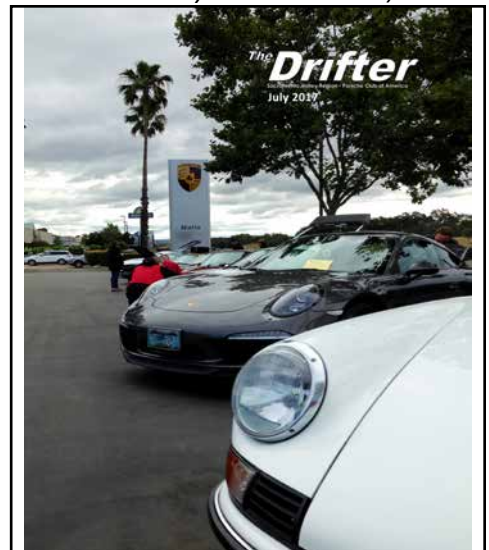
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The Drifter

Sacramento Valley Region - Porsche Club of America

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July 2017

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svr-pca.org

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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 Kent Brandon



Hello all SVR members. By the time this column is published, the orderly migration of SVR members attending the Porsche Parade at Spokane will be almost ready to start. The Zone 7 will be having a welcome social event, make sure to attend and meet members from other Zone 7 regions. We wish you all an enjoyable and safe travel experience, and the best of times at Parade.

The 2017 SVR Concours at Niello Porsche was held this past June 11. Leading up to the event some members encouraged me to enter the Concours. I initially had decided I was going to attend the event for sure, but the idea of entering a car to compete was a new idea for me. I decided to enter my Brown 78 911SC Targa, mainly because this car is a sentimental favorite of mine. Unfortunately for me, I was so busy that week that I did not have time to clean the interior, but the exterior was pretty good. The day of the Concours I arrived early, quickly registered with **John D'Angelo**, our new Zone 7 Concours Chair, his wife Honore, and the SVR members helping at the registration table. After my registration, I was able to find an electric outlet and vacuumed the interior with a portable shark vacuum. I know what most of you are thinking, OMG! He was vacuuming right there at the event. Well, desperate times call for desperate measures. With all was said and done, the car carpets and interior were very clean, and the exterior was bright and shiny (yes, that nano wax works for me!). I entered the Wash and Shine category. I had no doubt I was going to finish dead last, just for being such a rookie. But

after my car was judged, my important deductions were for things I quite did not know. I did not empty the glove box. Whooshing sound. There were battery jumping cables and a roll of paper towels on top of my spare tires. Whooshing sound again. And ironically, the carpets that I so lovingly vacuumed, were dirtied at the very last minute by dry leaves debris that were pushed in by the rush of wind from the free-way below. Whooshing sound again. I finished 5th (dead last), in a group of 5 cars in my category. The funny thing is, I have been hearing comments of regret from first time Concours participants for years. Comments like, "I had a wrench sitting on the trunk. Nobody told me to take it out. And once the judges are there, you cannot take it out!" Or "There were two pieces of lint I did not see. Those points were deducted!" The moral of the story is that competition rules in Concours are strict. That is why you see the veterans work so hard to get their cars ready. Make sure you log in the SVR website, click on the Zone 7 icon, and once there, find the Concours rules under the Concours tab. That way, you will be prepared for any category you wish to participate and will not make the same rookie mistakes I just did. But I must add, I did like participating, and will enter my car again in future Concours. They are fun. Also, during the awards ceremony, we bid goodbye to **Kent Brandon**, the SVR Concours chair for the last 17 years. **Rik Larson** told us at the June Board meeting that Kent was initially appointed in 2000. Almost two-decades of service is extremely impressive. On behalf of the Board and the

SVR Concours team, **Kim Nelson** presented Kent with a thank you gift in his last Concours. The gift was a Green 911 Carrera 2.7 shaped mouse, the same car shaped memory stick, and a mouse pad. Kent was taken back, since this was a complete surprise. The Board and I thank Kent for his many years of service to the club. Finally, during the June Board Meeting, I appointed our new Concours Chair, effective on the date of the meeting. His name is **Al Price**, a new SVR member that comes with extensive experience in Concours and Car Shows. I will have a detailed article about him in the August Drifter. He was present at the Board meeting, and he received a warm welcome from the attendees. Welcome aboard Al!

Coming up in July we have three SVR events. On July 1st, we have a Zone 7 AX hosted by SVR, in Stockton. I signed up for it. This will be my third event this year. I previously attended the AX School and the #2 AX on May 6th. I enjoy the experience, and I am gaining skills slowly. AX is quite safe, and an excellent way to explore the true DNA Porsche builds their cars with, which is high performance sport car genes. There are three more AX events left in the 2017 calendar. Finally, making its appearance for its third-year-in-a-row, is the "4th of July Porsches in Parade" at the Pocket. Hosted by **George and Lisa Okamoto**, this is a popular event and if you would like to see how it is, we have the video of the 2016 event at the SVR Vimeo channel. Look for Events and Activities tab in the SVR website to find the direct link to Vimeo, no passwords required.

**Have a great July, and safe travels,
especially those attending
Parade at Spokane**



Editor's Corner

Steve McCrory, SVR Drifter Editor

The Art Of The Test Drive

It occurred to me as I started working on this month's Drifter, that life is like a series of test drives. And we're not just talking about cars, but many things. You can test drive a new job, a new car club, a new relationship, and a new idea or concept that you may or may not keep and put into an action plan, or just add to your belief system. Sometimes it works out well, and sometimes it doesn't. I have a close friend who told me he developed a plan to test drive several car clubs, knowing that he wanted to find a great club, great people to be associated with, and a chance to contribute, based on his enthusiasm and past automotive adventures. After test driving several other car clubs, he test drove the Sacramento Valley Region, and liked what he found with our club. After he decided on the club, he went out and bought a Porsche. And he and his wife have been active ever since, volunteering and contributing their time and talents, and making a great club even better.

With new Porsche model variants coming on line, and with some older models experiencing dramatic increases in value and desirability, I now often hear **the great debate**. It goes something like this... I have an older car that is now worth serious money, but it doesn't have the latest technology and safety equipment. And it could use a makeover and maybe new paint or an interior restoration. For what this older classic car is now worth, I can purchase a new Porsche that comes with horsepower, handling, and comfort, and let's not forget the new car warranty. Cash in on the old, or step up to the new? Whatever choice you make, it will probably be the right one. An older car that you've owned for years, have driven and enjoyed has all the memories still attached like a photo album. A new car can mean more time to drive and less maintenance issues. A trend that I see continuing is members who keep their feet in both camps, the old and the new. Nothing wrong with that, it works on many levels if you have room in the garage.

It's driving season again. Most Porsche owners I know think of themselves as great drivers, and for the most part, I think it's true. But just

like baseball players attending spring training for the basic practice drills and games, Porsche drivers should revisit and review basic safety concepts. Here are a few of my favorites.

1. **Keep your focus** on your driving environment by avoiding distractions that can include cell phones, navigation screens or loud audio. Listen to your Led Zeppelin and Nirvana collection when you get home. I once saw a driver practicing with drum sticks on his steering wheel. No doubt he was using the steer by knees method to stay in his lane.
2. **Expect other drivers to make mistakes.** They will, and soon, so don't be a part of their mistake. Some things other drivers do can indicate a potential problem, like sudden braking for invisible objects in the road, or using a left turn signal to turn right. You may not be making a new friend as you both stand on the shoulder of a busy road exchanging insurance information.
3. **Intersection awareness** will give you a heads up on lights and sequences of traffic flow.
4. **Road Rage** just don't go there. Breathe deeply and look straight ahead. The Judge will not be impressed that you once challenged a bigger kid to a fight in grade school.
5. **Following Distances** can be your cushion in case a situation develops near you. Think of how far your car can travel in 1 or 2 seconds and adjust as needed.
6. **Find a Bubble** in multi lane freeway traffic patterns by adjusting your speed slightly and changing lanes as needed. Your bubble of serenity can

last for a few miles or more, before the pattern changes again.

7. **Look left and right and behind** your mirrors are your friends, consult them often. Know what is around you if you have to make an emergency lane change. Avoid blind spots.
8. **Look ahead** is good for autocross times, and good for your safety in high density traffic. It's all about giving you extra time to react.
9. **Never assume** turn signals will always predict a driver's intentions. See number 2 above. This is an important rule when driving in Grass Valley.
10. **Beware of cars with strange bumper stickers.** My favorite; a mid 50s Cadillac proclaiming Yes, As A Matter Of Fact, I Do Own The Whole Road.

In this issue you will find an article by **Craig Steele** from Redwood Region, about the Zone 7 Tri-Region Tour. Word has it that a follow-up event is already being planned for 2018. Craig gives us a feel for the driving and organizational challenges involved in putting together a multi-region event. **Collin Fat**, who contributes the monthly column Driver's Meeting weighs in with outstanding advice about developing your skill level as an autocross driver. **Skip Quain** recalls times past in motorsport, and **Kirk Bradford** gives us the after action report on SVR's Niello Concours. The Wine and Cars postcard by **Deb Dunn** reminds us of the benefits of attending our annual Charity Auction. Enjoy your summer driving adventures, and test drives, and keep the shiny side up.





PDK (Pretty Darn Kwik)

Rik Larson, SVR Member

Missing SVR Members?

Seems we missed listing several of our members in the 2017 SVR Membership Directory. We apologize to those that we missed.....some have been members for more than 30 years. We have listed their names on the Membership page of this issue of the Drifter. For privacy reasons, we have not included all the details about their membership. For the details related to those names, you can reference the 2016 Membership Directory.

Top 10 Porsche Mechanic

SVR member and Niello Porsche Shop Foreman, **Dustin Aydt**, is in the middle of a competition being conducted by Porsche Cars North America. He has advanced thru the first two phases of the testing and is in the group of 10 finalists. He travels to Atlanta later this summer for the finals. We will let you know how he does. In case you did not know, Dustin is on the PCA Technical Committee and is one of the volunteers

that responds to your e-mail questions at PCA.

Porsche Wins Le Mans

A Porsche 919 hybrid won the 85th running of the 24 hours of Le Mans on Father's Day. The last couple of hours kept me glued to the television. The lone remaining Porsche 919 hybrid had to make up a couple of laps on the front runner.....and did. The Porsche garage folks donned some special shirts as the Porsche received the checkered flag. And what did those shirts say? "Hat Trick 2015, 2016, 2017". I wonder if we will see those on ebay soon.

Zone 7 Tri-Region Tour

Matt Menning and Greg Peart

provided a synopsis of the multi-day tour at the June SVR board meeting. A total of 60 cars participated in the 4 day tour of Northern California. You can see pictures and comments at the Facebook page that the organizers set up.....
<https://www.facebook.com/PCAZone-7TriRegionTour/>

The opening page features a photo of the cars on top of Shasta Dam. Discussions about a tour next year of the southern portion of Zone 7 are already underway. Stay tuned.

FIVE years ago in the DRIFTER

The July cover featured the transforming of a 1965 356 SC Coupe. SVR members **Kent Brandon, Rich Swenson, Bill Keegan, Bob Cannon, and Jim McMahan** were featured in their work clothes. **Kent Brandon** provided a one-page write-up on "The Saga of Porsche # 131859". New Drifter Editor, **Bob Jacobson**, wrote his first column. Bob stated that he wanted to "add personal local stories of cars and people to the newsletter". He also stated that he had "organized a staff of three photographers, two traveling reporters for special events and a final story editor to share the load". And so it goes....from our editor who admits that he is "without any editing experience".



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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

- 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
- Aug 20 TSD Rally, Roseville, Huckabay, Wetzel
- Sept 12 SVR Dinner, Orchid Thai, Bob & Beth Jacobson
- Sept 23 Gold Rush Tour, Gary Griffiths
- Sept 29-Oct 1 Cambria Tour, Sanders & Plourde
- Oct 5 SVR Dinner Casa Ramos, Menning
- Oct 14 XXXV Carrera De Sierra TSD Rally, Richard Wetzel
- Oct 15 Golden West TSD Rally, Richard Wetzel
- Oct 22 Charity Auction, Timbers at the Lodge, Alma Thompson
- Nov 3-5 Mendocino Tour, Rik Larson
- Nov 7 SVR Dinner, Zinfandel Grille, Cathy & Bill Keegan
- Dec 16 SVR Christmas Party, Timbers at the Lodge, Liz Houser & Wendy Bulhoes

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

- July 1 Zone 7 AX, Stockton
- August 12 AX Stockton
- September 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 Depart.Station 32,
8890 Roediger Lane, Fair Oaks, (Hazel, north of
Sunset Avenue).

2017 Zone 7 Competition Events zone7.pca.org

CONCOURS

- July 23 Monterey Bay Region, Carmel Valley
- July 29-30 Sierra Nevada Region, Weekend Event
- Sept 17 Redwood Region, Ledson Winery
- Oct 1 Diablo Region, Porsche Livermore

AUTOCROSS

- July 1 SVR, Stockton Fairgrounds
- Sept 16 Loma Prieta Region, Marina
- Sept 17 Golden Gate Region, Marina
- Oct 29 Golden Gate Region, Alameda

WEST COAST RACING SERIES

- Sept 2-3 Thunderhill Raceway
- Sept 16-17 Utah Motorsports Campus
- Sept 30- Oct 1 Willow Springs Raceway
- Nov 11-12 Buttowillow Raceway

OTHER ZONE 7 EVENTS

- Nov 11 Year End Awards

Upcoming PCA Events 2017

- July 9-15 Porsche Parade, Spokane, Washington
- August 18 Werks Reunion, Monterey
- August 19-20 PCA - Rolex Monterey Car Corral
- 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
- July 11 Raduno, Sienna Restaurant El Dorado Hills
- August 8 Grebitus Jewelers Palladio
- October 1st Niello Concours @ Serrano, El Dorado Hills
- October 7 CAM Car Cruise



Driver's Meeting, Hitting the Wall?

By Collin Fat, SVR Autocross Chair

Have you hit the wall as far as your driving skills are concerned? Just can't move up into the top 10 or ever beat the time of your best Porsche buddy? You are not alone. As you gain more experience the improvements you see in your times are most significant as a beginner or novice, greater as an intermediate driver and incremental as you reach the advance and expert levels of driving. In golf, a beginner is happy to finish a round of 18 holes and not lose too many \$6 golf balls. Beginner golfers commonly see their scores improve by up to ten strokes per round. They lose fewer balls, hit fewer errant shots, and miss fewer putts. The same applies to autocrossing. As a novice driver, you gain confidence in your car's handling limits, get comfortable with when to hit the throttle and when to hit the brakes.

steer and understeer are but know what push means in the corners when your car just won't turn. You've experienced snap oversteer as you apply too much throttle. Your braking is not aggressive and your use of the gas pedal is either all on or off. You aren't really smooth. You don't anticipate turns very well and often surprised a corner came up so fast or that the last cone on the slalom was spaced differently than the last 4. You enter the big sweepers off throttle and coast through the turn not applying the gas until well after the apex. You sometimes start your turn way before the apex and enter the turn on the slowest line. After 4-5 events your times are improving and you are beginning to get the hang of the sport. If this describes your current skill level as a novice you are not alone and hitting this so called

steer and understeer and have learned from watching the faster drivers what the difference is between the slow line and the fast line. Your throttle input is smoother and your times have seen a lot of improvement. You have started to check your tire pressures and are aware of the difference a few pounds can make on the stick of those max performance tires you just spent \$2000 on but you still can't break into the top 20 and are getting frustrated. You are now beginning to think about modifying your prized possession to reduce your lap times. Perhaps the biggest investment you can make is the purchase of stickier tires. You have asked what type of tires the faster drivers are using on their cars and have discovered that your Michelin Pilot PS2's just aren't cutting it with the best. Moving to an R compound tire



Have you hit the wall?

is one way to improve your times by up to 2 seconds per lap. I do not recommend that beginners or novices make the move until they have more experience on their street tires but for the intermediate, they are somewhat limited by their street tires. One consideration you must think

The Novice:

As a novice, your first season is learning how to get through registration, tech inspection, and understanding all the safety issues discussed at the drivers meeting. You learn the responsibilities of being a course worker and understand what a cone penalty is and a DNF. You understand how important it is to do the morning course walk and how to plan your attack of the course. You seldom get lost on course but may not have the best line. You watch the top drivers beat your times by several seconds and are just amazed and somewhat frustrated you can't get your times closer. These feelings of frustration are all part of the learning process and only more seat time and practice will allow you to better your times. You are still not certain what the concepts of over-

wall after only a few events is not uncommon. Practice makes perfect. In order to help you to the next level, seek out help or instruction. Talk to other drivers to see what they are doing that is different from what you are doing. Where are they braking and when are they on the gas? How do they handle the big sweepers and where are they apexing? When you work the course, observe the faster drivers to see what they are doing and try that new line or getting on the gas a little sooner. Don't forget that being smooth is being fast. Avoid the jerky steering motions and smooth out your lines.

The Intermediate:

As an intermediate, someone with at least a season of autocrossing under their belts, your times are now mid pack. You understand the concepts of over-

about is whether you want to trailer your car to Stockton or haul an extra set of tires to the event and change them that morning. Most drivers I talk to generally try to avoid the extra work and time needed to change the tires at the event and then at the end replace them with their street set. Also, that means trying to cram all 4 tires and rims into your Porsche can be a difficult if not impossible task. You may have seen some drivers hauling their race tires on small custom built tire haulers, but still can't make the commitment. With tire technology increasing at the fastest pace in years, manufacturers have developed a line of R compound tires that they call streetable. In other words, you can drive them to and from an event with little or no extra wear or tear. Tires such as the Toyo R888, Michelin Pilot Sport Cup,

Pirelli Corsa, and the Dunlop Sport Max. With treadwear ratings ranging from 60 to 100 these tires offer compounds that are much stickier than your max performance street tires and as a result your times will improve. Many intermediate drivers ask me about the wear and how long a set might last. It all depends on how you use them and how many autocrosses you plan on doing. In my experience you can often get a full season or two from a set of sticky R compounds if you also don't put mileage on them on the street. These tires may not be that more costly than your street set but they will wear out more quickly. If you don't put the miles on your car and only use it occasionally for competition events and a casual Sunday morning drive, you will not need an extra set of rims. However, if you do occasionally take extended trips to Monterey or Las Vegas you might want to consider an extra set of rims to mount your track tires. Humm, more money! Yes but a set of used OEM rims can be had for as little as \$500 and allows you the freedom to tour on your street tires to save your race tires. If you are not interested in going the R compound tire route, each year tire manufacturers develop new compounds and tread designs that make their tires the new secret weapon of the street class autocrosser. One such tire that has gained a lot of notice is the new Bridgestone RE71 R. With a tread wear rating of 200, it qualifies as a street tire in PCA autocrossing as well as in SCCA. SVR members who have used these tires have reported reduced lap times when compared to the OEM tires their Porsches were delivered with.

Lastly, if you are going to maximize the new tires you'll of course want to re-align your car for more negative camber, lower it and corner balance the car. You want as much negative camber as you can get in the front so as to maximize the contact patch of your tires on turn-in. The result of these modifications will be incredible and you'll see your times come down tremendously. You will not believe the incredible grip you will now experience.

The Advanced Driver:

So now you've had at least 5 years of autocrossing under your belt and are consistently posting times in the top 20 but are looking to get into the top ten or perhaps a class win against other drivers in cars in your class. Rest assured that no matter your experience, you never likely beat a full raced prepared car made only for the track or autocross. You have mastered all of the concepts and made some modifications to your car that have helped to improve your times. You have lots of experience

and generally run an efficient line. You know the limits of your car and frequently exceed them and your recovery skills have been refined. You have even ventured out to other club events and have gained valuable experience. Now you're looking to crack into the top ten or perhaps have a goal of someday getting the coveted TTOD. What do I do now to achieve this goal, and how do I reach my new goal?

For one, you may have hit the plateau with the capabilities of your car. You are thinking of ways to improve its handling and to knock a few tenths off your time and to gain ground on the fastest drivers on course.

You have put in the time yet not really attained your goal. There are 3 steps you can take to reach the next plateau: 1) make more modifications to your car, 2) improve your mental game, and 3) seek more instruction.

You have been essentially driving a street car, but have now gone to R compound tires and a semi aggressive alignment. What to do. You have several options. First is an upgrade of your suspension that may include new struts, springs and anti-sway bars. These upgrades will improve the cars handling immensely but at a sacrifice for drivability. Increased negative camber at both the front and rear ends to assist with turn in is a must and perhaps more horsepower in the form of a new intake and ECU reprogram. You may be limited to the amount of camber you can tune on your current suspension so upgrading to adjustable control arms is the way to go. Many drivers have upgraded to the fully adjustable GT3 lower control arms or adjustable camber plates. Either way, you'll get more negative camber. There is a cost, of course, but you know that the only way to crack that top ten is to make these modifications. It's a slippery slope but every top autocrosser in the region has made them. There are degrees of what is considered an R compound and assuming you are now running the streetable versions the next step is to step up to DOT rated semi slick tires like Hoosier A6's, BF Goodrich R1's or Kumho's V710 to name a few. The tread compounds on these tires are autocross specific and much softer and stickier than the streetable versions. Cost is upwards of \$2,000 per set. The results will provide you with another 1-2 seconds on your lap times. The downside to going to the semi slick compounds is that you may have to invest in a trailer and something to haul the trailer and your Porsche. It gets expensive but you have seen others do the same. I guess it's the price of getting a few more seconds.

The mental aspect of autocrossing is the least talked about and understood aspects of competitive driving. Focus and determination can make the difference of a few hundredths of a second and the margin between top time of day and 3rd place. You have gotten so comfortable that it has been easy to make simple mistakes on course like getting on the brakes soon enough or taking a risky line. To get to the top, you are striving for the perfect lap, no mistakes. When you are in your car getting ready for a lap, imagine the course in your mind and how you want to attack the course. Be calm but focused. Take the time to write down notes on how you need to lower your lap times following each run and focus on making the change or hitting the apex. Don't get distracted with conversation with fellow drivers and try to find your mental zone. It kind of reminds me of the mental preparation a world class sprinter practices as he locks his feet into the starting blocks. Getting faster does not necessarily mean being more aggressive and taking more chances, but it does mean that you have to get out of your comfort zone. It is a fine balance but with practice, additional modifications, stickier tires and yet more practice you can achieve your goal.

Lastly, seek instruction and advice. It can come from your fellow autocrossers with observations they make while watching you compete or it can come from registering for an advanced autocross course such as that provided by Evolution Performance Driving School or SoloPro Driving School. They host events throughout the country and their instructors are made up of past and current SCCA national autocross champions and pros. Their programs can run one or two days and they really focus on refining what you thought were good skills to make you even a better driver. The cost ranges from \$400 to \$800 and in my opinion are worth the investment. Lastly, if you really want to improve, participating in just 6-7 events per season is not going to get you there. You need to increase your seat time and get in at least 20 events per season.

Like any sport, autocrossing skill is developed over time. Most of us aren't a Jeff Gordon or Nick Tandy. So like me, you will need to be patient and just keep plugging away. Drivers who have decades of experience can also get into a rut so you are not alone. I think what they resort to is going back to the basics and working on their mental game. The faster you get the smaller the improvement. Just like in golf!

Wine and Cars By Deb Dunn, SVR Member

Photos Sue Sanders

Sometimes when you buy or receive a gift certificate, it never gets used. Fortunately, that was not the case with the certificate purchased at the Christmas Charity Auction for the ride in the 1931 Pierce Arrow, Amador wine tasting and lunch with Sue and Brian Sanders. It was a lively competition between Jake Tomlinson and the Hoffman/Dunn partnership. In the closing moments of the auction, Mike Dunn distracted Jake, and Cheryl Hoffman slipped in the final winning bid. After some challenging scheduling, we targeted May 20th for our ride.

Mike and I thought it would be fun to dress in the "flavor" of the 1930's. Mike in his bow tie, suspenders and newsboy cap and my pink flowery midi-dress and cloche hat got us in the spirit. Cheryl had a navy blue hat complete with veil and Brian wore his very authentic looking chauffeur's hat.

The Pierce Arrow is a beautiful vehicle. Brian's parents courted in this car. It has three rows of seats. The second row folds down but you still face forward. It comes complete with air conditioning called "6 by 45". You roll down all six windows and max out the speed at 45 mph. It is such a large vehicle that it seems to roll along much faster. We attracted lots of attention with honks and waves from other cars enjoying the day, including the Ferrari Club.

We buzzed the El Dorado Starbuck's parking lot to wave hello to the Porsche Club's new members tour gathering there. Then we drove leisurely to Villa Toscano. We enjoyed some wine tasting, including a White Barbera, plus a very good tour of the winery with the assistant wine maker. His passion and enthusiasm for what he does was contagious.

Save the Date
Charity Auction
Sunday,
October 22, 2017
Catered Lunch
Sun City Roseville



Our lunch was set just outside the tasting room in the garden under an umbrella. You could hear a very enthusiastic bull frog croaking and the ponds and gardens made for a beautiful setting. Lunch was wonderful. It started with one of my favorites, a charcuterie plate. I would have been happy to stop there, but there was much more to enjoy. We were pampered with a salad, a pasta dish and the girl's had salmon while the guys all had filets. Each course had more wine varieties to try. Our servers were very attentive and the owner, Erika Wright, checked in several times to make sure we were enjoying ourselves. We sure were!

The last treat was a dessert platter to tempt us. Berries, cakes and chocolate strawberries disappeared with the stragglers boxed up for the ride home.

Thanks to the generosity of Sue and Brian Sanders, it was a lovely day. So if you would like an opportunity to acquire a treasure of your own, the next charity auction is scheduled for October 22, 2017, chairs Alma and Gary Thompson. Mark your calendar and plan to attend. You never know what might be up for bid!





Drifting Back, 15 years Ago

By Larry Wilson, SVR Member

Drifter Covers Dennis Stettner, Editor 2001

July 2002

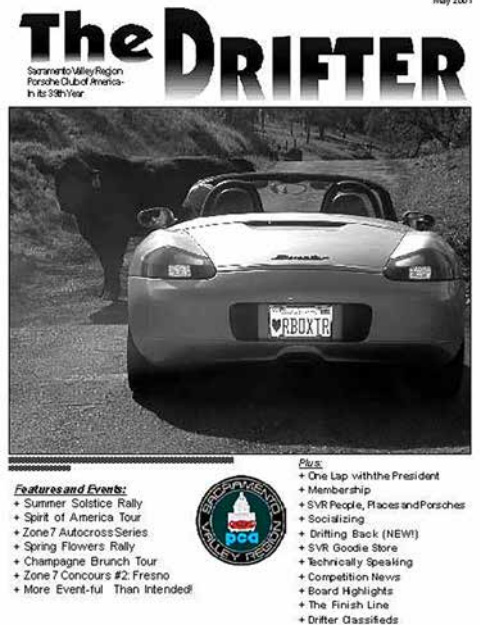
Rik Larson, SVR Rally Chairman, reported early Zone 7 Rally series results in his July 2002 DRIFTER column. His headline was, "SVR Continues its winning ways in Zone 7 Rally Series," followed by "SVR members are sitting in a 4-way tie for the lead in the 2002 Zone 7 Rally Series after the first three events of the year. **Jessica and J. Toney**, **Richard Wetzel**, and **Phillip Marks** have a perfect score of 60 points." The Zone 7 Rally Series took a break in July and August (rallyists get tired, too), so, to fill the gap, a unique rally was presented by Diablo Region on July 14th. It was a PIC-Tour Rally, which is a simple event where you drive a defined course and look for the exact location of each of the pictures provided. Some of the pictures may not be valid anymore, or may not exist anymore on the route. **John Clever** had presented this event for many years. With the passing of John in January, several of the members of Diablo Region presented it as a memorial. For any additional information, SVR members were encouraged to contact **Rik Larson**, SVR's Rally chair.

The 47th Porsche Parade was held July 27 through August 3, 2002 in Boise ID. **Rik Larson** was on hand at this one to report all the goings on including a weather report comparing Boise heat with that of Sacramento. Silver Sage was the host region and they got lots of

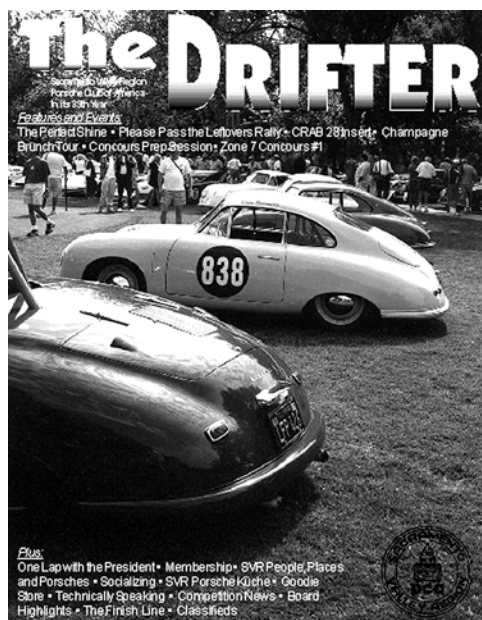
help from other Zone 6 regions. About 600 Porsches attended this Parade. The first competitive event was the concours on Monday, held at the VA Medical Center. Concours class-winners included **Vicki and Stephen Childs** (class 1969-1973 Preservation 911), and **Tom and Jude Sisson** (class 1993-2002 986). Autocross class-winners included **Ted Fitts** (class P12), **Bob Peake** (class P17), **Steve Nieslony** (class M1), and **Kathy Smalley** (class P23L). It was close-but-no-cigar time for the two top SVR rally teams when that event rolled around. The team of **Jessica/J Toney** finished SECOND with 59 points in the equipped class. The team of **Al Armellini/Rik Larson** finished SECOND with 639 points in the navigational class. The team of **Kirk and Linda Bradford** finished in FIFTH place with 1,256 points in navigational class, and in TENTH place with 851 points in the unequipped class was **Pat/Larry Wilson** who finished ahead of what seemed like a couple hundred other teams in unequipped class but they still received a trophy. But the BIG NEWS. . . , no, the REALLY BIG NEWS is that THE DRIFTER won FIRST IN CLASS in the nation-wide PCA newsletter contest for class 4 (regions with 400 to 799 members). Hold it. Let that thought sink in for a moment. That's big. Next time you see **Dennis Stettner**, let him know.

The advance publicity for the July 6, 2002 Stumpy Meadows Lake Driving Tour, chaired by **Roger Walker** and **Dennis Stettner**, promised a spectacular tour route which would feature a picnic lunch at Stumpy Meadows Lake and that participants would be driving on some of the finest Porsche roads in the area. Not long after our tour leaders departed the Bella Bru in El Dorado Hills with participants in tow, they discovered that construction on the road to Stumpy Meadows Lake made it inaccessible. Oh, oh. But, not to be deterred, our tour leaders did a quick pivot and penned out a new tour up to Georgetown and then through some nice twisty roads to the Empire Mine State Park for lunch. Watch for the REAL Stumpy Meadows Lake Driving Tour next year when the roads will be completed.

On July 28, 2002 the score was Oysters 250, Chickens 14, a clear walkover



for the mollusk bunch. As you might have guessed, we're talking about the SVR Oyster Tour with **Deb and Dan Catherwood** and **Carol and Ira McKee** in charge. They had thirteen cars for 25 participants who motored down to the 2,882-acre Samuel P. Taylor State Park in Marin County for a taste of the world famous Hog Island oysters brought along for the occasion. The park lies 15 miles west of San Rafael on Sir Francis Drake Boulevard. But first, a brief stop along the way was necessary at Cline Cellars for a pre-arranged special tasting (it was really special at 10:15am). The winery also had a 20% discount "special price" waiting for all Porsche Club members. Plus, the group had plenty of time to explore the 300 acres of gardens and ponds at this beautiful winery. Meanwhile, Ira and Carol had sprinted ahead to the park and fired up the BBQs. They cooked 250 oysters for our competitive eaters and 14 chickens for those less adventurous. But still, everyone had plenty of fun.



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& Information**
snr-pca.org/concours

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D'ELEGANCE

JULY 29 & 30, 2017

Rancho San Rafael Park • Reno, Nevada

**Registration, Meet & Greet,
Tech Quiz and Dinner
Saturday, July 29th.
Concours Sunday,
July 30, 2017 8AM to 3PM**



11088 Olson Dr Suite A
Rancho Cordova, CA 95670

SVR August Dinner

Monday, August 14th

Social and Appetizers 6:30
Dinner 7:15
\$25 PP, includes Soft Drink/Ice Tea

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Papaya Salad
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Mango Beef
Lemon Grass Chicken
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Rice

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

RESERVATIONS...

Reservations are limited to 34 due to space- your check is your reservation.
You do not need to select any entrée as the total menu is available.
Reservation deadline is August 1 or when sold out. No refunds after August 9.

Send Check (*payable to PCA-SVR*) to :

Mike & Emily Willis
2748 Tiffany West Way
Sacramento, CA 95827
916-363-8313
mikew@cwo.com or amjave@gmail.com



The Monterey Bay Region presents:
Concours in Paradise



Zone Concours #4 A Zone 7 Concours

Sunday, July 23, 2017 in Beautiful Carmel Valley, CA

Location: Situated on the picturesque Monterey Peninsula, the Carmel Valley Community Park is a grassy swale with tree-shaded picnic area. There are great art galleries, restaurants and wine-tasting opportunities within four blocks of the park.

Directions: From Hwy 1 and Carmel Valley Road, the park is 11.4 miles. To view the directions on Google Maps, please copy and paste or type into your browser this url: <http://goo.gl/maps/hJBz>

Schedule: 8:00 - 9:30 a.m.: Car placement, last minute touch-up
10:00 - 12:00 p.m.: Judging and Scoring
Lunch: 12:30-2:00 Following the Scoring and Judging; Awards Presentation will follow

Menu: The ever-popular BBQ Tri-Tip or Chicken Breast, complete with Chili and Green Salad



YOUR INFORMATION			
Name:	Phone:	PCA Region:	
Address:	City:	State:	Zip:
Email:	Your Co-Registrant:		
CAR INFORMATION			
Porsche Model:	Body Type:	Year:	
Concours Class Entered:	I Will Volunteer To Help Judge:		YES NO THANK YOU!
Yes, I Want To Display My Car(s)!	# of Cars:	There will be plenty of room on the grass for Display Cars. These Porsche Beauties will not be Judged; they are there for our Enjoyment.	
EVENT TOTALS			

Concours @ \$30/car: _____ x \$30 = \$ _____
 Display Only @ \$10/car: _____ x \$10 = \$ _____
 BBQ Lunches @ \$24 pp: _____ x \$24 = \$ _____
 • Tri-Tip: _____ x \$24 = \$ _____
 • Chicken: _____ x \$24 = \$ _____
 • Half & Half: _____ x \$24 = \$ _____

Make checks payable to: "MBR/PCA" and mail with this form to:

Dave Aliotti
927 Hellam Street
Monterey, CA 93940

Total Due

\$ _____ Check Pay at Door



The Monterey Bay Region wishes to thank our Trophy Sponsor, Porsche of Monterey, for helping make this event memorable.

Please respond by July 17 so we can plan for your lunch and the trophies. Thank you!!

If you have questions, call/fax form: Dave Aliotti @ (831)658-0356 - email: David59A@aol.com

Porsche of Monterey will also be displaying new Porsches during our event.



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Gold Country Time-Speed-Distance Road Rally

Sunday, August 20, 2017

Start - Brookfields
I-80 at EUREKA
1817 Taylor Rd.
Roseville, CA 95961

Presented by
**Sacramento Valley Region of
the Porsche Club of America**

Registration 9 - 9:15 AM \$20 per car
First Car Out 9:31

Area will be the foothills:
Roseville, Auburn, and south along Hwy 49.
Open to the public, PCA club membership not required.
Equipped, Stock, Novice, and First Timers.

Pre-registration or questions contact:
Richard Wetzel rally@svr-pca.org or 530 304-6555

Pre-registration by email recommended. General
instructions will be provided a minimum of 24 hours
prior to the event to those that register via email.



TOUR TO THE WOODEN BOAT SHOW FRIDAY, AUGUST 11, 2017



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We will tour in a group to the event.
RSVP by contacting Dan Rowland at
916.616.6016 or
email: dlrowland@sbcglobal.net

Purchase Tickets:

<http://laketahoconcours.com/show-tickets-2/>



Fourth of July Parade July 4, 2017 Porsches in the Parade

Meet: Yav Pem Suab Academy
(Old Lisbon Elementary School)
7555 Southland Park Dr
Sacramento CA 95831

9:00 - 9:30 am positioning of Porsches will begin at designated parade spot. Release form will be signed at this time.

Parade begins at 10:00 am

Parade will end around Noon at Garcia Bend, 7654 Pocket Road, Sacramento, CA 95831. Participants can stay to enjoy the food trucks and live music or can join us at Mountain Mikes for pizza and drinks, 7465 Rush River Dr., Sacramento, CA 95831.

For more information contact Lisa Okamoto at
916-617-1145
or by email: basaltcaymans@gmail.com



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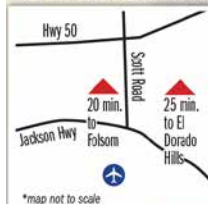
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Sacramento Valley Region PCA 2017 Autocross Schedule



#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



SVR September Dinner - Orchid Thai Cuisine Buffet

Tuesday - September 12, 2017
Social 6:00 pm Dinner 7:00 pm

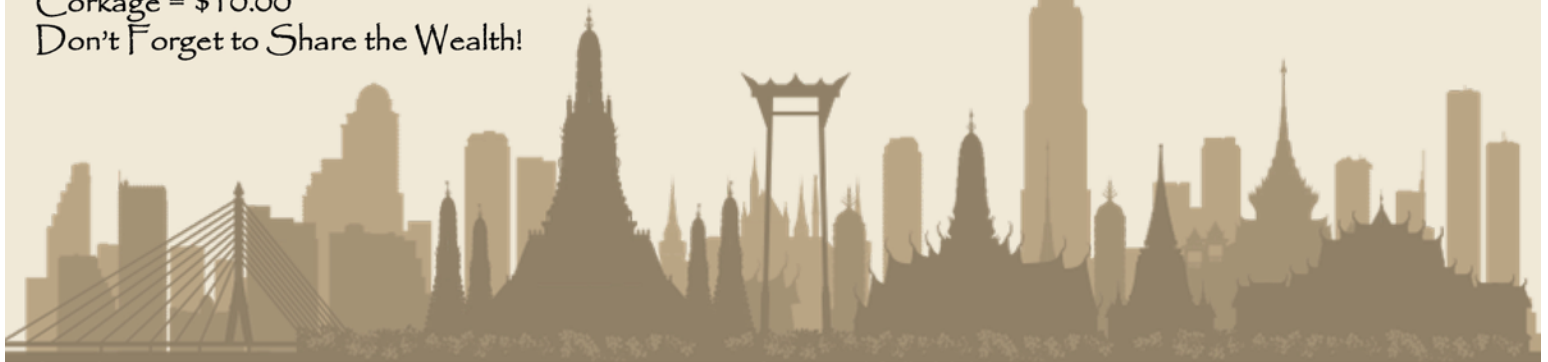
Orchid Thai
835 Twelve Bridges Dr #100
Lincoln, CA 95648

MENU Four entrees of chicken, pork, beef, vegetarian and one seafood entree. Rice included. Non alcoholic drinks included. Ice cream will be served upon request.
Cost = \$38.00 per person

Questions? Your hosts
Bob and Beth Jacobson
bethmjacobson@yahoo.com
or 916.645.3555

RSVP By September 5, 2017 with a check payable to PCA-SVR to:
Beth Jacobson
3215 Maïdu Lane
Lincoln, CA 95648

Corkage = \$10.00
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New Location this year:

Corral de Tierra Country Club - 81 Corral de Tierra Road - Corral de Tierra, CA 93908
South of Highway 68, minutes from Mazda Raceway Laguna Seca

Friday, August 18, 2017 - www.werksreunion.com





Zone 7 Tri-Region Tour

By Craig Steele, Redwood Region President

Photos Craig Steele

I just finish one of the most challenging assignments since I joined the Redwood Region back in 2010. Last year at the Zone 7 Presidents meeting, we agreed to organize a tour of Northern California through the Redwood, Shasta and Sacramento Valley Regions. Shasta Region is the expert on organizing tours and agreed to provide the services of **Allen Krohn**, as the overall master tour planner and **Wayne Martin**, President of Shasta Region, as the overall Tour Chair; myself and the SVR president

creating a safe and fun multi day tour. Since joining Redwood Region, I have only been in one overnight tour from Santa Rosa to Benbow Inn.

Now that we were committed to organize this Zone 7 tour set for June 1st to 4th. We settled on maximum of 60 Porsches divided in stacks of 20 that later changed to 15 autos per stack for safety concerns. Now this was 'Game On!', Allen asked me to design the first leg route from Santa Rosa to Eureka. He provided me the template to layout



filled out the rest of initial tour organizers.

I decided to get some pre-tour education and drove to Chico in November 2016 and go on a Shasta Region day tour. I was able to experience a very disciplined tour with lots of tasks rarely practiced on our Redwood tours. There was one routine I loved, the car-to-car communication ritual. Shasta region's tour have a LEAD, RELAY1, RELAY2 and SWEEP imbedded in the group (which I will call a "Stack" from my Naval Aviation days). Every Porsche was required to have a radio tuned to the same frequency as the tour leadership team. The radio discipline was outstanding, everyone knew the turns, the hazards, the scenic and rest destinations, when we lost cars in traffic and when we had interlopers (my term for non-Porsches in the stack). It was from that experience, I really appreciated the art of

the route (a stack of 15 Porsches is a mile long). First, was selecting start and finish locations, we settled on RP Costco parking lot for staging the arriving tour registrants and the Bear River Casino parking lot in near Fortuna for our first night lodging. I then planned the route to Hwy 1 North and later connect with US 101 North; run time was 6 hours and covered 252 miles. There were a lot of things going on in the background, our Region Treasurer, **Jerry Gladstone** assisted with financial recording as well as the MSR.com registration formatting. He taught the MSR staff a few tricks to add meal preferences to the signup process. We had a Tour logo designed by **Matt Menning** of SVR that we used in all our tour documents and decals attached to every car (mine blow off).

The next tour step is all the details necessary for a fun and safe drive including:

- Need three Rest Stops (fuel if needed)
- Lunch stop (Ft. Bragg was the designated location) Meals had to accommodate the staggered intervals of tour stacks
- Needed a list of towing companies for entire tour route
- The tour needed a least one Cayenne to assist in any car break downs
- Our big scenic event was doing the total Avenue for the Giants (26 miles)
- Picking lodging as we all stayed at the Casino and Resort in Loleta, •Other lodging was clustered around our evening meal location
- Each night had to be planned for a group tour dinner together for 100 plus
- Car readiness was a big factor.
- Mechanical and safety fit for the tour
- Full gas tanks every morning
- Organizing and documenting each stack (group)
- #1 –RED, #2 –YELLOW, #3 –GREEN and #4 –ORANGE boards a color letter size index card with all their meal choices
- Each Lead had the complete driver info and emergency contracts for each Porsche in the stack
- The waivers were pre-printed with everyone to register in their correct stack order
- Every Porsche was assign a stack location from 1 to 15, I was 1 then swapped with 5
- The tour stack leadership had very clear roles and the SWEEP had the most challenging role of keeping the stack tight especially during stops, one lane roads, city traffic lights and passing lanes

This whole organization process involved face-to-face meetings, endless e-mails and phone chats verifying each leg's route and any issues, like construction controls, driving logistical conflicts, etc. There was an incredible amount of budget planning and coordination with MSR.COM to register for this event. It was like managing a project with Scope, Budget Schedule and Risk. You change one and others are affected.

On May 31st, the tour leadership team met at the Costco parking lot to discuss the staging of the stacks and then adjourned to a local restaurant for last minute safety checks. After all this, I went home to finish preparing

and packing the Cayman S for its first Leg. I showed up Thursday June 1st at 7:15am and started staging the 15 YELLOW #2 Porsches in order. My SWEEP and the Region VP met the RELAY1 and RELAY2 members, **Art Smithson and Martin Messersmith**. As the Porsches arrived; we all directed our stack members to their assigned positions (this did not change, except for lead swaps and dropping out of the tour). We handed every driver their goodie bag and instruction packets. This was one of several attempts to perfect our cat herding skills, after a two day they got the routine down perfectly, thankfully. Getting everyone back in his or her cars quickly was our goal. I was both leading the first leg, self navigating and working the radio. That's why I was switched to RELAY1 for the rest of the tour legs. Actually, it worked great, **Art and Denise Smithson** were pros at this and they knew the other leg routes. The Smithson's taught me a lot about the rigor of tour leadership. I filled in the RELAY1 roles as repeating radio chatter, cat herding, travel updating, calling for tightening the stack for one lane road stop and passing lanes maneuvers. One of our biggest challenges was driving in congested city traffic and keeping the stack whole and safe with the local driver darting in and out of our stack.

Our first day had some interesting experiences. Right off the bat, I drove

into the wrong Bodega Bay rest stop, the correct one was ¼ mile ahead. It worked out OK, there was still a restroom and when we started back on Hwy 1, the group #3 group blocked the road so our stack could stay together. While driving on Highway 1 to Timber Cove we got behind a semi carrying rebar to a construction site, the driver was all over the road and wouldn't move over to allow us to pass him. We stopped at a one-lane traffic control light and I got out of the Cayman to asked the driver to let us pass. However, I had to jump back in my Cayman S to set my parking brake better. The truck driver did agree let us pass freeing the stack up to breeze through 20 miles of traffic free roads. Needless to say, it was a fun drive until we hit our Gualala rest stop. After that we did our normal touring. I missed the entrance to the Ft. Bragg restaurant and warned the rest to make the turn so only a couple of us needed to make the U-turn. The remaining ride when well all thought we kept catching group 1 even though they had a 15-minute start, we were a spirited group of Porsches.

One thing that I saw happen in our YELLOW group #2 (pictured below), was we began to solidify as one. At first, we were a group of strangers and not fully trusting the tour leadership. As we proved ourselves as an effective team; we become one driving stack. This allows the leaders to perform safe driving

transitions and keep the stack together. When we cover over 800 miles of road this becomes really important. Through this trust we became bonded at the rest stops and dinners. We had a lot of military veterans and this added another key layer of continuity to our stack. As a result a number of us are volunteering for the 2018 tour planning. All the meal and lodging went off without any major issues. It was one of the best tours I have every worked on. I hope this narrative gives you some idea what it is like to stage a tour, it takes a village. My favorite new friend is **Denise Smithson** as we talk to each other on the radio relaying messages to the Yellow #2 stack.

Allen has created a Zone 7 Facebook page, pca zone 7 tri-region tour. He has also created an e-mail address to send pictures for posting on the above FB page. We will be forever indebted to Allen and his wife for their outstanding contribution to this event.

Here are some of the **highlights** to this 2017 Tour:

- Drove the entire length of the Avenue of the Giants (26 miles)
- Stopped at the Whiskeytown lake view off of Hwy 299
- Drove our Porsches on the restricted Shasta dam roadway (80 total)
- Drove the Feather River Canyon and Yuba River scenic Hwy 49 roads
- Drove over the Foresthill bridge



The 2017 New Members Tour

By Eduardo Ortega Jr., SVR President

Photos Eduardo Ortega Jr.



The New Member Tour for this year was held on May 20th. This year it was decided to refresh the tour with a different end destination and food options.

Dan Rowland, a SVR member with ample experience in this arena, organized it. As a matter of fact, in my New Member Tour in 2011, **Dan Rowland** was Co-Chair and it was his invitation to the participants to serve in the Board (elections were coming up) that started my own journey serving on the SVR

Board of Directors. The end destination chosen for this year was the Andis Winery, in Plymouth. The tour started at the Starbucks parking lot on Latrobe Road, El Dorado Hills, just off the 50 Freeway. A large number of participants arrived around 8:30 AM, and the Starbucks had a spike in business from plenty of SVR members getting coffee drinks and a pastry and still having ample time to attend the driver's meeting. The driver's meeting was at 9:45 AM. The first

group left at 10:00 AM, followed by the second group at 10:15 AM. Each group had a leading car, an intermediate car, and a sweep car. **Dan Rowland** led the First group. **Kim Nelson** led the Second group in which I was the intermediate relay, and **Steve and Joy Nieslony** were the sweep car. We began the tour driving on El Dorado Hills Boulevard, until it became Salmon Falls Road. This road led us to Highway 49. We ended up at Hennington Lotus Ball Park, where we had our bathroom break. After a quick rest, we continued the tour. Some of the roads we took in our way to the destination were North Shingle Road, Mother Lode and French Creek Road. We finally arrived at Andis Winery in Plymouth at around 12:00 Noon.

Andis Winery is housed in a very modern building, with steel façade. It is quite a contrast to the other wineries that have buildings with an European style architecture, like Chateaus in France or Tuscany Villas in Italy. The Winery has a very well appointed tasting room, with outside seating and bocce ball courts. The activities began with the wine tasting in the center court of the building. The catered box





lunches arrived promptly, and the group started to eat lunch. The boxes contained a well-appointed sandwich on a ciabatta roll (mine was turkey), potato chips and a gigantic chocolate chip cookie. Sodas and water were brought by **Dan Rowland**. After the lunch, I delivered a short prepared speech to the group. **Kim Nelson** and **Steve Nieslony** also had remarks for the attendees. There were a lot of members of the Board in attendance. Membership Director **Janet Conner**, Vice President **Gregg Plourde**, Secretary **Rebecca Plourde**, Treasurer **Joy Nieslony**, Social Director **Mardi Quain**, Webmaster **Bill Fargo**, Liaison to Niello Porsche **Kim Nelson**, New Member Group **Tara Jones**

and Technical Chair **Skip Quain**. My apologies if I forgot someone. As a conclusion, the weather was slightly hot, the tour route was excellent, the food was praised of being of great quality, Andis Winery was a very gracious host, and another successful tour is now in the record books. Special thanks to Dan Rowland for organizing this excellent tour.

"We travel, some of us forever, to seek other places, other lives, other souls." – Anais Nin



Save the Date

October Dinner Meeting

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6:45 pm to 9:30 pm

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Sonoma Sears Point	Jul 16
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Mazda Raceway	Aug 6
Thunderhill Raceway	Aug 11
Thunderhill Raceway	Sep 30
Thunderhill Raceway	Oct 1
Mazda Raceway	Oct 6

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1979, Le Mans, Porsche 935, Paul Newman

By Skip Quain, SVR Technical Chair

I was catching up on my reading and came across articles covering the Porsche 935 K3 efforts at Le Mans in both Panorama and Vintage Motorsports, a vintage racing magazine. Reading these articles on the Porsche

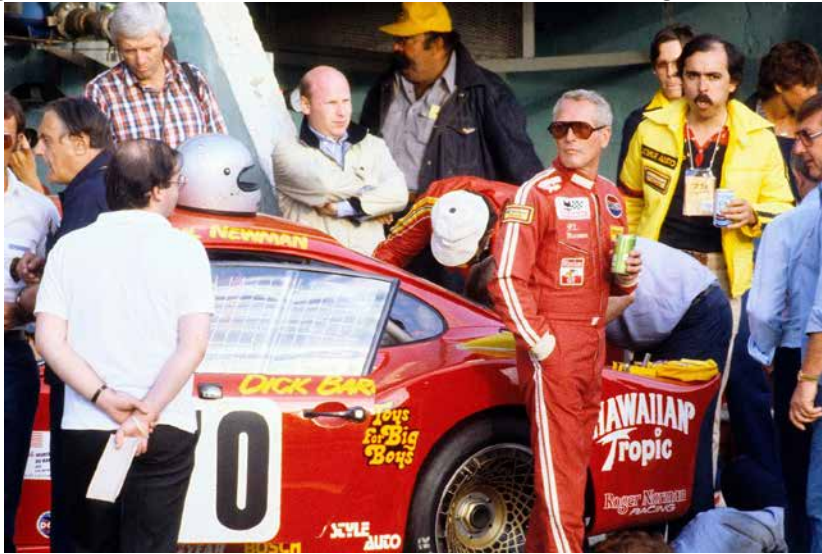
the racing community, endeared himself to the volunteer GGR-PCA crew by being a racer not a movie star. "PL" would BBQ for the team while they thrashed on the 935 between Le Mans practice sessions, talk racing for hours, and em-

glasses around to all the guys. When the guys had their sun glasses, PL picked up his pair, and with the crew they donned their Ray Bans as one. This is one of the many stories racers tell about Newman's dedication to racing, and showed his appreciation for his crews and the professional drivers with whom he teamed.

Another memory came to me as I wrote this article. One day in Garretson's shop I spied a large square lump of compressed metal off to the side that was acting as a table for miscellaneous Porsche literature. I inquired – what the heck is that? Garretson's **Jerry Woods**, a genius builder of 935 motors, told me the story of the 1978 Le Mans.

The 935/77 Bob was driving with **Steve Earl** and **Bob Akins** crashed at over 200 MPH on the famous Mulsane straight at "The Kink". The 935/77 twitched then rolled end over end and side over side until the wreckage was strewn over a quarter of a mile. Some of the body parts stuck in the nearby trees. The car was destroyed, but Bob was only battered and bruised – a lucky man indeed. After the accident, Bob said he was a little off line passing a slower car going into "The Kink" and that error caused the crash. The team shipped the wrecked 935 back home to the Mountain View shop for a salvage operation. The wrecked 935 was completely stripped of any parts that might be usable. Then the rest of the car was compacted into "the world's most expensive coffee table".

For the 1979 season a complete



935 K3 brought back memories of my relationship with Garretson Porsche in Mountain View Ca, a shop that serviced the street and racing needs of the San Francisco Peninsula Porsche owners. I came to know Bob Garretson through his servicing of my 1976 Targa, and giving me advice on the restoration of my Vintage Lotus 23 race car.

Over the years Garretson Enterprises supported the Porsche 935 K3 efforts for several major Porsche teams at Le Mans and other major International ventures in the US and Europe. Bob's crew was made up of volunteers who were members of Golden Gate Region, PCA.

The memories of my relationship with Bob and the GGR-PCA guys brought back a story told to me by a one of his crew at the 1979 Le Mans event. Garretson Enterprises was supporting the Porsche # 70, 935 K3 that came in 2nd after leading by three laps into Sunday. A damaged head gasket caused the # 70 K3 to slow, but it held on for 2nd Overall. The drivers were Le Mans veteran **Rolf Stommelen**, car owner **Dick Barbour**, and SCCA champion **Paul Newman** (Butch Cassidy himself). Newman didn't get the ride in the Barbour #7 935 K3 because of his movie stardom, but because he was a fast-steady driver and, a multiple SCCA champion. Newman, known as "PL" in

braced being a racer!

So, as the story goes: Between practice sessions a rep from Ray Ban sun glasses came into Barbour's pit, walked over to PL and announced 'Ray Ban would like to give you this beautiful pair of sun glasses'. PL looked at the Ray Bans and responded 'I don't take anything the guys don't get!' The Ray Ban guy responded – 'That's a lot of sun glasses'. PL's retorts – 'I'm not the one asking.' The Ray Ban guy left to relay PL's response to the Ray Ban brass. The rep promptly returned with a LARGE box of Ray Bans. PL passed the box of sun



new 935 K3 chassis was purchased from Porsche Customer Racing. The new chassis, the salvaged parts from the wrecked 1978 K3, and the many new parts required were made into the 1979 Le Mans 935 K3 which carried the "Made in Mountain View, California by Garretson Enterprises" name plate. The car was duly named "The Phoenix." This is an additional history on the 935/79 K3 that Newman co-drove to 2nd place at the 1979 Le Mans

At Le Mans in 1980, using the same Porsche 935 K3 and supported by Garretson Enterprises, **Bob Fitzpatrick** teamed with **Dick Barbour** and **Brian Redmond** to capture the pole and finish 5th overall and 1st in the IMSA Class.

In July of 1980 at the IMSA event at Sear Point Raceway the same friend who told me the Ray Ban story came walking by with **Paul Newman**, who was driving his SCCA championship Datsun 280ZX in that weekends GTU race. Mark introduced us – 'PL this is Skip - a vintage racer' I responded with an awe-struck 'hello PL'. I remember the incident – "PL" I'm sure didn't. As a Vintage racer, what I loved about my Vintage racing career, which started at the 1981 Monterey Historics at Laguna Seca, was the opportunities to

meet and in many cases, drive with world famous drivers. **Richie Ginther**, Elva Mk7 Porsche – I gridded next to Richie in my Lotus 23 for my first vintage race at the 1981 Historics; **Bruce Canepa**

– raced with him in his Porsche 910 and 917 several times; **Brian Redmond** – Raced with him in his 917 and 908, at both Laguna Seca and Sears point. Also, enjoyed Brian's stories as he held forth after the last checkered flag; The Historics at Laguna Seca – **Jackie Stewart**, 3-time Formula 1 champion driving for Ken Tyrrell stopped by the pit I was sharing with two other vintage drivers to look our cars over and chat – then left to drive one of the Championship winning Formula 1 Tyrrells in a morning session.

At Laguna Seca walking with the mechanic who worked on F1, CanAm and Le Mans teams in the day and now restores racing motors from the 30ies,



we got to talking about my second Monterey Historics where he machined a flywheel dowel that got the Lotus' transaxle ready for the Sunday afternoon race. As we walked we came upon F1 champions Phil Hill, Denny Holmes, Jackie Stewart, and Jack Brabham who were grouped together discussing old times. I left my friend to discuss the memories they shared - plus many more.

(Skip thank you for this it sure brought back some memories -- Mike Willis)



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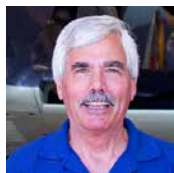
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SVR Zone Concours at Niello Porsche

By Kirk Bradford, SVR Drifter Team Member

Photos Kirk Bradford



As the morning dawned to unseasonably cool weather, many SVR member volunteers made their way to **Niello Porsche** to help put on our Zone 7 concours on June 11th. **John D'Angelo**, our Zone 7 Concours chair and his wife Honore made their way up from the Bay Area early in the morning so they could manage registration and the judging assignments. The day before we all arrived for the concours, Niello employees took on the monumental task of moving dozens of cars out of their lot in order to make room for our event.

One by one, cars started arriving as the morning evolved from "crack of dawn" to a more civil time of the morning. Just like years in the past, the 356 entries were shown to their special placement area, inside the service bays of the Niello building. A few 900 series cars were also added to the collection to round out the display. The rest of us were relegated to the outside lot, although it was much more pleasant this year, with the cool temperatures.

Thanks to many more folks volunteering to judge this year, the teams judged all of the entries in a reasonable amount of time; this left much more time for socializing and talking about Porsches! Soon, the morning was almost gone, and the massive BBQ was

fired up for the traditional BBQ lunch. Even the judges had enough time this year to enjoy the lunch.

After lunch, the award ceremony got started, with **Kim Nelson** at the microphone. **Steve Barker** provided the sound system which enabled Kim to make announcements all morning. But once it was time for awards, the crowd decided that Kim had a loud enough voice that he didn't even need to use the microphone! Kim announced the

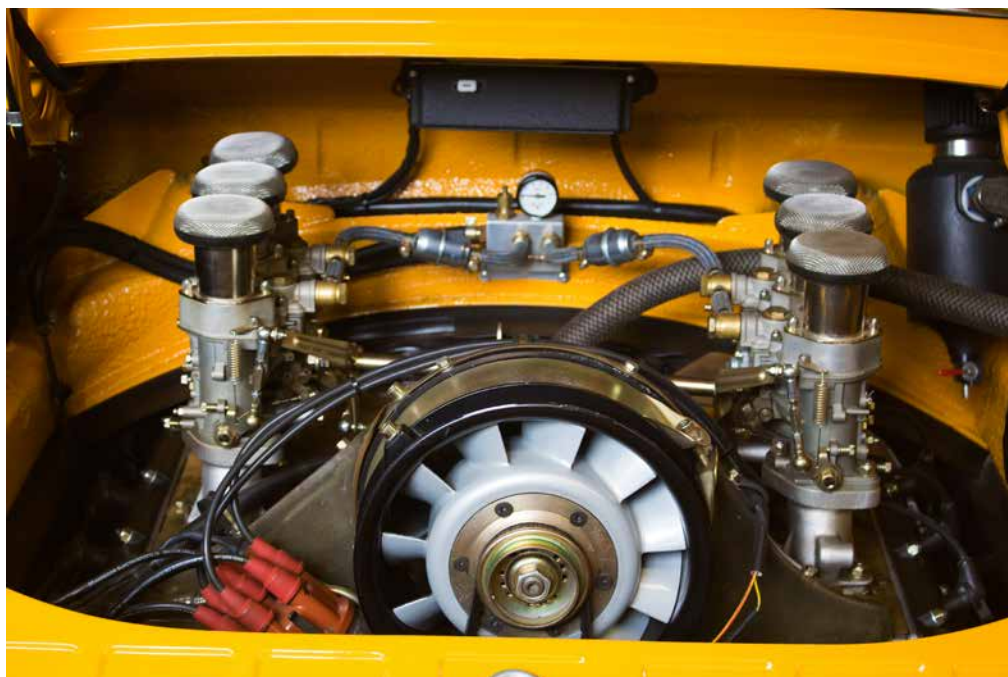
winners, presenting beautiful trophies made by Rachel, who outdid herself yet again!

In addition to the awards, Niello generously donated door prizes, so as the award presentation progressed, Kim drew tickets for the great door prizes, with the "grand prize" being a "Spa Day" for your Porsche. The "Spa Day" not only entails a full detailing of your Porsche, but also provides for a Porsche loaner car for the day while your car is being pampered. SVR member **Al Price** was the lucky recipient, and as any generous husband would do, he gave his prize to his wife! After all, she too has a Porsche that needs pampering!

A tradition over the last several years is for **Jerry Christine** and his team at Niello to award what they consider the "Best of Show" among all of the cars entered in the concours. Over the course of the day, each team member individually wandered among the cars and rated their top choices for the award. After careful consideration scores were tallied and this year's "Best of Show" was awarded to **Scott Schneider** and his beautiful 1959 Convertible D.

Another special presentation was made in recognition of **Kent Brandon's** long service as SVR's concours chairman. Kent has stepped down and it only seemed appropriate that the club recognize him for his many years of service. In addition, Kim had many members of the core group of volunteers who have helped Kent put on the event over the years come forward. A round





of applause ensued, and Kim presented Kent with a collectors' edition Carrera RS computer accessory kit that included a mouse, mouse pad and flash drive in a beautiful commemorative box.

As the festivities wound down, Kim had the group once again give the Niello team a warm round of applause in recognition of their support over the years. With a final farewell, the event was officially over. One by one, the cars displayed in the service bays fired up and maneuvered out of the Niello building to head home. The sounds and aroma in the building will be remembered for many years. All said, the concours at Niello was yet another totally memorable SVR event!

Name	Region	Car	Year	Class	Points
Duane Maracin	SVR	356	1964	WS1	179.7
Brian Sanders	SVR	912	1968	WS3	179.9
Jim McMahan	SVR	911SC	1980	WS4	180
Deeann Price	SVR	911	2000	WS6	179.2
Ron Martinez	SVR	Boxster	2002	WS7	179.6
John Lipp	SVR	968	1992	WS9	179.1
Kathryn Enos	YOS	356	1959	S1	239.4
Rick Bradley	SVR	356B	1960	S2	238.4
Kirk Bradford	SVR	911T	1970	S3	239.6
Simone & Thorsten Kopitzki	RED	991	2014	S6	239.6
Jack Banville	SVR	914	1974	S8	238.5
Larry Moeller	SVR	914-6GT	1970	CSI-1	247.1
Ray Johansen	SVR	356C	1965	UR2	238.6
Richard & Julianna Shelton	SVR	912	1969	UR3	238.8
Bob Hilton	DIA	930	1977	UR4	238.3
Jack Bean	DIA	356	1962	R1	239.7
Dan Rowland	SVR	928	1990	R8	236
Scott Schneider	SVR	356	1959	C2	299.2
Steve Lefczick	GGR	996 Turbo	2003	C6	299



In the Zone

By Sandy Provasi, Zone 7 Representative

Summer is here and the next few months are full of events for everyone's enjoyment. Autocrosses, Concours, Parade, Werks, Corrals and Tours.

Check your local region's website and Zone 7's website for up coming events in your area.

Sacramento Valley Region will hold their second Zone Autocross on Saturday, July 1st, at Stockton Fairgrounds.

Parade is July 9th to July 15th in Spokane, Washington. It will be a fun week starting off with the Zone 7 Party at the Davenport Grand right before the Welcome party. Come and meet people from all over Zone 7.

Please join Monterey Bay Region for their Zone Concours on Sunday, July 23rd in Carmel Valley.

The following weekend, July 29th and 30th, plan on heading to Reno for the Sierra Nevada Region's Zone Concours. They plan a dinner on Saturday night and Concours at Rancho San

Rafael on Sunday, so make a weekend out of it!

It's not too late to sign up for Werks Reunion, August 18th at Corral de Tierra. This year has Boxsters with its 20th Anniversary as the featured Porsche. Go to werksreunion.com for more info.

PCA will have a Corral at turn 5 at Laguna Seca, Saturday and Sunday, August 19th and 20th. Buy tickets through Laguna. Buy parking for the corral through MotorsportReg. We always need volunteers to help direct Porsches and work in the hospitality tent.

Did you know Zone 7 is part of 14 Zones in the Porsche Club of America? Zone 7 covers north from Monterey and Fresno all the way up to the top of California and over to the Northern part of Nevada. There are 10 regions within Zone 7.

Looking Forward (info at the zone website, zone7.pca.org):

Golden Gate Region Drivers Ed and Club Race, Thunderhill, September 2 and 3

Loma Prieta Region Zone Autocross #7, Marina Airport, September 16th

Golden Gate Region Zone Autocross #8, Marina Airport, September 17th

Redwood Region Zone Concours, Ledson Winery, September 17th

Porscheplatz, Laguna Seca, IMSA Racing, September 23 and 24

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Sandy Provasi
Zone 7 Representative



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SVR Board Minutes

By Rebecca Plourde, SVR Secretary

Wednesday, June 14, 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 President & Auto Cross Chair
Mardi Quain, Social Director
Matt Deter, Competition & Safety
Bill Fargo, Webmaster
Richard Wetzel, Rally Chair
Matt Menning, Tour Chair
Alma Thompson, Charity Chair
Mike Dunn, Advertising Director
Excused absence: **Janet Conner**, **Steve McCrory**
Also in attendance: **Rik Larson**, **Kirk Bradford**, **Al Price**, **Bill Keegan**, **Lisa Menning**, and **Greg Peart**

EMAIL BUSINESS

Minutes from the April meeting approved electronically, final approved minutes distributed 5/22/17.

2017 SVR Concours budget approved on line on 6/8/2017.

Call to Order

President Eduardo Ortega Jr. called the meeting to order at 6:59 PM on June 14th, 2017.

1. New Business

a) Kirk Bradford who is on the Nominating Committee told us he has been interviewing potential candidates for the Treasurer's position. Collin mentioned he will be contacting Board Members to see if they wish to continue their position for a second year.

b) Alma Thompson our Charity Chair said things are ready to go for this years Auction. Donations are coming in. There was some discussion of having a Celebrity for the Auctioneer.

c) Matt Menning & Greg Peart talked about the Zone 7 tour. A good time was had by all. There were around 60 cars & 8 out of 10 regions were represented.

d) Eduardo Ortega Jr. mentioned Al Price has stepped up to be the new Concours Chair.

2. President's Report: Eduardo Ortega Jr.

a) Due to so many attending Parade, it was proposed we move the date of the next Board meeting to Wednesday

July 19th, 2017.

b) Eduardo Ortega Jr. mentioned SVR members go on line to PCA e-news & vote for the SVR Drifter cover.

c) Eduardo Ortega Jr. presented a post-Event budget for a Retirement gift for Kent Brandon for his 20 service. Joy Nieslony made the motion to approve, Matt Deter seconded. No discussion, budget approved.

d) Approval of a subsidy for Zone 7 welcoming event at Spokane Porsche Parade was mentioned. Collin Fat made a motion to donate \$200.00, Bill Fargo seconded. No discussion, budget approved.

e) There was some discussion on how to make the giving out of awards at the Christmas Party, faster & smoother.

3. Vice President's Report: Gregg Plourde

a) Gregg Plourde stated that the Event calendar has been updated. He will be striking out past events, but leaving them on the calendar so there is a record of past events. Insurance was requested for the River Cats event, the upcoming Rally & Autocross, also for the 4th of July Parade.

4. Treasurer's Report: Joy Nieslony

a) Joy Nieslony submitted the May financial report. Collin Fat made the motion to approve, Gregg Plourde seconded. No discussion, budget approved

5. Social Director report: Mardi Quain

a) Mardi Quain submitted her report. Highlights were that the River Cats Baseball event June 18th has 15 cars signed up. Matt Menning will be throwing the first pitch representing SVR.

b) Bill Keegan submitted a budget request for the November 7th dinner @ Zinfandel Grille. A \$200.00 deposit is requested. There is a maximum of 60 people, at \$50.00 per person. Collin Fat made a motion to approve, Bill Fargo seconded. Budget approved.

c) Mardi Quain submitted a budget request for the August 14, 2017 dinner @ Mints, hosted by Mike & Emily Willis. It will be \$25.00 per person with a maximum of 31 guests. Gregg Plourde made a motion to approve,

Joy Nieslony seconded. Budget approved.

6. Autocross & Past President report: Collin Fat

a) Collin Fat stated the season & attendance at Autocross are going well
b) Collin Fat mentioned he sent a report to the Web site of the updated Policies & Procedures that the committee have worked on.

c) Collin Fat mentioned the Nominating Committee should meet after Porsche Parade.

7. Webmaster: Bill Fargo a) Bill Fargo stated the Web site has been updated.

8. Rally Director: Richard Wetzel

a) Richard Wetzel mentioned the Rally School on June 25th.

9. Membership report: Janet Conner

a) Eduardo Ortega Jr. presented the report on Janet's behalf. Highlights of the report, Primary Members 808, Affiliate Members 488. With a total of 1,296 Members. There are 11 new members, 2 of which came from Niello.

10. Tech Chair report: Skip Quain

a) Skip Quain submitted his report, highlights include, Detail Maniac Detailing seminar was well received with 26 Porsches in attendance.

b) Skip Quain mentioned SCR-PCA had a mix of 356's, a 914, several air-cooled and water cooled Porsches at the Niello Concours, at Serrano 1st Raduno, in El Dorado Hills at the Sienna's restaurant. Skip will discuss with Kim Nelson to see if SVR should have a presence at the second Raduno on July 11th.

Meeting adjourned: 9:04 PM
Next meeting: July 19-2017, 7:00 PM

Respectfully Submitted,
Rebecca Plourde 2017 Secretary



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June Membership

Janet Conner, Membership

Membership Report

	June 2017	June 2016
Primary Members	808	795
Affiliate Members	488	475
Total Members	1,296	1,270
New Members	11	15
Transfers In	2	1
Transfers Out	1	2

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?

Mail \$3.00 to the Membership Director to receive a shiny, new replacement.

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

New Members

Carmon, Jim
Fair Oaks
ryaa99@gmail.com
2009 Cayman

Fong, Robin
Sacramento
Rfong1020@gmail.com
2002 Boxster

George, David
Sacramento
Loranddav@comcast.net
2015 Cayman GTS

Hansen, Mark
Sacramento
mark@hansenfg.com
2001 911 Turbo coupe
Transfer from California Central Coast Region

Knutson, Danny
Knutson, Karen
Roseville
danerak2@aol.com
1996 911 Carrera
Transfer from Grand Prix

Long, Steven
Sacramento
selong@hotmail.com
2010 Cayman

New Members

McJimsey, Michele
Folsom
Michele6799@comcast.net
2013 Boxster
Mentzer, Dick
Nevada City
rcmentzer@gmail.com
2007 911 Carrera 4 Cab.

Peters, Rob
Sacramento
robnxious@yahoo.com
1974 914 1.8

Poore, David
Rathsam-Poore, Sandra
Rocklin
DavPoore3790@gmail.com
2007 911 Carrera S

Scott, Eric
Sacramento
eric.scott@mac.com
1999 911 Carrera Coupe

Teixeira, Donald
Jackson
tex@curtainwallanalysis.com
2004 911 Carrera Coupe

Yates, Brad
Antelope
brad@bradyates.net
2007 911 Carrera S Coupe

Anniversaries

1 year
Bogdanovich, Jimmy
Booth, Alan & Tomoka
Druash, James
Irvin, James
Launer, Kim
Ruggles, Matt
Sierra, David
Staines, Lori
Thompson, Donald
Troja, Raymond
Ullrey, Damon
Ziegler, Jordan

5 Years
Andrade, Bruce & Rebecca
Kile, Shawn
Komulainen, Craig & Cunningham, Julia
Moore, Larry, & Sheehan, Sue
Parker, James & Suzie
Payne, Gavin

10 Years
Hrabak, Robert & Cristen
King, Jim
Lindsey, John & Callie

15 Years
Tracy, Michael & Pham

25 Years
Bentley, Susan & Noah

45 Years
Smedley, Mark & Sharon

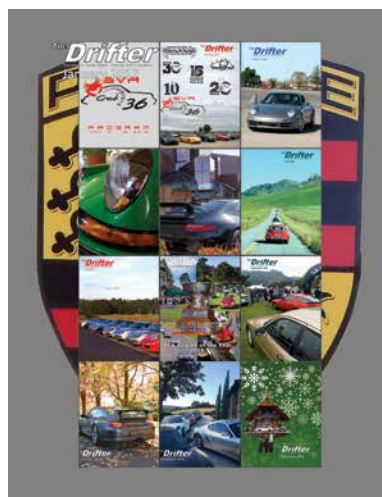
Directory -- Missing SVR Members

Last	First	Affiliate Last	Affiliate First
Aydt	Dustin		
Childs	Stephen	Childs	Vicki
Desmond	John		
Fraulob	Donald	Brown	Melissa
Gaines	William		
Henrikson	Eric	Henrikson	Stacey
Hoffmann	Aleece	Hoffmann	Elliot
Hrabak, Sr	Robert	Hrabak	Cristen
Jann	Stuart	Jann	Chris
Kaufman	David	Kaufman	Eileen
Kile	Shawn		
Kingston	Ron		
Kroetz	Tom	Kroetz	Tambra
Lhuillier	Jean		
Masles	Thomas	Masles	Melissa
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Hankook Ventus V12 EVO@ XL Tires (4) \$300, Front and Rear Tires. Never tracked, no patches or plugs. Tires 305/25ZR-20, 245/30ZR-20 were dismounted in March 2016, stored in garage. Larry Barkhouse, lb2321@icloud.com



2000 Boxster Black Interior, in excellent condition with 102,000 miles, New water pump, new engine mount, recent brake pads, recent battery. Black interior. \$8,000/OBO needs garage space. Hari Matsuda 775.530.3278



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2003 Porsche Boxster \$12,500. Tiptronic S 5 speed. Graphite Gray leather interior, Artic Silver Exterior and Metropolitan Blue Cab top in excellent condition. 82,400 miles new tires and brakes. Clear bra. Bose Sound System with CD, Alarm system
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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. 4,300 miles. Asking \$98,500/OBO. Contact Paul Richins at 916.933.1898 or prichins@jps.net



2013 Boxster S, PDK, Sport Chrono Package, Clear Bra, Platinum Silver Metallic, Black interior partial leather seats, 14 way Power sport seats, seat heating, Bi Xenon headlights, Navigation, Bose surround sound, 2 zone AC, Auto dimming mirrors, 38,400 wonderful miles, 40,000 mile service with new brake fluid and 2 new rear tires Excellent condition, \$45,950 obo. Jon Sturtevant, 209 352-2431, js3060@yahoo.com

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914 FRONT BUMPER COVER in good to very good condition. Contact Steve McCrory at steve@ground-speed.com

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



Wanted 2018 Drifter Editor
Should be able to come on board in September or October to work with the team for an easy transition.

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SVR Goodie Store Update

Linda Bradford, SVR Goodie Store Manager

The new SVR Web Store is up and running and we have just received our first order to establish our initial list of products. We have some great looking shirts, polos, fleece, and jackets. Go to the SVR website and choose Web Store. svr-pca.org



Linda Bradford
goodie@svr-pca.org
916.899.5731



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