

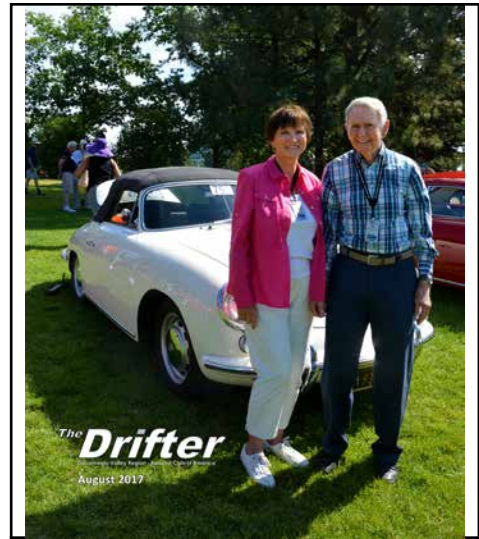


The Drifter

Sacramento Valley Region - Porsche Club of America

August 2017

On the Cover
Ray & MaryJane Johansen 1st Place
at 2017 Parade Concours
Photo Collin Fat
Cover by Barbara McCrory



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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. 8

August 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

For as long as I have been serving in the Board, **Rik Larson** has been our source of information about Parade. He would email us developments that were newsworthy to SVR. This year will most likely be the same, with the exception that for the first time, I am getting a lot of information from the Parade at Spokane via social media. My twitter feed from PCA has been limited, but my Facebook feeds from National PCA, Zone 7, and SVR members has given me very good snapshots of the road trip to Spokane and now from the event itself.

A nice sized group from SVR left together and made the first leg of the trip to Bend, Oregon, where they spent the night. The day after was the push to Spokane. Another group of an amalgam of Zone 7 members left from Vacaville, but at the rest point in Oregon they got together with the local PCA region that showed them a nice car museum and tons of camaraderie. From the parade itself, the biggest news I received is from a Facebook posting by **Kent Brandon** today, showing pictures of SVR member **Ray Johansen** winning first class in his group. Since I saw Ray in the SVR Concours at Niello, I checked the results and for our Concours he had a 1965 356C Cabriolet, class UR2 for "Preservation/Unrestored". Since

the Facebook posting is only pictures, I know he won because there is a big blue ribbon on the windshield of his 356 with the label "1st Place". Congratulations to Ray and his wife MaryJane in this great achievement. I mentioned the developments from parade to highlight the power of social media when it is used responsibly. SVR has a Facebook page and a Twitter account. When used for communication, sharing pictures and other uses that are richer than regular email, the connectivity within SVR could be very efficient if we had more people that linked to our FB and Twitter page. Go ahead and try it.

The Father's Day River Cats game hosting SVR was phenomenal. About 15 or 16 Porsches performed an infield parade around the perimeter of the field. Afterward we returned to our seats in the Tito's Solon Club, an exclusive area with a roofed section that houses the bar and a food shop. **Matt Menning** threw the ceremonial first pitch, reaching the catcher with no problem. Then it was play ball! The River Cats faced the Albuquerque Isotopes. The River Cats won 1-0. The only issue we faced, totally out of human control, was the hot weather. Other than that, it was picture perfect. Hopefully we get cooler weather next year. The June

24th "Meet & Greet Fiesta" by New Member Group Chairs **Sue Sanders** and **Tara Jones**, and hosted by **Ed and Terri Parra** was once again a huge success (last year the event was also hosted by The Parras). The Speedsters provided musical entertainment, the food was a Mexican buffet catered in. We had our Zone 7 Representative **Sandy Provasi** in attendance, together with her husband **Tom Provasi**. Sandy hand delivered the documents sent by National in honor of SVR 55th's Anniversary. The documents are a recognition letter from National President **Caren Cooper**, a Citation Certificate, and a binder with copies of documents dating to the creation of SVR 55 years ago. The attendees were able to see them. I must now bring them to upcoming events so members can take a look at them.

Switching gears, the 4th of July Parade at the Pocket hosted by **George and Lisa Okamoto** was a success. The only difference compared to last year's parade is that the event keeps growing in size. This year besides SVR, there was a group of Corvettes, assorted hot rods, plus the floats and parade groups. People along the route were as live as ever, and appreciated seeing all those Porsches. After the event, The Okamotos treated the SVR participants to pizza at Mountain Mike's. Thank you George and Lisa!

For upcoming events, we have Mints Dinner hosted by **Mike and Emily Willis** on August 14th, and the Gold Country TSD Rally on August 20th, by **Richard Wetzel and Darrel Huckabay**. On September 12th **Bob and Beth Jacobson** are hosting a club dinner in Orchid Thai in Lincoln. A few years ago they hosted a similar dinner in this restaurant, and I remember the food was superb. For the third year in a row, on September 23 we have the Gold Rush Tour, by **Gary Griffiths**. I attended last year. This tour stretches the legs of your Porsche nicely, and the tour ends with a lunch in a restaurant in Placerville.

Have a great August,
and safe travels!



Ray & MaryJane Johansen 1st Place in Class at Spokane Parade Concours



Editor's Corner

Steve McCrory, SVR Drifter Editor
Photo Kirk Bradford

Summertime

Summertime. Let the good times roll. It's a time of vacations, barbecues, good driving weather, and seemingly an endless choice of automotive events. There is much to choose from listed in the SVR Region Calendar, Zone 7, and National events. I can tell we're in the busy part of the year, because putting this month's Drifter together was like trying to put all the pieces of a puzzle in the right place. Stories, photos, and results from the 2017 PCA Parade experience in Spokane are now coming in. The September Drifter will showcase the experience thru the eyes of SVR members who made the journey to Washington. I can tell you at this point that SVR placed well in numerous events and complete results will be listed.

The Drifter Team entered the November and December 2016 issues to be judged as part of the Newsletter

Contest, and since our membership increases put us into the largest region category, we were not quite sure what to expect. **Rik Larson** called me from his table at the **Parade Awards Dinner** to tell me that the Drifter had netted the second place trophy for Class V. I was pleased. He called me back 10 minutes later to say we had won **Best Newsletter Cover** for the October 2016 issue we submitted. Even better. Thanks to everyone who made 2016 a great year for our Drifter. The included photo taken by Kirk Bradford at Parade shows the cover photo taken by Collin Fat, with the two awards. Board Minutes for July will be printed in September Drifter due to a reschedule of the Board of Directors meeting.

Barbara and I recently stopped by Sears Point aka Sonoma Raceway on our way back from a trip to Santa Rosa. **The PCA West Coast Racing Series** had a run group as part of a SCCA Road Racing

weekend. The series features ten events run under PCA Club Racing rules and has been attracting a field of thirty entrants. Classes exist for Stock based and Modified cars with race or spec street tires with safety rules being an important part of car preparation as well as on track competition. Drivers who compete at this level have often followed the preparation path from autocross to Driver Education events to Time Trials and then to club racing with PCA or



other clubs. Want to see how it works? Next West Coast Racing Series event is at Thunderhill as part of a Golden Gate Region weekend including Drivers Education on September 2-3.

If you are thinking you may still attend Monterey, but don't have a plan yet or have not decided on the days, use a search engine for **Monterey Car Week Events**. Several sites will show you event schedules, and possibly even available room accommodations. If you have not attended the Werks Reunion event, there is no charge for spectators and for 2017 is in a different location that promises to be easier for entrance and exit into the area. If you are attending track events or the Pebble Beach Concours and are taking photos, send us a few of your best to use for the Drifter.

In this issue, find **Skip Quain's** Pebble Beach article, **Mardi's** take on the rally experience, **Collin Fat's** photo articles for the SVR Fiesta and River Cats events. **Al Price** is welcomed aboard the SVR team of volunteers who make this club so special. **Tim Cronin** gives us his take on Le Mans, and **Greg Zajic** gives us the inside look at the last autocross. Thanks go to **John D'Angelo** for the concours update. John and Honore finished first in their class at Parade in their beautiful GTS. The Cover Photo was provided by Collin Fat. **Ray and MaryJane Johansen** drove their 356 to the Spokane Parade and won their class. I believe Ray is the original owner of car. Summertime... it's all good. The Drifter Team is down the road.





PDK (Pretty Darn Kwik)

Rik Larson, SVR Member

CRAB 37 is coming!!

CRAB 37 (notice the caps) chairperson **Bob Lozito** has announced that the event will be held May 18-20, 2018. Mark your calendars. And he is looking for volunteers to assist with many functions. You can reach Bob at crab37@svr-pca.org or 916.505.2409.

Event News (new and updates)

A new tour to Vina (up by Corning) has been announced by **Bob and Beth Jacobson**. It is being held on Saturday, October 7th. The October dinner (and nominations meeting) will be held on Thursday, October 5th at Carlos Ramos. It will be limited to 60 people and will feature a strolling Mariachi band. Theme is obviously Mexican. It is being hosted by Matt and Lisa Menning. The Mendocino Tour information is out. Dates are November 3rd - 5th. There are plenty of room options (MacCallum House Suites, Hill House, and Little River Inn). And the 2019 Porsche Parade will be held in Boca Raton, Florida (about an hour north of Miami). It will be held July 21st thru July 27th.

Dummkopf Candidate

Our President, **Eduardo Ortega, Jr.**, has been nominated for his rescheduling of the July SVR Board meeting to July 19th but not verifying the date change with the fire station (our normal location). Yes, the Boy Scouts were there when we pulled into the parking lot. So we adjourned to Round Table Pizza.

Porsche Parade Tidbits

SVR had 63 members attend the Porsche Parade in Spokane. We had the largest contingency at the event after the three 'local' regions (Inland Northwest, Pacific Northwest, and Oregon). Greg Zajic was attending his first Parade and came home with 4 door prizes. The DRIFTER has articles in this issue and the September issue about the Parade. The Porsche Juniors program was announced (the formalization of a program for kids...actually all the way up until they turn 18). And social media was used a lot to get the word out during the Parade.

FIVE years ago in the DRIFTER

The August cover featured the 50th anniversary of SVR. The dinner was scheduled for August 25th and a number of the SVR Past Presidents were expected to attend (and did). Upon looking at the DRIFTER masthead, it was noted that **Kim Nelson** was the only person in the same SVR committee position today (Event Liaison to Niello Porsche). **Larry Wilson** authored a 4-page spread on SVR's Early Days. Additional articles featured reprints of several members (**Wyn Robertson, John and Betty Meunier**). And Eduardo wrote an article "SVR 50th Anniversary as seen by a new member". And **Ruth Stark** reported that the Charity Auction raised \$5,050 for the Children's Receiving Home. DRIFTER Editor **Bob Jacobson** was beginning to settle in as the new editor. He stuck it out thru December 2014.



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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

- 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

- 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

- Sept 17 Redwood Region, Ledson Winery
- Oct 1 Diablo Region, Porsche Livermore

AUTOCROSS

- 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 Buttonwillow Raceway

OTHER ZONE 7 EVENTS

- Nov 11 Year End Awards

Upcoming PCA Events 2017

- 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
- August 8 Raduno, Grebitus Jewelers, Palladio
- August 25 Mammoth High Alpine Tour 2017
- October 1 Niello Concours @ Serrano, El Dorado Hills
- October 7 CAM

SVR Autocrossing is Alive and Well

By Greg Zajic, SVR Autocross Team

Photo Collin Fat

Beauuuuuutiful is a good word for our 4th autocross of the season. The weather was rather nice and in the upper 80's with a light breeze. Much better than the forecast of 100's earlier in the week!!!! The shade trees albeit sparse and pop up tents made a good place to hang out and converse during lunch. We had 59 drivers for our fourth event of the season which was also a Zone 7 event as well. The new antenna boosters did their job and the timing system was exactly what it should be... set it and forget it. Setup went smoothly and with the help of many volunteers the course was ready in in short order and we had the first cars rollin' around the course shortly after 9:00.

From our pool of 59 drivers we had representation from the Diablo Region (2), Golden Gate Region (5), Redwood Region (5), Sacramento Valley Region (38), and for you doing the math, that leaves 9, non PCA members that may someday join this wonderful club

Here's a link to help you our non-members start their journey <http://www.porsche.com/usa/>. We had 24 drivers with four or fewer AX events with SVR including a couple of individuals that were new to autocross and were provided coaches to help guide them through the AX experience. If you are one of the drivers attending your first few events PLEASE reach out to us and let us know how we did and what we can do to make things better. We look forward to your input (autocross@svr-pca.org).

Saturday's course was yet another enjoyable course designed by **Kent Treiber** where the course used a very good portion of the available surface. There were a few "where's the slalom" comments once people made their first run through the course where the smiles proved that YOU can have an autocross without a slalom. The course had a nice mix of finesse, points with the go pedal to the floor, and definitely a good dose of throttle control through the abundant sweepers and carrying speed from turn to turn. One item that caught MANY people on their very first run was the right hand turn around station two. Muscle memory took over and you were making the turn Historically as you make the right to the back side of the course we have a long straight along the back... so it's gas to the floor and let er-rip. However... as you do that on Saturday... you realize there's a wall

of cones in your "long run" and instead you have to turn to the right. Many a car ended up a bit sideways and making quick adjustments to stay on course, which was a lot of fun to watch for those at station 2 and 4.

Average Times: Average run times were relatively tight throughout the day. The course was more of a momentum course and the big HP did not fare quite as well as with other courses. Slowest runs showed a steady decline through the day with a slight blip in in run 5 as people shook off the post lunch sleepies. While slightly warmer in the afternoon we did showed very modest improvement from the 4th run average.

Top Times of Day: TTOD and was between just two people for the day. **Steve Nieslony** set the bar with a first run of 35.858 which was nearly 2 full seconds faster than the nearest competitor. But **David Dunwoodie** on his second run shaved off OVER 2 seconds from his first run and wiped out that gap and reset the bar with a time of 35.485. Steve however came back in the 2nd run and dropped a bit off his time and brought in a 35.387 nudging David out of the top slot by a mere 0.1 second. Steve followed that up with a slightly faster time in run three and then in run four locked it up with what would be the with the ONLY sub 35 second time of the day at 34.846.

Ladies Top Time: For the ladies

top time of day was between two as well! **Joy Nieslony** set a first run time of 40.567, but then **Susan Fontaine** countered with a first run of 38.223... the line in the sand was drawn. But Joy, not one to stay in the lines, left tire tracks just across the line drawn by Susan and brought in a 38.123. Joy followed that up with an improvement of nearly one second at 37.210 but on the same run Susan was hot on the bumper with a similar improvement and a time of 37.350. Joy increased her lead in the sixth run with a time of 37.039 but Susan on her 7th ripped to a 36.769 which held through run 8.

PAX (Performance Adjustment Index) is an adjusted top time based on assigned handicaps based on vehicle make/model/year and level of modification. These handicaps are based on actual performance of cars in multiple PCA AX events over the years. This adjustment allows for comparison of times on a more even playing field. Top 5 PAX times for our PCA members were close and Dave Parker ended up on top of the board (S3-Cayman S) with a time of 33.661. Himanshu Patel (S3-Cayman S) was a heartbeat away at 33.797, Fraser Marshall (S3-Carrera) at 34.193, Kent Treiber (S3-Boxster) with 34.242, and David Schnitzer (S2-911) at 34.495.

Most Improved (new to SVR events): Average times for our new to SVR showed a big drop between first



David Dunwoodie

and 2nd runs and then slow improvements all the way to the final run where the vast majority brought in their best time. The Average difference between the all novice drivers first reasonable run (run one or two) and best run was around 8% which equates to around 3.9 seconds. We had a good deal of people that had improvements of >5% this time!!! The biggest improvement came from Neil Gould who improved times by 12% or 6.1 seconds scoring a best run time of 46.622 on the 6th run of the day. Chris Moua improved by 9% during the day and shaved off 4.1 seconds with a time of 41.237 on the 8th and final run of the day. Leah Zajic added to this list as this was only the 2nd time that she's ever driven the new to her 69-912 trimmed 5 seconds off her time and captured a 54.662 7th run of the day. Neil Houston 7% with an improvement of 3.2 seconds and a best time of 44.017 and James Burton at 6.6% improvement and a best time of day of 42.316. Eric Nesvick 5.5% with a best time of 42.236, and finally Robin Fong with 5.2% time savings at 41.346. Wonderful job everyone.

Fun Stuff:

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. Martin Messersmith varied by a mere 13/1000 of a second. Chuck Pierce a little less consistent but nothing to scoff at 28/1000 of a second

difference. Rounding out the top five are Tosh Yumae 0.048, Himanshu Patel 0.066 and Doug Brekke 0.076.

Coneage: We ended up with a mere 69 cones bumped out of the box, thrown in the air or downright squashed. Nearly a third of our number was in run 8 – *please see cone king and queen below for more details*. We started off nicely with a mere two cones in the first run but then things came alive in the 2nd run with 12 cones down. The rest of the day was fairly good from a cone's standpoint until run 8 when we had course workers cleaning up the cone carnage all over the place as people were trying to get that best run at the end of the day resulted in a bit of edge of course driving.

Cone King and Queen: Be aware, we do NOT recognize for avoiding cones, so please don't look for your name here if you were successful in those endeavors. We ended up with a whopping 31 cone dodging individuals who managed to avoid hitting any cones (*Please keep the course workers from getting bored... hit some cones*). The remaining 28 individuals were responsible for keeping the course workers busy and on their toes. There are a few caveat's to this honor... you need to have attended 5 or more events, be a regular attendee and generally it won't be awarded to back to back events to the same person. The King and Queen awards come with a crown magnet that you "get to" put on your vehicle for the next event!

Cone King: While we normally have a close battle for this award at this event we had one individual cement

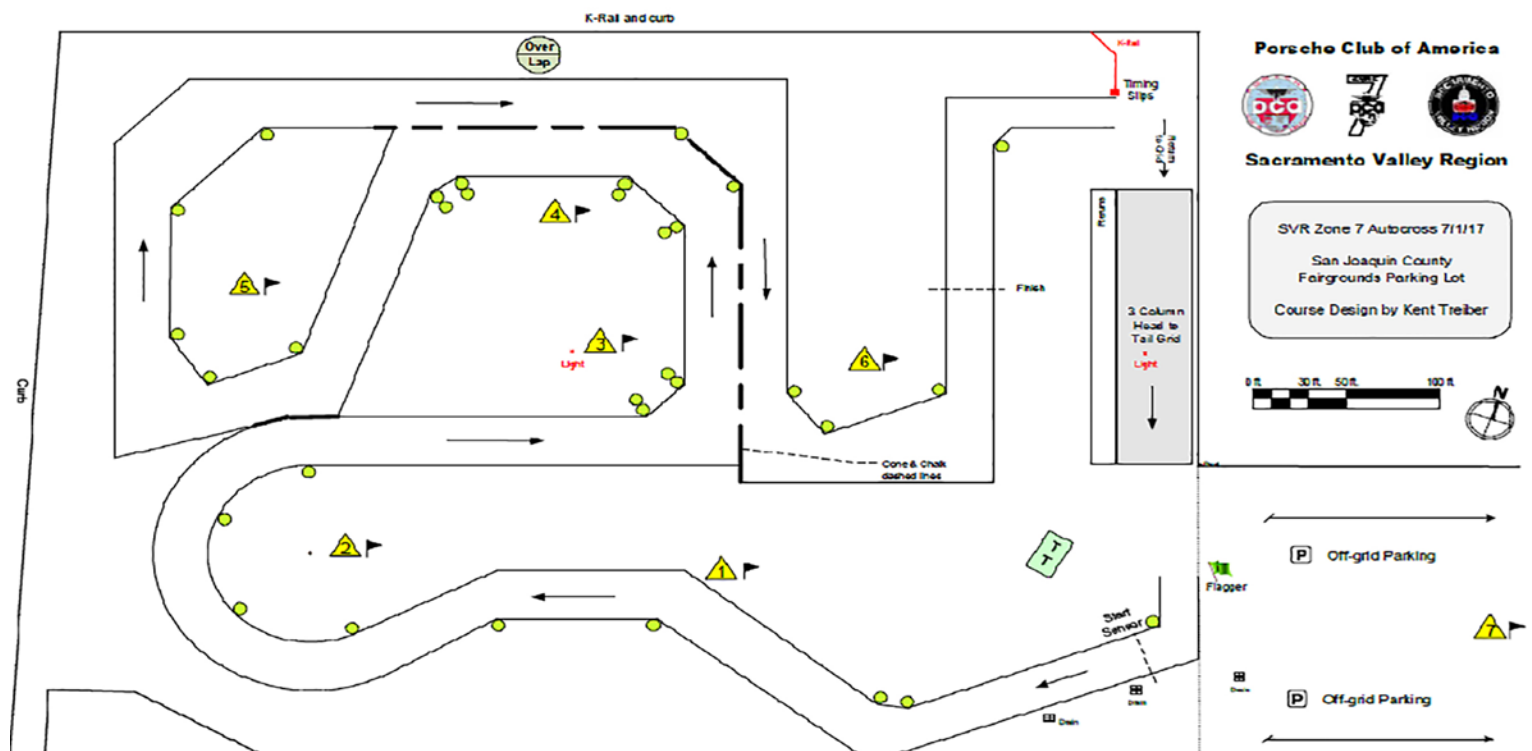
this title in the final run(s) and earned the title hands down. I say runs because Hector Chavez who'd been coneless through run 6 took out 2 cones on run seven and then 4 more on his first attempt at run 8 but he got a rerun, and was able to take out 3 additional cones on his re-run for a total of 7 cones on his 8th run(s).

Queen – The queen award, a run-away as with the king. Nobody even close with a similar story. Leah Zajic was coneless through her first six runs of the day and took out 4 in the 7th run and an additional 4 on the final run of the day. I'm sure her excuse will be that it's only the 2nd time she's driven the car J. It's a rough when you have no power steering or power brakes.

AX Improving your times—Don't forget that 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. Our instructors frequently ride in each other's cars and provide pointers or ideas. Reach out to us.

We look forward to seeing you out at our events next season!

Your PCA Sacramento Valley Autocross team





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

Don't Forget to "Share The Wealth"

OUR MENU...

Spring Roll
Papaya Salad
Kimchi
Mango Beef
Lemon Grass Chicken
Garlic Noodles
Green Beans/ w Tofu
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



TOUR TO THE WOODEN BOAT SHOW

FRIDAY, AUGUST 11, 2017



Homewood Lake Tahoe
Obexer's Boat Company
5300 W Lake Blvd
Homewood, CA 96141

Concours Show Times
10 am to 4:30 pm

Six Open Spaces Left For This Friday Tour
LIMITED TO TWELVE VEHICLES
Purchase tickets on-line.
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://laketahoeconcours.com/show-tickets-2/>





Drifting Back, 15 years Ago

By Larry Wilson, SVR Member

August 2002

The first week of August wrapped up the Boise Porsche Parade, July 27 through August 3, 2002, but **Rik Larson** was still talking about his telephone call the preceding Monday (July 29, 2002) to **Dennis Stettner**, editor of the DRIFTER, with this good news: "Hi Dennis, this is Rik. I'm sitting at the banquet here in Boise and I have some great news for you. I have in my hands a first-place award for THE DRIFTER! You have won 1st in your class in the PCA newsletter contest." "Thanks, Rik, Dennis said. That is great news, and thanks so much for being there for me. Wow! That is so GREAT." Dennis said it was so wonderful to know that the judges felt that THE DRIFTER was deserving of the top award. In the September issue of THE DRIFTER, Dennis recognized Rik's help in achieving the award. Dennis said in his column, "For the past 2 years, Rik has been there helping me every month with proof-reading, suggestions, observations, and encouragement." SVR President **Russ Hildebrand** formally presented the award to Dennis at the SVR Dinner Meeting on August 8th. That was cool, too. Don't cha just love stories that end this way?

The August issue of THE DRIFTER used the following caption (inside, front cover) to explain the cover photo — "The generosity of the many SVR and Zone 7 PCA members is represented by the collection of toys that were delivered to the Shriners Hospital following the June 8 SVR-Shriners Hospital Concours d'Elegance. Pictured is **Cindy Brandon, Kent Brandon, Kim Nelson, and Judy Stettner**." The photo shows a white 911 Cabriolet with its top down being loaded to the brim with toys that will be presented to the kids in the hospital. Board Minutes for June will be printed in September Drifter due to a reschedule of the Board of Directors meeting.

The August 8th Dinner Meeting held at The Sacramento Brewing Company and chaired by **Dwight and Linda Mitchell** had the following August DRIFTER advertisement: "For those of you that have never enjoyed a meal at the Sacramento Brewing Company, put it on your calendar now because it's a fun, delightful place, and serves great food. You won't want to miss out. Their brew selection is very good, and it's always fun to try something new

and different. Hope you beer lovers will enjoy this. Note, the parking in front of the restaurant can get pretty crowded, but there is always plenty of parking behind. Please make your reservations promptly. Reservation deadline is Sunday, August 4." A lot of celebrations were held that evening. **Dennis Stettner** received his First in Class in the PCA newsletter contest award, and Jan and **Roger Walker** celebrated their 15th anniversary.

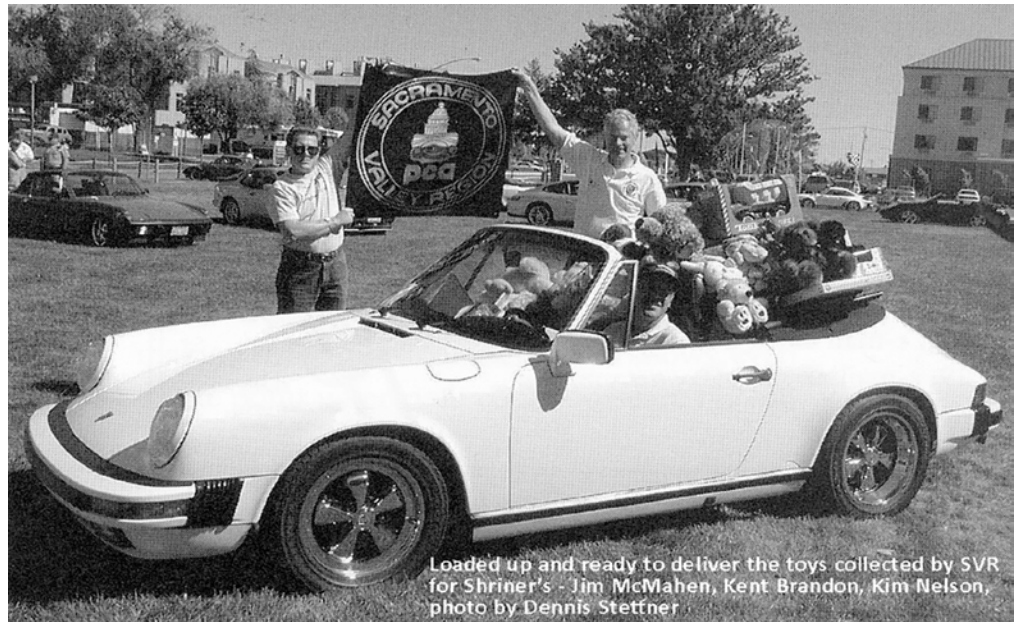
SVR members **Phillip Marks and wife Barbara** spent the first August 2002 weekend with 43 other members of the 912 Porsche owners club visiting the Buellton/Solvang area in a classic, non-competitive social gathering. Phillip reports that he and Barbara saw all sorts of sizes and shapes in a multitude of colors and conditions gathered for what SVR seems to do best -- fender fondling -- and wining and dining and just driving around in a long line of 912s, or as Phillip calls them, the forgotten Porsche. Attendees came from as far away as Oregon and Arizona. They popped their engine lids as soon as they arrived and socialized, had a tour through the wine country, a grand dinner at Foley's vineyards, some lunches, and a farewell breakfast. There was lots of visiting and phone numbers exchanged, and then back home by Sunday evening until next year at the same time.

In his regular column in the August DRIFTER, President **Russ Hildebrand** announced he will chair the SVR nomi-

nating committee to fill board positions that will become vacant in 2003. He explained that SVR by-laws limit elective officer terms to two consecutive years in the same position. There is no such limit on appointive positions.

As most of you probably know, THE DRIFTER has a membership column which is used by the membership director (**Tom Sisson** in 2002) to greet new members and to recognize other members with major anniversaries of PCA membership. I use it too as a possible source of information that might be of interest to readers of this column. So, I looked at the August 2002 issue of THE DRIFTER and saw that in 2002, our older son **Michael Wilson**, and daughter-in-law **Karen Wilson** reached their 10 year anniversary as a member of PCA. Small world. They joined in January 1993. Our youngest son **Tim Wilson** and daughter-in-law **Joann** will be coming along with their special anniversary too. They joined in May 2000. Also, Tom the membership man had special congratulations posted in the August issue for **Clint and Pat deWitt**, and **Mark and Sharon Smedley**, all for their 30th year of membership in the PCA.

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.



Loaded up and ready to deliver the toys collected by SVR for Shriners - Jim McMahan, Kent Brandon, Kim Nelson, photo by Dennis Stettner



Mammoth High Alpine Tour 2017

Friday August 25 through Sunday August 27, 2017

Experience the open roads and breathtaking scenery of The Eastern High Sierra in your Porsche with other Porsche enthusiasts.

<http://snr-pca.org/mammoth-high-alpine-tour>

Events on the tour will include: Meet & Greet (Friday evening), group breakfasts (Saturday and Sunday), scenic drives, fabulous dinners (there will be a group dinner on Saturday evening), scenic photo ops and above all – “a great time”! Pay as you go. Go to the website above for details about lodging reservations and then RSVP to Craig Kugler.

RSVP: Craig Kugler at past-president@snr-pca.org or 775.771.3256 after you've made room reservations in Mammoth. I will confirm trip details and your contact information.



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
Don't Forget to Share the Wealth!

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.



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2017 Zone 7 Concours Series

By John D'Angelo, Zone Concours Chairperson

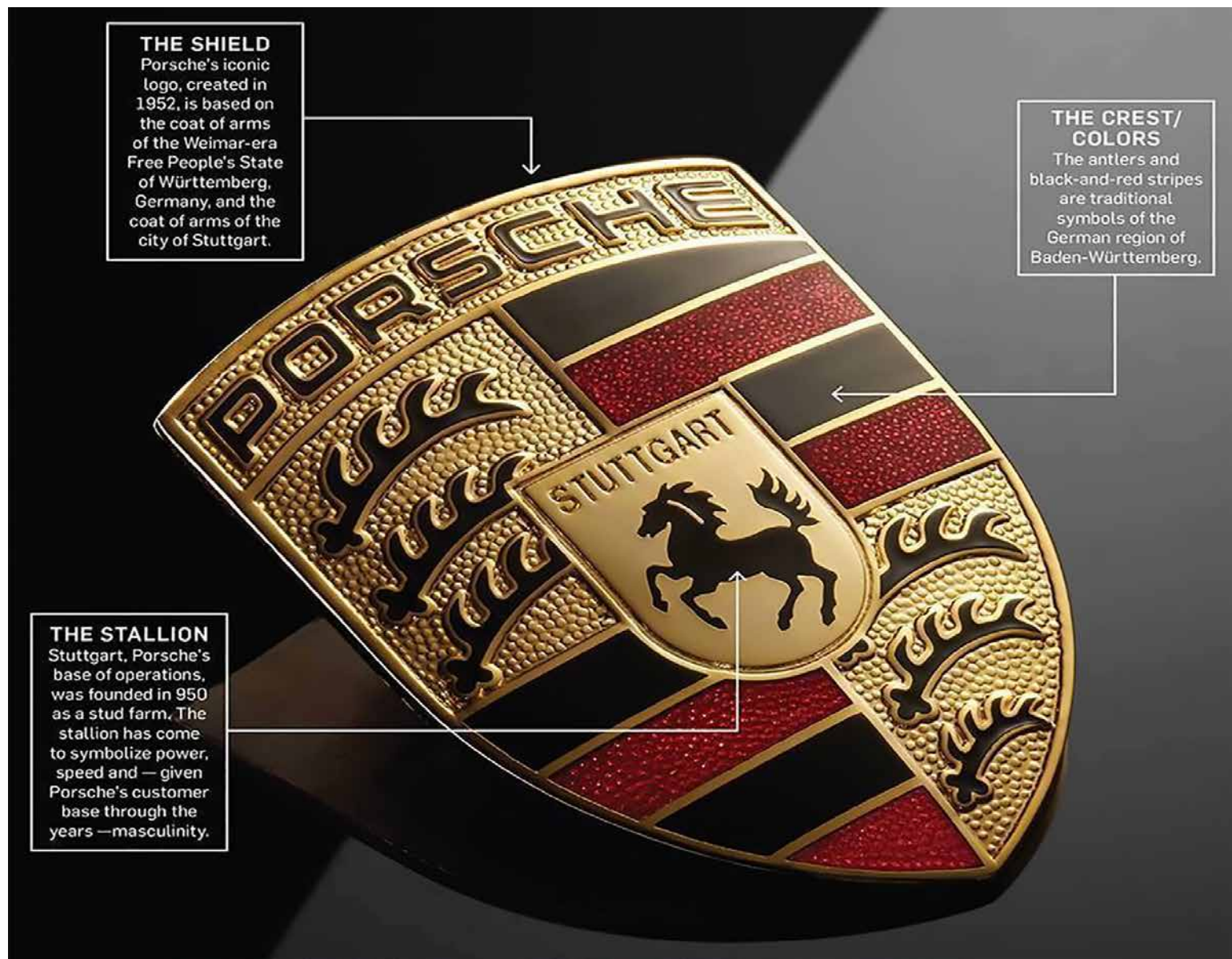
The Zone 7 Concours Series for 2017 is in full swing with over half of the 7 events completed by the time you read this. After the very successful SVR Concours at Niello Porsche in June (thanks to the MANY SVR members who participated and helped with the judging), there was a break of several weeks for Parade in Spokane, and the series resumed with the Monterey Bay Region event in Carmel Valley on July 23rd. If you're interested, please check out the results from the events held to date in the Concours section of the Zone 7 website. You'll notice that the revised scoring system has resulted in several high scores, but only one perfect score through the first three events, earned by SVR's own highly accomplished concours veteran, Jim McMahan.

Honore and I attended Parade in Spokane, along with several Zone 7

members, and were able to scratch the competitive itch by entering our GTS Club Coupe in the Parade Concours. Try explaining to non-car people how you spent your summer vacation when it involves making your car spotless, driving it over a thousand miles, and then spending the better part of two full days underground in the hotel garage undoing the damage caused by the drive and making it as close to perfect as possible. As dedicated as we were to putting in the work to make sure our car was very, very clean, we found other Parade concours participants already in the garage and hard at work when we showed up to start in on our car at 5:45 on Saturday morning. Just goes to show the level of dedication that goes in to some cars in preparation for the big show. It was great to see and hang out with several of our friends from Zone 7 and we

appreciated all of their support. We had big fun, made several new PCA friends, and enjoyed competing at the national level. Plus it was great to see the level of judging that takes place at Parade and how the "big" concours is run.

Now that we're back, we're looking forward to participating at Werks Reunion in Carmel on August 18th and seeing the new venue. Tom Provasi is seriously enthusiastic about the new site, and we can't wait to see it. After Werks is the Redwood Region event at the beautiful Ledson Winery in Sonoma on September 17th and the final event of the 2017 season will be hosted by the Diablo region at Porsche of Livermore on October 1st. We hope to see you at one of the upcoming events. Remember, if you haven't participated in an event but are interested, you'll find a wealth of information about preparing your car and participating on the new Zone website. Happy motoring.





New Clairvaux Winery and Monastery Tour SVR Day Tour to Vina, October 7, 2017

See early California history come alive! For more than 150 years, some of California's most innovative and industrious winemakers have cultivated Vina's soils. California pioneer Peter Lassen established a one acre wine grape vineyard by 1846. In 1881, Leland Stanford purchased the land, expanded it to over 55,000 acres and began construction of what would become the world's largest wine operation. "The Great Vina Ranch", as it was called, had an annual production of more than two million gallons and its vineyards stretched to nearly 4,000 acres.



Leave at 9 am from Niello Porsche for noon docent tour at the winery and historical buildings (111 miles north of Sacramento on Hwy 99). \$15 per car which includes two person wine tasting. Payment at registration on Saturday October 7.

There will be a late lunch at Sierra Nevada Brewery.

For reservations RSVP to Bob Jacobson at 916.645.3555 or bobjacobson@yahoo.com

Sierra Nevada Brewery
1075 East 20th
Chico, CA 95928



Mendocino Tour 2017

November 3 - November 5

A very informal tour.

- kite flying
- miniature golf
- socials

MacCallum House Suites ---- \$195/night + tax, includes breakfast
Contact Frederick Rauch for room information at de@svr-pca.org or 916.595.3371

The Little River Inn ---- \$160 to \$325/night + tax
Contact Rik Larson for room block information at rik.larson@gmail.com or 916.396.6966

Hill House in Mendocino - \$100 to \$180/night + tax
Call Hill House at 707.937.0554 and ask for Porsche Club rate.
Also contact Tom and Tandra Kroetz at 916.989.1954 to let them know you are staying at Hill House.

FIRST CALL!



Sacramento Valley Region Presents on
Sunday, October 22, 2017



CHARITY AUCTION

Sun City Roseville • 7050 Del Webb Blvd • Roseville CA 95747



Catered Lunch - \$22.00 per person
Live Band "The Speedsters"
Supporting:
R & S FOUNDATION
<http://reconsniperfoundation.org>

RSVP by October 11, 2017 with a
check payable to PCA-SVR to:
Alma Thompson
9575 Horseshoe Bar Rd
Loomis Ca 95650

SILENT AUCTION FOR CHARITY

Sacramento Valley Region's Charity Auction is on Sunday, October 22, 2017. The auction will be silent with only a few live items auctioned off by our auctioneers.

The beneficiary of our efforts will be the R & S Foundation. The Recon & Sniper Foundation's primary goal is to serve our veteran community in their time of need. Many times that includes financial assistance, welfare checks, directing people to mental health professionals, general life guidance for dealing with adverse situations, or just someone to talk to. The Recon & Sniper Foundation is dedicated to helping our struggling veterans get back on track to success.

Please visit the Silent Charity Auction tables at this event. Bring your generous spirit, credit cards and your checkbooks (cash always acceptable) and bid high and often.

Thank you SVR Members for your support.

It's not too late to donate - still needed:

Art work
Vacation home week-end stay
Jewelry
Car things
Dinners
Theatre tickets
Wines plus
Time Share
Musical instrument
Quilt

To donate goods or services, please contact Alma and Gary Thompson 916-342-3434 or at art56chev@yahoo.com
Donations are being accepted now until Before Auction Day No items will be accepted at the door.

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



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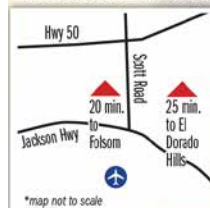
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Dinger & Collin

River Cats Baseball Game

Article and Photos by Collin Fat

Mardi and Skip Quain hosted SVR members at the River Cat's baseball game on Father's Day, June 18th. The River Cats allowed us VIP parking right in front of the entrance and allowed a parade of Porsches on the infield just before the start of the game. Matt Menning was selected to throw out the first pitch! We had reserved seating in the shaded Solon's Club VIP area where we assembled for food, drink and a little baseball.

16 cars and some 36 SVR members attended the River Cats game on Father's Day to enjoy some sports entertainment and socializing. Though the temperature was over 100 degrees, the game went on. I think there were a lot of cold beers and margaritas consumed!



Matt Menning



Mardi Quain



Kim & Nick Majetich



Leah Zajic, Mike Dunn & Gregg Plourde



On the Field



Bob & Kathy Murray



Maria & Hector Chavez



Jean & Steve Kashiwada



Kris McCall, Eduardo, Margarita



Having fun in the shaded VIP Solon's lounge



Marshall & Rebecca Hausrath



Sacramento Valley Region, Porsche Club of America (PCA) and
San Francisco Region, Sports Car Club of America (SCCA)
jointly present a Time and Distance Road Rally Weekend

Carrera de Sierra (NCR) on Saturday and Golden West (NCR) on Sunday will be scenic road rallies through the Gold Country on the western slope of the Sierra Nevada Mountains.

The rallies are designed for experienced rallyists as well as folks that are new to Time and Distance road rallies. The courses use little known roads that are fun to drive. Speeds will be moderate, at or below the speed limit, with emphasis on following the course.

The events will start in Rocklin, California, and finish in the same general Rocklin area. There will be breaks for pit stops and lunch.

Headquarters Hotel: Comfort Inn & Suites, 4420 Rocklin Road, Rocklin, CA 95677, (916) 624-4500. A block of rooms will be held until September 22, 2017. Single King bed - \$70; Double Queen, \$80. Request "Carrera de Sierra rally" to get these rates. It is a 45 minute drive from Sacramento International Airport to the Headquarters motel.

Chairman and Rallymaster - Contact for questions
Richard Wetzel 530.304.6555 or
e-mail R.L.wetzel@comcast.net

Saturday/Sunday October 14 and 15, 2017
Registration and hospitality on Friday, October 13 from 6 to 9 PM at Comfort Inn

Entrants may enter either day or both.
Entry fees are \$50 per day, or \$95 for both days if paid in advance.

Find entry form and complete details at:
www.ground-speed.com/rally/flyer.pdf

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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





People, Places & Porsches- Meet & Greet Fiesta

Article and Photos by Collin Fat

Sue and Brian Sanders hosted a **Meet & Greet Fiesta** at the home of **Ed and Terry Parra** on June 24th and opened up their beautiful backyard to over 100 SVR members. With a Mexican theme, the margaritas, beer, and chicken fajitas were enjoyed by all. Music was provided by SVR's own **Speedsters**. A short program was conducted where Zone 7 representative **Sandy Provasi** was introduced and presented president **Eduardo Ortega** with a plaque commemorating SVR's 55th anniversary. Over twenty new members attended as well.



MEET AND GREET FIESTA



The First Time Rally-ers - TSD Rally - Livermore

By Skip and Mardi Quain, SVR Members

A beautiful sunny morning at the Porsche Livermore campus. We all gathered in the garage bay area in eager anticipation for the day's adventure.

Our group of rally-ers consisted of novice first timers such as Skip and I up to the seasoned veterans of many successful past rally events.

Skip and I were interested in starting with this particular event as a class of "How to Rally" was offered in the morning. We were so new to this type of undertaking, we did not know what TSD meant (Time Speed Distance). Some up-front education seemed a good first move.

At the before class check in each car was assigned a number. We were first to check in so our car was #2 and deemed first car out. The course official Start was 1:00pm.

Our Rally Organizer **Richard Wetzel** gave an intense course of Glossary terms along with the practical application to understand those terms relative to the actual Route Instructions we rally-ers were expected to execute. Richard was also assisted with film graphics by Rally Meister **Rik Larson**. As we sat through the orientation session Skip and I discussed who would drive and who would be the navigator. From past experiences Mardi would take on the navigator task and manage the route and I would drive and assist in looking for route signs.

Five minutes before each car's start time (ours being 1:02pm) we received our course route, gathered up our materials and settled into our Porsche. As can happen with newbies, getting organized for the Start was the first challenge. At 1:02 we were sent on our way. There were 1 minute intervals between each car, i.e. next car out 1:03 etc.

We found the route an interesting mix of mileage tracking, timed arrival check-ins and mileage resetting. Added to this bit of coordination skill requirement the team is also expected to read and understand the course signs as given.

Early in the route we somehow missed a designated Right turn. A couple miles on we realized the mistake, did a U turn correction and headed back.

From there on we were seeing other Rally cars coming at us or going by on different roads. This is not an event of "follow the leader". Occasionally we

had moments of envisioning "Keystone Cops" movies. Mardi worked on deciphering the instructions as we drove on. As the driver, my most difficult task was keeping a steady speed for several minutes. Our skill at understanding the Route Instruction improved and we made it to the check point and the first pit stop. From there we made it through the second phase of instructions reasonably well....meaning we arrived at the correct location.

Then on the last leg things went horribly wrong. We missed a vital sign instruction and kept driving East away from the Livermore area and found ourselves traveling on Mountain House Parkway. Many miles and many minutes off course and lost. Skip was saying "we are lost" and I kept advising "just keep going - we can't be that far off". Finally, I relented and Skip called Rik for help. He got us turned around. By this time the rest of our group had finished and were enjoying cold ones at Mountain Mikes Livermore. So, we turned, consulted the GPS and headed for Mountain Mikes. Upon arrival, we could see something was wrong. Mountain Mikes was closed and undergoing renovations. Not a Porsche in sight. So, another call and we finally arrived at the correct Mountain Mikes Livermore with Porsches in the parking lot.

What we learned:

Read **Larry Reid's** book 'A Guide to Rallying' 1957 thoroughly. We were awarded Larry's book for coming in Last. A well-advised and earned award.

Better preparation prior to the day of the rally, i.e. study and know rally terminology. Purchase recommended timing piece - it will be easier to use than iPhone timer. Practice it's use until you can work the device without error prior to rally day. Develop and drive a practice route in an area where you are familiar practicing the instructions without getting lost

Practice how to work together – especially locating route instructions. Remind each other you are having Fun.

Read ALL the instructions down to bottom of the last sheet. The correct Mountain Mikes was listed with address

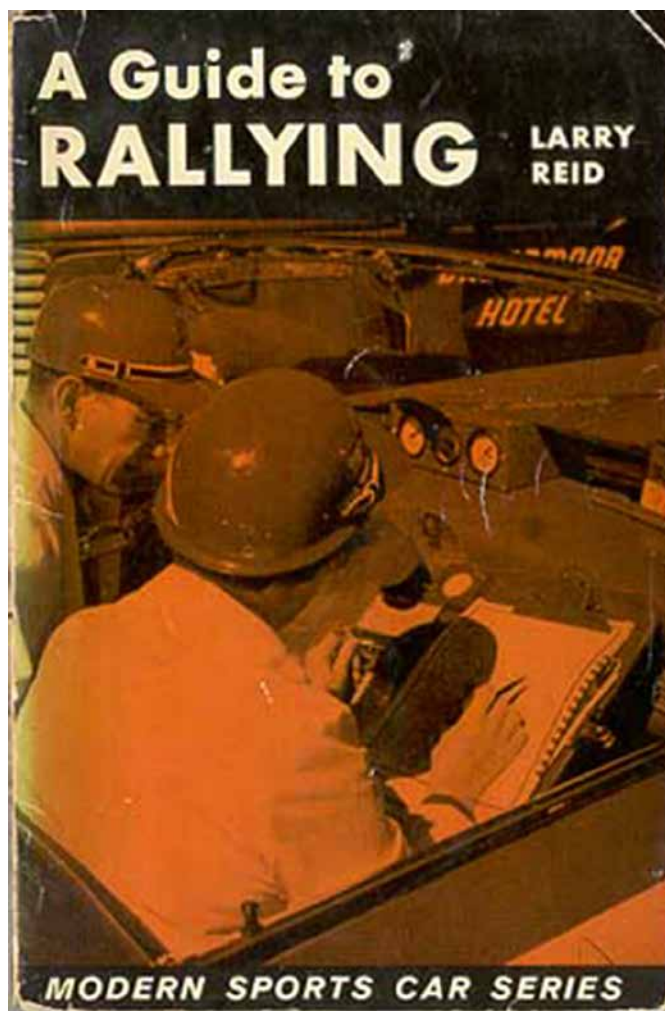
Last, but not least: At the end of the rally - Give your partner a hug or a hand shake.

E-mail your rally instructors/ workers a thank you.

E-mail the Porsche location used for the ground school/rally start a thank you for opening their facilities for the rally

Did we have a great time? Yes! How do we know that? Because we are signed up for the August TSD

And if you are still only curious but not ready to "run the course" call Richard and volunteer to help at the check points. It is a great way to observe an event and hear interesting stories.





Drive your Porsche on 150+ miles of twisty back roads in the Sierra Foothills

Date: Saturday, September 23
Start: Niello Porsche in Rocklin
Meet: 8 AM
Depart: 8:30 AM
Duration of tour is about 4 - 5 hours

RSVP to: Gary Griffiths
 gary.griffiths@comcast.net
 831.247.4359

Tour is limited to 20 cars.
 Please bring a 2-way radio if you have one.

Tour ends in Placerville at 'Independent Restaurant' for Lunch
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TrackMasters Racing

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

Mazda Raceway	Aug 5
Mazda Raceway	Aug 6
Thunderhill Raceway	Aug 11
Thunderhill Raceway	Sep 30
Thunderhill Raceway	Oct 1
Mazda Raceway	Oct 6
Sonoma, Sears Point	Oct 7
Sears Point Autoc	Oct 7
Sonoma, Sears Point	Oct 8

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Meet our new Concours Chair

By Eduardo Ortega, Jr., SVR President

Photos Eduardo Ortega, Jr.

2017 has been a year marked with changes. Not only does Zone 7 has a new Concours Chair, but SVR has a new Concours Chair as well. His name is **Al Price**. During the new member tour in 2016, I could not stop admiring his beautiful yellow 911 coupe, a G-Model generation car. Gorgeous. It was his car and the words he spoke as a new member in that tour is what made an impression on me. When I became president and it was time for me to look for a new chair, I went to see Al to see if he would be interested in the position. I am very fortunate that he was interested indeed and accepted it.

at the **SVR Concours at Niello** this past June 11th. **Al** entered his **1977 Yellow 911 Coupe** in the Wash and Shine Class. **Deeann** entered her **2000 Black 911 Coupe** in the same class too. **Al** did not finish in the top three, but **Deeann** did and got a **trophy**. But destiny had something very sweet in storage for them. **Al** won the coveted Niello top prize **"Spa for your Porsche"**, the prize comes with a loaner Porsche while Niello details, performs safety inspection and pamperers your car while you drive a brand new one. How cool is that! **Al**, always a gentleman, gave the prize to **Deeann** for use with her car.

tion and end up with that gleaming yellow car that turns heads whenever it is being driven around, complete with a **duck tail** and **roof rack** that gives the car an air of **Paris-to-Dakar Rally** style. With respect to his new post, I asked **Al** to share **his vision** as the new Concours chair. He responded that the annual SVR Concours would keep going of course, but since both in Zone 7 and SVR the numbers of participants are dropping, he would like to encourage brand new people to participate and **show their cars**, even if they are **not perfect** cars from the concours lenses point of view. For example, he added, whether one's car is a 200-point car or a 100-point car, people should not shy away to get their cars entered in the concours. To show one's car, brings the inner passion out. People that get more passionate about their cars probably will be ready to make the leap forward to the full rigors of concours competition. Everybody must start somewhere, and showing one's car is the key to unlocking the passion and desire to become full-fledged concours competitors.

Please help me **welcome** with open arms our new Concours Chair **Al Price** and his lovely wife **Deeann**.

Photos, Al and Deeann Price and His yellow 911 Tribute Porsche.

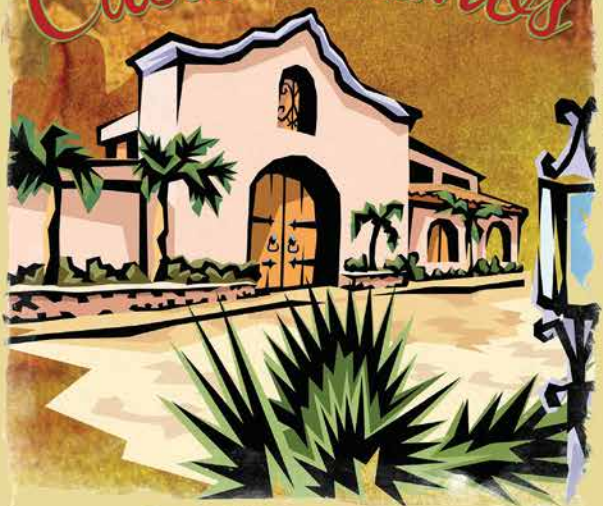


Al Price has lived all his life in Sacramento, born and raised. As a matter of fact, his current residence is in the general vicinity of the house where he grew up, just a few streets over. He grew up admiring air-cooled vehicles, and this passion for automobiles led him on a path that would eventually bring him to the world of automotive repair business. **Al** is the owner of **Honest Engine of Midtown Sacramento**. He has owned the shop for 12 years. Over the years he has participated in shows like Bugorama, VW Classic, Good Guys, and Bug Bash. Since joining PCA-SVR in January of 2016, he has participated in the **Werks Reunion**. He started in 2016 placing his car in the corral, but for the 2017 reunion both his car and his wife's car will be entered in the **Concours**. He has also participated in the **SVR Concours at Niello**. His wife, **Deeann Price**, is also a new member that joined PCA-SVR in November of 2016 with her own membership, not as an affiliate. This brings us to the cool developments

When it comes to his car, I asked **Al** to tell me the details about his yellow 911. He said the finished product is a **tribute to a 1974 2.7 Liter Carrera RS**. The car is based in a 1977 911 G-car. When he purchased the vehicle, it took him about **2 months** to get the car running and driving. But it took him about another **1-½ years** to perform the full restora-



Casa Ramos



Casa Ramos
3411 N Freeway Blvd
Sacramento Ca 95834
(near Truxel Rd)

SVR October Dinner Meeting

Thursday, October 5, 2017

Social 6:45 pm Dinner 7:30 pm

Announcement of Candidates for the 2018 Board Nominations from the floor will be accepted.

Buffet Dinner with all the favorites:

Chicken fajitas, Beef chimichangas, Rice'n'Beans, and soft drinks.

Live Mariachi music too!

Cost = \$28 pp (inclusive)

RSVP with your check written out to PCA-SVR by Sept 20th and mail to:

Matt & Lisa Menning
4800 Westlake Pkwy #102
Sacramento CA 95835

Sign up now !
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2017 Le Mans - It Ain't Over Until It's Over

By Tim Cronin, SVR Member
Photo Porsche.com

The number 2 Porsche 919 of Earl Bamber, Timo Bernhard and Brendon Hartley achieved Porsche's third, consecutive, over-all first place finish at Le Mans in an extraordinarily dramatic, if not truly heroic, manner that even Hollywood could not script. The number 2 Porsche's victory is the marque's 19th overall win at Le Mans and also the third consecutive first place finish - the proverbial "hat-trick" - that has now conferred physical possession of the famous manufacturers' trophy on Weissach.

The 24-hour race on the 8.6 mi (13.629 km) *Circuit de la Sarthe* is remarkably unique. Unlike the Daytona race of equal duration, the *Circuit de la Sarthe* incorporates 5.8 mi (9.2 km) of what are ordinary public roads, including the [in]famous 3.8 mi (6.0 km) Mulsanne Straight that normally connects the town of Le Mans to the hamlet of Mulsanne for 51 weeks of the year. The 8.6 mi length of the course is almost double that of the 4.4 mi Road America course, the longest circuit in America's IMSA WeatherTech Sports Car Championship series. At Le Mans, Porsche's 919s were operating at full throttle and speeds exceeding 240 mph for up to 85% of the duration of the race - 20 hours, 24 minutes. The result is immense stress on the 919's power unit and drive train components, as well as particularly tremendous wear on the brakes and suspension as the car must slow in a short distance from 240 mph to approximately 65 mph to enter the 90° right-hand Mulsanne Turn at the end of the Straight. This year's iteration of the Le Mans endurance classic, if nothing else, also proved to be a 24-hour affirmation of virtu-

ally every road racing cliché' motorsport enthusiasts have suffered since picking up that first issue of *Road & Track* or *Car & Driver* as a kid. And the maxim "To finish first, first you must finish" proved to be at the top of those hackneyed platitudes validated by the grueling 85th iteration of the event at *Circuit de la Sarthe*.

Prior to their arrival at Le Mans, the World Endurance Championship (WEC) series was not going well for Weissach, portending a Porsche loss in the LMP1 class at Le Mans, due to the outstanding performance of Toyota's LMP1 hybrids in the first two six-hour rounds of the WEC series at Silverstone, UK, and Spa-Francorchamps, Belgium. Porsche

was competing with two 919s equipped with a low drag aero package intended for Le Mans that emphasized straight line speed at the expense of down force against Toyota prototypes that were equipped with circuit-specific high down force aero packages. As a result, Toyota went into the 24-Hours of Le Mans having scored two WEC victories over Porsche, who managed second and third position finishes for the duo of 919s at Silverstone, as well as third and fourth position finishes for the 919s at Spa.

The competitors took to the track at Le Mans on Wednesday, June 14th, for two 2-hour long practice sessions at 4 PM and 6 PM, totaling four hours, followed



by a two-hour break before the start of the first qualifying session at 10 PM. On Thursday, on-track activity for competitors consisted of a pair of qualifying sessions, one from 7 to 9 PM and the other from 10 PM to midnight. When Thursday's third qualifying session ended it was the number 1 Porsche 919 of Neel Jani, Andre Lotterer, and Nick Tandy in the third grid position thanks to Neel Jani's third fastest lap overall of 3:17.259 minutes. Timo Bernhard qualified the number 2 Porsche 919 he shared with Earl Bamber and Brendon Hartley in the fourth grid position with a lap of 3:18.067 minutes. However, it was Kamui Kobayashi in the number 7 Toyota LMP1 prototype who took both the pole-position and the limelight with a blistering 3:14.791 minute lap that even Fritz Enzinger, Porsche's Vice President for LMP1, acknowledged as being "really sensational."

Right from Saturday afternoon's start, the race ran at a throttles-wide-open pace.

Moments after the race's start, Jani's number 1 Porsche 919 overtook the number 8 Toyota LMP1 prototype and moved into second position and held that position for 13 laps until slipping into third position behind the number 8 and the number 7 Toyotas after refueling. Bernhard's number 2 Porsche 919 maintained its fourth position, and three hours into the race the two 919s were running third and fourth behind Toyota.

At 6pm, the best placed 919 was 35 seconds behind the leader, both 919s having lost more than 20 seconds per car in sector-specific yellow-flagged "slow zones" caused in large part by newly up graded spec LMP2 prototypes failing to negotiate the two chicanes on the Mulsanne Straight, as well as the 90° right-hand turn off the Straight, the Arnage Curve, and the Porsche Curves approaching the start/finish line. The attrition rate for the LMP2 cars, that proved unexpectedly competitive with both the Porsche and Toyota LMP1 hybrids, repeatedly validated the importance of obeying the cliché to "Hit your apexes" throughout the duration of the event. As 919 number 2 driver Brendon Hartley noted, "There were a lot of drivers making mistakes and going off causing many slow zones."

The high drama for Weissach began at 6:30 PM on lap 58 when the front axle drive on 919 number 2 failed and took an hour and five minutes to repair. At 7:35 PM Hartley rejoined the race on race lap 77, 19 laps behind the race leading number 7 Toyota. Hartley noted the superlatively executed repairs actually improved his number 2 car's

performance: "The car was flying in my stint after the repairs. I don't think we had the pace early in the race but now our lap times are very good." Refusing to yield to what multiple commentators declared to be an insurmountable setback for the number 2 car, an undaunted Hartley expressed a "never say die" attitude, declaring, "Our aim is to take the maximum number of points we can and we'll be fighting to the end."

The number 1 Porsche 919 also further improved Weissach's competitive situation at 10:47 PM, when, after reducing the delta with the leading number 7 Toyota to 21 seconds, it took the overall second position when the number 8 Toyota went into the pit garage at lap 125, where it remained until after midnight.

However, 919 number 1 was not to remain in second place for very long. At 12:45 AM the race leading number 7 Toyota LMP1 prototype died within sight of the pit lane entrance after a yellow period and was retired from the event, putting the number 1 Porsche 919 in first place. Then, unbelievably, the number 9 Toyota also died less than two laps after the number 7 at virtually the same spot as its sister car. This left the number 2 Porsche 919, notwithstanding it being 17 laps behind the race-leading number 1 Porsche 919, in second place in the LMP1 class. As the sun rose six hours later, the Jani-Lotterer-Tandy team of 919 number 1 led the field by 11 laps. During that same period, the Bamber-Bernhard-Hartley team of car number 2 had advanced to 10th in the overall classification notwithstanding its one hour repair stop early on Saturday evening, as well as a drive through penalty assessed against Bernhard for allegedly releasing his seat belts too early at a pit stop.

Although Weissach issued a press release insisting that "Porsche has managed smooth quadruple stints during the night," the Bamber-Bernhard-Hartley team of car number 2 drove an extraordinarily aggressive "wreckers or checkers" race not only during the entirety of the night but well through the morning and into the afternoon. In one instance, when Bamber was confronted by three slower LMP2 prototypes running abreast down the Mulsanne Straight that refused to allow him to pass, he passed the trio on the right shoulder with mere inches between his number 2 car and the Armco barrier. An obviously fatigued and frustrated Bamber explained his high risk maneuver: "I had a crazy quadruple stint until three in the morning. I don't know where some of the [LMP2] drivers out there got their licenses from. But our team

does an amazing job and a podium is still possible for our number 2 crew. However, we are only half way through the race and have to push a long way." If there ever was a time to remember Baseball Hall of Fame member Yogi Berra's admonition "It ain't over 'til it's over," those words were unequivocally embraced and taken to heart by the Bamber-Bernhard-Hartley team of 919 number 2. The high risk strategy pursued by 919 number 2 paid off at 11:00 AM when 919 number 1 stopped on lap 313 and retired with a lead of 13 laps, due to a loss of all oil pressure in the hybrid power unit's internal combustion engine and a battery charging level that prohibited the 919 to limp home electrically.

When 919 number 1 ground to a halt after having led the race for more than ten hours, Hartley continuously improved 919 number 2's position during multiple stints. After 312 laps, he came in for his final refueling stop and then, after 325 laps, he handed the car over to Bernhard in fourth position. By 12:50pm, on lap 330, Bernhard had advanced 919 number 2 into both second position overall and was running in the same lap as the overall leader, the number 38 ORECA (Organisation Exploitation Compétition Automobiles) LMP2 prototype. On lap 347, Bernhard took the overall lead. Twenty laps later, after advancing through the field from 56th position to overall victory, the number 2 Porsche 919 took the checkered flag to win the world's most grueling motor race.

Fritz Enzinger, Porsche Vice President LMP1, best summed up the import of this Le Mans win to Porsche: "One of our ambitious targets for the 2017 season was to achieve a hat-trick at Le Mans. But what we have gone through over the past 24 hours, you could not imagine in your wildest dreams. This 24-hour race just pushed everything and everyone to the limit. It is unbelievable what you can achieve in a focused team effort. Sometimes it is not the fastest car but the best team performance that makes the difference."

(The information contained in this article was derived from documents and press releases by Porsche AG [<http://www.porsche.com/usa/eventsand racing/motorsport>], FIA/WEC [<http://www.fiawec.com>], Fox Sports Network [www.foxsports.com], and the International Motor Sports Association [<http://www.imsa.com/imsa>]. Any opinions, conclusions, or analyses stated herein are exclusively those of the author and are not attributable to any manufacturer, sanctioning body, or organization.)



My First Pebble Beach Experience

By Skip Quain, SVR Technical Chair



With the Concours season starting in California my memory was jogged to my first and only Pebble Beach Concours.

In 1956 as a freshman engineering student at Cal Poly San Luis Obispo (SLO) several friends and I heard of a Sports Car race in Carmel, just up the coast from Poly. The race was Saturday and Sunday, April 21st & 22nd. I knew a little about sports cars having kept track of the Mercedes 196 that Fango drove winning the Grand Prix championships in 1954/55 but little else. We decided to head up to Carmel and check out the action. Early Saturday morning before the sun was up the five of us packed into a friend's 1954 Olds two door with a 3 speed "ex-CHP Car" (painted all black), and up north we went on the 2 lane US 101 to Salinas and then west on Hiway 68 to Carmel. With little in funds we planned on camping out somewhere. As we drove North on 101 we looked out at the barren landscape and joked that the landscape on the moon had better chances of life then this area. Many decades later on my way south on 101 to the Santa Barbara Concours towing my Lotus 23 vintage racer, I came upon this same landscape now covered with vineyards as far as the eye could see. As I was the only one of us from Northern California I had to keep reminding the driver, from San Diego, that just up ahead were three notorious "speed traps" ---- Gonzales, Soledad, and King City. As we arrived in King City, the first of the speed trap cities, the sight of a police car writing tickets on two speeders, probably going 26 – 27 mph gave our driver a shot of reality. Keeping that V8 powered Olds down below 25 mph was a challenge. Time seemed to stop as we crawled through each of the three towns.

We arrived in Salinas and turned west onto Hiway 68 to Monterey/Carmel. We got to Carmel Saturday mid-morning. The local papers estimated 50,000 fans would attend the Race/

Concours weekend, were just starting to arrive. Note #1. We followed the signs pointing us to 17 Mile Drive, then to Ondulado road where we parked the Olds. Ahead the crowds heading away from the Pebble Beach race course where practices were to start at 12:30, and toward the Del Monte Lodge and a golf course called "Pebble Beach". As we got closer we saw a sign saying Pebble Beach Concours D Elegance. I had never heard of a Concours so we followed the crowd. No one was at the entry so in we went. The sun was burning away the fog, and the first car I saw was a Bugatti – a low, light blue open car with cycled fenders, cable operated brakes, and two seats covered in a light buttery tan leather. I was so awed by the Bugatti I can still see its image after 61 years. We wandered up and down the aisles of beautiful cars of every color, size, and names I had never seen. – Cunningham, Rolls Royce, Jaguar, Mercedes 300SL with gull wing doors, Lancia's and many more. I saw a Cord convertible with stainless steel exhaust pipes coming out of the hood and going down under the body. The Cord reminded me of the Cord Sedan I passed each day going to and from High School in Alameda – loved that car, but only a dream. My dream of owning a Cord was replaced years later with a Lotus 23 vintage sports racer in 1978, fulfilled when the Lotus and I started vintage racing in 1981. We walked the rows and rows of cars and were in awe. Then we could hear the sounds of race cars warming up for the Saturday's mid-day practice sessions so we started over to the track. The crowds were large and enthusiastic.

We went down Alva Lane to the Pebble Beach Race Course laid out on the narrow roads of Del Monte Forest with hay bales lining the track and stacked around the multitude of trees. Security was lax so we wandered around the track and watched practice sessions. The under 1500 cc production cars were first out. We watched the

familiar MGs and Porsche 356's coming by. This was my first taste of watching a Sports car race first hand, and was I excited. Next up was the over 1500 cc production cars. Jaguars – too many to count, with two Corvettes a part of the mix. Austin Healy's, Mercedes 300 SL then Triumphs, Morgan's, Arnold Britols. The sounds were louder and the cars faster. I was awed by their multitude of sounds.

As the afternoon progressed we walked around the circuit and bought burgers and cokes from the food stands. By mid-afternoon the engine sounds grew louder, and the cars were coming down Portola Road faster and faster as the modified classes started their practice, arriving at turn 1 and turning onto Sombria Lane for the short run to turn two. Now I was seeing Silver Porsche 550s, a green Porsche Cooper, several Oscas, and a herd of Crosleys.

The last practice session brought out red Ferraris with their screaming exhaust sound, green Jaguars, a black cycle fenderd HWM Special with Chevy power and the exhaust pouring out with a deep throated roar, a large Hemi powered Hagemann Special with its guttural roar sliding (over steering) as the driver applied power going around the curves, the Ford flat head V8 powered Baldwin special and many more models of different designs came by. As the practice sessions ended we headed to our Olds in the parking area, talking non-stop about the days experience.

We headed over to Carmel, as did a multitude of other fans, and parked the Olds on a cross street off Ocean Avenue, close to the beach. As we walked up Ocean Avenue, the day light gave way to the lights of the shops and restaurants lining the street coming alive. Ocean was packed with Sports cars, some with their race numbers from Saturday's practice. I saw a 300 SL with its Gull wing doors open wearing race numbers from Saturday's over 1500cc practice. Many cars arrived with open exhausts

with much throttle blipping as they drove down Ocean past the restaurants, hotels, shops and bars for several blocks and came back up the other side of Ocean for another trip back toward the commercial area and the crowds. The fans on the sidewalks cheered on the racers as they idled up and down Ocean bumper to bumper with open exhausts and the drivers and passengers waved to the cheering crowds.

We stopped along the way for ice cream, cokes and anything that was cheap. I was always aware that the money I spent here would lower my reserves for the rest of the quarter at Poly. As the night grew late we went back to the car for our sleeping bags, and headed down to the park at the end of Ocean. I rolled out my sleeping bag, and out I went. During the night, I heard a strange sound – some drunk was urinating in the sand near me. Much yelling and cursing and away went the drunk pulling up his fly.

We all were awake at dawn. We went over to the car, deposited our sleeping bags and drove over to the parking area. It was too early for security so we walked into the pits. The fog laid over the cars. Every color and type of car imaginable was parked with no seeming organization. As I passed by a red Ferrari that was being pushed I asked if I could help – sure said one of the crew. Push here I was told and off we went. No one minded if we looked at the cars or asked questions. As the morning went on we consumed more food.

The Sunday races started at 10:00 so we walked down to turn 1 and settled in for first race, Production under 1500cc. Turn one was a right-hand turn coming down Portola Road from the start/finish line. The racing at Pebble was from a standing start as were most races in both Europe and the U.S. The under 1500cc Production cars, Porsches, MGAs, MG TD/TFs were first off. Then over 1500cc production class – 14 Jaguars, two Corvettes, many Austin Healy's, three Mercedes 300 SLs, and multiple Triumphs, and a brace of Arnold Bristols. During the over 1500cc race a 300 SL came roaring up the escape road on fire. The driver, Rudy Cleye, jumped out, and not waiting for the course marshal to react he grabbed the course marshal's fire extinguisher and put out the fire.

During the lunch break as we walked around the course, I saw an Arnold Bristol from the Over 1500cc race laying on its side in a ditch awaiting to be pulled out and brought back to the pits – I realized racing could be danger-

ous. The large bore production race was won by Tony Settember in # 136 300 SL. Note #2. The V8 powered Corvette was still new to sports car racing and remembered for its under-powered straight 6, came in second, leading until its brakes faded. In 1956 with addition of the now legendary Chevy V8 the Corvette was becoming a winner.

As the day progressed we moved over to turn two where the racers came down Sombria from turn one and turned right onto the back straight, Drake Road. The afternoon races started with the under 1500cc modified event which was comprised of ten mostly silver Porsche 550 Spyders, a green Porsche Cooper, three Oscas and two rear engined 1100 cc Cooper Climax engined cars, and five Crosley Specials.

When the under 1500 cc modified class took to the grid the time from the start with the accompanying roar of accelerating cars arriving at Turn 1 became shorter and shorter and the engine noise louder and higher as the 1500cc modified cars came racing into Turn 1. The Under 1500cc race started with the four 550 Porsches and the green Cooper Porsche fighting for the lead. After several laps, the green Cooper Porsche was missing. The fight for the lead was now among the Silver 550 Porsches. Then back was the Lovely Cooper Porsche with Lovely reaching behind with his left hand to work the throttle. The 550s finished 1 through 3 with Lovely's #125 Cooper Porsche coming back from the throttle problem finishing 4th. Note # 3. Richie Ginther, Porsche 550 # 211 - DNF. Note # 4. Chick Leson, OSCA # 117 - DNF. Note # 5.

The last race was the over 1500cc event. This was the race we were all awaiting. Big engined cars with a lot of power. The grid contained seven Ferraris (I knew very little of the Ferrari name) but loved the high-pitched roar of the exhaust, and three D Type Jaguars, I had read about winning at Le Mans. This group of high powered foreign cars was joined by the HMW Chevy powered Special, the hemi powered Black Hagemann Special and a Buick powered Kurtis. Plus, also included were many Austin Healy 100Ss, and a mixed bag of other mostly English cars. We had moved over to Drake Road to watch the cars round turn 2 and head down the straight.

A driver named Carroll Shelby (we would hear more from him in the sixties) won in a 3.0 Ferrari with Phil Hill, the soon to be Formula One World Champion for Ferrari, finished 2nd. The Chevy powered HWM finished 6th, The Hemi powered, Hagemann Special

sounded mean, but seemed to be a handful to drive and came in 12th. The Kurtis Buick was a DNF. Note # 6.

Last race detail! The news of Ernie McAfee's death in a 4.4 Ferrari was slow to get to the crowd and many of us left the track not knowing of the accident. Reports from drivers, reporters and officials said McAfee, a hard charger of a driver, was going over 100 mph going down Stevenson Drive into the turn 6 hairpin. Under braking McAfee seemed to miss a shift and was left with only his brakes to slow for the turn. McAfee found the gear, down shifted causing the large Ferrari to fish tail. His Ferrari hit one of the hay bales lining the track in front of the announcer's stand, putting the 4.4 Ferrari on its nose. McAfee skidded into a tree on the right side of the course killing McAfee instantly.

After the race officials and the press deemed the Pebble Beach course unsafe with trees a few feet from the racing surface lining the course. Additionally, the Course used the roads of the Del Monte Properties which were narrow for racing, crowned to allow the rain to run-off, and in many areas weather and usage had created a washboard surface. Also, two days of racing had left the course slick from burnt rubber and oil in spots.

In summary, the 1956 Pebble Beach race was the last. The cars were too fast, the trees too close, and the course too dangerous for the speeds the new generation of cars were attaining. The Pebble Beach residents were also complaining of the crowds, noise, and for the safety of the spectators allowed so close the racing surface.

The Pebble Beach Concours continued and grew into one of the most prestigious Concours in the US if not the world.

In 1957 Laguna Seca opened with Pete Lovely winning the first Laguna Seca event in a two liter Ferrari Testa Rosa followed by a John von Neumann in a 2.5 liter Ferrari Testa Rosa.

Trip home – We ran to the parking area, and joined the crowd leaving the race. Traffic was heavy all the way down 101. We all crawled through Gonzales, Soledad, and King City, with the other race fans heading South. As we traveled South 101 was packed, but having just seen the Ferraris, Porsches, Jaguars, and Healeys, the Olds was pushed to stay ahead and not let anyone pass. We drove straight to Poly as Monday classes came early.

As I became focused on vintage racing my 1962 Lotus 23, in 1981, going to Pebble Concours never crossed my (Continued Next Page)

mind. As my race class at The Histroics always ran on Sunday afternoon, it left no time for a visit to "Pebble".

My first and ONLY Pebble Beach Experience.

Note # 1 – The huge crowds overwhelmed all the "Rest Room" facilities. A great number of residents opened their homes to the race fans. A great show of support for the Pebble Beach weekend.

Note # 2 – Strange things happen in life – At a dinner in April 2016 in Pomona that was honoring the drivers and crews who raced in the USRRC Sports car series in 1962 – 1968, the prelude to the Can Am series, we meet Tony Settember's wife and chatted about Tony's 1956 Pebble race and watching Tony's win over Dick Thomson's Corvette, and my attending the event.

Note # 3 – Early in my vintage racing career in the mid-80ies I met Pete Lovely driving a Lotus 11, in a vintage event at Sears Point and mentioned the 1956 race. Pete enjoyed talking about the race, and said working the throttle with his left hand meant he had to momentarily let go of the steering wheel, grab the gear shift. Great to remember the Green Cooper Porsche at speed going through the forest of green trees with Lovely reaching behind to shift and

finishing 4th.

Note # 4 - I was gridded next to Richie Ginther, who went to Europe with Phil Hill and drove for Ferrari in F1/ Sports cars and Honda in F1. Richie was in Vasek Polak's Elva MK 7S Porsche. I was driving my Lotus 23 in my first race after a three-year ground up restoration effort in my garage.

Note # 5 - # 4 OSCA MT 4 # 117 driven by Chick Leson DNF. The Lotus and I had our last Concours together at the Niello Concours in October 2015. As I lived close to the Concours site, I drove the Lotus over Saturday afternoon and was placed on the grass. Mardi and I arrived early Sunday morning and found a Red OSCA MT 4 placed next to the Lotus. The owners, John and Jan Grosseto and I talked about our racing history, and we discovered his OSCA had raced in the 1956 Pebble event driven by Chick Leson. The OSCA was awarded a well-deserved 1st place. The Lotus gained 2nd.

Note # 6- In the early eighties there were few places to run my Lotus 23 in Northern California, but Riverside Raceway in Southern California had a HMSA Club event (Steve Earle) in April of 1982. A long tow from the Bay Area, but a historic track to race. The Lotus 23 was in Group #5, made up of Sports racers that

included the Kurtis SX-3 Buick driven by Bill Murphy, a car I had watched race at Pebble. At the Riverside race the Kurtis now driven by Robert Seifried, was gridded at the front of the grid and I at the rear. At the drop of the flag the front runners Tom Skouras in a Lotus 19, the older brother to my 23, James Luckman in 1959 Cooper Monaco and Don Orosco in a 1960 Porsche RS 60 and Richard Seifried in the Kurtis Buick left the field and had a race of their own. After several laps, I was given the blue passing flag as the leaders were coming up to lap me as we went into the "esses". First came Skouras in the Lotus 19, then James Luckman in Cooper Monaco, followed by Orosco in the Porsche RS 60. Both went by quickly, and as I approached turn 6, an up-hill 90 right degree the Kurtis roared by – applied too much power and under-steered into the boiler-plate wall protecting the stands on the out-side on turn 6. The Kurtis ricocheted off the wall, passed in front of me, broke through the double gate in the chain link fence that protected the fans, and crashed into the cars parked there. The Kurtis was all but destroyed (see picture). Seifried, the driver came away with a broken arm. My ONLY thought - please don't Red-Flag the race which the officials immediately did.



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In the Zone

By Sandy Provasi, Zone 7 Representative

I just returned from a week at the Porsche Parade in Spokane, Washington. Over 100 cars of the 1000+ came from Zone 7. Congratulation to all the Zone 7 winners in Concours, Rally, Autocross, Art Show, Gimmick Rally, Tech Quiz, Region Newsletter contest, Region Website contest, Zone Website contest, Service awards and 5K run. I will try to get a list up on the website of all the winners as there are many!

Save the date for next years Porsche Parade, Lake of the Ozarks, Missouri, July 8-14, 2018. And while you are planning ahead you can think about attending the 2019 Parade in Boca Raton, Florida, July 21-27, 2019.

For those of you whom can't get enough of touring, please check out the Treffen website at Treffen.pca.org. Spring of 2018 will be to Tamaya, New Mexico and Fall of 2018 will visit Banff, Canada. Spring of 2019 Treffen will head to Bend, Oregon.

Last call to sign up for Werks Reunion, Monterey at motorsportreg.com coming August 18, 2017 to the new location at Corral de Tierra. We can always use more volunteers to direct cars during the day.

If you are attending the Rolex Monterey Motorsports Reunion at Laguna Seca on Saturday, August 19 or Sunday, August 20, 2017 we can also use help directing cars or helping in the PCA Corral Tent at Turn 5. You must have a race ticket purchased through mazdaraceway.com. For Porsche parking at Turn 5, you need to register at motorportreg.com, Porsche Club of America-Rolex Monterey Car Corral.

Did you know Zone 7 consist of the following regions: Diablo Region, Golden Gate Region, Loma Prieta Region, Monterey Bay Region, Redwood Region, Sacramento Valley Region, Sequoia Region, Shasta Region, Sierra Nevada Region, and Yosemite Region.

You can visit each of their websites at zone7.pca.org.

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

Golden Gate Region Drivers Ed and Club Race, Thunderhill, September 2nd and 3rd
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 23rd and 24th
Diablo Region Zone Concours, Porsche of Livermore, October 1st
Golden Gate Region Zone Autocross #9, Alameda, October 29th

**Safe Driving,
Sandy Provasi
Zone 7 Representative**



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: September 16 and 17

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.

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July Membership

Janet Conner, Membership

Membership Report

	July 2017	July 2016
Primary Members	801	790
Affiliate Members	491	478
Total Members	1292	1268
New Members	8	17
Transfers In	0	0
Transfers Out	1	0

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

Autry, Cecil
Roseville
cjayautry@gmail.com
2008 911 Carrera 4S Coupe

Dandekar, Manish
Rocklin
manish.dandekar@gmail.com
2014 911 Carrera Coupe

Fries, Robert
Rancho Cordova
tele_player@mac.com
2003 Boxster

Ikemura, Steve
Elk Grove
cheezz@write.com
2016 Cayman

Powers, Michael
Sacramento
mpowers4353@gmail.com
2002 Boxster

Southmayd, Shawn
Sacramento
support@innovacom.net
2008 911 Carrera 4S

Tarzwel, Bridget
Granite Bay
bridget_tarzwel@yahoo.com
2016 Cayenne GTS

Walker, Don
Knutson, Karen
West Sacramento
donhenrywalker@gmail.com
2014 Cayman S

New Members

Anniversaries

1 year
Berggren, Steven
Kotal, John
Magel, Abram
Patterson, Michael & Barbara
Sahlberg, Ray
Savona, John & Sally
Shield, David
Waldrop, Allen
Waughan, Brian
Wyrick, Jarrod

5 Years
Conner, Mike
Kile, Richard & Debbie
Hoffman, Jack & Cheryl
McConachie, Bob
Reimer, Kevin

10 Years
Frater, Anothey & Mini, Joe
Tadich, John & Teisha
Williams, Larry

15 Years
Shows, Terry & Tracy

20 Years
Palm, Jack & Jennifer

25 Years
Anderson, John
Hull, Stephen & Cheryl
Zeiderman, Arnold & Peggy

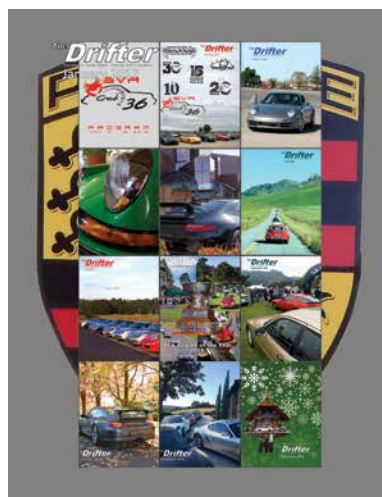
35 Years
Johnson, Glenn & Debbie





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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 dismantled 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



993 4-spoke Steering Wheel in excellent condition with air bag
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Ultra rare set of OEM 40 Jahre (40th aniv) wheels.
Condition is +9/10. 18", no tires in this deal. These are not chrome copies. \$2,000/obo.
Menning.tours@gmail.com



BBS wheels are 18X7.5 50 offset front and 18X9 52 offset rear. 4 Porsche BBS 18" wheels with Bridgestone Potenza RE-11Tires 265 / 35 and 225 / 40. \$875 Less than 50 laps at Thunderhill for DE. Either set, will deliver Stockton/Sacramento area. Send email for pics Jim 209.607.3878 or jrg2@pacbell.net



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
Email: afkas01@yahoo.com Steve @ 916-771-8592



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.
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

WANTED

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.

CLASSIFIEDS INFORMATION

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

Classifieds for Porsches and/or Porsche-related parts or accessories are available at no charge to PCA members. Non-members may submit ads at \$20.00 per ad. Make check payable to PCA-SVR and send to PCA-SVR, P.O. Box 254651, Sacramento, CA 95865-4651. Commercial ads are not accepted. Please contact our Advertising Manager for commercial advertising information and rates. All ads must be submitted by email to the Newsletter Editor and received by the editor by the 1st day of the month prior to the month of publication. Ads may be shortened to fit available space. Editor is not responsible for content and reserves the right to reject any ads submitted. Not responsible for any errors or omissions. As an additional benefit to our members, all ads are included in the classified section of our web page. Ads are not verified for content. It is the buyer's responsibility to verify the information in the ads. Ads run for three months or as space permits, unless cancelled.

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



The Drifter

Sacramento Valley Region - Porsche Club of America

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