

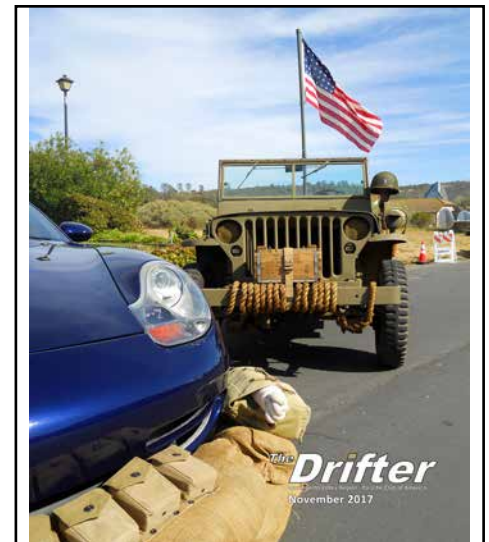


The **Drifter**

Sacramento Valley Region - Porsche Club of America

November 2017

On the Cover
Photo Robert Hrabak
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. 11 November 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 Eduardo Ortega, Jr.

Most of us have heard this gloomy warning: Do not compete in a rally with your spouse as your team member, because you might get divorced! Sounds exaggerated, but it has been proven accurate throughout the club's history. I have not competed in a rally with my wife, but I did get a glimpse of this omen during the **Cambria tour** last month. Since my wife and my daughter went to the tour, we had to take the family car, a KIA Soul. No room in the Porsche 996 for three people and luggage. I drove on Friday in the morning leg, all the way to the golf course in the city of **Hollister**. Nothing to report.

After a wonderful lunch and a model airplane toss contest, it was time to get back in the road. This is the point where the omen "do not rally with your spouse" comes into the story. After I mentioned to my wife Margarita that this leg of the tour was just over an hour-and-half long, she offered to drive this short leg so I could concentrate in taking good pictures. I thought, well, I have been in Hollister for work purposes three times. After **Pacheco Pass**, it is pretty flat out here. I was just here in **April** for the **San Simeon Tour**. **Peach Tree** road was very twisty at times, but flat. So I assumed it was okay, expecting a flat terrain road and I asked her to drive. And so the drive of tour group #2 restarted. We were okay for a short time, and suddenly the route became this uphill, no-shoulders-mountain-road full of twisty turns (cue in the music from "**The Barber of Seville**"). As we started climbing, I told Margarita to keep up with the car in front. I cannot! She said. You know I hate driving in hills, it is scary for me! Faster, faster, I said! No, no she said! Then I heard my daughter Desiree laughing in the back. All of the sudden, our car became an **encapsulated theater** full of drama and comedy. We did this cycle a few more times (me yelling go faster, and she kept refusing to do so, and Desiree laughing in the back seat) then, the inevitable occurred: we lost the **white Porsche 928** we were following. That ups the ante. Great, I thought. I will get the cars behind us lost, and I will get the Dummkopf award for it. And there is nothing I can do. The road had no shoulders whatsoever. Stopping to change drivers was out of the question. By the way, **no cell phone**

signal was present, so I could not check the maps in GPS. Finally we came out of the mountains and in the first opportunity to safely do so, we stopped and changed drivers. I was now faced with a flat terrain, so I drove to catch up with the front of the group. Radio signal was good, so I could communicate with the cars behind me. After a long stretch, I saw **two Porsches 928** waiting at the stop sign with **Route 168**. In the back of my mind, I was hearing the "**Hallelujah Chorus**" of Handel's "**The Messiah**". Yes!!! I said. **We did not get lost!** The cars behind me are back on the tour route, and no Dummkopf award for me. We stopped at the sign and got out of the car. I asked **Dan Rowland** (driver of the white 928) how long they have been waiting. He said they **waited 2 minutes**, and they were also left behind by the front of the group. Using simple high school physics, a **2 minute delay**, when travelling at **65 MPH**, creates a **gap of 2.16 miles**. No wonder we could not see them. Especially on a mountain road! As you can tell from the story, this was not a rally. But that tour **leg over the mountains** in **Cambria** stretched the nerves of my wife and I, very thin, until we reunited with the rest of the group... Drivers beware!

In November we have two club activities and our yearly elections. **Please vote** for the **2018 Board of Directors** in **November**. The vote will be online, like in the past, and for those members with no listed email address they will receive a mail-in ballot. Please take the time to vote for the members that will guide our club in 2018. **Cathy and Bill Keegan** are hosting our monthly club dinner on **November 7** at **Zinfandel Grille** on Fairs Oaks Blvd. On **November 26**, the **Christmas Tree Decorating & Potluck** at the **California Automobile Museum** will take place. Finally, do not forget to sign up for the **SVR Christmas Party** on **December 16** at the **Timbers at the Lodge** in **Sun City, Roseville**.

Wishing you a great Thanksgiving, may you have a great November.





Editor's Corner

Steve McCrory, SVR Drifter Editor
Photo Robert Hrabak & Editor



When we published the November 2016 Drifter, our Veterans Day photos and article, we received a lot of positive comments. This year we will again acknowledge this special day, and again say Welcome Home and thanks for your service to the many SVR club members who have served. Let's all take a moment this Veteran's Day to honor those who have served. There are many good organizations that work with veterans, just two are DAV, Disabled American Veterans, and the R and S Foundation featured at the recent SVR Charity Auction.

The Red Car 67 Porsche story is now poised to continue, having found a willing local master of metal and paint to proceed with the project. It was a dark and stormy day, as you may remember, that led to a huge tree limb falling across the rear of the car. We have opted for a complete down to metal repaint with all the glass and lids and doors removed. It seems a fitting 50th birthday present for a car that's been part of our family for half a century and has given us so much Porsche enjoyment. From a daily driver to driv-

ing on club tours, to entering concours and car shows, to 20 years of autocross and track events, its been good times. Other projects are waiting, including finishing the restoration of the 356 Super 90 that I bought 2 days after getting out of the Army. Then there is the replace the deck project, among many others around the house. It's time to catch up on everything.

Winterizing Your Car is again a timely maintenance topic. Most of it is common sense; checking the condition of wipers, fluids, belts, tires etc. It is a good time to clean and wax you Porsche, and inspect weather stripping for integrity. Check your suspension and brakes, as I have not noticed much progress be-

ing made on the repair of potholes and pavement cracks and heaves. If you are not comfortable doing the work, consult your owner's manual for maintenance schedules, and have a trusted shop bring everything up to date. For more details on preparing your Porsche for

winter, see the November 2016 Drifter to find an article by Anthony Merjano.

Zone 7 events keep getting better, thanks in part to SVR members stepping up to volunteer for support positions. **Rik Larson** is the Zone 7 Secretary, **Barbara McCrory** is the Treasurer, and **Collin Fat** has come forward to chair the 2018 Zone 7 Autocross Series. The Zone 7 website has seen great improvements and will continue to become a strong component linking our Region clubs.

In this issue the Cover photo was provided by **Robert Hrabak**, who along with his brother **Bruce**, dress in period correct WW2 Airborne uniforms to promote veteran's charitable events. Robert is a long time member of the Sacramento Valley Region and donates many volunteer hours to highlight veteran's causes.

The centerfold gets the photo pages taken by **Collin Fat** from the recent Cambria Tour. See **Kirk Bradford's** take on the Cambria adventure. **Mardi Quain** runs down the news on social events, including the very important Planning Meeting coming in January. **Skip Quain** offers his story about attending and driving in the 1984 Formula 1 event in Dallas and rubbing shoulders with the big names of racing. Yes, of course there's more.

Take a look at the November Drifter.





PDK (Pretty Darn Kwik)

Rik Larson, SVR Member

Charity Auction Success

Alma and Gary Thompson report that the charity auction generated more than \$10,000. Not bad for a Sunday afternoon. A lot of great donations.

SVR AX Anthology

President **Eduardo Ortega, Jr.** has posted a new Vimeo on the recently completed SVR AX season. And it is getting some great reviews. Check it out at <https://vimeo.com/240334987>

Time to move to Atlanta?

So you want to test drive (more than 20 minutes) a new Porsche and you don't know what you really want or like? Porsche has a new program (available in Atlanta only so far) where you pay a couple of thousand dollars a month and you drive it as if you owned it. Try a new one each month? Sure. I wonder what the restrictions are in the agreement. Like the car cannot be used in competitive (track?) events.

Rennsport Rooms Available

A quick look at the internet showed there are a number of places (Motel 6 and Best Western) that have rooms

for about \$150 per night for the dates of Rennsport in September 2018. And these places were in Monterey and Marina.

2018 Porsche Parade next July

The Lake of the Ozarks Parade publicity has already started (notice the single page flyer insert with your October Panorama)? There should be an article in the December Panorama that provides a lot more detail. The resort being used sits right on the water (Tan-Tar-A). Lots of boating activities as well as an indoor water park for the kids. This is the same location as the 1983 Ozarks Parade.

Tech Tactics West in December

The Saturday session is already more than half full. There is plenty of space available for the Sunday session (a repeat of the Saturday session). And if you register right away, you might also be able to score a couple of tickets to the LA Auto Show event on Friday night.

Another car raffle for PCA

This time it is for the new Carrera T. \$50 gets you an entry. The "T" is the new lightweight vehicle just announced. Deadline for entries is December 14th. Makes a great Christmas gift.

FIVE years ago in the DRIFTER

The cover of the November 2012 Drifter featured a photo of the SVR Past Presidents (15 of them) who attended the SVR 50th anniversary party. Over 240 people attended the event, certainly making it one of the "best attended SVR events of all time!" **Kirk Bradford** wrote the 4-page article (with photos) that documented the planning, execution, and recognitions of charter members, awards, etc. Great job Kirk!

Drifter Editor **Bob Jacobson** introduced **Bob Cannon** as the new layout editor for the Drifter.



Prestige aligned with high standards.

Prestige, quality and trust. It's why you choose to drive a Porsche. It's also why you spend every waking moment waiting for the next time you'll drive an automobile that makes you feel alive. And, at Niello Porsche, we understand that. Because we're car people too. Which is the exact reason why we employ only the most seasoned car care professionals around. For a service department that exceeds expectations, visit porsche.niello.com/service.



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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

2017/18 SVR Events svr-pca.org

- Nov 3-5 Mendocino Tour, Rik Larson
Nov 7 SVR Dinner, Zinfandel Grille, Cathy & Bill Keegan
Nov 26 CAM Christmas Tree Decorating & Potluck
Dec 16 SVR Christmas Party, Timbers at the Lodge,
Liz Houser & Wendy Bulhoes
Jan 9 SVR Planning Meeting
April 13-15 Pacific Grove Tour, Jim & Linda McMahan
May 18-20 CRAB 37, Headquarters CAM
June 1-3 Trinity/Weaverville Tour, Liz & Ray Houser

2017 Zone 7 Competition Events zone7.pca.org

- CONCOURS**
2018 Watch This Space
AUTOCROSS
2018 Watch This Space
WEST COAST RACING SERIES
Nov 11-12 Buttonwillow Raceway
OTHER ZONE 7 EVENTS
Nov 11 Year End Awards Banquet, Hilton, Fairfield

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

- 2018 Watch This Space

Upcoming PCA Events 2017/18

- December 2-3 Tech Tactics West, Southern California
July 8-14 Porsche Parade, Lake of the Ozarks, Missouri
Aug 24 Werks Reunion, Monterey
Sept 27-30 Rennsport Reunion VI, Monterey

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).

Upcoming Events of Interest

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

60 persons maximum in our own room,
accessible from the parking lot

Don't Forget Share the Wealth



SVR November Dinner Tuesday, 11/7/2017

Social: 6:00 – 7:00 PM
Dinner: 7:00 PM

Zinfandel Grille
2384 Fair Oaks Blvd
Sacramento, CA 95825

Join us for dinner at the famous, long
standing Sacramento restaurant,
The Zinfandel Grille - Sacramento

Send dinner choice(s) and a check for \$49.50
per person payable to PCA-SVR to reserve
your space by October 30th (no refunds after
that date) to:

Bill Keegan
8560 Linda Creek Court
Orangevale, CA 95662

Choices:

Grilled Salmon w/honey bourbon glaze, crispy cheddar polenta,
sautéed sugar snap peas with asparagus

Grilled Kobe Steak, Porcini mushroom sauce with sautéed
exotic mushrooms, mashed potatoes and fresh spinach

Mustard Chicken, lightly breaded and pan seared w/ lemon
aioli, mashed potatoes and fresh baby spinach dressed with sherry
vinaigrette, Applewood smoked bacon, cherry tomatoes, julienned
carrots, zucchini & squash

Includes: Caesar Salad w/Garlic Croutons, Shaved Parmesan
Cheese, coffee and tea.

No Host cocktail service, wine and beer available
Corkage \$15.00/750ml

Questions? Contact your Hosts

Bill or Cathy Keegan

billkeegan@comcast.net

clkeegan@comcast.net

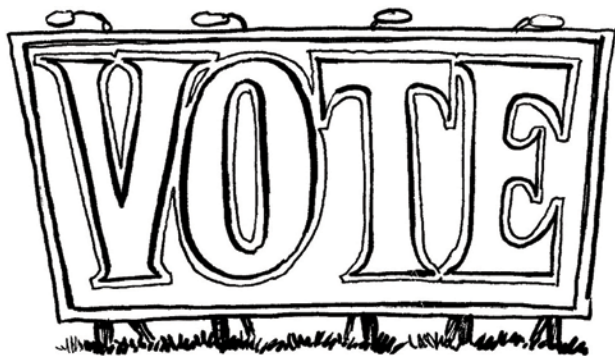
(916) 242-0332 Home, (916) 316-3853 Cell

Plenty of off-street parking in any of three parking lots
immediately behind the restaurant

Porsche Cars North America (PCNA) and Mazda Raceway Laguna Seca announced the next Porsche Rennsport Reunion will take place at the famed California racetrack in 2018. The upcoming Family Reunion has been expanded to four days September 27-30, 2018 on the Monterey Peninsula. PCA will take part in and help facilitate the festivities as it has in past Rennsport gatherings.

Tickets on sale now: <http://www.mazdaraceway.com/ticket-information>
BUY TICKETS





How to Vote

by Bill Fargo, SVR Webmaster

Once again it is time to vote for your SVR Board members. If you voted last year, you know how easy it is. If not, plan on visiting our website between November 1 and November 20th of this year. If you have taken web surveys before, you will find this is just as easy. After reading the candidate's statements either here or on our site, there will be a link which will take you to the voting site. Remember, you will need your PCA member number to vote. It is one of the few fields that are required.

Our ballot is easy and should only take a few minutes to fill out. The positions that are open are President, Vice-President, Secretary, Social, Treasurer, Competition and Membership. Remember you can vote for the candidate listed in the drop down or if you can write someone in, including yourself. If you've thought about helping your club, volunteer! Luckily you don't have to worry about having to pay taxes on the high salary of board membership. You do get back what you give knowing that you have helped us to enrich the club's membership with your service. We do not have any other items to vote on this year but we have included a place at the bottom for you to share your thoughts.

Vote for President

Please choose...

Write in candidate for President

Christmas Tree Decorating and Potluck

Sunday, November 26th
California Automobile Museum
2200 Front Street
Sacramento CA 95818



Bring an ornament showing your car and/or yourselves for the tree!

Tree Trimming 2:00 PM

Potluck 4:00 PM

Please bring a cold side dish/salad or dessert to share with the other car clubs.

The Museum will provide the main dish.

Please do not plan on bringing hot food as the Museum has had difficulty keeping everything warm in the past.

The Museum will provide the beverages, utensils and paper products.

RSVP to Kim Nelson - knelson356@gmail.com by Sunday, November 19th



Zone 7 Concours Series is Complete

By John D'Angelo, Zone 7 Concours Chairperson

The 2017 Zone Concours Series is now complete (trite, but true, time flies). After seven events hosted by Zone 7 regions from Monterey to Reno, Honore and I have enjoyed our role in helping to run the individual events and promote the series this year. For those who participated in at least four of the seven events, please be sure to join us at the Zone Awards Dinner and Ceremony on November 11th. Congratulations in advance to the series winners and thanks to everyone who participated in or supported the series this year. The Series could not have succeeded without the help of a great many participant volunteers.

Some fun facts about the 2017 edition of the Zone Concours Series:

91 entrants entered vehicles that were judged a total of 159 times

9 perfect scores were achieved, including 2 in Full Concours (300.0 points out of 300.0!)

95 unique vehicles were entered,

including 94 Porsche cars and 1 Porsche bike

46 individuals helped with the judging over the seven events

12 entrants qualified for Zone awards with ten 1st places and two 2nd places

Entrants scored a total of 36,141.0 points

Honore and I enjoyed meeting new friends, visiting regions we hadn't yet visited, and spending time with so many series regulars who we look forward to seeing week after week during the season and miss during the off season. Our experience at these events, at WERKS and at Parade reminded us this year at PCA it's not just the cars, but the people. We also enjoyed meeting so many people who shared their very clean Porsche vehicles with fellow enthusiasts; we saw a NUMBER of very cool Porsches this year.

If you participated, a big thanks from us for supporting the series and

we hope that you enjoyed the experience. If you didn't participate, enjoy a clean Porsche car, and are interested, we hope to see you next year. We'll be proposing some tweaks to the rules for next year's series, mostly to incorporate what we learned, reflect the sort of participating we've been seeing in the Zone Series over the past few years and to mirror Parade rules where it makes sense to do so. Look for a summary of those changes once they're approved at the Zone President's meeting early in 2018. We're also looking at ways to encourage participation for those who want to display their clean car at the events, but aren't interested in having it judged.

Until the series starts again in May, enjoy your Porsche and we'll look forward to seeing you at an event in 2018.

John and Honore D'Angelo



SVR Christmas Party Saturday, December 16, 2017

Timber Creek Ballroom
7050 Del Webb Blvd
Roseville CA 95747

5:30-6:30 Cocktails
6:30 Dinner
7:30-8:00 Award Presentations
8-10 Dancing to The Speedsters

Cost Per person: \$ 55

RSVP by December 7 by USING OUR
NEW ONLINE REGISTRATION AND
PAYMENT OPTION ON EVENTBRITE:
<http://tinyurl.com/y7wxby5>
Or mail your check made out to
PCA-SVR with entrée selection to:

Liz Houser
3103 Stardust Street
Rocklin, CA 95677
916-203-9170

Dinner includes salad, dessert, coffee or tea and choice of entrée:

- New York Steak with mashed potatoes and fresh vegetables
- Boneless Pork Loin with blackberry port reduction, mashed potatoes and fresh vegetables
- Fresh Salmon with dill sauce, wild rice blend and fresh vegetables
- Pillow Ravioli with spinach and mozzarella cheese topped with wild mushroom sauce

Please bring a new, unwrapped toy for our CHP Toys for Tots program





Drifting Back, 15 years Ago

By Larry Wilson, SVR Member
Photo Drifter 2002

November 2002

This month is gobble-gobble month, and those of you who've paid attention to this year's Drifting Back column will know that Tom Sisson not only served as SVR Membership Director, but also he helped his wife Jude as SVR's Goodie Store co-chair. In this latter capacity, Tom would provide THE DRIFTER with a monthly membership report PLUS a monthly report marketing various goodie store items. So, tucked away in the November goodie store marketing report, Tom included a brief but invaluable set of factoids. And of course for November, Tom couldn't resist sharing these little-known facts about the turkey:

- 1) turkeys originated in North and Central American;
- 2) turkeys have been around for about 10-million years;
- 3) the American Indian hunted turkeys for their meat as early as 1,000 A.D.;
- 4) feathers from turkeys were used to stabilize arrows;
- 5) Navajos tell of enormous hen turkeys that flew over their fields bringing them corn and teaching them how to cultivate their crops;
- 6) in Mexico, the turkey was considered a sacrificial bird;
- 7) Benjamin Franklin was displeased

when the bald eagle was chosen over the turkey as a national symbol -- he said the turkey was a true original native of America;

8) domesticated turkeys cannot fly -- wild turkeys can fly for a short distance at up to 55 miles/hour -- wild turkeys are also fast on the ground running at speeds of up to 25 miles/hour;

9) mature turkeys have 3,500 or so feathers

And, if it's November, it's time for the Mendocino Tour. According to my notes, this favorite 3-day tour happened November 1-3 with **Rik Larson** in charge. Rik reported a total of 40 tour entries which included those from Sacramento Valley Region, Golden Gate Region, Loma Prieta Region, Yosemite Region, Sierra Nevada Region, and Diablo Region. Two groups of cars were set up to navigate the trip from Mocha Joe's in El Macero, Davis, CA, to Mendocino on the coast. **Rich and Karen McGlumphy** led one group, **Tim and Sue Fleming** the other. Simi Winery in Healdsburg provided a great location for a half-way stop for everyone to have lunch under the trees. There were plenty of picnic tables and restrooms were nearby. They reformed back into one group for an arrival meeting in Mendocino (**Mike and Emily Willis's** room) with the day's experiences the subject of discussion.

Finger-food and white wine helped to toast the sunset.

Saturday's schedule included shopping in the nearby town of Mendocino with the afternoon setup for the kite-flying contest (Uh-oh, Houston I think we have a problem.) We have arrived, ready to fly our kites, BUT THERE IS NO WIND! We reassembled in Willis' room for more socializing (and discussion of Plan B). But there was no Plan B, so we went back to Willis' room for more socializing and distribution of small prizes, and then we headed out for early Saturday night dinner. One large group went to the Mendocino Brewing Company up in Fort Bragg. There is one good thing about this area. If you are a tour leader, you'll have a lot of great restaurants for a Plan B alternative.

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.



2017 Gold Rush Tour

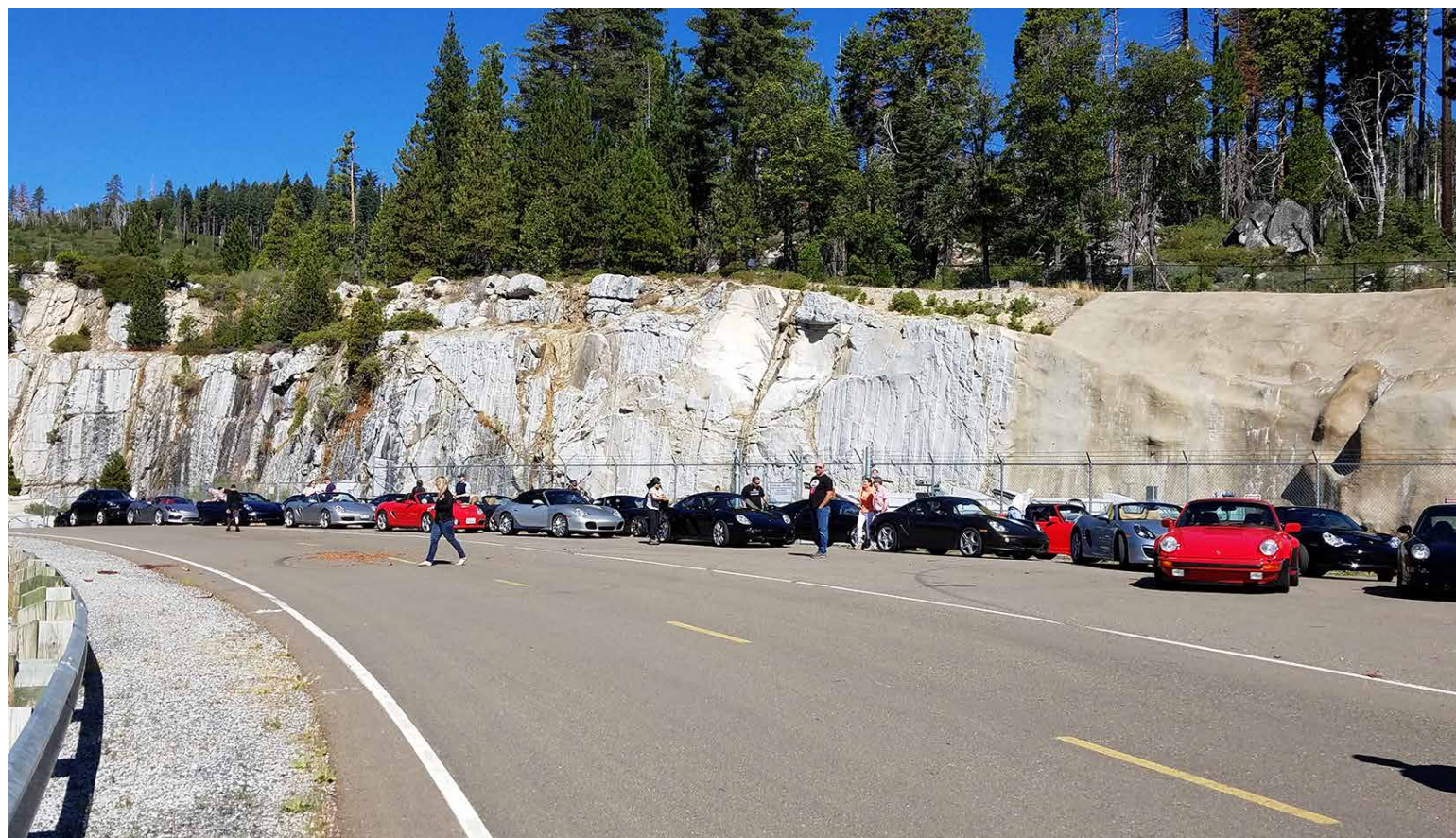
By Gary Griffiths

Photos Author

This was the 3rd running of the tour with the most cars attending – 23. We started again at Niello Porsche in Rocklin, and again were treated to coffee and donuts at our driver's meeting in the showroom. Definitely a great way to start the day and also to admire their new huge video display.

It was a gorgeous day for the event with clear skies and cooler weather for a change. The tour route had to be changed some this year since a pre-drive check of the route found a needed road connection closed beyond French Meadows Reservoir due to a bridge at Rubicon River being closed. Back roads have certainly been tested with all the rain this last year. There were 3 spots where the road was reduced down to 1 lane for a short distance– they were well marked and not a problem to navigate.

So this year we double backed up Mosquito Ridge road to Foresthill, then down to Hwy 49 to get to Cool and Hwy 193, and over to Placerville for lunch at 'The Independent'. This still allowed us to put in over 150 miles of some great twisty roads.



The SVR Breakfast Group meets at -

BROOKFIELDS RESTAURANT

11135 Folsom Blvd (Hwy 50 and Sunrise)
Rancho Cordova, CA 95670
916.683.2046



The First Saturday of Each Month

The Club is a conversational group dedicated to the enjoyment of its members.
It is a friendly group in which there are no strangers. Please join us for
conversation about our cars, upcoming events, or anything that interests you.

Meet in the banquet room at 8:15 A.M.

Order from the menu and pay for your own meal
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Introducing our 2018 Autocross Chair - Ed Busuttill

By Collin Fat

Photos Collin Fat

After heading up the autocross program for 2017 and having served as the chair in 2013-2014, I have decided it



and San Joaquin County area where he has served for over 28 years. I think I approached Ed some years ago about someday taking the reins of the autocross program but his workload got in the way of his commitment. He currently handles all of the felony convictions in Lodi. Ed is married to wife Shelley and they have 3 adult sons and 3 grandchildren.

Ed's current stable of Porsches includes a gorgeous 1987 Guards Red Carrera and an Arctic Silver 1998 996 Carrera. Ed says he is not much of a mechanic and would generally only consider doing an oil change. For major service or repair, the work is outsourced. His first Porsche was the 1998 996 Carrera followed shortly after with the purchase of his air-cooled Carrera. Ed is

quite competitive by nature and mostly competes in his 87 Carrera.

As our next autocross chair, Ed would like to continue in the footsteps of our past chairs and continue to increase participation; provide instruction to new members; to reach out into the Porsche community through social media to let them know about the sport of autocrossing; and continue to build the program. He also would like to find a new autocross site should Stockton not allow autocross in the near future. With the pressure on autocross sites throughout PCA this is definitely something that Ed can take the lead on.

is time to step down and turn the reins of the club's program over to someone else. One of our most dedicated team members, **Ed Busuttill** has volunteered to take the reins of the program starting in 2018. Ed has been an avid autocrosser with the club for over 12 years and has been part of the autocross team for the past 8 years. Ed has been a member of SVR for 13 years and really enjoys competing more against the clock than against fellow drivers. You might say that Ed is an easy going type of person who not only appreciates the camaradery with fellow drivers but the competition as well. Ed has done everything from helping the team setup courses, doing tech inspections, as well as handling the registration for the team the past few seasons.

Ed is a deputy county district attorney by profession and has a lot of experience fighting crime in the Stockton





An Open Letter to Members

By Collin Fat, SVR Past President

The Drifter will cease publication after the December edition. It is truly sad that out of the 1300 members in this amazing club, that not one person has stepped up to take the position. As the nominating committee chair for 2017 and along with the Drifter team we have spent countless hours searching for a new editor to replace Steve McCrory. Steve has dedicated his time and efforts for the past 3 years and guided the publication of our newsletter to 3 national awards while at the helm. Having been a member of this club for the past 10 plus years, I was always impressed with our newsletter as well as the active membership. SVR is so vibrant, fun and successful because our members step up each year to volunteer their time to host a dinner, tour, tech session, rally or autocross.

It is simply amazing that we have this fantastic club and yet cannot find someone who can step up to lead and manage the Drifter team. You might ask, "Well why doesn't someone from the team step up?" Great question, but each and every member of the Drifter

team has served the club in many current and past roles ranging from past presidents, event chairs, tour leaders, board member, CRAB chairs and committee members, as well as many other volunteer positions in the club that has helped to make it the 2016 PCA Region of the Year. It's time for someone else to step up. I know that everyone is busy and some of us are still working. Almost all of us who have helped to lead the club did so when we had a busy career. Many of us have served on boards and commissions as part of our spirit to give back to our communities despite the fact of work or family commitments.

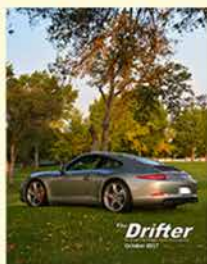
The Porsche Club of America is the largest car club in the US and the most active of all the car clubs in the nation. Our club's success depends on its members to volunteer to help lead the club. Without your support, we cease to exist as we have over the past 55 years. The Drifter is the most important way in which the club communicates with you, our members, to let them know of upcoming activities, to provide insight into the Porsche marque, and to share our

experiences with the premiere sports car manufacturer in the world. It is a shame that it will cease to exist.

You might say that our world is changing and that printed newsletter's like the Drifter are dinosaurs of the past and will probably be extinct. The Drifter lets our club members know what has happened and what exciting and fun events are coming in the future. It provides a forum for our members to relate their experiences to everyone whether it be their first Porsche Parade or their first new member tour. Our website serves as a vehicle to get the newsletter out but can never replace the soul of the Drifter and what it means to our membership.

I make this last appeal for someone to step up to save the Drifter. In order for our club to remain vibrant and active, and for it to continue to receive strong support from our advertisers, the Drifter needs to continue!

It is disappointing for everyone involved that the December issue of the Drifter is potentially our final issue.





Social Tidbits

By Mardi Quain, SVR Social Director

The Charity Auction on October 22, hosted by Alma Thompson drew a great crowd and generated approximately \$10,000 for the R & S Foundation charity. Alma thanks all the SVR members for their donated items and their generous bidding. Both the silent auction and the live auction drew competitive bidding. Many members timed their last silent bids down to the final minutes prior to bid closing, strategizing to be the winning bidder. The live auction brought out spirited bidding on the many outstanding items.

The social calendar for 2017 is winding down with two events remaining. The annual Christmas Tree Decorating and Pot Luck will be held on November 26th at the California Automobile Museum. The event is great fun and allows the clever members of your family to showcase your Porsche by bringing their most interesting "Porsche-centric" Christmas decoration to hang on our club tree.

SVR's Annual Christmas Party is scheduled for December 16th at Timbers at the Lodge, Sun City Roseville. This will be a lively party focused on the spirit of sharing as all members are asked to bring a new, unwrapped toy for the California Highway Patrol to distribute to families. (Of course, the generous folks of our club may bring as many new toys as they wish). And to keep the holiday spirit in high gear, wear your dancing shoes as music will be provided by the Speedsters. If you haven't yet reserved at either party great seats are still available for both events.

SVR's 2018 Calendar starts out with SVR's Annual Event **Planning Meeting** on Tuesday, January 9th at Round Table Pizza. This event kicks off the scheduling of monthly activities for 2018. This event kicks off the scheduling of monthly activities at the mere cost of \$1.00. Cheaper than a Happy Meal!

Bring your ideas of an activity that you would like to host and reserve your calendar date. Also, organizers of previous AutoCrosses, Rallies, Dinners and Tours will be here. So this is a wonderful place to investigate events that you have considered but just didn't have enough information to host, or attend. Come talk with our event organizers and find out how you can participate in any of the many Porsche activities offered by our club. So RSVP now and join the fun!

SVR 2018 Event Planning Meeting



Tuesday, January 9th, 2018

Round Table Pizza

**9500-1 Greenback Lane, Folsom
95630**

(Madison Avenue at Greenback Lane)

916-989-1133

**Meeting begins at 6:00 P.M. / Pizza at 6:30 P.M.
Meeting continues after Pizza!**



Bright ideas

- Dinners
- Tours
- Tech Events
- Rallies
- Social Gatherings
- Autocrosses
- New Events???

Cost is \$1.00 (yes still one dollar!) per person if you RSVP by December 26th, otherwise it is \$2.00/person. Beer, wine and salads available at extra cost. If you can't attend the meeting, but have an idea for an activity in 2018, contact Gregg for the event to be included on the 2018 Calendar.

RSVP to Gregg Plourde at vicepresident@svr-pca.org or 530.210.9686

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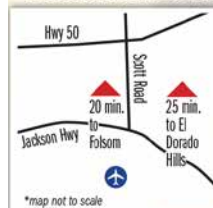
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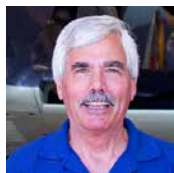
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Cambria Tour 2017

By Kirk Bradford, SVR Member

Photos Kirk Bradford

The 2017 iteration of the Cambria Tour saw big expectations from many of the participants who had attended the tour in 2016. For this year's tour, **Gregg and Rebecca Plourde** and **Brian and Sue Sanders** did their best to present another great tour, and they certainly exceeded all our expectations!

As the Sanders and Plourdes demonstrated in 2016, they were not afraid to mix things up a bit. One pleasant change for this year's tour was that there was no need to pack a picnic lunch for the 1st day of the tour. Lunch would be catered! Wow! No early Friday scrambling for picnic food!

Another change was the inclusion of "high quality" balsa-wood gliders for the glider competition to be held after Friday's lunch. The gliders were among several goodies in our goodie bags which again were embroidered by Rebecca. The embroidery featured a unique Cambria Tour 2017 logo that included the Porsche Crest.

So participants wouldn't get bored (fat chance!) during the Friday drive, another game was created to keep everyone entertained. Several pages of photos of tour participants' cars, or of closeups of key details of their cars were provided. The challenge was to match people to the photos. Some were easy (**Bradford's** being the only Macan on the tour!) and some were quite difficult (what car has *that* tailpipe??).

Also included in the goodie bag was an itinerary for the whole weekend, along with detailed route instructions for both Friday's and Saturday's drives. At each instruction, a photograph of the spot was included. In theory, this would make getting lost virtually impossible (for most people).

Because of the large number of cars, the group was divided into two, with Linda and I driving back door for the 2nd group. The view of all the Porsches in a row was again marvelous, and we soon reached our first stop somewhere near Patterson.

At the stop, while some had to take care of "nature's call", many took the opportunity to give everyone's cars the once-over. One of the photos on the quiz was of a *silver* Porsche Crest on the hood of a white car. Luckily, we were parked right next to this car and that made that one easy! Other photos were not so easy to identify.

Soon, we were on our way again, heading south towards our lunch stop near Hollister. When being "back door" to a long line of Porsches, we have a tendency to not follow the written directions so closely. All we have to do is to just follow the Porsches.

Only problem is, if you get stuck at a traffic light, and you lose sight of the rest of the tour, you quickly have to figure out where you are. Not quite a problem, we just follow the route

instructions! Well, after a couple of U-turns, we finally found our way to the lunch stop, San Juan Oaks Golf Club.

What a great location for lunch! Not only did the group have their own private dining room, but there was a tremendous spread set up for us for lunch. While the food was set up buffet style, there was plenty of wait staff to keep the food coming as dishes were depleted. And the food was great!

As some finished their lunch, it was time to practice for the glider competition! There was a large grassy area just outside the dining room, so many couldn't resist going out and giving their gliders a try. More and more people came outside and it was soon time for the official competition.

Everyone lined up and on cue, all the gliders were launched. In my case, all the practice was no help, as my glider did a quick U-turn and landed about 3 feet from where I was standing! Just about everyone else had much better luck than me, with the winners' gliders going over 20 feet! Congrats to **Kevin Chang** (1st), **Mike Dunn** (2nd) and **Andy Leight** (3rd). What fun!

Gregg announced that the 1st group would be heading out in five minutes, and I quickly searched the parking lot for the elusive "twin-tipped" chrome trimmed exhaust pipe. I swear I looked at every car in the lot, but no luck. After the first group left, Brian gave his 5 minute warning, and the 2nd group lined up.

We were back door again, with what seemed like an even longer line of Porsches ahead of us. On our way again, we took greater care to keep track of where we were on the written route instructions. As fate would have it, we again found ourselves separated from the rest of the group. The instructions having photos came in handy, as our group of five cars came to a "T" intersection and no one knew which way to go. But I did! Onward we went.

After navigating through road construction in Paso Robles, we arrived at Bella Luna Estate Winery in Templeton. We visited this location last year, and the hosts, Sherman and Lori Smoot had even more wines for us to sample this time. And there were lots of snacks for us to munch on too. We also had a drawing for a special bottle of wine donated by Sherman and Lori.

Even though the parking at the winery was packed, and the driveway



blocked, some folks made their way out of the winery to head on to Cambria and our destination, the Cambria Pines lodge. We soon made our way out too.

After a short drive to Cambria, we arrived at the lodge. And after unloading the car, it was time for the welcome social. Like last year, the social was held in a private patio area, featuring a fully equipped no-host bar, along with several different hors d'oeuvres to snack on.

Everyone had fun talking about the day's adventures, and some were still trying to figure out some of the photos on the quiz. As the bar started closing up shop, several folks headed out to dinner. We were the last ones hanging on when the last table was rolled away from the patio; a true sign that "the party has concluded!"

Saturday dawned early, with everyone gathering at the front of the hotel for final instructions for the day's driving tour. Since Highway 1 was blocked by the coast's biggest rock-slide, Brian and Gregg came up with an alternate route for the day. And what a fun route it was!

Winding through twisty roads of the coastal range is always fun, although some had difficulty with their lower riding Porsches. I hear that the GT3's in the group had the most trouble. **Kim and Nick Majetich's** GT4 had a nasty encounter with a rock that lead to sidewall damage and the commensurate loss of tire pressure. We stayed with Kim and Nick, while the rest of the group continued on to the lunch destination, Mission San Antonio de Padua.

The magic of AAA and a tire store in Paso Robles soon proved to be the solution to the flat tire, so the GT4 was flat-

bedded to the tire store to have its tire replaced. Nick rode shotgun in the tow truck, while Kim rode with us in the Macan. With Nick and Kim in good hands at the tire store, Linda and I headed to the

pieces crafted by Linda. And as more and more people entered the room, there was a profound sense of camaraderie with everyone quickly engaging in cocktail hour conversation.



mission to join the group for lunch.

We didn't make it in time for the guided tour of the mission, but we were able to enjoy our lunch and explore some parts of the mission. After regrouping, the tour then hit the road again to head back to Paso Robles and the next destination, Antique Aero.

As things evolved, we opted to skip the Antique Aero leg of the tour in order to get back to the hotel earlier so that Linda could do last-minute work on the centerpieces for the evenings dinner.

Like last year, we had a private room for our tour dinner, and the tables looked lovely with the beautiful center-

Once dinner started being served, everyone quickly took their seats to partake in a wonderful dinner. After everyone had finished eating, **Gregg, Rebecca, Brian and Sue** took to the podium to start the program.

Some of us were on the edge of our seats waiting for the announcement of who won the photo quiz. **Elaine Fat** was the winner, with what I think was a perfect score! Fantastic! I still don't know which car had those fancy exhaust pipes!

Door prizes were given, and by that time your author had consumed way too much wine. So I don't quite remember who won what! But there were great door prizes! As things drew to a close, everyone expressed deep appreciation to **Brian, Sue, Gregg and Rebecca** for all of the hard work they put in to make Cambria Tour 2017 another great and memorable event!

And oh yes, some of us retired to the bar to enjoy the live band and stay up way past our usual bed times! I even stayed awake the whole time! The Plourdes and the Sanders are going to take a break from doing another Cambria Tour, but left the door open to perhaps doing something "different". We all look forward to whatever that may be!



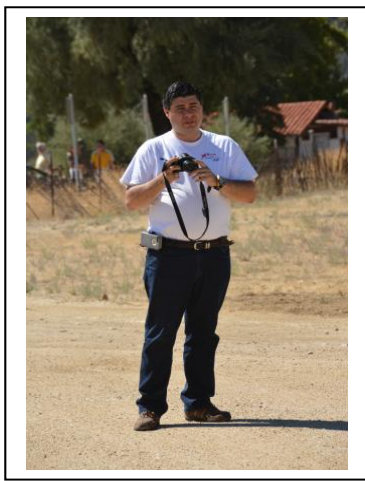
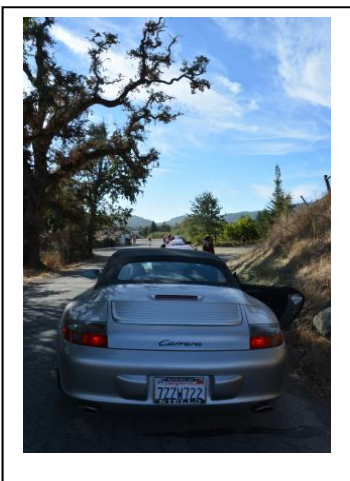
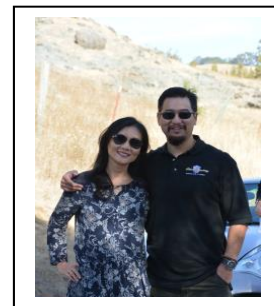
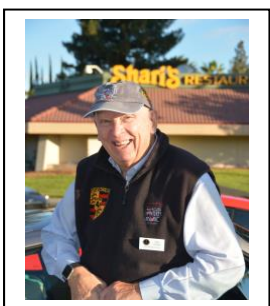
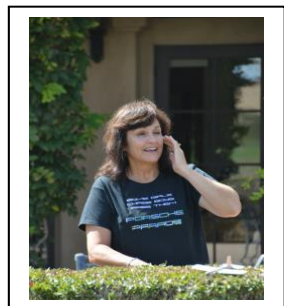
People, Places, and Porsches

By Collin Fat, Photos by Collin Fat

Nearly 60 members and some 35 plus Porsches participated in the 3 day Cambria Tour over the weekend of September 29th to October 1st. The tour started in the River Park area of Sacramento where the customary driver's meeting was led by co-chairs Gregg Plourde and Brian Sanders. Providing invaluable support were their wives, Rebecca and Sue. This was the second time this tour was conducted and with a few minor changes to the format was another huge success. Congratulations and a big thank you for the Plourdes and Sanders for all their hard work.



Cambria Tour





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1984 Dallas Formulae 1 Race

By Skip Quain, SVR Technical Chair

When the FIA announced the 1984 Formulae 1 calendar I saw that Dallas, Texas had been given the 9th race date of July 8th. The Dallas United States Formula 1 event would follow the Canada Grand Prix event on June 3, and the Detroit Grand Prix event on June 24.

I started to read about the Dallas event in "AutoWeek" a periodical focused on racing with a section devoted to vintage racing. One of the articles in "AutoWeek" noted a list of support races for the Dallas event which included the Dallas Grand Prix Vintage Auto Race for vintage racers from years 1962 to 1968. These were a similar class to Steve Earles' class at the Monterey Historics. "Hey - that's me" I thought. Later at a spring Vintage Racing event at Laguna Seca I noticed a Don Walker from Dallas was listed as running a Ferrari. I went over to his transporter and introduced myself. He was the same Don Walker who was the Co-founder of the Dallas Grand Prix event.

We talked about his event and the Vintage support races. Don said my 1962 Lotus 23 would fit into the Vintage Auto Race event. Don gave me his card with the name of his administrator for the event and said he would alert her to my call. I waited until the following Tuesday and gave the administrator, Susan Lackey a call. She told me Don had talked with her and she would send

me the entry forms and told me to call if I had any questions. I received the entry forms on March 18th. I immediately filled out the Entry Application for the Vintage race. After several phone calls to Susan I received my acceptance for the Vintage race on May 8th - I'm accepted!

Next came planning for the event.

The tow to Dallas from my home in San Carlos, about 15 miles north of Palo Alto, would be 1715 miles. I planned four days for the trip. My travel plans had to include a business commitment, I had to be in Las Vegas for a Computer trade conference on Monday afternoon, July 9th following the Dallas event. How to get the Lotus to Vegas? I started to scramble. Then a series of fortuitous events occurred. A fellow Lotus enthusiastic, Paul, who owned a Lotus Elan, lived a few minutes away from San Carlos. He was from Dallas, and he and his wife were flying to the event on Thursday, July 4th. He thought sharing the towing duties to Dallas would be great fun and save him a plane ticket. Plus, as part of the deal he would get a "hot-pit pass", and he and his wife would tow the Lotus back to San Carlos. They were saved from buying two plane tickets back home, and I got the Lotus home - miracles of miracles. Getting the Lotus down to Dallas and getting it back home after the race were solved.

For lodging I called my company counterpart in Dallas and asked if I could stay with him on his couch during the race week. He agreed, but said he was leaving for the Vegas Trade show on Thursday and I would only have one night on the couch then I would have the entire place to myself - things were looking up. I cleared arriving at the Vegas Trade show on Monday afternoon rather than Sunday. My plans were looking better every day.

I had one race, Sears Point, prior to the Dallas event and used the weekend to further sort out the Lotus and gain additional "Seat Time". I was still in the novice category as a driver and I needed all the "Seat Time" I could get. I spent the next weeks prepping the Lotus for the Sears Point weekend. Paul joined me at the Sears weekend, and all went smoothly. I was becoming more familiar with the Lotus' handling and capability. The Lotus came home and with Paul's assistance the car was checked over for the four days of track time in Dallas.

The trailer was prepped for the tow to Dallas. Oh, did I mention the race would be held during July 5th to 8th - Mid-summer in "Big D". My tow vehicle was a 1976 Mercury Station wagon. Lovingly called the "Queen Mary" or the "Family Huge-mobile" for its size and turning radius. With a 24-gal fuel tank we could handle the endless miles towing to Dallas and could easily tow the Lotus and carry all the tools and other equipment I would need for the racing weekend.

The Trip - With Paul and I both driving the tow went from 4 days to 3 days.

We loaded the Lotus onto the trailer Sunday, July 1st and were ready to go. I had checked out the Mercury for the trip and all was OK, especially the A/C. In the early AM on Monday July 2nd I picked up Paul, loaded his gear and headed South on US 101 to Gilroy, over Pacheco pass to Interstate 5 and South to Bakersfield. Interstate 5 was new and there were few service or food stops. But the Mercury with its range could handle the distances. Seeing scrub brush on both sides of the road down Interstate 5



was boring, but Paul and I talked about the race and the work he was doing to restore his Lotus Elan. The temp was in the high 90s as it would be for the entire trip but, the A/C kept us comfortable. We continued south to Bakersfield where we picked up Interstate 40 East over the Tehachapi range. As we traveled East Paul's knowledge of Geology was handy. He pointed out how the rain and wind carved out the various mountain ranges. We could pick up a few radio stations. The Interstate 40 section we travelled was part of the old Route 66. As we travelled and passed many 18 wheelers I saw a job that was not for me. The driving days wore on. As we got closer, Paul told me about growing up in Dallas and moving to northern California where our interest in Vintage Racing brought us together.

With both of us driving we were eating up the 1715 miles of our trip to Dallas. As the miles rolled by we changed driving duties every 2 hours to keep fresh. The Mercury was a great towing vehicle making the drive less fatiguing. On our second night, we were driving through Texas. It was getting late so we stopped, got fuel and asked where was the closest Café. We were directed to a small town several miles off the Interstate. The main street and perhaps only street was extra wide. The waitress at the café told us the town was built around the rail head where the Cattle were driven from the range through town to the cattle pens, then shipped north. We weren't sure if that was history or just a story for two weary racers on the way to Dallas.

Race track

We arrived in Dallas around Wednesday noon on July 4th, and with Paul's knowledge of Dallas' streets we were soon at "Fair Park". The FIA configured the track for the F1 event (see track configuration map) using access roads of "Fair Park", the home of the Texas State Fair, the Cotton Bowl and "Big Tex" the 52-foot focal point of the park.

We registered and were given a map that included directions to the Paddock building, where to park the trailer, and a parking spot for the Mercury close to the Paddock building. Our Paddock location was inside one of the large building that was part of the "Fair Park" complex. The building was large, with concrete floors, good lighting, large



doors at each end, but not air conditioned. Thursday would start off with the drivers meeting at 8:30. The Vintage practice was scheduled for 11:30 to 12:30.

After we were set up we walked around and located the F1 garage building next to the Cotton Bowl. Security was still a bit lax so in we went. The building for the F1 cars was fully air conditioned. During the Texas State Fair, it was used for the awards as it had a balcony around the perimeter. Each team had a roped off area for their cars. Inside the roped off areas each team had several large air-cargo containers loaded with spares, tools, and spare motors which transported the F1 circus via air from race to race. A primitive setup when compared with today's F1 garages and hospitality trailers. The building was empty except for the Alfa Romeo area where two teams of mechanics were furiously preparing the two Alfa V8 turbos for **Riccardo Patrese** and **Eddie Cheever**. With much shouting and getting in each other's way the Alfas were in a state of turmoil. All the other teams were gone to enjoy the sights of Dallas and the ladies. We went back to our non-A/C building, secured the Lotus and headed out. I dropped off Paul at his mother's house and using Paul's instructions headed to Brian's apartment to clean up. Brian showed

me around the apartment, and gave me a set of towels, bedding and the key.

Racing

The schedule for the week would start on Thursday July 5th with tech inspection starting at 7:00 am and a driver meeting at 8:30. After filling up our ice chest with ice, water and Gatorade, I would pick up Paul by 6:00 AM at his mother's house. We found that we could never have too much ice and drinks. The Lotus was ready for tech inspection. Both Paul and I would attend the Drivers meeting to insure we didn't miss any instructions. We both would take notes. The Lotus went through tech early and passed with only one comment on the rear brake lines specifying they should be remounted.

The 8:30 drivers meeting was crowded with many drivers from the Europe/USA, Historic/Vintage events—George Follmer (more on him later) and noted drivers such as Phil Hill, David Piper (David lost a leg filming Steve McQueen's Le Mans), Stirling Moss (before he became "Sir Stirling"), and many more who were noteworthy in the late 70ies/early 80ies.

The great thing about the schedule for track time was the Lotus and I would be in the "hot pits" either prior to F1 practice/Qualifying sessions or arriving just after the F1 cars returned into the pits after a session. My first practice on

Thursday would start after the two-hour F1 practice sessions at 11:30 and go until 12:30. The Vintage group would get an hour of track time on Thursday and Friday and 30 minutes of qualifying on Saturday and the race on Sunday would be 30 minutes.

On Thursday, our practice came right after the F1 cars were coming off the track as we were sitting on the pre-grid waiting for the track to open. Great to be that close to the F1 cars as they went to their pits. My practice went well as I drove cautiously. I passed several cars, but was passed by many more. I was still learning how to drive the Lotus, so stayed out of the way of the faster cars as I learned the 15-turn track. I met Paul coming off the track. He took tire pressures, climbed into the passenger's seat with stop watch and clip board, then back to the Paddock building and our pit. I was now realizing how hot it would get at 100+. We checked out the Lotus and all was well. During down time mechanics from some of the F1 teams were walking through the building looking at the various cars. I had several F1 guys come up and tell me what a great car the Lotus had been back-in-the-day. Nice to hear the accolades of the Lotus from F1 mechanics. George Follmer came by and congratulated me on the restoration of my 1962 Lotus 23. He told me about the Lotus 23 powered with a two litre type 587 Fuhrman four-cam Porsche motor he ran in winning the 1965 USSRC championship beating out Jim Hall and his Chaparral 2, and how mad Hall was losing the 1965 USSRC-championship.

As the Paddock building was open to the race fans I had several of them come by telling me how good the Lotus looked on the track and that my driving looked smooth. I enjoyed talking with the race fans. They were especially impressed that Paul and I towed all the way from California

Paul had tickets for him and his wife in the grand stands so we went out of the Paddock and up into the stands to watch the Historic cars and the Can-Am cars (Center seat F5000 cars with full aerodynamic bodies – not the Can Am cars of the late 60s and early 70s) practice. By now it was after 3:00 pm, back to the garage where we checked out the Lotus, filled the fuel tank and headed home. I dropped off Paul at his mom's house. He would drive one of the family cars to the Fair Park the remaining mornings. I went to the apartment to rest and get ready for dinner.

Several years earlier I had been in Dallas on business and was introduced to a great sea food restaurant, I think it was called Atlantic Fresh. I drove over and met several F1 fans in town for the race. In the bar, we did some bench racing and had a great dinner. Then I headed home for bed as Friday would be another early day with our Vintage practice timed for 8:00 AM.

Friday AM – headed to the local 7/11 for another 2 bags of ice, 2 six- packs of Gatorade, and a box of large zip lock bags. To beat the heat, I planned to put a zip locked bag full of ice inside my driver's suit. I arrived at the Paddock building close to 7:00 AM. and found Paul had already arrived. The large Paddock building doors were open and a number of large electric fans had been brought in to at least move the hot air around. Paul checked the lug-nuts and tire pressures. I checked the fluids, and suited up. No need for the



zip lock bag of ice as it was only hot, not boiling, at 8:00 AM. I brought along the track map, climbed in and started the Lotus. No need for a long warmup as the motor was still warm from Thursday's practice. Paul climbed into the passenger seat and we headed out to the Hot Pits and the pre-grid for the Vintage practice scheduled for 8:00 AM. We were delayed getting into the Hot Pits as F1 cars were just arriving in the paddock for their 10:00 AM practice. It was starting to get hot.

Just after 8:00 we were waved off

under the yellow flag for a warm up lap. The drivers had been warned in the drivers meeting and in our acceptance letter that any damage we caused to our car or another driver's car would result in an immediate Black Flag and potential disqualification for the day/weekend - the 13/13 rule. The first laps were orderly. As I continued to learn the line the faster cars started to move up, and the slower cars (me) were given the blue/yellow passing flags. My first laps were spent with an eye on my mirrors checking for faster cars. As the places to pass became clearer I picked up the pace and started to pass some of the slower cars.

The Lotus had good grip and pulled well from 3500 rpm to the red-line of 7500 rpm. The sound of air being pulled into the twin dual Webers was exhilarating as was sound of the exhaust pouring out of my exhaust pipe as I went through the gears.

As the session was coming to a close I had a malfunction with the gear box. I could only get 2nd and 3rd in my five speed Hewland. I finished the lap and pulled into the pits. A quick look showed that the gear shift mounting bracket had broken. Sad faces. Paul and I climbed into the Lotus to head back to the Paddock Building to sort out the problem. Other cars were also going through mechanical issues.

We were held in the pits until the access road to the Paddock building was clear. Arriving back in our Paddock stall, Paul opened the body to check out the gear shift mounting bracket. The bracket had pulled away from the frame and the shift linkage was stuck in 2nd/3rd. This would require welding up the bracket. Paul prepped the Lotus for Saturday's qualifying session. I walked the Paddock Building looking for assistance but to no avail as few teams had brought welding gear. I saw

welding gear in several of the Historic pits but the Historic cars were being prepped for their practice session and the mechanics were too involved to talk. Paul and I walked over to the track with our Hot pit passes and went into the paddock. The F1 cars were just finishing their 1st timed practice and were coming off track into their pit stalls. As we walked around the F1 pits we saw the driver of Lotus 95T **Nigel Mansell** sitting on the hot pit wall. We walked up and introduced ourselves. We asked Nigel about the track layout and how the

cars were performing. He stated that the track was too tight with little run-off area and not up to F1 standards. We asked about the heat and Nigel stated the heat would be a major issue for drivers and cars. We thanked Nigel and moved on. I saw a vintage racing friend, Kenny from LA, who was a handheld cameraman. He was with **Chris Economaki** of ABC Sports carrying a hand-held camera filming an ABC Sports special on the Dallas race. Kenny's a big guy and he holds that camera on his shoulder as if it weighed next to nothing. Kenny and I spoofed with me doing a grid announcer gig in front the Ferrari pit with laughs for all. Then Paul had to take off as his wife was coming in to DFW that evening.

I walked around the pits waiting for the Historic group to finish their practice, and met up with some SCCA track workers. They had been out to Riverside and Laguna and we discussed the Fair Park track layout and how the heat would affect the F1 cars. They had watched me in today's practice ses-

sion and asked how I liked the track as we walked around the outside of the track. The SCCA guys had passes to get into the fenced areas where the SCCA flagmen were working and we agreed to meet for dinner and discuss Saturday's schedule, and finding a way to get me into the SCCA workers area. I went back to the Paddock Garage as the Historic practice ended at 5:15 and the cars started to arrive back in the Paddock Building. **Carroll Shelby**, the Race Director, walked by. I stopped him and explained my gearshift situation. "No Problem" said Carroll in his Texas drawl, "follow me" and off we went. After about 10 minutes he found the paddock of L&M Lola T222 of **George Follmer**. The L&M team had a welding outfit but the mechanics were busy prepping the L&M Lola for Saturday's qualifying session. With a thank you to Carroll, one of the L&M mechanics and I went over to the Lotus to take a look at my shifting problem. He could do the job, but I would have to wait until the Lola and the other cars they were support-

ing were completed. Now I had time to check out all the cars from the different groups until the L&M team had completed their work. I called the restaurant where I planned to meet some SCCA guys and left word that I had found a solution to my gear shift problem and would be too late for dinner. Now I see how easy your smart phone solves today's communications issues.

Tob Be Continued in December 2017 issue.

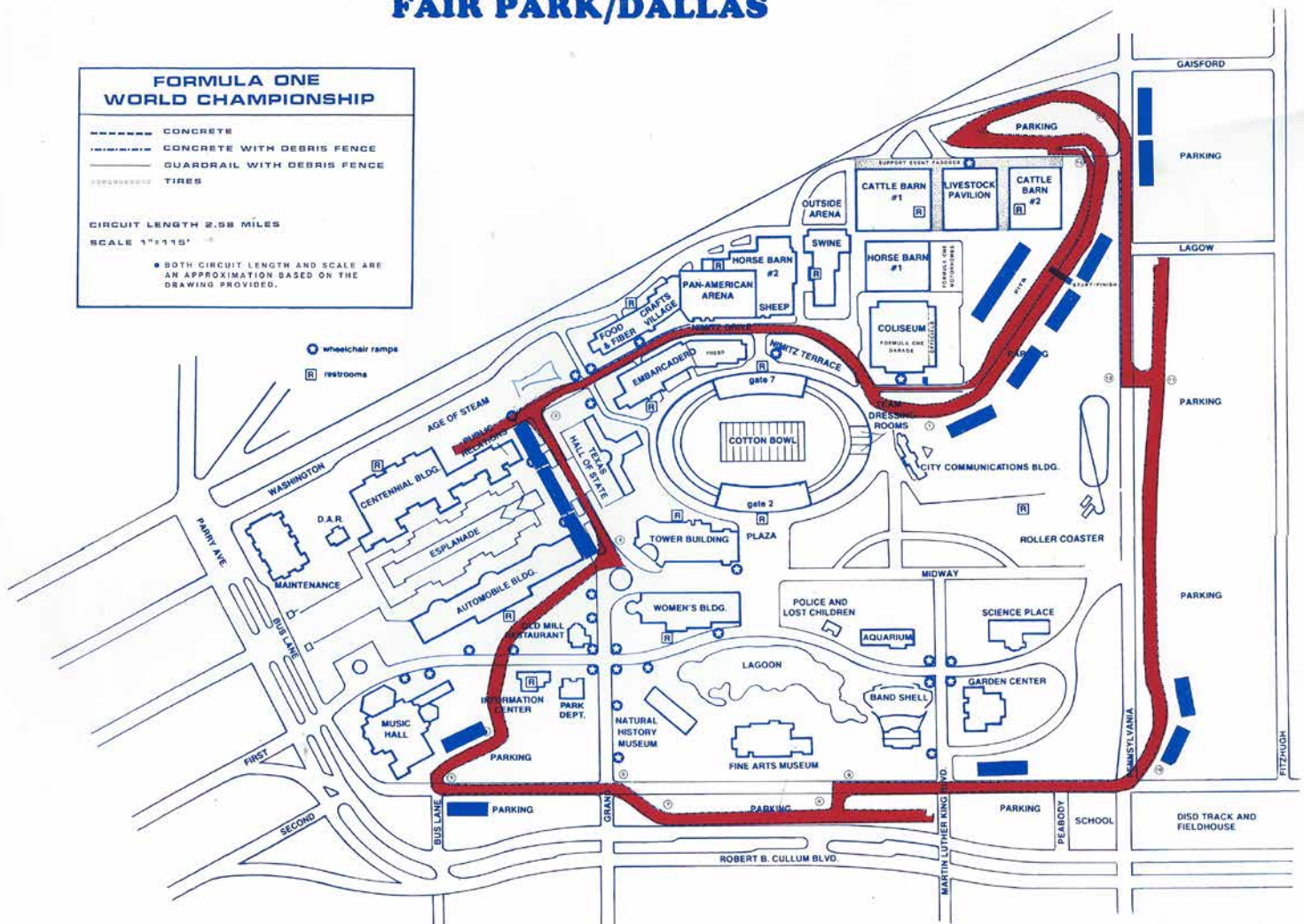
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WORLD CHAMPIONSHIP**

CONCRETE
CONCRETE WITH DEBRIS FENCE
GUARDRAIL WITH DEBRIS FENCE
TIRES

CIRCUIT LENGTH 2.58 MILES
SCALE 1"=115'

BOTH CIRCUIT LENGTH AND SCALE ARE AN APPROXIMATION BASED ON THE DRAWING PROVIDED.





SVR Board Minutes October 2017

By Rebecca Plourde, SVR Secretary

Wednesday, October 11th, 2017
Sac Metro Fire #32

8890 Roediger Lane, Fair Oaks, CA
Board Members and Event Chairs
Attendees:

Eduardo Ortega Jr., Gregg Plourde, Rebecca Plourde, Joy Nieslony, Collin Fat, Mardi Quain, Matt Deter, Bill Fargo, Janet Conner, Al Price, Alma Thompson, Gary Thompson, Kim Nelson, Matt Menning

Excused absence: Skip Quain, Steve McCrory

Also in Attendance: Rik Larson, Lisa Menning, Bob Lozito, Bill Keegan

EMAIL BUSINESS

Minutes from the September meeting approved electronically, final approved minutes distributed 9/23/2017.

Call to Order

President Eduardo Ortega Jr. called the meeting to order at 7:00PM on October 11th, 2017.

New Business

a) Bob Lozito our Crab 37 Chair gave an update on the planning of Crab. The next meeting is TBD. The Mennings are working on tours & the logo. Alma is working on the food.

b) Eduardo Ortega Jr. submitted the post approval of the River Cats \$110.00 deposit for the 2018 SVR Game Day. Collin made a motion to approve, Joy seconded. Budget approved.

c) Eduardo Ortega Jr. submitted a report on Richard Wetzel's behalf regarding the XXXV Carrera de Sierra Rally. There will be about 12 cars participating. There is always a need for volunteers.

d) Kim Nelson stated he will be meeting with Todd English to discuss the 2018 Porsche sponsorship budget. Kim wants to go in for \$2,000.00 he will be getting a budget together for the year.

e) Kim mentioned to save the Sunday after Thanksgiving, for Christmas tree decorating.

f) A budget was submitted by Liz Houser via email for the Christmas Party. It will be \$55.00 per person. Mardi made a motion to approve the budget, Collin seconded. Budget approved.

President's Report: Eduardo Ortega Jr.

Eduardo Ortega Jr. stated he attended the PCA Webinar on Facebook.

Eduardo Ortega Jr. mentioned Christmas Party award candidates list was given to the Board & Bill made a motion to defer the voting until all events are in, then vote via email. Collin seconded it. Motion approved

3.Vice President's Report: Gregg Plourde

a) Gregg Plourde stated changes to the calendar have been made.

b) Insurance has been requested for the Mendocino Tour, and Autocross.

c) Gregg stated the room in Round Table Pizza has been reserved for the January 9th planning meeting.

4.Treasurer's Report: Joy Nieslony

a) Joy Nieslony submitted the September financials. Collin made a motion to approve as submitted. Gregg seconded, financials approved.

5. Social Director report: Mardi Quain

a) Mardi Quain submitted her report. The next dinner event is November 7th @ Zinfandel Grille in Sacramento. Host Bill Keegan told us it is \$49.50 per person.

b) The Rivercats Baseball game is confirmed for Sunday April 29th, so save the date.

Andis Winery owner contacted Eduardo about doing another club event. Dan Rowland is interested in going back to the winery for the next years New Member tour. Dan Will be working with the owner Artur to set up the date.

d) Alma gave an update on the Charity Auction, 50 people are attending so far. There will be 4 or 5 live auction items & the rest will be silent.

6. Drifter Report: Steve McCrory

a) Rik Larson submitted Steve's report in his absence. They are still looking for a Drifter Editor.

7. Autocross & Past President report: Collin Fat

a) Collin suggested Eduardo send a card of Solidarity from SVR to the Redwood Region for those suffering the fires.

b) It was mentioned the 2017 candidate statements have been posted on the website on the Drifter. The ballot will be posted & open on the website November 1st and ends on the 20th.

c) Collin mentioned Autocross is in two weeks and they have 50 drivers.

8. Membership Report: Janet Conner

a) Janet Conner submitted her report. There are 804 Primary Members, 515 Affiliate Members, with a total of 1319 Members. There are 4 new Members.

9. Tech Chair report: Skip Quain

a) Skip Quain submitted his report via email. He continues to work on the Drifter articles for the remaining months of 2017.

Concours Chair: Al Price

a) Al reported the Cam Cruse had low attendance of our Members, but was a fun event.

Meeting adjourned: 9:08 PM

Next meeting: Wednesday, November 8th, 2017 7:00 PM

Respectfully Submitted,
Rebecca Plourde 2017 Secretary

The SVR Breakfast Group meets at
BROOKFIELDS
RESTAURANT
11135 Folsom Blvd
(Hwy 50 and Sunrise)
Rancho Cordova, CA 95670
The First Saturday of Each Month at
8:15 am - Questions?
Jerrv Alter 530.344.0475

Porsche Club –Sacramento Valley Region



2018 Autocross Schedule



March 3rd & March 10th, Niello AX School - 2 Day
AX #1 April 28th, Stockton
AX #2 May 19th, Stockton, CRAB 37
AX #3 June 30th, Thunderhill Raceway, Zone 7 event
AX#4 July 21st, Stockton, Zone 7 event
AX #5 August 11th, Stockton
AX #6 September 15th, Stockton
AX #7 October 13th, Stockton

On line registration required: <http://svr-autocross.deter.com/register>

Beginners are always welcome, instructors and loaner helmets available

For further information contact Ed Busuttil, at autocross@svr-pca.org

Christmas Tree Decorating and Potluck At the California Automobile Museum Sunday, November 26th starting at 2:00 pm

The California Automobile Museum's annual Christmas Tree Decorating Party and Potluck is a wonderful way to kick off the holiday season with your friends and an opportunity to meet many new people in the club as well as other Automobile enthusiasts.

Our club has two Christmas trees to decorate and we have a lot of ornaments from past years. However, I would love to see more ornaments that you have made. An ornament showing your car and/or yourselves is a great way to show the 1000's of people that pass through the Museum during the Holiday Season just what a great car club we have.

We will trim the trees beginning at 2:00 pm, followed by the Potluck at 4:00 pm. Everyone is asked to bring a dish to share with the other car clubs. **This year the Museum is doing the potluck a bit differently. The Museum will provide the main dish and they are asking us to bring either a cold side dish/salad or desert to share.** Please do not plan on bringing hot food as the Museum has had difficulty keeping everything warm in the past.

A highlight of this event every year is the Door Prize Raffle and they generally have some very nice gifts.

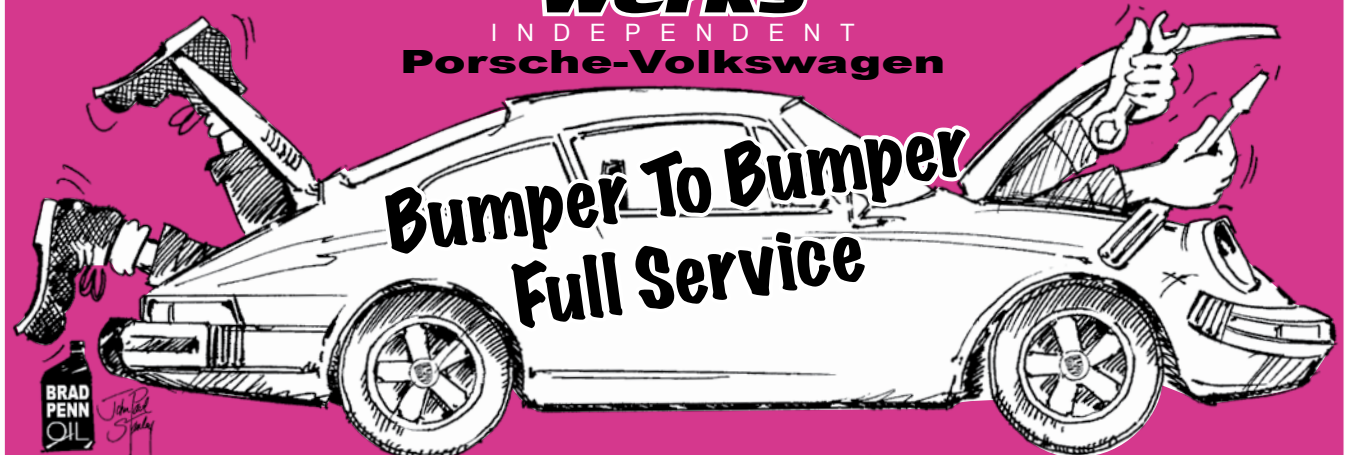
If you plan on joining the fun this year, please RSVP Kim Nelson at knelson356@gmail.com by Tuesday, November 21st.

We hope to see you there. Rachel and Kim



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In the Zone

By Sandy Provasi, Zone 7 Representative

As I write this column, we do not know the extent of the lost and destruction to all in the North Bay. Fires are still burning and it will be some time before Redwood Region can let us know if there is anything the rest of us can do to help. We know some of our fellow PCA members have lost their homes and Porsches. I will keep you posted. Our thoughts and prayers are with everyone in Redwood Region.

The final Zone 7 Autocross just happened at the end of October. Everyone is invited to attend the Zone 7 Awards Banquet on Saturday, November 11, 2017 at 6pm at the Hilton Garden Inn, Fairfield. We will be presenting the class awards for the Zone 7 Autocross and Zone 7 Concours Series along with some special Zone awards. We will not have Club Race awards, as they will be racing down in Buttonwillow with Zone 8.

Rennsport Reunion VI, will be held at Laguna Seca on September 27th-30th 2018. Tickets are on sale now (www.mazdaraceway.com) for the event and the corral. From the PCA site here is what Rennsport is: For those who may not know what, exactly, is a Rennsport Reunion, picture this: tens of thousands of car enthusiasts and hundreds of Porsches of all types on display and racing on track. Among the thousands of people scattered about the paddock and infield are famous race car drivers, engineers, designers, and company executives — basically the who's-who of the Porsche world. Porsche, not PCA, puts on this event.

PCA will provide a hospitality tent with refreshments and presentations by Porsche insiders for members in attendance. More information will become available in the near future. PCA volun-

teers will be parking the corral Porsches by model at the event as in past years. Hope to see you in the corral.

Looking Forward:

Treffen Tamaya, Santa Ana Pueblo, New Mexico, April 25th-29th, 2018

CRAB-Sacramento Valley Region, May 18th-20th, 2018

Lake of the Ozarks Porsche Parade, Tan-Tar-A Resort, Osage Beach, Missouri, July 8th-14th, 2018

Werks Reunion, Corral de Tierra, August 24th, 2018

Rennsport Reunion VI, Laguna Seca, September 27th-30th, 2018

Safe Driving, Sandy Provasi

2017 Zone 7 Awards Banquet 6:00 PM Saturday, November 11th, 2017 Hilton Garden Inn 2200 Gateway Court Fairfield CA 94533

You are invited to attend the Zone 7 Awards Banquet to celebrate Autocross, Concours d'Elegance, Club Racing and Special Zone 7 Awards for 2017. Please plan on joining us and our fellow Zone 7 members for a fun year-end party!



Buffet Dinner Menu • \$57.00 per Person
Green Salad

Grilled Chicken with Champagne Chive Sauce
Sliced Bistro Filet with Cognac Peppercorn Sauce
Seasonal Vegetable
Dessert • Coffee • Hot Tea



Registration may be made on Motorsportreg.com (<http://tinyurl.com/yaftx6a9>) or send a check, made payable to "Zone7/PCA" to Sandy Provasi, 1339 Glen Dell Drive, San Jose, CA 95125. Registration deadline is Monday, November 6th. Questions? Contact Sandy at sandyprovasi@gmail.com

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October Membership

Janet Conner, Membership Director

Membership Report

	Oct 2017	Oct 2016
Primary Members	804	794
Affiliate Members	515	485
Total Members	1319	1279
New Members	4	6
Transfers In	2	2
Transfers Out	1	1

Since we use e-mail for most of our communications, it is necessary to keep our e-mail address current with SVR and PCA. To update your information, go to www.pca.org and login. You can then make any updates (address, car, e-mail etc.). Also, even though we receive the information from PCA monthly, you can send the same updates to: membership@svr-pca.org New Member badges will now come with a removable colored sticker to encourage introductions at club events. They can be removed at any time. Welcome to the Sacramento Valley Region of Porsche Club of America.

SVR - PCA Member Services

How do you join the Porsche Club?

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.

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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

Forsythe, Kenneth
Forsythe, Paula
Rocklin
KennethForsythemd@hotmail.com
2014 Boxster S

Han, Richard
Granite Bay
rhan19@yahoo.com
2009 911 Turbo Cabriolet
GT

Milligan, Scott
Grass Valley
scott@parkwestrealtors.com
1985 911 Carrera Cabriolet

Moore, Larry
Sheehan, Susan
El Dorado Hills
Imoore800@gmail.com
1999 911 Carrera
Transfer from High Desert
Region

Sutton, Jack
Folsom
suttonjkk@att.net
2011 911 Carrera 4S

Thompson, John
Thompson, Dawn
El Dorado Hills
jmt053@yahoo.com
2016 Cayman S
Transfer from Golden Gate
Region

New Members

Anniversaries

1 year

Costa, Carlos & Clifton
Audrey
Jones, Kristi
Laliberte, Robert
Maidan, Lucian
McConnell, Rob & Robyn
Okada, Lincoln
Price, Deeann
Tagoreerwin, Richard
Zajic, Greg & Liah

5 Years

Clayton, Jeffery
Mattson, Ken

10 Years

Collings, Bill & Terri
Farr, John & Anne
Martinez, Jr., Ron Brenda
Richins, Paul
Sheffer, Kenneth & Frances,
Jeanne

20 Years

Conner, William & Nancy

25 Years

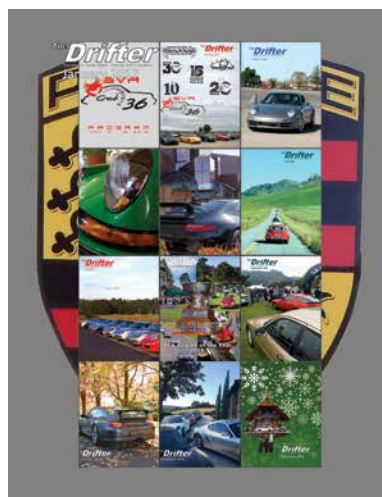
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Larry Barkhouse, lb2321@icloud.com



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FIRM and NO TRADES miaandshasta@gmail.com



1987 911 Fantastic Coupe. \$46,00 obo. G50 Gearbox, 72,000 original miles, black w/ light grey interior, Fabspeed exhaust, factory whale tail, sunroof, Elephant Racing suspension, Steve Wong Chip. contact carter_011@hotmail.com

PORSCHE, PARTS, OTHER ITEMS FOR SALE

New Set of Fuchs wheels \$3,000. 7" & 9" still in the box with hand painted center caps, new lug nuts & valve stems. miaandshasta@gmail.com

Porsche Stuff. Drifters 1973-1999, Panorama 1968-2017, Automobile Quarterly 1969-1975, Christophorus Vol. II (1950), 18(1955), 47 (1963), My Original Owners Manual from 1964 Treffen, Porsche Coins 1965 on, Sales Brochures 1964, Including "Porsche Story" by Ken Purday 1964. All of above from my Factory Treffen Trip w/PCA GGR 1964 to pick up my 1964 C.
Phillip Marks, 925.935.6077 goosemarks@astound.net

WANTED

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

PCA & 2016 Werks Badges light blue in great condition. Ski Racks for 1969-1973, 911. Contact Richard Shelton, 912rich@att.net or 530.863.0446

CLASSIFIEDS INFORMATION

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.

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SVR Goodie Store Update

Linda Bradford, SVR Goodie Store Manager

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



Linda Bradford
goodie@svr-pca.org
916.899.5731



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