



The ***Drifter***

Sacramento Valley Region - Porsche Club of America

December 2017

On the Cover
Photo Collin Fat
Cover by Barbara McCrory



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The Drifter

Sacramento Valley Region - Porsche Club of America

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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

Without getting too deep into philosophy, the ultimate constant in our lives in planet earth is **time**. The passage of time cannot be bargained with, stopped or altered. It is also the **most valuable** commodity in our lives, as it is the only material entity that **cannot be bought**, no matter what. Do you remember the legendary "**Rosebud**" in **Citizen Kane**? How the main character yearned deeply to go back to his childhood when his biggest pleasure in life was to ride the small snow sleigh? That was all he wanted back. For me, father time has arrived and delivered this **milestone to end my board** career after **six years** of continuous service. Two years as **Social Director**, followed by one year as **Secretary**, then two years as **Vice President**, all culminating in my **Presidency** in 2017. When I **volunteered** in the elections of 2011, I absolutely had no idea what to expect from the job. I was brand new member that only had attended the **Carrera de Sierra** TSD Rally in 2010, and used to attend breakfasts at the **Waffle Corner** in Citrus Heights. So, technically speaking, I did not have "Porsche Club" proper experience. I was a complete novice. Yet through the **guidance** and **mentoring** of board members I got the training needed using the **rich oral history** of the club, published materials, and training on the job. There was only one prerequisite that was needed to start my journey: My **free will to volunteer** and take the perennial plunge. A journey of a thousand miles starts with the first step. And ends with the last step.

The club is in much better shape today than in 2012 when I began. Through the selfless work of board members, chairpersons and members hosting events, the club reached new levels of success. We received the **Region of the Year** award in **2016**. The **Drifter** and our **SVR Website** have received **many awards**, sometimes 1st Place, sometimes 2nd Place. The **Charity Auctions** have raised amounts in the **five-figure range** multiple times and last year we won 2nd Place from PCA for **Community Service Award**. From the outside of the casual observer, it may seem that everything is perfect. But it is not. The club has always been financially sound. But the problem we have is not **monetary**; it is a **deep crisis** in the **lack of human resources**. Using extremely rough anecdotal references, in our club of currently

1,320 members (*this is the actual number this month*) about **150** are active. And from those, there is a sub-set of **50** people from the **150** active group that volunteers in the Board of Directors at large. This talent pool of 50 is **too small to sustain long-term service** or fix urgent problems when a **position cannot** be filled due to lack of candidates. Case and point. The **elections of 2011** could not fill the Vice President and Treasurer positions. By a miracle two brave volunteers stepped up, and after the 2012 Planning Meeting, we held an emergency Board Meeting and voted those new members in. In the **Elections of 2015**, no Social Director was found. Another great volunteer stepped up, and was voted in by the Board in 2016. And for the **elections of 2017**, after a search of **more than one year**, no **Drifter Editor** was found. Yet again, **two volunteers** from the **miracle 50** group, stepped up at the Board Meeting in November and **volunteered for the job**, under the **threat of the catastrophic consequences** of stopping the publication of The Drifter after the December 2017 issue. Catastrophe was **avoided at the last minute** with a script worthy of the 1980s TV Series "McGuiver".

I am not writing this assessment to scare, cajole or issue any threatening news. The **cold, ugly truth** is that we **lack participation** from the membership at a large, and sooner or later the miracle workers from the 150 people that are active will get fatigued and burned out. It is human nature. None of us are T-800 Cyborg Terminators from the iconic 1980s movie that can work forever. We have been at a **crossroads since** I joined the board in **2012**. The core of members that qualify as "**old timers**" that have built and maintained this club for 55 years, are now **stepping back** to live **quieter lives** and after so many years of hard work in the club, are taking their well-earned retirement from SVR at large. This talent pool is depleted. The current talent pool is newer, but does not run fed by atomic energy. This **current group**, sooner or later, will also **walk** in the future **into the perennial sunset** depicted in the Old Western movies. What I am writing are the **cold hard facts**. So, after this long sermon, all I can say is that the **future** is literally in **your hands**. New SVR members have to start getting integrated into board service and hosting events, for the **sur-**

vival of the club. We have been around for 55 years. There is **no guarantee** that we will last 55 more. The future is always in the need of being forged by the work in the present. **Please, I dearly ask** all members to look hard at their life obligations, and if they find availability, **please volunteer**. The **survival of your SVR club** depends on it.

I want to **thank Jerry Alter**, our **SVR Breakfast Chair**, for taking the initiative and calling members personally to encourage attending our club dinners (this was propelled after the cancellation of the September Club Dinner at Orchid Thai for not meeting the minimum guaranteed sign-ups by the deadline). **Jerry**, members did **notice** the great deed you were doing and they let me know. I thank you for your **initiative** and **hard work**, and I really wanted to **thank you** publicly in the last opportunity as President in 2017. Our **December 16th Christmas Party** at the **Timber Creek Ballroom** in Roseville has a **deadline** to sign up on **December 7th**. For any people signing up between December 1st through the 7th, please use the electronic sign up system. The link is in the SVR calendar, and the online system will let you choose your entrée and pay with credit/debit card. Finally, the **2018 SVR Planning Meeting** will be held on Tuesday, **January 9th** at the **Round Table** at the junction of Madison Avenue and Greenback Lane, Folsom. **RSVP** to Gregg Plourde at vicepresident@svr-pca.org or by phone to (530) 210-9686. You will pay the **astronomical fee of \$1** for all-you-can-eat pizza. What a deal! I wish I had access to that deal in my college days.

Finally, like the speeches at the Academy Awards, I want to thank all the board members, chairpersons, members hosting events, legendary members that built this club, and all members that I have met during these six years. Thank you for your guidance, mentoring, help, support and friendship. Serving in the SVR Board has been one of the highlights of my life. Due to space limitations, I cannot name any of you. But you know who you are.

I wish you all a wonderful Christmas, a Prosperous New Year, and a super successful 2018 year for SVR.

Danke Schon und Auf Wiedersehen.



Editor's Corner

Steve McCrory, SVR Drifter Editor
Photos Collin Fat

Rear View Mirror

With 2017 almost complete, I have to say the year has passed quickly by, like a hot lap in a time machine. The Drifter Team has completed the last issue of the year. We prepare for 2018 with changes to the team, and changes to the Board of Directors. Welcome **Matt Menning and Alma Thompson** as **new co-editors** for the Drifter. Matt and Alma have been active as chairs and event leaders, volunteers who have made a real difference providing quality tours and dinners for the region. Three years and 36 issues ago as the new editor, my main thought was, how can I make this work to bring SVR members news and event information in a timely manner, with an occasional piece of entertainment thrown into the mix. As I leave the position, Matt and Alma are in good hands with team members ready to provide the talent and resources to carry on. As outgoing editor, my job has been made easier and more enjoyable with club members stepping up to provide photos, articles and new ideas.

There have been tours, autocrosses, dinners, rallies and concours, and more throughout the year, and if you didn't have the time to attend an event, you could read the after event article to see what you missed and plan for the next one. Photographs have become a more important part of the mix. And bringing on new advertisers has given us the opportunity to expand and include more articles and images. The printed copies provided to our sponsors also create interest in the SVR to potential new members.

It's always fun to shop for a new car, but for some crazy reason **Barbara** thinks I should sell a couple of the old ones first. Go figure. Anyway, the search finds plenty of resources, and I have a stack of enthusiast car magazines piled up in the corner waiting my attention. Then there is all the information available on the internet. Throw in videos on the tube and it's easy to reach the dreaded stage of information overload. I have come to the conclusion that there is no one perfect car, and of

course that's why we need to have at least several. I am still conflicted about the choice of manual versus automatic transmissions. I can count on one hand the vehicles I have owned with automatics, but traffic density and ease of driving is pulling me in that direction. With so many technological changes happening in the auto industry, you are placing a bet on your vision of the future of driving. Taking a close look at statistics and the state of California politics, there seems to be only a small chance that our roads will ever be back in shape. So like many of you, I look for good pavement for recreational driving. A friend recently told me he's done with gasoline, but will wait until battery advancements stabilize the market. Self driving cars may not be as close as you think.

In this issue, lots of good stuff to check out. My thanks go to members of the Drifter Team and everyone who has contributed their time and talents these last three years. I am down the road and looking forward.



The Drifter team would like to thank you for your dedication and support in making The Drifter what it is. Your patience and organization has helped us to hopefully make your last three years enjoyable.

Also having the support of Barbara with all of her talent in making the covers and preparing the graphics for events and all the other graphics has also made the publication excellent. If it had not been for your support and guidance and Barbara's graphic support I would have NOT been able to layout such a good publication. We wish you the best as we move forward into another new time with the The Drifter. (Mike)

Rik Larson, Production Editor -- Mike Willis, Layout -- Mike Dunn, Advertising
Skip Quain, Technical Articles -- Collin Fat, Reporter -- Kirk Bradford, Reporter



PDK (Pretty Darn Kwik)

Rik Larson, SVR Member

Dinner Plans?

Mardi Quain, SVR Social Director, is looking for several folks to chair one of the SVR dinners in February and March (and the rest of the year for that fact). You get to pick the location and the date. Mardi is available to help with the administrative details (budgeting, publicity, etc.). You can reach Mardi at social@svr-pca.org or 650.504.4866

Tours Galore in 2018

The SVR calendar for 2018 already shows 5 tours (3 are of the 3-day type). But no wine tours; at least not yet.

2018 SVR Planning Meeting

Be sure and sign up at Eventbrite. It is easy. Just a reservation. no payment to make until we see you at the pizza parlor on January 9th.

Porsche at CAM

The Car Club Cavalcade display at the California Automobile Museum (the new roof is great) features Porsche for the month of December. **Kim Nelson** coordinated the display (limited to just a few cars because of the remodeling that

is going on at CAM and space is tight). Check it out. All you need is your PCA card to gain free admission. And parking is free also. CAM is the location of CRAB 37 next year.

New Zone 7 AX Chair

Our own **Collin Fat** has been appointed as the 2018 Zone 7 Autocross Chair. He is busy working with the various regions to put together the series for next year. Coordination, resolution of date conflicts, etc. are just some of the duties. Congrats Collin. And Collin reports that SVR is presenting a 2-day AX school on March 3rd and 10th. Details coming.

2018 Factory Porsche Calendar

Yes, they are available at Niello Porsche. Be sure and get the one with the coin.

FIVE years ago in the DRIFTER

The cover of the December DRIFTER featured Santa Claus (**Bob Jacobson**) on a Porsche Diesel Junior tractor (red of course) It was in the showroom at Niello Porsche. Incoming (2013) SVR President

Steve Barker had an announcement for the Victorian Christmas Drive to Nevada City (Steve and Rita only got lost twice while leading the tour as it turns out). Technical Chair **Lisa Thomas** had a great article on tires: balancing, air pressure, wheel alignment, rotation (as in front to back) and tire tread. AX Chair **Bob Peake** summarized the 2012 season in a great article (hard to believe that we were using Mather Field just 5 years ago). **Mark Fleishman** wrote a 2-page article (with photos) of his Treffen trip. This trip was organized by the Fast Lane Travel folks and seems to have been the seed for many other SVR members taking a similar trip over the past several years. Last, but not least, was a review of the annual Mendocino tour (30 cars for the 3-day tour).



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PORSCHE



THINKNIELLO



Sacramento Valley Region Calendar



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

2017/18 SVR Events svr-pca.org

- Dec 16 SVR Christmas Party, Timbers at the Lodge,
Liz Houser & Wendy Bulhoes
- Jan 9 SVR Planning Meeting
- April 10 SVR Dinner Cookie Anderson
- April 13-15 Pacific Grove Tour, Jim & Linda McMahan
- April 29 River Cats Game, Skip & Mardi Quain
- May 18-20 CRAB 37, Headquarters CAM
- June 1-3 Trinity/Weaverville Tour, Liz & Ray Houser

2018 Zone 7 Competition Events zone7.pca.org

CONCOURS

- 2018 Watch This Space

AUTOCROSS

- 2018 Watch This Space

WEST COAST RACING SERIES

- 2018 Watch This Space

OTHER ZONE 7 EVENTS

- 2018 Watch This Space

2018 SVR Autocross Events Contact Collin Fat 916.955.7966 / autocross@svr-pca.org

- March 3 & 10 SVR Autocross School

Upcoming PCA Events 2018

- July 8-14 Porsche Parade, Lake of the Ozarks, Missouri
- Aug 24 Werks Reunion, Monterey
- Apr 25-29 Treffen Tamaya, Santa Ana Pueblo New Mex.
- 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



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



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



Thompson and Dunn Set the Fundraising Bar

By Collin Fat, SVR Past President

SVR's annual charity auction was held at the beautiful Timber Creek Lodge at Roseville's Sun City. The event was attended by more than 60 SVR members who generously opened their wallets to help raise \$13,000 for the **R&S Foundation**. The R & S Foundation (Recon and Sniper) serves the needs of military veterans and families who served in our armed forces in these specialties.

Co-chairs **Alma Thompson** and **Mike Dunn** spent months asking for donations and came up with dozens of great items ranging from a pricey mountain bike, Porsche memorabilia, Pebble Beach Concours tickets, round of golf for 4 at Sun City Roseville's championship course, Porsche logo wear, as well as an assortment of fabulous gift baskets to name just a few of the silent auction items. Both Alma and Mike worked since March gathering auction items from both members and sponsors alike.

Auctioneers, **Kim Nelson** and **Kirk Bradford** handled the two live auction items that included a dinner for 10 at the Parra residence as well as an expense paid trip to Camp Pendleton in San Diego for a two day shooting outing that included airfare and hotel donated by the R&S Foundation. Kim and Kirk were at their best and were able to not only get top dollar for the ever popular Parra dinner but convinced **Ed and Terri Parra** to anti-up another dinner for ten that a second group of members bid on. All told the bidding was competitive and one of the highlights of the auction.

While music was provided by **The Speedsters**, members enjoyed a wonderful buffet lunch and beverages provided at the cash bar. The ballroom and grounds of the **Timber Creek Lodge** provided a beautiful back-drop for the auction along with great fall weather. The table decorations were handled by **Linda Bradford**.

Last year's auction was held in conjunction with our annual Christmas party and raised nearly \$8,000 in a silent auction format. This year Alma and Mike raised the bar by organizing this stand-alone event. Though attendance was less than last year's event, it was amazing how generous our members were in opening up their wallets to help raise funds for this very worthy veteran's foundation. Representing the R&S Foundation were **John Brown** and **Philip McGinty**.

The list of volunteers who helped Alma and Mike included **Ron and Sally Boeck**, **Kirk and Linda Bradford**, **Collin and Elaine Fat**, **Liz and Ray Houser**, **Gary Thompson**, and **Deb Dunn**. Thank you all for your time and effort.

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!



- 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

You Never Know What/Who You Will Encounter On a TSD Rally

By Rik Larson, SVR Member

Photos Trische Robertson, Editor - 1979, 1980, 1982, CRAB Chair 1983

We (Trische Robertson, Delores McKinnon, and I) were setting up to work a checkpoint on the Carrera de Sierra Rally in October when we heard a rather strange noise. As it got louder (we were around a bend in the road and up in the hills just outside of the town of Foresthill) we knew it was going to be something interesting. The sound was from an old car...a real old car. The vehicle approached our checkpoint sign, the occupants waved at us (we waved back) and they kept right on going. A couple of minutes later, another old car comes by.....same routine. And then a couple of minutes after that a third car came by.....it stopped. We talked and determined that there was a group of about 6 of them that were on a 'run'.



I wanted to thank the SVR folks that have worked on the TSD Rallies presented this year.....both here and at the Porsche Parade in Spokane in July. So thanks to:

Mary Dachauer, Matt Deter, Weyland Fat, Collin Fat, Bill Fargo, Darrel Huckabay, Delores McKinnon, Keith McMahan, Joy Nieslony, Steve Nieslony, Gregg Plourde, Trische Robertson, Alma Thompson, Gary Thompson, J Toney, Anne Walker, Richard Walker, Richard Wetzel

Thanks for helping us establish a rally worker pool for future events.



Drifting Back, 15 years Ago

By Larry Wilson, SVR Member
Photo Drifter 2003

December 2002

All they had to do on December 14, 2000 was to combine SVR's 40th Anniversary Party and the Club's Christmas Party and you'd have one HUGELY SUCCESSFUL party at Towe Auto Museum. Well, according to DRIFTER reporter Dennis Stettner, it worked!

The Setting:

Despite an unbelievably heavy rain and wind storm, more than 160 members and guests arrived to celebrate the festive season once inside the Museum. Members were greeted by a choir singing Christmas Carols as they registered, picked up drink coupons and received a gift from PORSCHE CARS NORTH AMERICA, a Porsche lapel pin. Upon entering the dining and stage areas, members were greeted by several Porsche banners, a giant Porsche Crest, two Porsche cars parked on the stage as well as two fully decorated and lit Christmas trees. The dining area and tables were festively decorated with

greens, ribbons and candles. Garlands with lights surrounded the entire dining area.

The Walking Rally:

What? A rally inside a museum? Yup, a walking rally staged by Herb Hoover which began as soon as the choir had finished. The River City High School Jazz Band took over the sound-system with more Christmas music treats. SVR members enjoyed the music as they greeted friends and began the walking rally. As you might expect from our membership, there were 16 entries with perfect scores on the rally. Jim and Sheila McDade had a perfect score PLUS came within 50 gumballs of the correct answer to the rally's overall question.

Dinner Music: During the buffet dinner music, The Towe Auto Museum's Grand Wurlitzer Organ was played by Dave Sauer who performed many Christmas favorites during dinner.

Introductions:

Katherine Curran (Public Relations Director for Shriners Hospital) and

her husband Michael were invited to the event to accept the 200 or so toys generously donated by SVR members to the Shriners Hospital for Children. The new unwrapped toys were brought by everyone attending plus an additional 50 Teddy Bears purchased with National PCA funds.

40th SVR Anniversary:

At the request of Mike Willis, long-standing PCA member Burt Propp discussed his involvement and assisting with the establishment of SVR in 1962. Kim Nelson read a letter from Porsche AG congratulating the SVR membership on the occasion of the 40th year of their club.

Outgoing/Incoming Board of Directors:

The outgoing board members were recognized for their contribution to the club in 2002. They were presented with Porsche driving gloves. Outgoing President, Russ Hildebrand, was also thanked for his efforts on behalf of the club and received a weekend for two at a favorite resort. Incoming board members for 2003 were introduced as follows: President (Kim Nelson), Vice President (Dennis Stettner), Secretary (Tom Sisson), Treasurer (Barbara McCrory), Membership Director (Roger Turner), Social Director (Katherine Sheppard), Competition Director (Bill Thorp), Drifter Editor (Peter Cross), Past President (Russ Hildebrand), and Webmaster (Doug DeVetter).

Those pictured in the DRIFTER (FEBRUARY 2003 issue) having a great time at the Christmas Party/40th Party included Carol McKee, Kim Kinder, Holly DeVetter, Doug DeVetter, Burt Propp, Barbara McCrory, Mike Willis, Emily Willis, Katherine Sheppard, Dennis Stettner, Bill Winkler, Tim Fleming, Steve Nieslony, and Russ Hildebrand.

According to Stettner, it all ended too soon and without a doubt, the 2002 Christmas Party and 40th Anniversary Celebration will be long remembered as one of the premier events ever held by the Sacramento Valley Region, Porsche Club of America.

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.



SVR People, Places & Porsches
By Steve Goltz, Publisher

Your photos are always needed and welcomed!
We will try to publish as many as we have room for in each issue. Send your color, black and white prints or electronic images to Steve Goltz at the address listed on page 1 of the Drifter. Please include a caption or other information regarding the photo. Include a CDSE with your prints and we will get them back to you promptly!



Photo 153 Doug DeVetter



Photo 2485 Dennis Stettner



40th Anniversary and Christmas Party

1. Carol McKee and Kim Kinder keeping things festive
2. The Towe's Mighty Wurlitzer Organist Dave Sauer
3. Holly DeVetter with Santa
4. Burt Propp (former PCA President) and Mike Willis
5. 2002 Board: Barbara McCrory, Emily Willis, Mike Willis, Doug DeVetter, Holly, Tim Sisson, Katherine Sheppard, Dennis Stettner, Bill Winkler, Tim Fleming, Steve Nieslony, Russ Hildebrand



10

The Drifter



What is CRAB

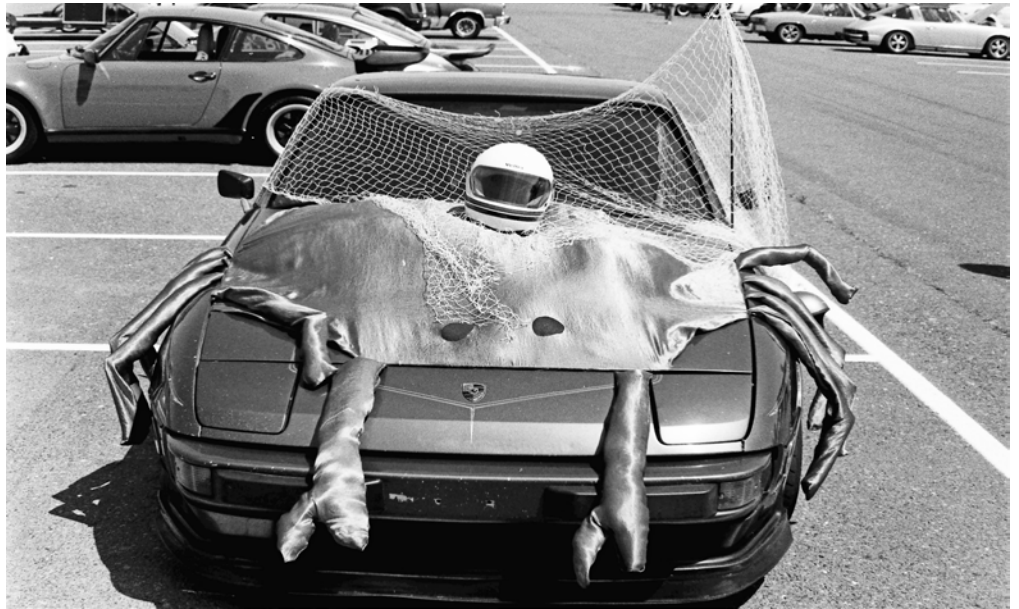
By Collin Fat
Photos Drifter



If you are new to the club and one of over 200 members who have joined SVR since CRAB 36 was held at Eagles Nest in Lone in 2015, and are wondering what the commotion is all about; "So what is this multi-day, multi-region event we call CRAB?" Let's start off with an explanation of the acronym in the word "CRAB". The letter "C" stands for crab, the letter "R" stands for rallye, the letter "A" stands for autocross and the letter "B" stands for the German word "beegnen" which stands for a gathering or meeting. If you don't get it, let's just say it's a weekend to celebrate all things Porsche. It's a chance to socialize with like minded fans of the Porsche brand. It is also a wonderful way for new members to get immersed in the fun and social aspects of the club all in one weekend. In addition to the events described above, CRAB also includes a day long tour, concours, and a beer

and brat on the final day of the event. The event has attracted well over 300 PCA members at each CRAB which has been held since 1972, when a small group of SVR members, **Rich Farlinger, Jim Karver, Ray Johansen, and Phillip Marks** conceived the concept which was held at **El Macero Country Club in Davis**. To date, the club has hosted 36 CRABS and has gained a regional and Zone 7 reputation for being one of the most anticipated multi-region, multi-day events in Northern California.

CRAB starts the weekend with a casual welcome party to be held this year at the California Automobile Museum in Sacramento. On Saturday, the event includes an autocross, a tour of the Delta, a funkhana, and the grand crab feed featuring all you can eat fresh Dunge-



ness crab. On Sunday, there will be a rally, concours, and the beer and brat barbecue along with awards ceremony.

One of the highlights for all new members would be the opportunity to hang with more than 300 SVR members in a gathering of well over 100 Porsches including classic 356's, early 911's, mid-seventies air cooled models and finally to all of the water pumpers produced from 1999 to today. Imagine a tour of over 60 cars heading down route 160 to the Delta town of Locke or Clarksburg! Over the last 45 years since CRAB's have been held, the event has not always been held in consecutive years. There



have been CRABs every year from 1972 to 1999, with no CRAB in 2000, 2005, 2009, 2010 and between 2012 through 2015, a period of 7 years. After hearing the pleas from membership and club's in other Zone 7 regions to plan another CRAB, it was not until 2016 that CRAB 36 was held at Eagles Nest Airport in Lone, and what a huge success this event was!

CRAB 37 is being chaired by **Bob Lozito** and **Collin Fat** with the assistance of a committee of over 12 dedicated

volunteers. It is never too late to get involved in the planning so if you have an interest, send Bob an email. His email address is published on our website. It is a monumental effort to put on a CRAB so the more help Bob can get with the planning and staffing of the event over the 3 day weekend, the more successful the event will be. Volunteering is a great way for new members to get a chance to contribute and get to know other members.

Preliminary CRAB 37 Schedule of Events Friday, May 18, 2018

Registration and Welcome Party at California Automobile Museum (CAM)
5:00 pm to 9:00 pm- Registration opens
5:30 pm to 7:00 pm- Goodie Store open
7:00 pm to 9:00 pm- Music
5:30 pm to 8:00 PM- Funkhans
5:30 pm to 8:00 pm- Sign up for Rally time out
Food and drinks will be served
5:00 pm to 7:00 pm- Concours, tour, and autocross personnel available for questions

Saturday, May 19, 2018

Late Registration
7:30 am to 9:00 am
11:00 am to 12:00 pm
Autocross
7:30 am to 3:00 PM- San Joaquin County Fairgrounds, Stockton
Driving Tour – TBA
8:00 am to 11:00 am
CRAB 37 Banquet
5:30 pm to 11:00 pm-California Automobile Museum

Sunday, May 20, 2018

8:00 am to 11:30 am- Walking Tour TBA
8:00 am to 12:00 pm- Gymkhana
10:00 am to 1:30 pm- Concours de CRAB
1:00 pm to 3:00 pm- Beer & Brat
3:00 pm- CRAB awards presentation



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SVR Autocrossing Wrapup

By Greg Zajic, SVR Autocrossing Team

Not a bad day for our 7th (Sept event cancelled due to heat) 6th and final autocross of the SVR season. The weather was much more cooperative this time and topped out in the low 70's just as we were wrapping up. Due to the addition of the roundabout we had the rookie course walk where just about everyone participated so they could be sure that they understood what to do. We ended up having the safety meeting at the roundabout since everyone was there anyway J. The first cars were moving around the course shortly after 9:00.

We had an initial pool of 62 drivers between illness, car problems and or other unforeseen conflicts we ended up losing a few more than usual and had 53 participants driving at the event. From our pool we had representation from the GGR (6), YOS (1 thanks Chuck), Redwood (1 thanks Howard), SVR (37), which leaves 8, non PCA members. We had 11 drivers with less than four AX events with SVR including a couple of individuals that were new to autocross so we 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 had something new for SVR and was significantly longer than our usual course with nearly double our average event's run time. The longer course was due to the ingenious use of a roundabout. We're all familiar with the roundabout on the regular roads where people can't decide what to do and just sit there waiting for all cars to clear it out before they enter. But with only one car on the course at a time there should have been no issue right? However to the observers enjoyment we had people stopping at entry trying to decide if they should go clockwise, or counterclockwise, others decided they liked it so much that they went an extra loop through or those that went the wrong way around the loop or entered the WRONG way, slammed on the brakes and backed up then went the correct way. It was fun... at least for the observers who'd simultaneously "ohhhhhh" and snicker as mistakes were made. After the initial runs things smoothed out at the roundabout and it was smooth sailing except on the hiccups and Thank you **Kent Treiber** and

TEAM (lots of input to get this to where it ended up). You may have noticed a cone in the course map above that's highlighted in yellow. We give full credit to Kent for the MALICIOUS placement of that cone. It was one of the most frequently run over cones and rarely was it just nicked... it was hit square on and went under the middle of many cars. Everyone quickly learned that you had to give up a little before making that run otherwise that cone would add a one second penalty to your time. SNEAKY SNEAKY (good job Kent J).

Average Times: Average run times dipped quickly between run one and two in the morning and then increased for the first of the three afternoon runs but decreased quickly and steadily for the remaining runs of the day.

Top Times of Day: TTOD ended up with only two individuals dropping below the 60 second mark. **Steve Nieslony** set the bar with a time of 61.099 in his first run. **Derek Boyd** was a smidge slower but came back in his second run with a time of 60.807. Steve then came back with three subsequently quicker runs ending up with a time of 57.791. Derek continued to improve and managed a pulled a 59.708 in his final run but that did not dethrone Steve.

Ladies Top Time: For the ladies top time was a run away. **Joy Nieslony** started off with a cautious 64.296 (including a 1 cone penalty... the evil cone noted above) and then improved the times through each subsequent run ending with a 61.226.

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 **Dave Parker** who ended up on top of the board (S3-Cayman S) with a time of 54.281. **Fraser Marshall** (S3-Carrera) in 2nd at 56.085, **Carl Winkler** (P7 - Cayman) at 56.220, **David Schnitzer** (P8-911) with 56.447, and **Darrell Huckabay** (S2-Boxster) at 56.470.

Most Improved (new to SVR events): Average times for our new to SVR showed a big drop between first and 2nd runs and then continued 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 7% which equates to around 5.3 seconds. The biggest improvement came from **Tim Ryan** who improved times by 11% or 8.9 seconds scoring a best run time of 69.718 on the 5th and final run of the day. **Bob Szeto** improved by 10.7% during the day and shaved off 8.2 seconds with a best time of 69.012. **Stephanie Tanovitz** 8% with an improvement of 7.1 seconds and a best time of 81.742, **Tricia Baker** 6.9% improvement and a best time of day of 67.261. **Shannon Lee** 5.7% with a best time of 65.283, and finally **Kourosh Okhovat** with 5.2% a time of 77.640. Wonderful job everyone.

SVR Family matchup A new callout for this final event:

This was specifically requested by an individual who shall remain nameless to protect the innocent (or guilty). Matchup of husband and wife team **Tom and Tricia Baker**. During their first successful run the two were a full 2.7 seconds apart with Tom being fastest. On the second run Tricia nudged into the lead by 0.201 but then Tom on his next run nabbed the fastest time by dropping a full 1.6 seconds off his prior run with a best time of day of 67.735. Tricia gave it her best try on the fifth and final run of the day and after crossing the line looked at the scoreboard to see a time of 67.261 processing thinking... that's faster than Tom YESSSSS. Bragging rights until next season goes to Tricia!

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. **Chuck Pierce** varied by a 12/100 of a second. Ed Busuttill a little less consistent but nothing to scoff at 18/100 of a second difference. Rounding out the top five are **Derek Boyd** 0.215, **Bill Faust** 0.247 and **Steve Nieslony** 0.281.

Coneage: We ended up with a 62 cones bumped out of the box, thrown in the air or downright squashed. A good portion the cone count was in the 3rd run due to BEAUTIFUL course stopping clean up by a few individuals,

one of which took out six ones in one fail swoop. The rest of the day was fairly good from a cone's standpoint until as things were fairly safe for the remainder of the day (unless you were that poor sneakily placed cone noted earlier).

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 strong 22 individuals (down from just 1 from last month) cone dodging individuals who managed to avoid hitting any cones (*Please keep the course workers from getting bored hit some cones*).



The remaining 31 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 in 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! Someone needs to remember to give these out for the first event of the 2018 Season.

Queen – The queen award, was uncontested and hands down. Our queen could qualify for cone consistency as she started out with 2 cones on her first run, followed by two more on her 3rd run, and a final cone on her fourth run. Yep – math shows five cones. Congratulations goes to **Melinda Lincoln** for her cone squashing endeavors.

Cone King: We started out with a battle for this award with **Tosh Yumae**, **Johnny HO** and **Matt Deter** who were all vying for the award with four cones each. But someone wanted the award a bit more. In their third run of the day they managed to take out a full six cones in one single run. Needless to say that was NOT their fastest of the day. Congratulations **J.C. Fat** a first time

recipient of this award.

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. So reach out to us.

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

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Miniature Golf - Mendocino Tour

By Rik Larson, Event Chair

Photos Bulhoes, Swenson

More than 40 'golfers' showed up for the traditional Saturday morning miniature golf event in Fort Bragg that was part of the 2017 Mendocino Tour. Rich McGlumphy started this side event



about 10 years ago and it still has legs. Mike Willis took over administrative duties several years ago and then I continued with it after Mike was not able to attend the Mendocino tour this year.

People showed up even before the facility opened at 9 am. After setting up foursomes and assigning the starting holes, we were off on the shotgun start. Everyone finished about 75 minutes later. Scorecards were turned into the score checkers (Larry and Linda Adams, David and Chrissie Neukom) and the rest is history.

Results were announced at the social that afternoon (after kite flying). Prizes were awarded (thanks to Niello Porsche).



High score of 76 went to Cathy Murtos. Ray Fiore (from Redwood Region and the coordinator for our lunch stop on Friday at Clos du Bois and dinner at Silver's at the Wharf on Saturday) completed the course with a score of 45 (par is 44).

Isaac Deter (10 years old) had a score of 61 and was presented with a special award (thanks to Larry Adam from Golden Gate Region for the Porsche puzzle).

Prizes were also given to 8 entrants who scored a hole-in-one. They include: Nick Majetich, Wendy Bulhoes, Andy Leight, Tracy Bryan, Jack Morris, Ira McKee, Ruth Stark, and Rod Sorenson.

Save the Date
CRAB 37
May 18-20, 2018



SVR Election Results for 2018

President - Gregg Plourde
Vice President - Steve Barker
Secretary -- Rebecca Plourde
Treasurer -- Tom Perry-Smith
Social Director - Mardi Quain
Membership Director - Janet Conner
Competition and Safety Director - Matt Deter

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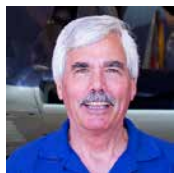
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Mendocino Tour 2017

By Kirk Bradford, SVR Member

Photos Kirk Bradford

By far, the longest running annual event within our club is the Mendocino Tour. Rik Larson has put on this tour for as long as I can remember. Each year, he strives to be creative and do things just a bit differently. For the 2017 edition of the tour, Rik had to get even more creative than usual. You see, the "usual" route that takes the tour through one part or another of Napa Valley had to be changed due to the devastation caused by the recent wildfires.

The start of the tour this year was again at Niello Porsche, where they graciously provided coffee and pastries for everyone. A contingent of about 20 cars would begin the tour from here, while others would join the tour "in progress". Rik conducted his usual thorough drivers' meeting, being sure to point out that we would be traveling the first legs of the tour on freeways.

Soon we were on the way, with

on I-80 to Vallejo where we would head west on highway 37 towards the race track formerly known as Sears Point.

The original plan called for two groups, but with the rain and traffic and the simplicity of the route, we decided to just run one group; but not such a "closely knit" one. In fact, the group was so spread out that while running the back door we didn't always hear what the front door was saying on the radio.

We made our way north on highway 101, passing through Santa Rosa heading to our lunch stop, Clos Du Bois Winery in Geyserville. The winery was another new experience for the tour, one that many had never had before. Clos Du Bois has a large beautiful tasting room, along with outdoor areas for picnics. Some in the group chose to have their picnic lunches inside the tasting room, while others decided to rough it outside in the misting rain. As it turned

were very much looking forward to the next function of the weekend, the welcome party at MacCallum House Suites. Frederick and Susan Rauch again hosted this year's welcome party at MacCallum House Suites, which was possible because enough Mendocino Tour participants booked their stays there, thus "almost" taking over the place. A large gourmet kitchen, along with an adjacent large dining room makes it a perfect location for a party!

Many folks brought dishes of snacks and appetizers and we even brought some of our left-over Halloween candy. Many had great fun circulating from the kitchen to the dining room, joining in on multiple conversations. The party lasted a bit longer than planned; it was hard to kick everyone out of the place when we were all having so much fun!

Tradition has it that on Saturday, the first organized event is the Miniature Golf tournament in Fort Bragg. The competition was fierce, but I am told there was lots of laughter despite the competitive spirit. Be sure to check out the photos on Shutterfly that Rich Swenson took of the action. *(And the separate article by Rik).*

Later in the day, the next organized event of the weekend was the kite flying (contest). Many turned out, as the day was a beautiful one, with clear blue skies. Kites varied from the simple, to the complex. Experience has told me that simple works better for me! Attempts at flying complex kites in past Mendocino tours has shown that simple kites are much easier to fly! Most got their kites up with varying degrees of success, but everyone got lots of exercise!

Later in the afternoon, Rik hosted a gathering in his room at the Little River Inn. It was a "BYOW" (Bring Your Own Wine) affair, and many brought more snacks and appetizers just in case people were hungry from burning all those calories at miniature golf and kite flying! The room was soon at capacity, with overflow out on the deck and outside of the front door. While not fully documented, it is estimated that sound levels exceeded 100 decibels several times during the party.

After several attempts, Rik was able to get the crowd to quiet down and announced the winners for the miniature golf tournament. Unfortunately, your author had consumed enough wine



Linda and I running back door, and Jon and Janet Kramer running back-back door in their "other car". Their other car being their tow vehicle, a large 4-door pickup. With lots of space, Stephen and Vicki Childs came with them to help with the back-back door tasks.

The drive to the usual first stop (Pe-drick Road) was quick and uneventful. Another dozen or so cars joined us at this stop, and much socializing ensued while we waited to begin the next leg of the tour. Rik held another drivers' meeting to make sure that everyone read their route instructions carefully and knew that we would be continuing west

out, many of the tables outside had large umbrellas so those of us outside were able to stay somewhat dry.

The next leg of the tour was very familiar, as it has been used for most of the tours in the past. We took a short jaunt up highway 101, exiting onto west-bound highway 128, heading to the coast. Folks left Clos Du Bois in smaller groups, and some stopped at different wineries along the way. We took our time getting to Mendocino, happy to see that the rain had stopped with the sun breaking through the clouds.

Settling in at the Little River Inn, we



to cause him to forget to take notes. Apologies to the winners! And I think I remember Rik saying that he forgot to judge for the kite flying contest. Or maybe I forgot to write those down too.

Saturday night featured the optional group dinner at Silver's at the Wharf, organized by Redwood Region's Ray Fiore. A key feature of the dinner is that for a mere \$10, you get all the wine you can drink! But seriously, the food is great at Silver's, and of course, seafood is their specialty. We had a large boisterous group at this year's dinner, and judging by how long everyone stayed, a wonderful time was had by all. A special thanks to Ray for organizing the dinner again this year.

Sunday morning was a bit easier to handle, as Daylight Savings Time was gone! We got that hour of lost sleep back! Many folks ventured into Fort Bragg for the breakfast at the place formerly known as "The Grange", while others simply ventured into more local breakfast locations. Our choice was the restaurant at the Little River Inn; pack the car, check out, and then have a relaxing breakfast at the inn.

We decided to head home on highway 128 all the way into Calistoga, and then take highway 29 down through the valley. Traffic was light, and the drive through the redwoods was fantastic. And the rain held off so that the road wasn't quite as slippery as usual. Once we peeled off 101 to catch 128 east-bound, it was a bit strange to be on that highway on a Sunday and see such little

traffic.

As we got closer to Calistoga, we started smelling the pungent aroma of "burnt". It took a mile or so until we saw what we were smelling; burnt landscape on both sides of the road. Despite thinking we knew what we were in for; it was shocking to see the extent of the burned areas. The length of the highway on which both sides were burnt was the biggest shock; it was more than just a few hundred yards. We continued into Calistoga to see a little more traffic, but still a fraction of what we were used to

for a Sunday afternoon. Strangely, the town looked "normal" in spite of its proximity to the total devastation of the fires.

The main reason we chose this route was so that we could pick up our wine club order at Merryvale Vineyards in St. Helena. We joined their wine club several years ago mainly because of the great parties they put on for the wine club members. One of the most memorable being the Holiday party that featured the choir group from the local high school singing for us; it was fantastic. Next time your travels take you through St. Helena, stop in and check out their beautiful tasting room. And their wine is good too!

Leaving Merryvale, we made our way down through the valley, and then on to more normal traffic on I-80, congested as usual. Reflecting on the weekend, the 2017 edition of the Mendocino Tour brought back memories of tours past, but also presented new experiences that added up to another memorable weekend. A big THANK YOU to Rik for putting on the tour, yet again. And thanks to Ray for his help with the Friday lunch stop at Clos Du Bois, as well as the great dinner at Silver's on Saturday night.

And believe me when I say, we are already looking forward to next year!





People, Places & Porsches - Charity Auction

Article and Photos by Collin Fat

More than 60 members attended this year's annual charity auction held at Sun City Roseville. Hosted by **Alma Thompson** and **Mike Dunn**, the event raised more than \$13,000 for the R & S Foundation, a non-profit serving the soldiers who have served as recon snipers in our armed forces.

The top auction prize was a gourmet Italian dinner prepared by **Ed and Terri Parra** that sold for more than \$1200. Encouraged by auctioneers **Kim Nelson** and **Kirk Bradford**, the Parra's upped their donation for a second dinner which was subsequently sold to double the amount the dinner raised to \$2400. Thanks go to **Ron and Sally Boeck**, **Liz Houser**, and **Collin and Elaine Fat** for their help with setup and helping to organize the auction displays. Thank you for all those members who helped to make our auction another success.



Charity Auction





Driver's Meeting

By Collin Fat, SVR Autocross Chair
Photos Collin Fat

It is so hard to believe that another holiday season is upon us and that the year has passed by awfully quick. 2017 was another successful year for the autocross program. We had another sellout for our annual Niello Autocross School, 2 highly successful Zone 7 events, and continued solid growth in attendance having served more than 300 drivers during the season. It was unfortunate that we had to cancel our August event because of the extreme

about their cherished site at Alameda and how much longer their club will have access to the site. Loma Prieta Region, last year, fought a hard battle to preserve their site in 2016 after airport management decided that "planes and cars" just don't mix. After intense lobbying of the county board of supervisors, Loma Prieta won a reprieve.

I would like to thank the autocross team members for another great season and their efforts in bringing members a

team members, **Greg and Leah Zajic, Matt Deter, Joy and Steve Nieslony, Ed Busuttill, Carl Winkler, Kent Treiber, Weyland Fat, Bill Faust, Dave Schnitzer and Melinda Lincoln.** You all deserve credit for a season well done.

After serving my third term as the club's autocross chair, I have decided to step down and turn the reins of the program over to **Ed Busuttill**. Ed has been an avid autocrosser as well as team member for the last 8 years. It is rare that the club has such a dedicated club member in its ranks who is willing to step up and continue to make SVR's autocross program one of the most successful in the region. Ed will continue submitting articles for this column to the Drifter.

I would also like to take this opportunity to let our PCA members in the **Redwood Region** know that our thoughts are with those who suffered through the recent fires in Napa and Santa Rosa. Several of their members who I know suffered catastrophic losses. I'm hoping that all of their members, families and loved ones are safe and wishing all a happy holiday.

Wishing everyone a happy holiday.....**Collin**



heat, but placing safety above other interests has and will continue to be one of the autocross programs highest priorities.

We are fortunate that we will continue to have use of the San Joaquin County Fairgrounds in Stockton for our events and look forward to working with the fairgrounds management to find a way to at least repair some of the failing parking lot surface until a major improvement and resurface of the parking lot can take place. Autocross sites throughout Zone 7 are disappearing with Candlestick Park, Mather, Great America, and now Charles Schultz Airport in Santa Rosa possibly not allowing the sport. As the home of Redwood Region's program for the past 15 years, I hope that the county airport authority will reconsider their decision not to allow rental to car clubs and allow dates to be booked in 2018. Meanwhile, Golden Gate Region continues to worry

successful, well run and organized event each month this past year. I would like to extend my personal thank you to





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1984 Dallas Formulae 1 Race

By Skip Quain, SVR Technical Chair
Photos Skip Quain

Article continued from November Drifter

About 7:00 PM the L&M mechanic came by and we pushed the Lotus over to the L&M paddock area. He welded up the shift bracket, checked that I could get ALL five gears and reverse. I started to say thanks, but he said 'not so fast let's give the gearshift a workout'. We pushed the Lotus outside, and warmed it up. At that time, the Lotus had working head and tail lights along with brake lights. Then, following the mechanic's instructions off I went in almost total darkness around the access roads with lights blazing and engine sounding great. I tried all the gears and got perfect results. With the exhaust bouncing off the Fair Park buildings, and sounding great, I was soon stopped by two Texas Police cars with red lights flashing driven by two tall and mad Texas police. Fortunately, I was back at the door to the Paddock Building and the L&M mechanic. I climbed out of the Lotus and we explained the problem. My word carried no weight, but the L&M guy in his white L&M shirt and the use of Carroll Shelby's name got me off with a – 'not ever again' warning. After thanking the L&M mechanic, I went the Lotus to my Paddock. The battery charger was attached. I checked the fluids, added fuel and then the day

was over and the Lotus was put to bed. As I had not planned to go back to the apartment, I cleaned up and put on the fresh clothes I had brought with me to the track, and headed over to the Italian restaurant where I was to meet the SCCA guys. They were long gone, but the hostess had passed on my message. I had a brief wait in the bar and found another group of F1 fans. I joined them for a quick dinner. Two tables over were Riccardo Patrese, driver for Alfa Romeo, and one of his mechanics. I popped over to say hello and wished Patrese best of luck for the weekend. The dinner was great then back to the apartment. I set my alarm for 5 AM to make the 6:00 AM driver's meeting

Saturday was another early day with several changes to the schedule.

Paul and I arrived early and I explained the fix to the gear shift, and testing around Fair Park and the Texas Police reaction to the Lotus' loud run. The Daily Driver's Meeting was crowded as we were told Friday afternoon there would be changes made to Saturday's schedule. The Vintage qualification was moved from 7:00 AM to 2:30 after the first F1 qualification session. The Celebrity practice would be moved to 4:30 after the Can Am race which was now scheduled for 3:00 PM after the Vintage Qualification. The USA-UK challenge Qualification was now scheduled

for 8:30 after the F1 qualification which was scheduled to end at 2:00.

With the Vintage race now scheduled for the afternoon Paul and his wife went up to their seats for the Can AM Qualification. My "Hot Pit Pass" was not good for Saturday or Sunday so off I went to locate the SCCA guys. They saw me coming and asked if the shift-linkage was OK? Short story on my Friday night exploits. We went off to locate the SCCA guy's friend with credentials that could get us ALL into the Hot Pits. We located him just as he was being tossed out of the Hot Pit and escorted away by the police – what the hell!

So, we went to plan "B" and headed back to the SCCA area on the outside of the straight between turns 5 & 6 where their credentials would get them and me into the track side location to watch the F1 qualifications. Being this close to the track was a great place to watch the F1 Qually. The morning F1 Qually session went by quickly so we agreed to meet back at the SCCA compound around 1:00 for the second F1 qualification session. The heat was getting to me so I got directions to the racing medical tent. I explained to the doctor I was from South of San Francisco and wasn't used to this heat and asked for advice. He told me to keep drinking the Gatorade and water I brought each morning. With thanks, I went back to the garage

to check on the Lotus, and grab a hamburger, fries and a Pepsi and ate by the Lotus and studied the track map. I arrived back at the SCCA compound, and went inside with the SCCA guys to watch the second F1 qualification session.

The location was great. The F1 cars would exit pit out and make a sweeping left turn onto a short straight. Then a 120-degree left, turn 5, onto a short straight to a 45 degree right, turn 6, to a 45-degree turn, turn 7 then onto to the straight past the SCCA flag Station where I was watching to turn 8 a left. (See Track map) for entire circuit.

The track temps were rising when F1 Qualification started with the temperature 106 degrees and a track temperature of over 140 degrees.



The extremely hot track temps caused the track to become slippery. As qualification continued incidents on track caused a series of Black Flags. When the track was reopened after each Black Flag qualification continued, the cars exited pit lane onto a medium speed left-hand sweeper through turns 5, 6, 7, onto the short straight in front of the SCCA flag station where the SCCA guys and I were watching. Then the cars suddenly hit their brakes, and dry ice that had been added in their radiator ducts during the pit stop to cool the radiators would fly out and fly into the run-off area at the end of the straight to evaporate on the HOT tarmac. The fans went wild as each car performed this show. We watched this show for several laps. The F1 qualification was coming to a close so I headed back to the Paddock building to suit up for my qualification session. We were notified over the PA system that there would be delay of our session to clear the track of debris and gravel thrown up during the F1 session.

Saturday's 1st qualification ended with Nigel Mansell qualifying his Lotus 95 Turbo 1st for his first pole position win. His team mate Degelis was alongside in 2nd. With the track breaking up so badly the Lotus drivers were convinced it was impossible to set better times than the times on Saturday's first qualify session. They were joined by the Toleman duo of Ayrton Senna and Johnny Cecotto, and Ligier pilot Francois Hesnault. The remaining twenty drivers tried to improve their times, but for most of them it was a waste of effort.

A Lotus front row! During the F1 qualification Martin Brundle crashed in his Tyrrell. Brundle landed upside down after hitting the barrier head on. Brundle received serious ankle injuries.

Paul came down from his seats in the stands to assist me getting the Lotus ready. He lowered the tire pressures because of the high track temps, checked the lug nuts and seat belts. We talked about running smooth and not risk an "off". I donned my racing suit, but did not zip it up. I added the Zip Lock bag filled with ice. Following the doctor's advice, I was constantly drinking water and Gatorade, then a trip to the men's room. The Stewards lined us up inside in front on the big door. We were then waved out of the building onto the access roads to the Hot Pits where we waited for the F1 cars to

clear the paddock. I drank more water. The track Stewards came by warning us that the track was very slippery and had gravel off line. Our morning Drivers meeting talk to drive smoothly was appropriate. We got the 5-minute board. Paul replaced my zip-lock bag with a cold one, I zipped up my driver suit, and buckled my belts. Paul pulled the shoulder belts down as hard as he could and we waited for the green flag to start qualification. We were shown

the green flag and off I went. The pack stayed close as we circuited the track, then aggressive passing started. I was watching my mirrors and the blue/yellow passing flags while looking for opportunities to pass slower cars ahead. I was becoming more confident and started to push and pick off cars ahead. Then the session was over. I passed several cars and didn't go off line. Passing was difficult because the gravel off made going off line like driv-

CARROLL SHELBY and the Chrysler Connection

□ An old motorsports gunslinger is on the loose again. This time he's commanding perfectly respectable family sedans and coupes, injecting them with dollops of horsepower and handling and turning them loose to maraud at will in an unsuspecting automotive market place. Notorious for previous violations against the law that requires the under \$10,000 motorcar to be dull, this charger out of the West has once again teamed with an old accomplice, Lee Anthony Iacocca. Together they're producing affordable performance vehicles in quantities considered unthinkable ten years ago. Moreover, all these vehicles are front wheel drive, also "unthinkable" ten years ago.

Students of American motorsports will, of course, recognize the "perpetrator" described above as Carroll Shelby, the daring young man who came out of Texas in the early '50's armed with a Stetson, a couple of pairs of engineer overalls, and a determination to become a National and International driving champion. What he couldn't have suspected at the time, was that despite the success of his driving career, he would be remembered longest and most fondly as a brilliant automotive innovator, with the ability to put together "off-the-shelf" components into a brilliant design.

From his grass-roots beginning in a borrowed MG, Shelby progressed rapidly to sport Ferraris and Maseratis owned by the gentleman patrons of the sport in its emerging post-World War II era. Possibly the crowning achievement of Shelby's driving career was his 1959 Le Mans victory in a factory Aston-Martin. He also drove in several For-



mula One races that year without success since the cars simply were not competitive. Worth noting during his driving days was that Shelby (the original MG and a stint with Austin-Healey excepted) always drove big cars, fast cars, with the potential for overall wins. Those driving days ended in 1961 when a persistent chest pain previously misdiagnosed as muscular in nature was pinned down to a heart ailment.

Of Shelby came out of 8 years of top level racing on three continents with his engineer's overalls and all his bones intact. (admittedly a few of the latter had been broken along the way). He also had a reputation and a Goodyear racing tire distributorship that provided a steady income. With these as capital he went to work developing his firm conviction that big, reliable, uncomplicated American engines (together these characteristics spell inexpensive) could be mated to European-style chasses to produce hybrids that would rock the diffident European racing establishment. From this conviction was born the Shelby Cobra, which remains, nearly twenty years after production ceased, one of the most desirable American sports cars of all time. At under \$6,000 it was unquestionably one of the best bargains in automotive history. The Shelby Cobra in a variety of configurations won races and titles numerous enough to fill a book, several books to be accurate, since the subject is a favorite one for automotive historians.

Nearly two decades after his initial success as an automotive designer, Shelby was financially secure, the operator of several successful businesses, a motorsports celebrity in his own time,

ing on ice. We came back into the Hot pits where Paul took tire pressures and checked the gauges. Coolant was over 210 degrees with the oil at 220 degrees. The cars were released to go back to the Paddock building. We followed the line of vintage racers back over the access roads to our Paddock space. I got out of the Lotus soaked in sweat. My zip lock bag was now filled with warm water not ice. I drained a cold bottle of Gatorade and a cold bottle of water.

After the Saturday's F1 qualification runs and the 50 lap Can Am race the track was badly breaking up due to the high track temperatures and the sticky tires on the F1 cars plus the aerodynamic enhanced adhesion of the 1984 F1 designs. The Can Am cars, presented the same problems, massive power plus high down force.

Paul, his wife and I went back to the Atlantic Fresh for dinner. While waiting in the bar we met several couples from Denver who were F1 fans and also Lotus owners. They were jazzed about Mansell's pole and an entire Lotus front row. They shared stories with Paul about his Elan. I told them about my track experiences, and the tightness of the track and the narrow confines. Just as we were seated a car arrived outside with yellow lights flashing, and in came some of the Doctors I had seen in the medical building when I came by to ask about overheating. The Doctor I talked to about the overheating problems told the table about 'The guy who drove from California for the race and was having trouble with Dallas' summer'.

Sunday -

We arrived at the track early Sunday morning for the 6:30 AM drivers meeting, and to prep the Lotus for our 8:00 AM race. To the surprise of one and all Sunday's schedule was totally revised. The FIA rescheduled the F1 race to 11:00 am to take advantage of cooler (a relative term) temperatures. The F1 warm-up was to be at 7:00 AM. Well that wasn't happening as we heard NO F1 motors warming up or being on-track. The support races were rescheduled with the Historic race to run immediately after the F1 race and its post-race celebrations, then the USA/UK race followed by the Celebrity event and my Vintage race last. The Saturday celebrity race had been cancelled because of the track breaking up.

The 7:00 AM F1 warm-up was cancelled as the track repairs (the repairs involved a backhoe digging up the broken asphalt and replacing it with quick-dry cement) would not be completed until 45 minutes prior to the scheduled 11:00 AM start of the F1 race. Now the Vintage race was scheduled for 3:30.

Paul and his wife stayed in the Paddock building out of the sun until the F1 Drivers introduction and the start of the F1 race at 11:00.

I walked over to the SCCA enclosure. My SCCA friends waved me in, but I had to stay back from the track wall. Well, I was still close to the track, but could only see a small portion of it. As the F1 race wore down and the track wore out I walked the outside of the circuit watching the race and staying in the shade when possible.

F1 race results

The F1 race started at 11:00 AM and ran the full two-hour time limit one lap short of the scheduled 68. As the race wound down Prost took the lead from Rosberg on lap 49, and quickly opened a 7.5-second lead, but eight laps later struck a wall and damaged a wheel rim. Rosberg inherited a lead of 10 seconds over Arnoux, and, thanks in part to a special skull cap driver cooling system, held on to score his only victory of the year for Williams. De Angelis came home third, comfortably ahead of Lafite in the second Williams. De Angelis's teammate Mansell made contact with the wall. Mansell coasted around the last corner, visor up and seat belts hanging over the side of the car. As his car slowed on the home straight, he leaped from his black Lotus and tried to push it to the end, but collapsed from exhaustion and the oppressive heat before reaching the finish line. He was classified sixth, three laps behind. Seventh – Fabi, Brabham; Eight – Winkelhock ATS; Ninth – Lauda McLaren (Not running); Tenth – Prost McLaren (Not running). History will show that scheduling the Dallas F1 for early July was a disaster waiting to happen.

When the race ended I located a hamburger stand and purchased my lunch staple – Cheeseburger, fries and a Pepsi. Back to the Paddock building, the Lotus' pit and a chair to eat my lunch. The Vintage race would now be starting after the celebrity race at approximately 3:30. The track stewards came by and updated the start of the vintage race to 4:00. We would be led to the pre-grid at 3:45. We were to form up in single file by qualification order. I was gridded 15th out of 27 cars with three not starting.

Paul came down from the stands and we prepared for the Vintage race still over 2 hours away. The Lotus had been prepped in the morning. Paul would recheck tire pressures prior to lining up to go to the pre-Grid. I was constantly drinking Gatorade and water and then heading to the men's room. About 3:30 The Steward told us to get ready to go to the Pre-Grid, and Paul climbed into the Lotus. The Stewards

waved us out onto the access roads and we followed their truck with yellow lights flashing. The trip to the Pre-Grid was uneventful. On the Pre-Grid We were also **warned** that there were several cars from the Celebrity race that crashed and there was NOT enough time to clear them from the track so be careful. Swell. We were waved off onto our warm-up lap. The track was in terrible condition with torn -up asphalt and gravel everywhere. The "Line", which was mostly free of gravel was just twin tracks 20"- 24" wide. It was nerve racking to go around a corner and see one of the celebrity cars against a wall with its tail sticking out. We came out of the last turn and headed toward start/finish and the green flag was waved. The front rows were on the gas before the green flag waved. I passed an Alfa TZ. A Ferrari Testa Rossa tried to pass me, but the "marbles" caused him to back off. I went after another Ferrari coupe, and after several turns he waved me on. I saw an Alfa Coupe down a safety road, and cars ahead sliding when they went off-line to pass. All the cars were throwing up gravel and rubber from the F1 race. I started to pass a Maserati coming out of turn 1, but he wanted the turn more than I did. Going into the sweeper after turn 4 he went wide and I cut under him and got the pass. Coming out of turn 12 I got loose and the wall and I came way too close but didn't touch. That close call made me think what am I risking. One more lap passing a car on the way to the pits with damage, and a yellow flag waving I slowed and went into the pits. Paul came up to ask what happened. I pointed to the damaged car coming in. I climbed out of the Lotus, grabbed a drink from Paul, and examined the damage to the front of the Lotus from the rocks and rubber that was being thrown up. When the race finished we drove back to the Paddock building, and our pit. I was soaked, tired and glad I had no damage.

End of Race Weekend

The plan to get the Lotus ready for the trip back home to California would start Monday AM. We would arrive back at the Paddock building around 8:30, and start packing up our gear, bring the trailer over and load the Lotus for the tow back to California. Paul and wife would drive me to DFW for my trip to Vegas. I drove the Mercury to Brian's apartment, showered and headed back to the great Italian restaurant where I had dinner on Friday. After a quiet dinner, back to the apartment and bed. I was up at just after 6 AM, packed, cleaned the place, showered and dressed in work clothes to pack up the Lotus for its trip back to California.

On the way to Fair Park my memories of the week flowed through my mind. WHAT a great week. Driving the Lotus in front of 90,000 fans was awesome. I met a lot of people, Stirling Moss, George Follmer, Carroll Shelby, the SCCA guys, the Lotus club folks from Denver, seeing my friend Kenny with ABC's Cris Economaki, Paul and I talking with Nigel Mansell while he sat on the pit wall between practice sessions, and much more. I overcame the gear shift problems, and lasted the long trip to Dallas. I have to admire the guys that

drive those big rigs mile after mile, day after day.

I arrived at Fair Park and the lack of noise was deafening. I parked near the Paddock building and went inside. Many cars had been loaded Sunday evening and the Paddock was over half empty. Paul and his wife were there packing up the pit gear. I went off to hook up the trailer and returned to load up the Lotus for the trip back to California. Loading the Lotus went smoothly. With thanks to Paul for his support and goodbyes, Paul's wife drove me to DFW for my

noon plane to Vegas while Paul drove the station wagon to his mom's place, and packed for their trip home.

The End

Oh, I don't remember the flight to Las Vegas.

Skip --- Thanks for this great article of your racing past. Mike Willis

DATE 6-19-83
MEMBERS SIGNATURE X
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Event HMPA Spring 5/17/83
Laguna Seca
(Signed) Skip Quinn
Driver/Entrant

COMMENTS

Car broke while

started to be repaired

(Signed) B.O. Saffert
Chief Scrutineer
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(303) 999-8928

VARA LICENSE



6-19-83
DATE ISSUED
Lawrence
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MEMBER NO.

NAME SKIP QUINN
ADDRESS 3153 LA MEZA
SAN CARLOS, CA
(Signed) Skip Quinn

(Signed) Skip Quinn
Driver/Entrant

COMMENTS

(Signed) Chief Scrutineer
4



SVR Board Minutes November 2017

By Rebecca Plourde, SVR Secretary

SVR BOARD MEETING MINUTES

Wednesday, November 8th, 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, Alma Thompson, Gary Thompson, Matt Menning, Mike Dunn, Richard Wetzell, Skip Quain, Kirk Bradford

Excused absence: Steve McCrory

Also in Attendance: Deb Dunn, Tom

Perry Smith

Call to Order

President Eduardo Ortega Jr. called the meeting to order at 7:00PM on November 8th, 2017.

New Business

a) Minutes from the October meeting were approved via email vote, final minutes distributed 10/20/2017.

President's Report: Eduardo Ortega Jr.

Eduardo Ortega Jr. stated there will be no Board meeting in December.

Collin Fat, followed by Mike Dun, led a comprehensive presentation of the implications, including economic loss to SVR & impacts to CRAB 37, that would occur if the Drifter's last issue is December. Collin also mentioned the open letter he wrote to the SVR membership about failure to find an Editor after a search that has lasted the entire 2017 year, in hopes of inspiring any Member to volunteer to save the Drifter.

Alma Thompson talked about the Charity Auction. \$10,743.00 was received. Alma requested a contribution be made of \$2,257.00 The Board voted to allocate the already received award prize of \$1,000.00 from National (for community work) from the club's coffers & add it to the grand total, making it a \$13,000.00 contribution to "R&S" Charity. Bill Fargo made the motion to approve the contribution, Gregg Plourde seconded, budget approved.

Eduardo Ortega has submitted, via email, to incoming President Gregg Plourde, a list of the necessary items to be done for the 2017-2018 Board transition.

3. Vice President's Report: Gregg Plourde

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

b) Gregg stated the room in Round Table Pizza has been reserved for the January 9th planning meeting. A budget was submitted for the dinner. Joy Nieslony made a motion to approved the budget, Janet Conner seconded. Budget approved.

c) Gregg gave a report on the pilot project using Eventbrite. It is being used as a test for the Christmas Party registration.

4. Treasurer's Report: Joy Nieslony

a) Joy Nieslony submitted the October financials. Collin Fat made a motion to approve as submitted. Janet Conner seconded, financials approved.

5. Social Director report: Mardi Quain

a) Mardi Quain submitted her report. The next event on the calendar is the Christmas Tree Decorating & Potluck on Nov. 26th,

and the Christmas Party on December 16th. January 9th will be the Planning Meeting.

7. Autocross & Past President report:

Collin Fat

a) Collin mentioned the season has come to a close. The new Autocross calendar has been approved, 1 event will be at Thunderhill.

b) Collin mentioned a letter has been submitted to the Drifter, making an appeal for someone to step up to save the Drifter.

c) After a lengthy discussion, Matt Menning & Alma Thompson volunteered to be Co Editors for the Drifter, with Bill Fargo doing the graphics. Then President Eduardo Ortega Jr. appointed them to be Drifter Co-Editors for 2018 effective immediately.

8. Membership Report: Janet Conner

a) Janet Conner submitted her report. There are 804 Primary Members, 519 Affiliate Members, with a total of 1323 Members. There are 5 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..

Meeting adjourned: 8:59 PM

Next meeting: Wednesday, January 10th 2018 7:00 PM

Respectfully Submitted,
Rebecca Plourde 2017 Secretary



SVR Member Participation Survey

Dear Member: This is a personal outreach, from the Board, to include you in the activities of your interest. This information is an immense help to the Board and Committees as a planning tool. Your assistance in completing this survey will allow Primary and Affiliate members to be alerted when your areas of interest become available. The Board appreciates your willingness to be included in the promotion of our club with your participation and contributions. Thank you.

Available to serve on (circle interest/s):

Board
Committees
Drifter Editor

Would like to host a Social event (circle interest/s):

Dinner
Day tour - i.e. wine tasting, culinary adventure, museum, etc
Multi day tour

Want to Chair (C), or, am available to Assist with (A) or, participate in (P) - put C, A, or P by each category of interest:

Advertising	Dummkopf
Auction	Event Liaison Niello
Autocross	Goodie Store
Breakfast Saturday	Historian
Charity	New Member Group
Christmas Party	Rally
Concours	Share the Wealth
CRAB	Technical
Drivers Education	Tours
Drifter publication	

Background, skills and interests that would be useful contribution to our club:

Professional:

Hobbies:

Skills:

Names - Primary(P) & Affiliate(A) members

Contact phone & email

Return to: Mardi Quain-Soc.Dir. 5251 Mertola Dr., El Dorado Hills, CA 95762

Phone/text: 650.504.4866 email: plumrunr@aol.com

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, Zone 7

AX#4 July 21st, Stockton, Zone 7 event
AX #5 August 11th, Stockton
AX #6 September 15th, Stockton
AX #7 October 6th, 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

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In the Zone

By Sandy Provasi, Zone 7 Representative

Last month I held the President's meeting in Fairfield along with the 2017 Awards Banquet. There were 24 Autocross trophies awarded along with 15 Concours trophies. Each year there are some special Zone 7 awards, which are given out. Please see the Zone 7 website for all the winners. Below is a list of some of the special awards.

PAX is an Autocross award, which is calculated to even out the differences in older and newer Porsches. For the PAX Factor, please refer to the Autocross Rules on the Zone 7 website A-10.5. This years Men's winner was Himanshu Patel driving a 2014 Cayman S. The women top PAX was Anita Benzing driving a modified 914 from Redwood Region. Also awarded was the Tenacity Award that went to Tosh Yumae, for the second year, driving a 2014 GT3. At a young 80 years, Tosh drives about 30 events a year including GGR, SVR, LPR and RR. I am sure we all hope we will still be winning our class at that age. Congratulations to all.

Concours has a few more special awards to present. The Rookie of the Year award went to Bob Hilton from Diablo Region showing his desert red

'77 930. High Score went to Simone and Thorsten Kopitzki with 959.8 points out of 960! They were showing their 2014 911 Carrera in agate gray from Redwood Region. The Spirit of the Concours was awarded to a long time Concours entrant who is always on hand to help at the events, Steve Lefczick, showing a 2003 996 Silver Turbo. We hope to see more Porsches out next year in the Wash and Shine class.

Zone 7 also gave out some special Zone awards. This year Shasta Region worked hard to get a Zone 7 Tour off the ground and was awarded the Zone 7 Event of the Year. Shasta hosted the Zone 7 Tri Region tour through Redwood Region, Shasta Region and Sacramento Valley Region with a four-day event for 60 cars. Way to go for our smallest region within Zone 7.

Zone 7 also has an Enthusiast of the Year award. The recipient this year was Craig Steele from Redwood Region. Craig has been in PCA since 2008, first with a Red 911 Cabriolet and more recently with a Cayman. Craig is the Redwood Region President and has been seen volunteering all over the Zone and at Parades over the past few

years. Craig is very positive with helping Redwood Region come out strong after the recent fires. Craig was one of the PCA members who lost his home and Cayman to the Santa Rosa fire. He is in the market for another Cayman.

I would also like to thank all the door prize donors. Griots Garage, Pelican Parts, Porsche Cars North America (PCNA) and Werks Reunion. They were all very generous and supportive of Zone 7. Thanks again for all the goodies.

Zone 7 Sierra-Desert-Pacific Tour,
April 26th-30th, 2018

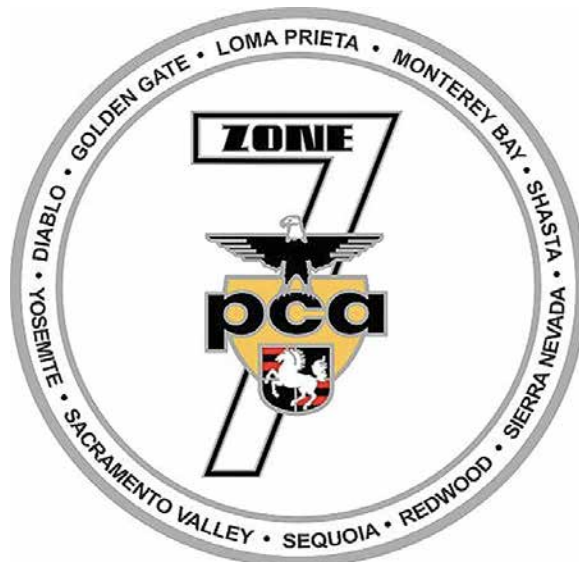
Treffen Tamaya, Santa Ana Pueblo,
New Mexico, April 25th-29th, 2018

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



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November Membership

Janet Conner, Membership Director

Membership Report

	Nov 2017	Nov 2016
Primary Members	804	802
Affiliate Members	519	487
Total Members	1323	1289
New Members	5	9
Transfers In	0	0
Transfers Out	2	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?

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Want a PRINTED version of The Drifter?

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How can I contact the SVR-PCA by mail?

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

New Members

McRae, Mark
Elk Grove
mcraproproperties@hotmail.com
1978 911 SC

Lewis, Greg
Roseville
greg.lewis333@gmail.com
2002 911 Carrera 4 Cabriolet

Rominger, Peter
Woodland
peterominger@gmail.com
1972 911T

Wardall, Mike
Wardall, Lisa
Woodland
tycoon221@yahoo.com
2006 911 Carrera S

Curto, Ernest
Elk Grove
Ernieroadbiker@comcast.net
2014 Panamera

New Members

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Bolton, Claudia
Brown, David
Clegg, Colby
Deloney, Victoria
Granno, Keith
Kelly, Kayden
Kjosness, Tim
McCarty, Gordie
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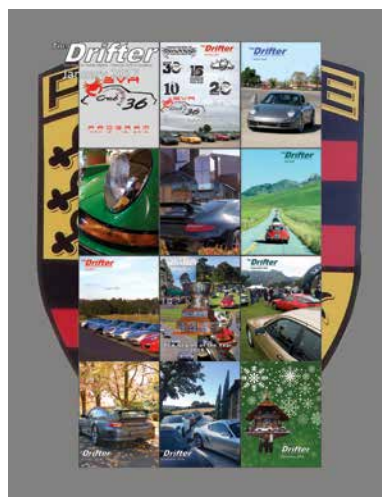
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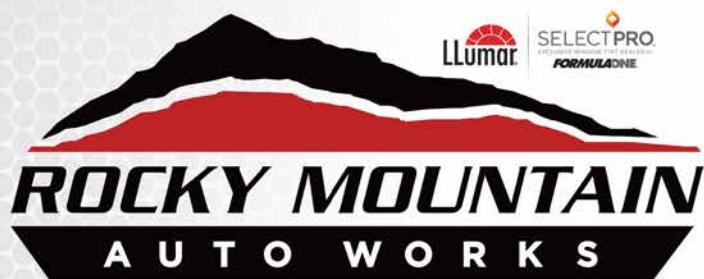
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SVR Goodie Store Update

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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