

The Drifter

Sacramento Valley Region - Porsche Club of America

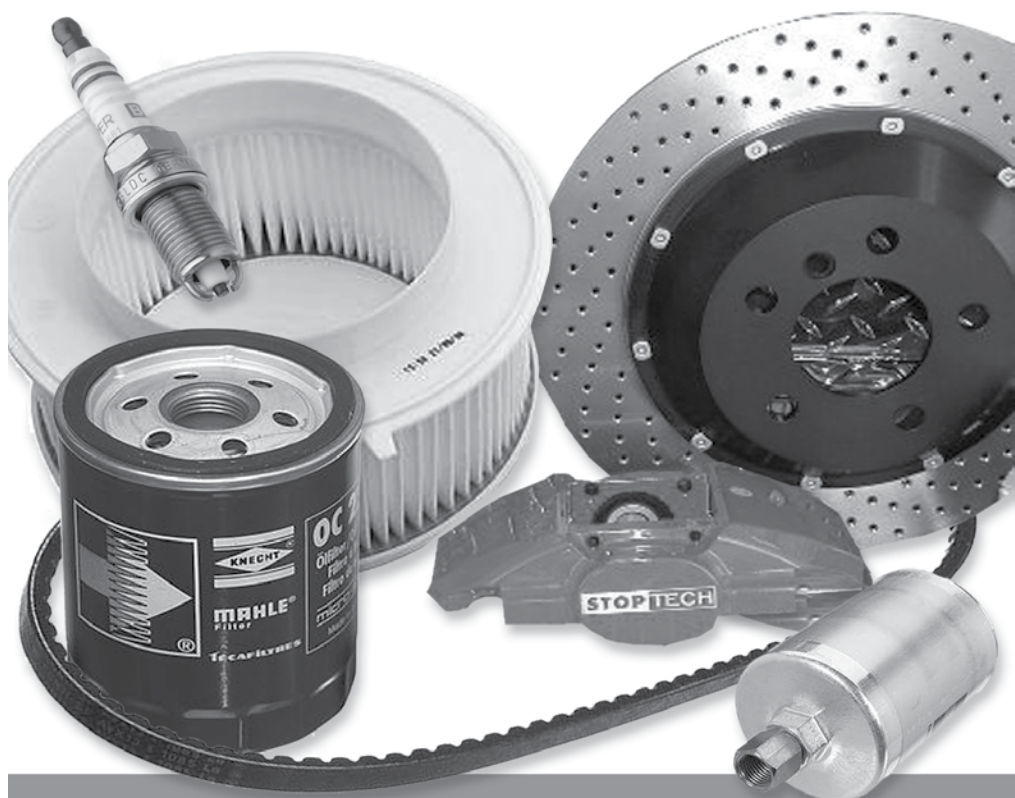
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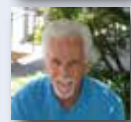
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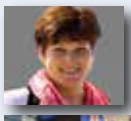
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The Drifter

Sacramento Valley Region - Porsche Club of America

Volume 57, No. 11 November 2019

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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

Gregg Plourde, President

Winding Down: The year is quietly coming to an end, it time to settle in for the Winter and to reflect on things past. This year has been a busy one for the club, with not one, or two but four multi-day tours! We had many dinners, single day tours, autocross, two charity events, and special one-of-a-kind events to enjoy. More to come next year! A few events have already been presented to the board for 2020. We are very fortunate to have such dedicated members who take the time out of their busy lives to put on these events. Do you have any ideas? We'd love to hear from you!

This year, we have revised the bylaws of the club to include a number of changes to improve wording and clarity, updated some bylaws, reduced the board from ten to seven to meet guidelines provided by the PCA National Policy Committee. For security and privacy reasons, we are no longer mailing a directory of members annually. You will be voting to approve these changes soon.

We also have changed how the Drifter is going to be available to you. We no longer will be printing a "hard copy". We were the last region in Northern California to print a

newsletter, all other regions in Zone 7 have switched to an "online" version, as mentioned in last month's Presidents Message. The process to move to the online version has already started and we hope to be ready for the January version.

Board elections are going to be in November, look for a chance to participate in electing new officers to your board for 2020.

2020 looks to be another busy year for your club, we hope you will join us next year.

Gregg Plourde



Editor's Corner

Matt Menning, Editor

BREAKING NEWS!

The Editor Has Landed--Mike Willis.

We now have an editor to keep our Drifter up and running for the foreseeable future. Much like when we were on the precipice in late 2017, someone has raised their hand to carry the torch. Being a member of SVR for 45 years, CRAB chair 4 times, CRAB committee numerous times, treasurer, Auto X, Rally and chaired numerous events, Mike has stepped up to the task. He has been involved with The Drifter for many years so this job will be nothing new to him. As a past layout editor, I'm sure he has all he needs for the role. Speaking on behalf of the entire Region (and beyond), I want to personally thank Mike for his dedication and interest to keep our Drifter alive.

Our Drifter newsletter will no longer be printed after this December.

This announcement will come as a bit of a shock to many, but not all. Our Board of Directors has been toiling with the future of The Drifter for about a year. Many layers of consideration were taken and cumulatively, several hours of discussion. With an all volunteer effort and a very scarce interest in helping, printing a contemporary newsletter is really tough to do. At SVR's October Board meeting, the Directors hashed out all the angles one last time and the Board of Directors voted on how to go into 2020. Time was up since we have to notify our loyal advertisers; giving them adequate notice on what we are doing next year.

By a huge margin, PCA Regions distribute their newsletters online. In our Zone, we are the last remaining Region that prints one. Some Regions merely post a rolling blog and calendar on their home page and that's all you get. I

personally have many thoughts on this change and at the end of the day I find it very unfortunate that this moment has arrived. Going online is the trend. This announcement isn't easy for me to do. The Drifter has received several PCA awards nationally and earlier this year it ranked 3rd nationally (with an all volunteer team). Nationally, some regions have a paid professional staff to put together their newsletters. I know our subscribers look forward to seeing every month arrive in the mail. Besides a long list of reasons, The Drifter has been a big part of why the Sacramento Region stands out in our Zone. Mike is already at work, and the roll-out and look of the online only Drifter is still being formalized. Rest assured, putting together an online format will ultimately be easier to do once the platform is dialed in and the wrinkles are ironed out. My goal is to make the December 2019 issue a special edition complete with a unique cover.

2019 CHRISTMAS TREE DECORATING AND POTLUCK



AT THE CALIFORNIA AUTO MUSEUM

Sunday, December 1st starting at 2:00 pm

The California Auto 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. For SVR, they are asking our members bring a Side Dish or Salad for the Potluck. The Museum will be providing the main dish, coffee, utensils and other paper products. They will also have a cash bar. 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 Monday, November 25th. We hope to see you there! Rachel and Kim

SVR 2020 Planning Meeting & Dinner

This year's planning meeting will be held in a New location.

Round Table Pizza
8822 Madison Ave
Fair Oaks, Ca 95628

Date: January 7, 2020
Time: 6:00PM - 9:00PM

This is an important meeting to our club. It is here that we will schedule many of the events for the upcoming year. (Who can turn down all you can eat Pizza for a \$1

In order for the restaurant and us to plan appropriately, please preregister at <http://svr-planning2020.eventbrite.com> Registration is free. You can also email Steve Barker at vicepresident@svr-pca.org





PDK (Pretty Darn Kwik)

By Rik Larson, SVR Member

Photo Porsche AG

Another video by Eduardo

“Dr. Porsche and His Cars” is the latest video posted by Eduardo. This was the presentation by Kim Nelson in September. You can view it at <https://vimeo.com/366152302>. It is about 10 minutes in length. Eduardo has been producing these videos of club activities since 2016 with his first video being CRAB 36.

Porsche LEGO® Model

The Porsche 911 RSR is now available (\$150). I saw it at Target but you can order it online as well. It has almost 1600 pieces. Plus it is licensed by Porsche AG. And when you have it all assembled it measures 19 inches long, 7 inches wide and 5 inches high. The first (?) LEGO Porsche 911 GT3 RS (around \$300 if you can find it --- on Amazon) came out a couple of years ago.

VOTE!!

The SVR ballot and online voting should be available around November 1st. The voting booth closes on November 20th.

Half of all Porsches?

“By 2025 half of all Porsche vehicles will be electrified” according to Detlev von Platen, Porsche AG board member of sales and marketing, as stated at the Taycan unveiling. It was later clarified that half the cars it sells will be hybrids or full electric. You can expect other car manufacturers to make similar statements soon. Volvo has stated that 50% of their cars will be electric by 2025. I guess it comes down to your definition of ‘electric’. Does that include ‘hybrid’?

Formula E starts November 22nd

Saudi Arabia hosts the first 2 events of the 2019-20 championship season. Porsche will bring two 99X Electric cars to the series. There will be a race in the United States (Brooklyn street circuit) but not until next July (the 14th race of the 16 race season). There are a total of 12 teams with 24 cars. Mercedes Benz will also be competing for the first time in this 6th season of Formula E. You are going to see some sponsor decals on cars and driver's suits that you probably have never seen before.

So who is in the field? Not Ferrari.

There are a number of American connections. The only all-American team on the grid is Geox Dragon. This team was founded by Jay Penske in 2007. This team has competed in every race (58 of them) since the series started in 2014.

The BMW i Andretti Motorsport team is another American connection. This will be the 3rd season in which the team is competing.

The other new Formula E team is the folks from Mercedes Benz. They were associated with the HWA Racelab folks last season but will be competing as a full works team this season with the Mercedes Benz EQ.

So the season sees the new Gen2 cars. These cars come with 250KW of power and can accelerate from 0-100km/h in a quick 2.8 seconds. Top speed is expected to be around 280km/h. With the increase in energy storage capacity it means that drivers will be able to finish the race in just one car (last year they had to switch cars halfway thru the race).





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 Steve Barker at vicepresident@svr-pca.org*

2019 SVR Events svr-pca.org

- Nov 1-3 Mendocino Tour, Larson
- Dec 1 CAM Christmas Tree Decorating, Nelson
- Dec 14 SVR Christmas Party, Houser

2019 Zone 7 Competition Events zone7.pca.org

CONCOURS

AUTOCROSS

WEST COAST SERIES

Nov 2-3 Buttonwillow

OTHER ZONE 7 EVENTS

<http://zone7.pca.org/>

2019 SVR Autocross Events Contact John Leet autocross@svr-pca.org

Upcoming PCA Events 2019

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 Dept., 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
Kim Nelson: knelson356@gmail.com



Zone 7 Annual Awards Banquet

Saturday, November 9, 2019 6:00 pm to 9:00 pm
Cattlemen's Restaurant, 2000 Taylor Road, Roseville, Ca. 95678

Registration is required of all attendees at motorsportreg.com
For questions email Collin Fat at cfat@fatsrestaurants.com

When registering please select your dinner from the following menu:
Prime Rib \$41.00, Top Sirloin Steak \$34.00, Grilled Atlantic Salmon \$37.00,
Herb Chicken \$34.00, Vegetarian Pasta Ravioli \$29.00

For out of town guests interested in spending the night, I recommend the Hilton Garden Inn at 1951 Taylor Road or the Courtyard Marriott at 1920 Taylor Road, Roseville Ca. 95661

Mendocino Tour 2019

November 1 - November 3

A very informal tour.

- kite flying
- miniature golf
- socials

LAST CALL



EVENT RESERVATIONS AT svr-mendocino2019.eventbrite.com/

The Little River Inn - \$160 to \$325 / night + tax
Contact Rik Larson at rik.larson@gmail.com or 916.396-6966

Hill House in Mendocino \$100 to \$180 / night + tax
Contact Tom and Tandra Kroetz at 916.989.1954



SVR Christmas Party 2019

December 14th 2019

Where: Sierra View Country Club
105 Alta Vista Ave., Roseville, CA 95678
Time: 5:00PM - 11:00PM
Cost: \$65 Per Person
Payment: Send checks payable to SVR-PCA attn:
Liz Houser 3103 Stardust St., Rocklin CA 95677
or online at svr-pca.org

Menu

- Full Buffet with Prime Rib Carving Station
- Chicken
- Salads, Pasta, Fresh Vegetables
- Dessert Bar
- Drinks, including Ice tea and Coffee

NEW LOCATION

NEW MENU

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Contacts:

Liz Houser - lizhouser3103@gmail.com 916.203.9170

Mardi Quain - plumrunr@aol.com 650.504.4866

Pacific Grove Tour

APRIL 3-5
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2020



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Contact Jim McMahan at:
jimmcmahan@hotmail.com
or call (916) 924-1463



M_AX Fun

By John Leet

We have concluded the 2019 Autocross season with a fabulous final event on October 5th at Thunderhill Raceway Park in Willows, CA. Our seventh autocross event was also the last Zone 7 series event and presented drivers with their final opportunity to compete for a Zone trophy.

Drivers were treated to a superb driving surface that is un-matched in Northern California. We paired that with a spectacular course, designed by our new up and coming course designer and Visio rockstar, **Martin Messersmith**. Top Time of Day (TTOD) honors goes to **Monty Pack**, who set the top time of 42.210 in his first run and proceeded to bring that down to 40.564 in his fifth and best run of the day. Outstanding! Rounding out the top 5 places were **Ed Hunter** (43.339), **Himanshu Patel** (44.242), **Alan Booth** (44.313) and **Collin Fat** (44.541).

For the ladies, TTOD goes to **Joy Nieslony** with a time of 46.552. Congratulations Joy! She was followed by **Corrin Vanetti** (47.572), **Stacy O'Connell** (48.133), **Samantha Guerin** (50.280), and **Anita Benzing** (50.856).

A GREAT season of SVR Autocross has come to a close. Kudos to the autocross team for all of the hard work in making this such a great year. A lot has changed. We implemented a new registration system that is used by many other regions and helps to simplify the registration process, event management, and accounting. We also rolled out a computerized timing system that streamlines the logging of times for each run and provides real time results to all participants via their mobile devices. I believe these advancements have helped to improve the overall experience for all of the participants and could not have been realized without the dedication of all involved.

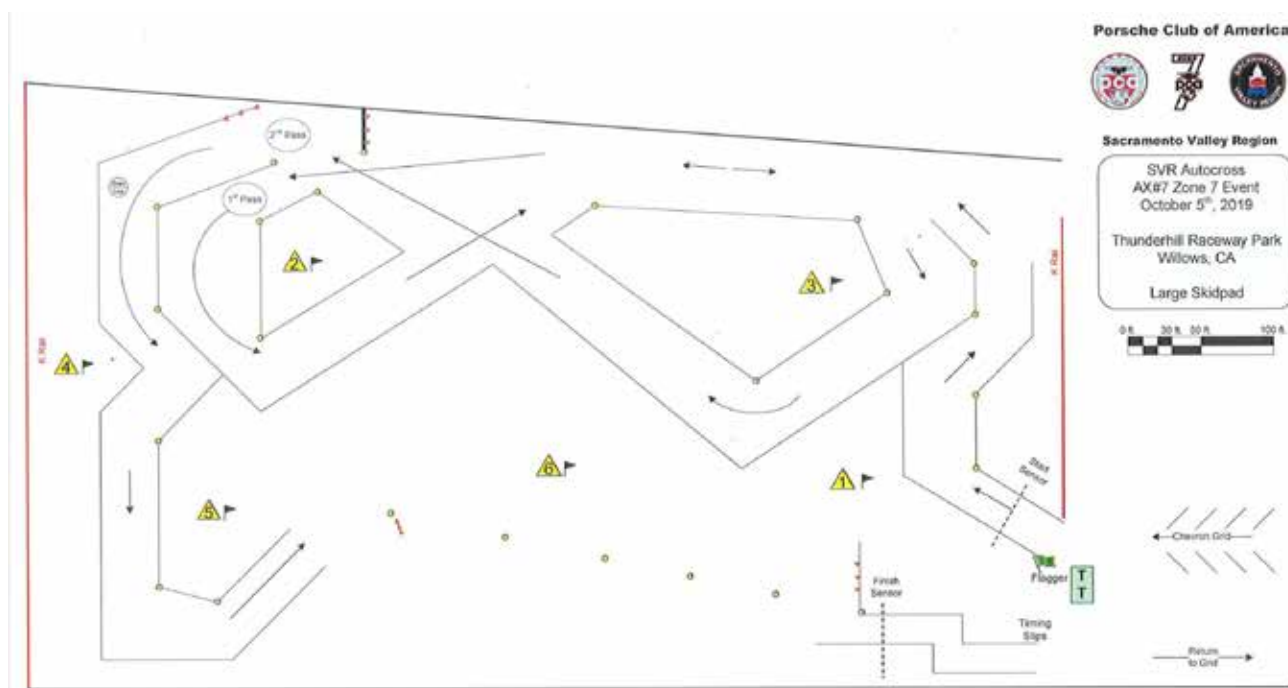
Our collaboration with the autocross programs in other Zone 7 regions is also very strong, and we adopted software developed by GGR that allows us to easily post event results to the web, where drivers can see the full results by time, class, or PAX. Full SVR series results can be accessed from the Results menu of the Autocross area the SVR website, where you can see the breakdown by Class,

PAX, and even the number of cones for your favorite drivers. Top PAX scores go to **John Leet, Grady Carter, Matt Deter, Carl Winkler** and **Steve Nieslony**.

Who is the Cone King for 2019? **Gino Cortopassi**, followed closely by Carl Winkler! Cone Queen for the year is none other than our favorite **Joy Nieslony**! Congratulations for making all of the SVR cones quake every time you hit the course.

And, for the Zone 7 Series, class results are in and available on the Zone 7 web site. The awards banquet will be held in Roseville on November 9th to honor Class and PAX winners, as well as recognizing enthusiastic rookies and other participants.

Looking forward to the 2020 season, we are excited to continue to extend participation and welcome anyone who is interested in trying out the sport of autocross. Please email me with any questions at john.p.leet@gmail.com.



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One Fine Day at Wise Villa Winery

By Rob Lee, SVR Member

Photos Rob Lee

Sunday, October 6, 2019 turned out to be one fine day for the members of the Sacramento Valley Region Porsche Club of America who participated in the "Drive, Dine, and Wine Tour" to the Wise Villa Winery in Lincoln, California.

One by one, a line of highly polished Porsche cars arrived at the otherwise empty Sierra College stadium parking lot adding true color to its tan surroundings. The assembled group quickly got down to business and received an excellent Driver's briefing and safety talk presented respectively by the tour organizer, Liz Houser, and our club President, Gregg Plourde.

Minutes later, the college parking lot stood empty as our rolling party snaked its way through northern Folsom to Auburn as we quickly climbed into the beautiful Sierra Foothills. The route took us through some of the best back driving roads for sports cars in this part of California. The fall colors were starting to show which made it difficult to keep one's focus on the road and the car in front of you.

Approximately two hours later the driving tour ended much too soon at our destination. However, as the door closed on that part of the evening we pulled onto the grounds of one of the most award-winning wineries

in Northern California (1st Winery in California for 2015, and 3rd best Winery in North American for 2019). How many places can say that on their resumes?

From that point on, Wise Villa Winery lived up to their reputation: we were welcomed by the owner/hostess and her Head Chef. After being seated in a private room of the Tuscan-style bistro our meal and wine pairing was carefully explained to raise our anticipation for an ultimate food & wine experience. We were not disappointed.

Throughout the gourmet 5-course meal we were treated to 5 of Villa Wise's hand selected premium wines. The match of food and wine was beyond excellent.

To cap off a wonderful evening with good friends we were treated to one of the most beautiful sunsets that could be viewed in the Sierra Foothills. I would give the driving tour, the dining location, and food/wine two thumbs up with a five-star rating. Folks, if you did not go then you missed one great evening.





Porsche's Racing Lore and Le Mans Starts

By Skip Quain, SVR Contributor

Photo Skip Quain

Racing in a two-hour Enduro (A learning experience)

I came across an article in the March 30th 2019 issue of WSJ in Dan Neil's Rumble Seat Column discussing why the ignition switch on Porsches is on the left of the steering wheel. The most common explanation is based on Porsche's racing Lore. Up until 1970s most major endurance races in Europe such as Le Mans, Nürburgring and others, and in the US, The Sebring -12 hour and Daytona 24 hour, used the "Le Mans start".

In a Le Mans start the cars are lined up in front of the pits angled at 45 degrees. The drivers would line up across the track opposite their cars. At Le Mans the annual 24-hour event starts exactly at 4:00 PM. When the Clock situated at the Start Finish line hits 4:00 PM the starter would fire a shot, and the French Tricolor would be dropped. The drivers would sprint across the track, jump into their car, turn the starter switch, put the car in gear and off they went for 24 hours of non-stop racing.

Porsche lore says the starter switch was placed to the left of the steering wheel so the driver, after running over to his left hand drive Porsche and entering the car, would use his left hand to start the engine while simultaneously pushing in the clutch. With his right hand the driver would pull the gear shift into first gear, drop the clutch and accelerate away to start his first lap. The fractions of a second saved would allow Porsche entries to gain positions at the start the race. The WSJ article

continues that in 2008 author Dan Neil met with Klaus Bischof, then Porsche Museum curator who set the left-hand ignition history correct. The reason for the left-hand starter was a more of a cost saving story. The starter placement on the left where the fuse block resided would save a little bit of wire, a little bit of money and a scintilla of weight. So much for Porsche lore.



Dan Neil's article reminded me of the two-hour Marti Ellen Enduro series that CSRG, a Northern California vintage racing group ran in the Fall of the 80's at Sears Point Raceway in Sonoma, now Sonoma Raceway. CSRG was one of the first vintage racing groups on the West Coast. The two-hour Enduro would have a Le Mans start, two co-drivers, and mandatory pit stops for re-fueling.

The field consisted of approximately 35 cars of mixed types and classes. From Ferrari, Maserati, Jaguar "C" and "D" types which were pure race cars, along with racing variants of Alfa Romeo and Aston Martin. An Under Two Litre class

consisted of Sports Racers such as Porsche RSKs and RS-60s, Porsche Abarth Carreras, my Lotus 23, Elva Mk 7, Porsche powered Elva Mk7 S, and even a Northern California built Genie. Also competing were several front engine Race Cars powered by American V8s, and Formula Juniors. (open wheeled cars) with spec 1100cc motors. The production class contained Porsche 356s, Morgans, Austin Healeys and MGs, both TD and A versions, along with Triumphs TR3/TR4 models.

Co-driver for my first two Enduros was Rick Bennewitz. I met Rick when I went through the VARA driver's certification school at a Historic Riverside track where Rick was the Driving Instructor for VARA--a Southern California Vintage Racing Group. Rick later became the President of VARA. Rick had a history driving "sprint cars" in his younger days, and later

a Lotus Super 7 in Historic events. He was a serious racer. Rick lived in Studio City. His day job was as a director of TV day time soaps. Over the two years that Rick and I drove together we had developed a cool way to manipulate the five-point lap/shoulder harnesses so the driver could quickly climb into the Lotus, and buckle the lap belts/shoulder harness. The co-driver would pull down the shoulder harnesses straps and off the driver went. Co-driving with Rick the first Enduro event was a learning experience for me in more ways than one. I led off driving the first and third stints with Rick running the second and all important forth stint. We lined up the Lotus on Sears Point's front straight

in order of qualifying for the Enduros “Le Mans start. We were gridded about mid pack.

I practiced the Le Mans start at the local school yard the week prior to the race. This was my plan for the Le Mans start: approach the right hand drive Lotus on the right side, then the critical last two steps prior to getting into the Lotus would be to first plant my left foot, then plant my right foot, with my left foot spring into the Lotus, and finally slide down into the seat. I would buckle the lap belt, and Rick would pull down the shoulder harness, I would clutch in, start the motor while pulling the gear shift into 1st, and accelerate away. Well, I had a slight problem. As I approached the Lotus, I planted my right foot then planted my left foot and swung my right foot into the Lotus. Well there I was standing upright facing BACKWARD! Rick and the pit crew were in hysterics! They finally got me into the driver’s seat facing FORWARD, and off I went. It took some time to get used to racing with both cars of varied levels of car performance, and drivers with a wide range experience and driving skills. The pit stops went well. We came in fourth.

My second Enduro at Sears, had Rick again my co-driver. This time we built on learned experiences of the first Enduro. Rick qualified the Lotus toward the front of the grid. We practiced the Le Mans start (a serious issue for me based upon my start the previous year), fueling, and getting the seat belts on the driver. I did a much better job driving, and we had no major mistakes. We both drove a smooth race and came in 3rd.

For the 3rd year Rick’s schedule wouldn’t allow him to come up for the Fall CSRG Sears Enduro. (Winning a daytime Emmy or something). I went to my racing mentor, Steve Cameron, a former formula Atlantic driver and at that time the owner of Lynx racing, a Formula Atlantic team that was a training ground for the jump to Indy

cars, IMSA and NASCAR.

Steve was from New Zealand. He moved to the US after winning The Bruce McLaren (F1 Champion and developer of McLaren Cam-Am, FI and Indy cars) award for best promising New Zealand driver. The award also came with a trip to the US to continue his racing career. Over the years Steve placed multiple drivers into Indy cars, three into IMSA GTP, and one into NASCAR, who is still a regular in the NASCAR series. Steve and I were a team of the young guy coaching the old guy, me. Knowing me it was a difficult task indeed. Prior to the Enduro I went over the Lotus checking every nut & bolt, throttle cable, bled the disc brakes, bled the hydraulic clutch, topped off the fluids, and practiced refueling. I practiced my Le Mans start again and again. Steve checked my work. He decided to rework the throttle linkage for better response.

With Steve’s qualifying time we were again gridded toward the front of the field. I took the first and third stint leaving the 2nd and all-important 4th stint to Steve. My Le Mans start was perfect, and I was with the leading cars as we completed lap one. As my stint went on, I was gaining confidence and staying with the front of the field. Then going into Sears Point’s turn 3A I went to upshift into 3rd – but no clutch! The Lotus ran a Hewland five speed transaxle, based upon the Volkswagen transaxle modified for straight cut gears (no synchronizers). Several of my under two litre competitors were also using the Hewland transaxle and would shift gears both up and down without using the clutch. Well here was my chance. A bit of throttle, with some grinding of the gears I moved the gear shift back into second and off I went. Then an upshift to 3rd then 4th and into 5th with less gear grinding. After 2 –3 laps I was smoothly shifting both up and down through the gears without the clutch. I received the “Box – Box” (come into the Pits) signal from my Pit crew to pit and in I went. Steve leaned in and asked why I was still

in Lotus. I explained the clutch problem. Steve said ‘Stay in the Lotus and I’ll bleed the clutch master cylinder’. After several tries still no clutch.

After re-fueling Steve hopped into the Lotus for his stint. I ran up the head of pit lane and informed the pit marshal that the Lotus was leaving the pits with no clutch and once started we couldn’t stop. The pit marshal told me to get Steve going. The pit crew, with assistance from some members of another team, got the Lotus rolling. With some gear grinding Steve got Lotus into 1st and off he went. Steve moved the Lotus back through the field. When Steve finished his stint, he was back in 1st The Lotus was refueled, I jumped in, buckled up and attempted my first NO Clutch start. Things did not go smoothly but after several gear grinding attempts off I went into traffic. My stint went well. I held my own but the longer pit stops would require Steve to make up the time lost in the pits caused by the clutchless starts. The No clutch shifting became smoother and allowed me to drive more aggressively. I moved the Lotus to the front of the field and came in near the front to turn the Lotus over to Steve for our last stint. We refueled the Lotus, and Steve went out for the 4th and last stint. Steve continued his smooth driving was putting some distance between the Lotus and our competitors, we finished First – yay!

The fourth Fall CSRG Enduro, had me again paired with Steve Cameron. Prior to the 4th Enduro I ran some mileage tests to see if we could run the entire two-hour Enduro with only two fuel stops. My calculations said YES. We would have only two pit stops rather than three. Steve would start off running the first and third stints and I would drive the second stint. We were well practiced, the Lotus was running smoothly, the refueling was going well and we were running a smooth well-planned race. We conserved fuel by running a higher gear where ever

Continued on Pg. 14

Porsche's Racing Lore and Le Mans Starts

Continued from Pg. 13

possible. We used 3rd going into turn 3 instead of 2nd. In the carousel, we were now using 4th rather than 3rd, going through turn seven, 4th through 8A and 8B, and 5th through turn 10 down to turn 11, a 180-degree slow speed turn that led to the Start/Finish line. Steve's time gridded us first. Steve did a great job with the Le Mans start and was leading at the end of the first lap. Steve opened up a lead of over 20 seconds when he came in for the driver change and refueling. As we now made only two stops for fuel, we had a strong lead. During the second stint two of our competitors were gaining on me but one, a Porsche RS 61, had to pit early for fuel and an Alfa GTZ was slowing to conserve fuel. Steve and I conserved fuel and finished first with our nearest competitor over twenty second behind taking second place. Over all Steve matched or out drove our competitors' leading drivers' best times and I maintained pace with my competitors' co-drivers moving up several spots. The result was our second Enduro win in a row.

At the December CSRG party another competitor driving an Alfa GTZ was furious that Steve and I had beat him and his co-driver also an ex-Atlantic driver. My response – my ringer beat your ringer. For the fifth and last Enduro I ran at CSRG's Fall event I again teamed up Steve Cameron as my co-driver.

We employed the same strategy as we did in our 4th CSRG Enduro. Steve

started and developed a strong lead in his first stint. During my stint at about the half way point of the event I heard and felt a knocking sound in the transaxle and pitted the Lotus. Simultaneously there was a serious accident on track causing the race to be red flagged. The entire field was brought in to the pits to await the clearing of the track. Meanwhile Steve and I examined the transaxle. A grade "8" bolt that connected the half shaft to the transaxle had broken. We discussed if replacing the bolts on the half shaft was doable during the Red Flag break to remove the damaged cars. The answer was YES. However, if the transaxle was also damaged, continuing to run could cause extensive damage. The Lotus was done for the day.

I immensely enjoyed the five Enduros I ran at Sears Point. My fifth Enduro was also the last Enduro that CSRG ran. I learned a lot about racing with cars of higher performance than the Lotus. Also, driving with cars driven by inexperienced drivers who didn't check or watch for the Blue/Yellow "Passing Flag" warning the driver that a faster car was approaching and to be aware was instructive. Performing pit stops to refuel required patience as the Lotus's exhaust, brakes, and motor were all extremely hot and any spilled fuel could be a fire hazard. Driving an endurance race even if only for two hours takes a great deal concentration, stamina, and patience. Communication between the driver and crew is critical. The Driver missing a "Box – Box" on

the pit board means the driver must take an additional lap before pitting. You must drive smoothly saving fuel, tires, and wear on the car. The drivers must be in top physical condition. I would run every morning and worked to strengthen my core. I put in many long hours in my garage prepping the Lotus – going over every nut and bolt. I used aircraft "Grade 8" quality hardware throughout the Lotus plus hi temp brake fluid, and "Red Line racing oil.

During the Enduro weekend we ran two 20 min practices on Friday. Saturday, I ran one of the two 30+ minute races to continue improving my driving skills and Steve ran the second to set our qualifying time. Plus, the two hours of Enduro racing. For the entire weekend we ran 220 minutes of racing. At the end of the weekend we went through one set of Avon Vintage racing tires. Typical costs based upon mid 1980ies prices: \$1,250 for a set of Avon vintage racing tires. Approximately 18 to 20 gallons of Racing fuel,(10 octane) at \$7.00 – 7.50/gal, entry fees were \$250/\$350, plus lodging, meals, and travel costs. The motor in the Lotus 23 was a 1600 cc English block with a Lotus twin cam aluminum head. The Lotus Twin cam motor (1676 cc) put out 193 HP at 7800 rpm with an 8200 rpm redline. The Twin Cam had a 25-hour life. At the end of 12 – 14 hours of running, the motor would be shipped to San Diego for a refresh which ran \$5600 to \$6200 if no problems were found. Total rebuild after 25 – 27 hours would run around \$16,000



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Cambria Tour, A Heartfelt Goodbye for a Fun Tour

By Ed Parra, Drifter Contributor

Photos Tour Members



The last hurrah. This was the third and final official SVR tour held on September 27-29, to Cambria that was planned and coordinated by the Plourdes and Sanders. Some of us were threepeat registrants for these tours. They provided opportunities to drive scenic and fun roads, as well as visit unique locations such as a beautiful golf course, a California Mission, unique airports and wineries, as well as a military and race car museum.

We began our tour after meeting at the Patterson junction on I-5 on Friday morning. We then headed to Hollister, arriving for lunch at the San Juan Oaks Golf Course. After lunch we held our traditional balsa wood model airplane flying competition originally initiated by Brian Sanders. After assembling our planes many members began to conduct test flights to ensure they could repeat long distance gliding launches. Based on observance the serious competitors revealed their pilot spirits (men and women alike), as they

began to adjust their plane repeatedly after each practice launch to gain extra gliding distance. When the time came to complete one final official launch and determine the furthest flight for the men and women, Kent and Cindy Brandon were the winners. The karma from their very recent Sweden return flight must have given them an edge.

After the airplane contest we continued our tour driving down Highway 25 towards Paso Robles. As some of you may know this curvy road is also recognized as the Airline Highway. In years past, pilots used this road as a guide from town to town, following key landmarks. However, for current motorists, the road is always a pleasurable yet lively driving experience through the beautiful Diablo Mountain Range.

We soon arrived at the Tuscany like setting of the Donati Family Vineyards where we enjoyed wine tasting and hors d'oeuvres. Several of us couldn't

resist buying several bottles of their quality wine. After winetasting we headed to the Cambria Pines Lodge just off Highway 1 to check in. This is a charming hotel nestled among coastal pines in the quaint town of Cambria, offering roomy accommodations with a tranquil ambiance. Later that evening we had an arranged outside private dinner serving craft pizza and libations. We indulged on various delicious pizzas such as spicy Mexican, chicken pesto, Italian sausage, and others with fresh toppings. The setting, food and drink were a perfect way to end the day.

The following morning, we gathered in front of the hotel to caravan north on Highway 1 for a 45-mile coastal cruise, making our way to Nacimiento-Fergusson rd. This road zig zagged up the Santa Lucia Range, providing a scenic view of the coast and mountains. We drove along this road for 25 miles climbing to 2780 feet then descending through a lush canopy of trees. We eventually passed Ft. Hunter Liggett

Military base along the way then arrived at the San Antonio De Padua Mission for a break. This was the third California mission founded by Father Junipero Serra in 1771. (Bring back memories? Did any of your kids make a model of one of the California missions for their school project?).

After our break, we headed east towards the Estrella Warbirds Museum. This Museum is one of the fastest growing 501(c.3) organizations

Gregg and Brian hosted the evening with some fun bantering, closing the dinner by handing out raffle prizes and announcing various upcoming tours. They also mentioned this would be their last Cambria tour. In spite of all the work, they agreed it was worth it knowing we all had a fabulous time on these tours. Some of us were a little sadden this was our last hurrah together and weren't ready



to end the evening. Thus, there was only one logical thing to do right after dinner.....regroup in the Cambria Pines lounge to continue drinking, laughing and dancing.

On behalf the entire tour group, a heartfelt thanks to Rebecca, Sue, Brian and Gregg for another fabulous and memorable tour!



on the Central Coast. During the past three years, in addition to numerous military aircraft that are restored and displayed, over 15,000 sf enclosed display area has been added to include personal artifacts, military vehicles, missiles, munitions and, most recently, an exquisite, ever changing display of unique automobiles. We were fascinated by the extent and range of military artifacts and technical innovations over the years. Definitely one of the highlights of this tour. Would recommend anyone traveling in the Paso Robles area to visit this museum.

Saturday's final dinner was memorable as we had a fabulous Cambria Pines banquet served, consisting of Filet or Salmon. The meals and service were excellent. Finally,







SVR Board Minutes October 2019

By Mardi Quain, Secretary

Wednesday, October 9, 2019
Sacramento Fire Station #32
8890 Roediger Lane, Fair Oaks, CA
SVR Board Meeting Minutes

Attendees:

Board Members: Gregg Plourde, Steve Barker, Mardi Quain, Tom Perry-Smith, Rebecca Plourde, Matt Menning, available by telephone - Bill Fargo
Excused Absence: Cookie Anderson, Greg Zajic
Guests: Rik Larson, Collin Fat, Liz Houser

Old Business:

Minutes from September meeting:
 Approved via email vote, final Minutes distributed September 23, 2019

New Business - Actionable:

a) Treasurer's Report: Tom Perry-Smith distributed the Treasurer's Financial Reports for September 2019. Motion to Approve - Gregg Plourde, Second Steve Barker, Motion approved. Tom also showed the Treasurer's Manual he has compiled that will be passed to subsequent Treasurers.

b) Weaverville Tour - Liz Houser presented budget for this July 2020 event. Motion to approve - Tom Perry-Smith, Second - Rebecca Plourde, budget approved. Yosemite Tour - Liz Houser presented budget for this September 2020 event. Motion to approve - Matt Menning, Second Steve Barker, budget approved.

c) Secretary: Mardi Quain presented the following Policy Statement motions:

1) under #10 - Vice President - A: Motion: The planning period will be January of the current year through the next year as needed. Motion approved

2) Motion: Move the following sentence under #9 President (A) to #12 Treasurer (E). "The Treasurer, unless another person is appointed by the Board, shall file all tax return forms." Motion approved.

3) Complaint against a member or a Director, and Resolution: Motion: When the BoD receives a complaint against a member or sitting Director the BoD will hold a closed meeting with the individual(s) to discuss the complaint. If that meeting results in the BoD considering action to include a change to a member or Director membership status, (i.e. suspension or loss of membership or Directorship) the BoD will vote to either:

A Declare the complaint has been resolved, or

B The BoD will take the complaint to PCA for guidance on how to proceed. Motion approved.

d) Rik Larson gave an overview of the current ballot, and voting process for our current ongoing Board of Directors election. Ballots will go to membership November 1st in electronic and print forms.

e) Bylaws: Gregg Plourde announced the revised Bylaws and Board approved document will go to the membership for vote approval November 1 2019 in electronic form.

President's Report:

a) Gregg Plourde announced the candidates running for office: President - Steve Barker, Vice President - Rob Lee, Membership - Rebecca Plourde, Social - Mardi Quain, Secretary - Julie Lee. Treasurer position is seeking a candidate.

b) Drifter Editor: Gregg Plourde gave details of the efforts and lack of

results made to engage a Drifter Editor to replace retiring editor Matt Menning.

c) Drifter print publication: Gregg Plourde made a motion: Motion: The first 2020 Drifter publication will be an online publication and will cease print subscriptions as of October 10, 2019. Motion Approved.

Vice Presidents Report:

Steve said all insurances are up to date. He gave information on the October 12 Zoo Outing. He shared the updated club calendar with events through September 2020.

Social Director's Report: no report

Competition & Safety Report: no report

Webmaster Report: no report

Membership Report: Rebecca submitted the membership numbers as of October 1, 2019. There are 843 Primary Members, 532 Affiliate Members, for a total membership of 1,375. Totals include 11 New Members, 1 Transfer In and 1 Transfer Out

Meeting adjourned at 9:08 pm
 Next Monthly Board Meeting Tuesday, November 12, 2019

Respectfully submitted, Mardi Quain,
 Secretary





Candidate Statement from Steve Barker for President

After serving as SVR VP for the last two years I'd like to enter the 2020 election as a candidate for President.

The role of VP has offered me the chance to organize the club events and produce the monthly club activities calendar that has led to meeting with many members. It has also included working with the PCA office on providing certificates of insurance for all of our moving events. As VP and with board approval I looked into finding ways of expanding areas of activities to outer areas of our region that resulted in establishing the Board of Directors Tour to Lodi, Woodland and Placerville, something to continue next year. These visits were valuable to your Board members by getting to meet directly with our members on the outskirts of our region, to listen to their ideas and concerns, and has resulted in adding events onto the 2020 calendar to better serve these areas of our region.

As VP the position requires board attendance and filling in for the President when called on. I think serving as President will include looking at ways to continue serving the members and advocating to add new events and activities that will make membership in SVR a fun and fulfilling as experience.

My past positions in SVR after joining in 2011 have been:

Vice President in 2012

President 2013 & 2014

Past President 2015 & 2016

Vice President 2018 & 2019

Co-Chair CRAB 36 in 2016

Best regards,

Steve Barker

SVR VP2019



September 28, 2019

Candidate Statement for Rob Lee concerning the position of Vice President, PCA-SVR.

I am submitting this candidate statement as my request to run for Vice President of the Porsche Club of America (PCA) Sacramento Valley Region Club (SVR). I have the qualifications and desire to make a significant contribution to the SVR club as Vice President. Additionally, I have read and understand the duties, responsibilities, and procedures of the SVR Club Vice President and believe I am a good 'fit' for the position.

During my professional working years, I have pursued three different successful careers which involved a wide range of responsibilities within the upper levels of the U.S. military, private industry, and the U. S. Federal Civil Service. In every position I was responsible for maintaining an organizational calendar of major events which required daily detailed coordination with multicable organizations. As a Committee Chairman for a Boy Scout Troop, I was responsible for maintaining and submitting event insurance forms. Lastly, I have chaired numerous meeting during my profession career and represented my organization at national level meetings as the principal.

Although relatively new to the Sacramento Valley Region (March 2017), my wife and I have been active members of the PCA since July of 2015 when we joined the Potomac Region Club. After arriving in the SVR we quickly became involved in club activities. We have successfully planned and chaired two major club events: The Castle Museum Tour last year and this year's Dinner at Kathrin's Bier Garden in August. Julie and I both participated in and completed this year's SVR Autocross School.

Currently, I have been asked to Chair the CRAB 38 Tour and my wife is running for SVR Secretary. We are both active and dedicated family members of our club.

I have always been an active volunteer and contributing member of my community in many organizations over the years. Specific examples are:

2019. Graduate, Sacramento County Citizen's Academy

2018. Volunteer, Folsom Day of Service

2017-to date. Board Vice President, American River Canyon Cluster Homes (HOA), Folsom, CA

2017- to date. Recruiter, California Rifle and Pistol Association, Northern California

2016. Volunteer Election Official, United States 2016 Presidential Election

2000-2011. Chairman and Assistant Scout Master, Boy Scouts of America Troop 1150, Alexandria, VA

1995-2000. Disaster Action Team (DAT) Team Leader, American Red Cross, Alexandria, VA Chapter

1988-1995. Board Member and Treasurer, of Gentle Lane HOA, Alexandria, VA



September 28, 2019

Candidate Statement for Julie Lee for the position of secretary, PCA-SVR.

I am submitting this candidate statement as my request to run for Secretary of the Porsche Club of America (PCA) Sacramento Valley Region Club (SVR). I believe I have the qualifications and desire to make a significant contribution to the SVR club.

Rob and I joined the club in March 2017 and have attended a wide variety of events, e.g. dinners, baseball games, day trips, as well as overnight trips. We have found the club to be lots of fun comprised of like-minded, nice, fun people.

After arriving in the SVR we quickly became involved in club activities. We successfully planned and organized two club events: The Castle Museum Tour last year and this year's Dinner at Kathrin's Bier Garden in August. We also participated in and completed this year's SVR Autocross School. Lastly, I will be assisting Rob during the CRAB 38 Tour.

Professional qualifications and experience

I believe I am highly qualified for this role. As the Director of Board Support for AARP Financial, I was responsible for taking and publishing the minutes for all Board meetings for two different Boards. The minutes were required to be signed off on by our General Counsel. Additionally, I was responsible for a wide variety of duties in supporting the Board, e.g. Board Books, presentations, logistics, etc. I held this role for several years until I was promoted to VP, AARP Driver Safety Program. In this role, I was responsible for 8,000 volunteers, nationwide, a staff of 25, and a budget in excess of \$12M. Additionally, I supervised a group of senior volunteers who acted as our "Board". We met formally on quarterly basis. Information was presented to them in a Board-like manner and minutes were published. The key to my success in both of these roles was my ability to communicate effectively and efficiently.

Finally, I have had a wide and varied career. I have more than 25 years' experience in Human Resources; staffing, recruiting, employee relations, organizational development, and training and worked in the following organizations: Perpetual Savings Bank, the Defense Intelligence Agency and AARP. Additionally, I retired after 20 years in the Air Force (Reserves) as a transportation/logistics officer.

Currently, I am a Docent for the Folsom City Sanctuary Zoo and a volunteer for the California Rifle and Pistol Association, Northern California. I also represent my sorority, Delta Gamma at the Sacramento Alumnae Panhellenic Association.



Mardi Quain Candidate Statement 2020 - Social Director

After an enjoyable and productive year as SVR Secretary, I would like to continue serving our great club in the capacity of Social Director.

In 2016 and 2017 I successfully served as Social Director and would like to again have the opportunity to work directly with our membership in providing interesting and fun activities for our club.

Mardi Quain
plumrunr@aol.com
cell: 650.504.4866
co-owner 2002 911 4S



In the Zone

By Collin Fat, Zone 7 Representative

Photos Collin Fat

Sacramento Valley Region

916.955.7966

cfat@fatsrestaurants.com

As we approach the end of this very busy year, a couple of things come to mind that happens every year. The first is upcoming elections for each region.

This is something that goes to the core of PCA; and that is to continue to get members to volunteer to serve on their regional boards, or to take a leadership role and volunteer to lead an event or serve as a chairperson for a standing committee. Without new members stepping up at the regional level to take these roles and volunteer, each region could not deliver the variety or number of events which regional members have come to expect.

Though many clubs will form a nominating committee to seek out volunteers, sometimes regions struggle with coming up with members willing to step up. I think it is the role of the board members not to just depend on an article in your local newsletter or a posting on your website to attract candidates. Nothing replaces approaching a potential candidate in person at a tour, monthly dinner or breakfast, or a regional autocross or DE event. It will surprise you when you about the response you might get from someone about running. Many times they might think they don't have the experience or know how to run the club. Nothing could be further from the truth with a little training.

The second thing that comes with the election of new board members is the PCA mandatory completion of the Region Report form that is available on the national website. This is one of the most important forms that either must be completed by the outgoing president or the incoming president.

If the outgoing president fails to complete the form the consequences can be dire. One of the effects of not submitting it is that national will not issue a regional club their quarterly subsidy until it is completed. The other is that the incoming president may not be familiar with the process and not yet have all the required information needed to complete the form. If you are an outgoing president, please insure that you fill this form out before the end of your term and do some sort of transition with your successor so that he or she can get started in the new year running.

The Zone 7 Competition series for the Concours and Autocross series have finished up with the last autocross event in October hosted by Sacramento Valley Region at Thunderhill Raceway Park on October 5th. The track surface at the skid pad location is pristine and provides some 650,000 square feet of very usable area. The event had 44 competitors with several drivers jockeying for position for year end awards. The final concours event was held in Carmel Valley at the Carmel Valley Community Park, just east of Monterey. It was hosted by the team at Monterey Bay Region that included club president **Steve Taty**, concours chair **Dave Alioti**, and his team of volunteers. Supporting their efforts from Zone 7 were **John D'Angelo** and **Simone Kaptizky**. The venue was just beautiful with an expansive area to position the cars on the lawn and the awards ceremony and buffet lunch held under a beautiful oak tree canopy.

Attendance is up for the concours series with 113 different cars participating. This is up 16% over

2018. I know that John and his team had set a goal to reverse the trend of participation in concours and I congratulate him on making this happen. The autocross series has also seen a significant uptick in participation if the number of trophies being awarded is any preliminary indication of participation.

Finally, Yosemite Region hosted their 60th Anniversary bash on October 27th at Ironstone Winery in Murphy California. I want, again, to extend my congratulations and wish them another successful 60 years to come!

Upcoming Events of Interest:

The Zone 7 Winter Presidents meeting and Zone 7 Awards Banquet will be held in Roseville, California this year for the first time. Roseville is a suburb of Sacramento located just 20 miles east. All Zone 7 presidents and vice presidents are encouraged to attend or to send a representative from their club.

Updates will be given from national staff regarding changes to PCA minimum standards for autocross and concour as well updates on Parade 2020 and Treffen 2020 to be held at the Broadmoor in Colorado Springs in the spring and the Fall Treffen at the Greenbrier Resort in West Virginia. The dates will be April 29-May 2, 2020 for the Colorado Springs event and September 16-19, 2020 for the West Virginia event. For more information on registration, go to treffen.pca.org. Remember that past Treffens have sold out in as little as one hour due to their growing popularity!

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October Membership

Rebecca Plourde, Membership Director

Membership Report

	Oct 2019	Oct 2018
Primary Members	843	814
Affiliate Members	532	541
Total Members	1375	1355
New Members	11	7
Transfers In	1	0
Transfers Out	1	0

Since we use e-mail for most of our communications, it is necessary to keep our e-mail address current with SVR and PCA. To update your information, go to www.pca.org and login. You can then make any updates (address, car, e-mail etc.). Also, even though we receive the information from PCA monthly, you can send the same updates to: membership@svr-pca.org.

New Member badges will now come with a removable colored sticker to encourage introductions at club events. They can be removed at any time. Welcome to the Sacramento Valley Region of the 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 2019 SVR Membership Director, Rebecca Plourde, at membership@svr-pca.org or 530.210.9686.

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

Want a PRINTED version of The Drifter?

Only \$20 yearly, (\$10 half year). 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

Oliver, Jade
Lincoln
2007 911 Carrera 4S

Len, Greg
Granite Bay
1957 356 Cabriolet

Gomez, Pedro
Sacramento
2004 Boxster S

Baskaran, Vyshali
Sacramento
2014 Cayenne

Caron, Jeffrey
Rocklin
2009 Cayenne Turbo S

Stricklin, Cory
Roseville
2011 Cayman

Long, Spencer I
El Dorado Hills
2015 911 GT3

Barnhill, Bradley
Wong, Derek
Shingle Springs
2009 911 Carrera 4S

New Members

Harrauld, Eric
Sacramento
2013 911 Carrera

Putman, Lynn
El Dorado Hills
2011 Boxster

Roth, Brian
Pollock Pines
1999 911 Carrera 4

Soto, James & Wendy
West Sacramento
2008 Cayman S

Anniversaries

1 Year

Steven Ainsworth
Lindsay Carter
Spencer Davies
Debbie Husmann
Willian Kenney
Mark & Donna Kennison
Michael Ludes
Brian Maloney
Gary A Melancon
Tom Navone
Scott Roberts
Bryan Shepherd
Christy Wilson

5 Years

Jack & Jennifer Banville
Brian Brown
David Gillette
Gary & Lynn Lind
Matthew & Jane Linder
Gregg & Jeff Mason

10 Years

Gregg & Rebecca Plourde
Doug Taylor & Nan Wu

20 Years

Robert & Kathy Murray
Kim & Rachel Nelson

25 Years

Ira & Carol McKee
Gregory & Ann Pasiuk

45 Years

Mike & Emily Willis

50 Years

Dolores Johnson
Jim & Joyce Karver





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Mary and I are enthusiasts and long time SVR / PCA members. If you are considering the sale or purchase of a Porsche or other specialty vehicle, give us a call. Sincerely, David



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The First Saturday of Each Month

The Club is a conversational group dedicated to the enjoyment of its members.

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SVR - 2019 Events			
Date	Event	Location	Chair
10/12/2019	SVR Zoo Club Outing & Show + Shine	https://www.svr-outing.eventbrite.com	Steve & Rita Barker
10/20/2019	Charity Auction Closes		Lois Roberts
11/1-3/2019	Mendocino Tour	https://svr-mendocino2019.eventbrite.com	Rik Larson/Tambra & Tom Kroetz
11/2/2019	SVR 1st Saturday Breakfast	Brookfields, Rancho Cordova	Jerry Alter
11/12/2019	SVR Monthly Board Meeting	Sac Fire Dept, Fair Oaks	Gregg Plourde
12/1/2019	CAM Xmas Tree Decorating	CAM, Sacramento	Kim Nelson
12/7/2019	356 Xmas Party	The Garage	Kim Nelson
12/7/2019	SVR 1st Saturday Breakfast	Brookfields, Rancho Cordova	Jerry Alter
12/11/2019	SVR Monthly Board Meeting	Sac Fire Dept, Fair Oaks	Gregg Plourde
12/14/2019	SVR Xmas Party	Sierra View Country Club, Roseville	Liz Houser & Mardi Quain

SVR EVENTS 2020		**Coming Attractions**	
Date	Event	Location	Chair
1/8/2020	SVR Monthly Board Meeting	Sac Fire Dept, Fair Oaks	
1/14/2020	TBD	Planning Meeting	Steve Barker
1/21/2020	Vince's Mexican Restaurant	Woodland	Steve & Rita Barker/Reed Schulze
2/12/2020	SVR Monthly Board Meeting	Sac Fire Dept, Fair Oaks	
3/11/2020	SVR Monthly Board Meeting	Sac Fire Dept, Fair Oaks	
3/24/2020	Smith Flat House, Placerville	Placerville	Steve & Rita Barker/Jerry Alter
4/3-5/2020	Pacific Grove Tour	Pacific Grove	Jim & Linda McMahan
4/8/2020	SVR Monthly Board Meeting	Sac Fire Dept, Fair Oaks	
4/18/2020	Capay Valley & Matchbook Winery Tour	Cache Creek destination	Reed Schulze & Woodland Team
5/3/2020	Dominick's Granite Bay	Granite Bay	Ernie and Wendy Bulhoses
5/13/2020	SVR Monthly Board Meeting	Sac Fire Dept, Fair Oaks	
5/29-31/2020	CRAB 38	CAM, Sacramento	John Hawk & John Lanting
6/10/2020	SVR Monthly Board Meeting	Sac Fire Dept, Fair Oaks	
7/3-5/2020	Weaverville Old Fashioned July 4th Tour	Weaverville	Liz Houser
7/4/2010	Pocket 4th of July Parade	Sacramento	Robert Hrabak
7/8/2020	SVR Monthly Board Meeting	Sac Fire Dept, Fair Oaks	
8/12/2020	SVR Monthly Board Meeting	Sac Fire Dept, Fair Oaks	
9/5/2020	River Cats Game	Raley Stadium	Skip and Mardi Quain
9/9/2020	SVR Monthly Board Meeting	Sac Fire Dept, Fair Oaks	
9/12/2020	Roamin Angels Car Show	Nevada County Fairgrounds	Steve Barker & Richard Shelton
9/18-20/2020	Yosemite Tour 2020	Yosemite National Park	Liz Houser & Vicki Hubbs







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911 & 914-6 & 916 items: Fuchs 7&8x16 RSR style; 916 trans conversion kit by M. Bott; 915/61 transaxle rebuilt by Kahler's (never used); shift tower & rod; SC halfshafts; VDO 220mph speedo, 7000 & 8000 rpm Tachs; SC Alu front crossmember; new ATE 911/914-6 front rotors; SC front & rear brake caliper sets; SC leather center deposit console, door pulls & armrests; 3.2 Flywheel & clutch kit; 3.2 alternator/fan/housing; 3.2 starter; 3.2 CAT passed smog; 3.2 cooling fan w/relay; 3.2 DME w/ Wong Chip; & more. pdf list at <https://tinyurl.com/911-914-Parts-List>; Larry Moeller mojac007-web@yahoo.com or 530-889-8268 (leave message)

2012 Mercedes CL550: "S" chassis, 2 door coupe. Fully loaded, Diamond White Metallic over "Designo" Beige, full leather. 48K miles Original MSRP \$139K, \$37,500 OBO. Bill Keegan 916-540-7134

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