

The Drifter

Sacramento Valley Region - Porsche Club of America

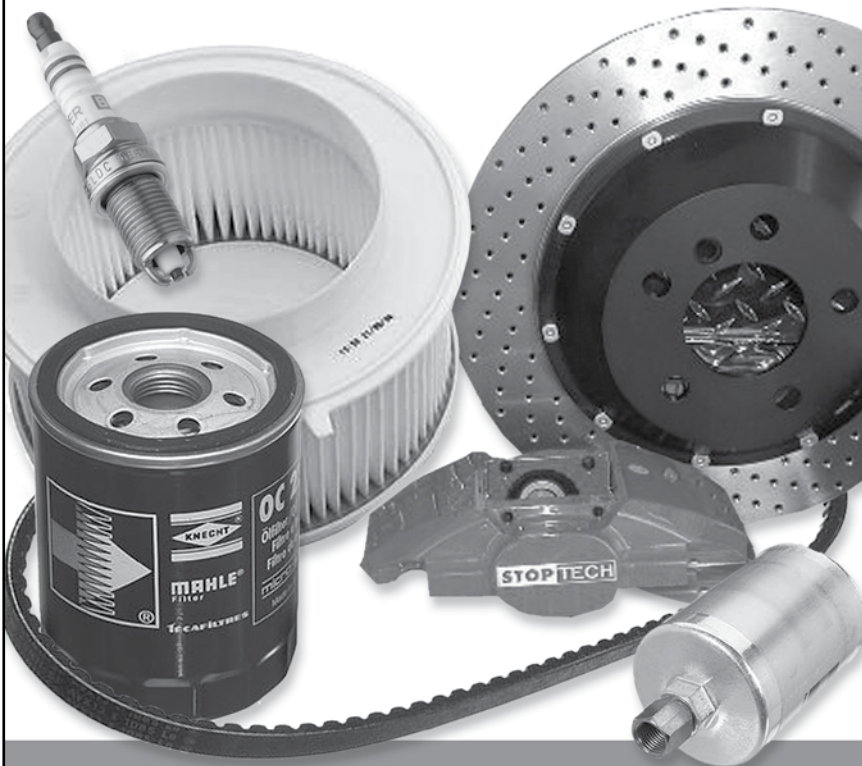
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Sacramento Valley Region, Porsche Club of America (SVR), publishes the Drifter monthly for its members. Written contributions and photos are welcome and should be e-mailed to the editor. The deadline for material is one month prior to the month of publication. SVR members should notify the membership director promptly of an address change to insure uninterrupted delivery. All material in this newsletter is protected by copyright. However, newsletter editors of others regions chartered by the Porsche Club of America may reprint any article provided that credit is given to the author and Sacramento Valley Region and that The Drifter is cited as the source.



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The Drifter

Sacramento Valley Region - Porsche Club of America

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June 2017

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svr-pca.org

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The Drifter is an award-winning monthly publication of the Sacramento Valley Region, which is affiliated with Porsche Club of America, the largest and most prestigious marque automobile club in the United States.



SVR President's Column

Eduardo Ortega, Jr. SVR President

Photo by Eduardo Ortega, Jr.

Hello all SVR members. The arrival of June marks my sixth month serving as your president and the sense of time moving at a great rate of speed has not changed for me. We have now moved within about one trimester away from the Board Elections. For the entire year 2016 and now 2017 we have worked very hard trying to find a replacement for a particular board position, to no avail. I am talking about the **Drifter Editor** position. Both our current editor **Steve McCrory** and our past president **Collin Fat** have literally gone through about two dozen potential candidates, and nothing has come to fruition. For those who do not know, **Steve McCrory** stayed on for a third year as editor. But his intention was to step down on December 2016. It was extremely generous of him and his wife **Barbara McCrory** (a current member of the Drifter editorial team) to give one more year of service to SVR in the spirit of helping with the publishing of **The Drifter**, a publication that is the pride of our region, the perfect advertising medium for our sponsors, a vehicle for our membership to stay in contact activities and a powerful magazine that does wonders to attract new members to SVR.

The Drifter is more than just a newsletter. We live in an era that even though there is digital media everywhere, quality printed media is still standing on its own and it keeps providing readers with tactile satisfaction and ease of use reading a paper medium. No batteries to recharge. No Wi-Fi needed. No ridiculous little cell phone screens to try to read a full-sized magazine. If magazines were obsolete, they would be extinguished by now. But they are staying strong. **Steve and Barbara McCrory** will officially end their three-year-stretch of working in **The Drifter** and will return to their regular life. The clock is ticking now. December 2017 is looming ahead and a **new Drifter Editor for 2018** is needed. You might be asking yourself, why nobody is stepping up to the challenge? **The Board** believes that maybe potential editors might be intimidated by the "perceived" quantity of work and also to maintain the level of success our newsletter has gained in the last five years. But we have the answer to these two possible challenges.

First, **The Drifter** has a complete team to tackle the job. Go back to the back of the cover and read the names and duties of the team members. There is a digital layout operator, two reporters, a production editor, a photography and flyers person, a technical editor and our advertising manager. Notice I have not mentioned the actual Drifter Editor person. As you can see, with such complete team, many shoulder the job of publishing our newsletter. And I can still imagine you are asking also, what is the job of the Drifter Editor? The editor leads the team, has a monthly meeting to work on next month's magazine, provides the theme(s) for the upcoming edition, and helps searching for articles. That is the job in a nutshell. Now, to answer the **second** point. If potential candidates are intimidated by maintaining the level of success of **The Drifter**, then let me assure you the current team will help by leaps and bounds in keeping the quality of the newsletter, and like anything in life, practice makes perfect. Give yourself the chance to join the Drifter team and make your goal to keep perfecting your skills month-after-month. Finally, let me finish this plea for a Drifter Editor by sharing the big challenge the **2017-2018 Board** is facing: If no Drifter Editor is found, **December 2017** will be the **last issue** (BTW this happened in 2012). Past that date we

are facing emergency scenarios, a Plan B, dire solutions, etc. Our **emergency measures** will not be able to keep **The Drifter** being published month-after-month. As your president, I am telling you this in a spirit of complete transparency. Please, **somebody step up!** It is vital the new candidate starts attending the monthly editorial meetings soon to get up to speed. Please **contact Collin Fat, Steve McCrory, Kirk Bradford or myself** to volunteer.

For the month of July, the **Porsche Parade in Spokane** takes place and the nature of the event has a strong gravitational pull, thus our July calendar is light. For those of you planning to attend, **Rik Larson** has announced there are about two groups that are interested in unofficially (not an SVR event) to drive together to the event. Please contact **Rik** for more details.

SVR events for July are the **July 1st Zone 7 AX**, hosted by SVR in Stockton. **George and Lisa Okamoto** are hosting the **4th of July Parade** in the Pocket area of Sacramento. I attended last year and it was a blast. The parade route was well attended by observers, and it concluded in a park that has all kinds of food vendors and relaxing activities to celebrate the great American Holiday, Independence Day.

Have a great June, and safe travels!





Editor's Corner

Steve McCrory, SVR Drifter Editor
Photo by Barbara McCrory

It's Drifter News time again and here's what's new for June. We are at 36 pages, and using more photos and story lines of local club activities. For SVR and the Porsche world, we have entered the busy season with more local club, Zone 7 and PCA National events on the Calendar. Special thanks must go to **Kirk Bradford** and **Collin Fat** for joining the **Drifter Team** as reporters and photographers, having added an extra dimension to our monthly newsletter. Say hi to them as you see them at events strapped down with camera and notebook. I want to thank everyone who has offered their positive comments and submitted ideas and articles to the Drifter Team. For June, we have a new advertiser coming on board, **EBS, a Reno, Nevada company** that provides parts and engine building services to Porsche owners. As the Drifter continues to evolve, I have announced that the December is **my last issue as Editor** of the Drifter. The team concept we have shaped provides support for a new editor to join the Drifter Team. It's a good group that meets once a month at **Niello Porsche** to provide new ideas and plan the articles and photos to be included in the next Drifter.

And speaking of Niello Porsche, Barbara and I had the pleasure of attending the rollout of the new Panamera. One of the best car related memories of my own youth included that special time of the year when the new models finally arrived at local dealerships. I would run into the dealership and with any luck would leave the showroom clutching the new model sales brochures. I am pleased to report

the Panamera introduction was a class act. As the car covering was removed, we were treated to a solo violin performer walking slowly around the car as she played.

Several SVR members are discussing the possibility of founding a Sacramento area **Cars and Coffee** event that would include Porsches, but also would be open to all enthusiast car owners. A once a month gathering requires only an open parking area, tolerant nearby businesses that can benefit from the gathering, and let's not forget the proximity of the coffee and the doughnuts. So why cars and coffee? A place to meet your friends for an hour or two, and a chance to talk to potential members of SVR. Other similar events exist on a once a month schedule during the good weather months. Want to see how it works; come to Grass Valley for the weekly Saturday morning event that includes Porsches, British sports cars and older BMWs mixed in among the hot rods, muscle cars, rat rods, and restored classics you will remember from your youth. We often attract 100-150 cars on a good weather day, Begins at 8am every Saturday.

Porsche versus Corvette is a decades long rivalry, and several SVR members I know, who will remain nameless, have both. It's classic Americana versus European engineering, battling it out on road and track. It was **Route 66**, the local drag strip and the home town boulevard **versus the Autobahn**, and the hill climbs, rally and road race venues of Europe. They were both winners in the race to capture the hearts and minds of those seeking auto-

motive involvement beyond the daily commute, or the trip to the grocery store. And on the road courses from the west

coast's Laguna Seca and Riverside to the eastern tracks of Watkins Glen and Lime Rock, the battles for bragging rights took place featuring the best drivers from both camps. The successes of both cars were not unnoticed, and it fueled the design and creation of similar cars around the world by manufacturers who wanted a piece of the action. Like Porsche, the Corvette has evolved into a sophisticated package and stands with the world's best enthusiast automobiles.

Confused about recent legislation and trends that affects Californian's ownership of cars in general, and enthusiast and vintage cars, and car clubs in particular? An important resource can be found at the ACCC. Their mission statement says, "**The Association of California Car Clubs** (ACCC) is a volunteer organization with regional representatives who represent the interests of individual members and member clubs across the state. The ACCC consists of thousands of automobile hobbyists throughout the state who are interested in California laws and policies regarding collector automobiles." You will find their recent news concerns new taxes on gas and diesel fuels, and auto registrations. Membership is available to individuals and car clubs.

The recent SVR club monthly dinner put on by **Ernie and Wendy Bulhoes** at **Dominicks Trattoria** in Granite Bay saw a good turnout with good conversation and great food. Look for photos and details by **Kirk Bradford** in the next Drifter. Social events are attracting new member attendance, and it's an easy way to get to know members you have not met. If you are a seasoned frequent flyer in SVR, look for the new members and introduce yourself. The club benefits in many ways from new members becoming involved in activities and in SVR club management.

In this issue, SVR member **Stephen Kashiwada** steps up to describe his Treffen Adventure, **Kirk Bradford** tells us about the Rally School event, and **Collin Fat** introduces a recent member who has become an autocross enthusiast. **Skip Quain** brings the wrap on the Maniac Event.

But wait there's more, because that's just the way it works. Happy Trails to you.





PDK (Pretty Darn Kwik)

Rik Larson, SVR Member

SOLD OUT in 2 days!!

The Treffen Asheville (as in North Carolina) is sold out. The next Treffen will be held in April 2018 in New Mexico.

May DRIFTER Cover

How about that unusual cover? **Barbara McCrory** applied a filter to the photo that gave it a canvas texture look.....you can definitely see the texture when looking in the upper right corner (sky/clouds) and the lower right corner (road).

Rich Farlinger

We received word that Rich had passed in January. Rich, **Jim Karver**, and **Ray Johansen** were the original chairs of CRAB. All three are SVR members. 1972 was the year (and it was not called CRAB 1). 105 cars from 10 PCA regions attended a crab feed at El Macero Country Club that had an autocross and rally. Entry fee for the weekend was \$20 per couple and included all the crab you

could eat and all the wine you could drink. Race driver Alan Johnson was the dinner speaker. More details about CRAB are on the SVR website (under the Our History tab).

Event Tidbits

The River Cats Porsche event on June 18th still has openings

The SVR Meet and Greet Fiesta at the Parra's is rapidly approaching the maximum of 100 people

There are still a few spaces available for the TSD Rally School and Rally

The Mammoth Tour by Sequoia Region has been cancelled this year

There is no SVR dinner in July

The Wooden Boat Concours Tour has 4 openings available

Werks Reunion Monterey has over 250 cars registered already

Porsche corral spots at the Monterey Historics are available at <http://msreg.com/rolexcorral2017>

California Automobile Museum

Things are good. The museum has purchased the building from the City of Sacramento. And the roof looks like it will be replaced soon as a result of the fund raising drive by the museum. Some of you may recall that CRAB 32 (2006) and CRAB 33 (2007) were both headquartered there (it was called the Tow Auto Museum in those days).

Yosemite Region Concours

The first Zone 7 Concours event was held on May 21st. Results are posted at zone7.pca.org. Three cars from SVR competed for awards, and were rewarded. **James Buckner** had his beautiful mahogany brown 911T judged along with **Jim McMahan's** white 911SC and **Larry Moeller's** 914-6 GT.

FIVE years ago in the DRIFTER

Bob Jacobson stepped up to be the new DRIFTER editor. Preparations were underway for the SVR 50th Anniversary Celebration to be held in August. It was reported that we had 596 regular members and 475 affiliate and family members. **Ruth Stark** reported that the SVR Charity Auction would be held on June 23rd at the home **Bill and Cathy Keegan**.



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Sacramento Valley Region Calendar



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

2017 SVR Events svr-pca.org

- June 1-4 Zone 7 Tour, Northern California (Wait List)
- June 11 SVR Concours, Niello Porsche, Kent Brandon
- June 18 River Cats, Porsche "Parade" & Parking, Quain's
- June 24 Club Fiesta, Sue Sanders & Tara Jones (contact)
Terri & Ed Parra hosts
- June 25 TSD Rally School, Porsche Livermore, Wetzel
- July 4 4th of July Parade, George & Lisa Okamoto
- Aug 11 Wooden Boat Tour, Tahoe, Dan Rowland
- Aug 14 SVR Dinner, Mints, Mike & Emily Willis
- Aug 20 TSD Rally, Location TBD, Huckabay, Wetzel
- Sept 12 SVR Dinner, Orchid Thai, Bob & Beth Jacobson
- Sept 23 Gold Rush Tour, Gary Griffiths
- Sept 29-Oct 1 Cambria Tour, Sanders & Plourde
- Oct TBD SVR Dinner Casa Ramos, Mennings
- Oct 14 XXXV Carrera De Sierra TSD Rally, Wetzel

2017 Zone 7 Competition Events zone7.pca.org

- CONCOURS**
- June 4 Loma Prieta Region, PartsHeaven
 - June 11 SVR, Niello Porsche
 - July 23 Monterey Bay Region, Carmel Valley
 - July 29-30 Sierra Nevada Region, Weekend Event
 - Sept 17 Redwood Region, Ledson Winery
- AUTOCROSS**
- June 3 SVR, Stockton Fairgrounds
 - July 1 SVR, Stockton Fairgrounds
- WEST COAST RACING SERIES**
- June 2-4 Mazda Laguna Seca Raceway
 - June 17-18 High Plains Raceway
 - June 30 -Jul 2 GGR Sonoma Raceway
- ZONE 7 OTHER EVENTS**
- June 1-4 Zone 7 Tour, Northern California (wait list)

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

- June 3 Zone 7 AX, Stockton
- July 1 Zone 7 AX, Stockton
- August 12 AX Stockton
- September 2 AX Stockton
- October 21 Ax Stockton

Upcoming PCA Events 2017

- July 9-15 Porsche Parade, Spokane, Washington
- August 18 Werks Reunion, Monterey
- August 19-20 PCA - Rolex Monterey Car Corral
- September 23 IMSA and Porscheplatz, Laguna Seca
- September 20-24 Treffen Asheville, Asheville, North Carolina
- December 2-3 Tech Tactics West, Location TBD

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
- June 4th Barn Party - See May Drifter Editor's Column



Sacramento RiverCats Baseball Game and Porsche Cars Ball Field Parade Lap

Sunday, June 18

Come celebrate Father's Day with the River Cats and your Porsche!!!

Raley Field
400 Ballpark Drive
West Sacramento, CA95691
916.376.4869

11 AM Porsche cars (limit 40 cars) arrive for Secured Parking and for Porsche Parade on baseball field 1/2 hr before first pitch.

Arrive on your own time for general parking - bring your family and friends. No limit on general parking/attendance.

Tickets will be at will call with your name.

1:05 PM First pitch

Game Ticket \$28 per person

RSVP by June 9 by mailing your check made out to PCA-SVR to your hosts for this event:

Mardi and Skip Quain
5251 Mertola Drive
El Dorado Hills, CA 95762



Questions? Contact
Mardi at plumrunr@aol.com or
650.504.4866
Skip: 650.504.4846

The seats face North, however, the sun will swing around from South to West during the afternoon. There is standing area behind seats that is covered and shaded and some additional seats. We are sitting in the Tito Solon Club section that is exclusive. Brings hats and sunscreen.

You will pay for and order individually from available on site food trucks and vendors or bring your own food.

Parking is \$10 per car unless there are four or more people per car. (See RiverCats website for car pool instructions)



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Driver's Meeting, Meet Rob Wagner

By Collin Fat, SVR Autocross Chair

Photo Collin Fat

With nearly 1300 members in SVR, it is sometimes difficult to get to know new members at the monthly activities the club organizes. Most new members seem to find their niche sooner or later. Whether it is hitting the road for the various tours or dining around town with like-minded Porsche owners at some of the best restaurants in town; new members generally find activities suited to their life styles and interests. Meet Rob Wagner who has been a member of SVR since 2013.

Rob tells me he got the Porsche itch as a kid and describes his Porsche ownership in the following manner; "My first 911 was a used 991, this wasn't the most enjoyable experience since I was at the dealer every 6-8 weeks for repairs, once for a PDK replacement. I'm glad it was under warranty. I sold that after a year and bought a 996 a few months later. I drove it like I stole it. This was the car I started autocrossing and doing HPDE events. I read too many forum posts about IMS bearing issues and oil starvation; I sold it 9 months later. I wanted a more track worthy car



and thought a 997.1 GT3 would be a perfect fit. I couldn't be happier with the performance and its engine characteristics. It's decent on back roads, but it really shines on the track where I really enjoy its athletic nature but unable to drive at the limit due to my driving skill limitations."

Rob found his sweet spot autocrossing a few years ago and has never looked back. He explained that he liked the competitive nature of autocrossing and getting to drive it like he stole it without the risk of damaging his beloved GT3. Rob is one of the most likeable persons you could meet and is always willing to help the autocross team with any last-minute tasks. You can find Rob at most of our monthly events with a smile on his face and generally involved in discussion with some type of like-minded Porsche Club member.

Rob works as an IT administrator and his other hobbies and interests relate to a lot of active type sports such as Mountain biking, Running, Skiing, Cycling, Boating, Swimming, Snorkeling, Traveling, pretty much anything outdoors. He also likes to run an occasional 10k or triathlon. I think that autocrossing fits Rob's interests as not only an active person but for someone who also likes a little competition. When asked how he rated

himself as an autocrosser, he describes himself as a novice and is still "Trying to get that perfect line, and not oversteer; I struggle a lot with understeer; I haven't figured that one out yet, I'm thinking it may be my Guard LSD. There's usually a couple corners where the car just won't turn in." When asked if he had any modifications in mind to improve his times, Rob only said that he was going to tinker with his car's sway bar adjustments to reduce the dreaded understeer designed in all Porsches.

Rob has been a regular at our autocrosses for the past two years, and I think that the 2017 season will be a breakout year for Rob. Last year, he finished several times in the top ten and had one top five finish to his credit. Rob is really hooked on the sport and always trying to better his skills. Most importantly, he is having a lot of fun and meeting a lot of like-minded Porsche enthusiasts. What other low risk sport can you find a safe release for your competitive spirit and get to learn the handling limits of your GT3!

I asked Rob what one of his favorite road was and he replied the "Folsom Lake Loop from Folsom Lake to Auburn" but prefers the track to testing the limits of his GT3. So if you happen to see a gray 2007 GT3 hitting the road on the Folsom Lake Loop, honk your horn and say hello.





SVR Members Visit Detail Maniac For a Detailing Experience

by Skip Quain, SVR Technical Chair
Photos Collin Fat

Saturday morning started out overcast, but at 8:30 the morning brightened as SVR members started arriving at **Man's** Detail Maniac's shop ready to learn how to keep their Porsche's bright, weather resistant, and beautiful. In all we had 25+ various Porsche models and colors with two interlopers – one a Corvette and the second a Mercedes. The sun was burning off the overcast as the attendees signed the SVR-PCA waver and headed into Man's shop for coffee and doughnuts. Over time **Mardi** and I have found if you offered coffee and doughnuts you can always bring out a crowd of car people.

Man had set up a semi-circle of chairs facing a TV monitor for his presentation. This is the second seminar that Man, Mardi, SVR social director, and I have put on. This year **Mike Dunn**, SVR Advertising manager, was there to assist. Man started off this presentation by noting that at the 2016 Pebble Beach Concours he detailed four cars that were on the grass. Each of the cars won an award and one received two awards. The SVR group consisted of 70% first timers and 30% returnees from the 2015 session. Man responded to

the groups questions in an easy going knowledgeable manner responding to the many varied questions in a professional manner.

At noon, we adjourned out into the sun for a barbeque that Man and his team had prepared for us.

After lunch, Man brought in a member's Porsche for a hands-on demonstration, highlighting specific techniques that make your Porsche shine. Man recommends using micro-fiber towels and they act like magnets. If a towel hits the ground toss it. You can never get ALL the contaminants out of the towel. The same when you're "claying" your Porsche. If the Clay Pad or Clay bar hits the ground - into the trash. It's not worth trying to pick the debris off the towels or clay pads/bars, and risk

scratching your Porsche's finish.

Man started on one side of the hood of the Demo Porsche showing how the waterless car wash product dealt with normal road grime followed by his detailing product for a bright shine. Then he attacked the second side of the



hood using a polish followed by a wax. The results of were very noticeable. The 2nd side had a deeper shine and brighter finish. He discussed how he continually was testing new products to be able to provide his customers the best detailing products available on the market.

Man, in appreciation of SVRs support over the last two years, is offering Detail Maniac's products and services to ALL SVR members at 20% discount (excluding Swissvax products).

I'm sure the many SVR members Porsches will be looking cleaner and brighter after Man's presentation.

Man's comments from his web site on SVR's visit on Saturday "With 30 + people and 25+ cars, we sure rocked the house! What a wonderful day filled with fun, learning, hands on experience, and an awesome BBQ!"

As a note it was great to see my bright Red Vintage Lotus 23 race car on the Detail Maniac's web site. The Lotus now resides in a fellow Porsche owners garage, and is being raced at Laguna Seca and Sears Point.





Drifting Back, 15 years Ago

By Larry Wilson, SVR Member

Photo Val Dawang

June 2002

Kent Brandon, SVR's Concours Chairman, reported on the club's June 9 Zone 7 Concours which morphed into a Saturday/Sunday weekend event filled with a wide variety of car activities of interest to vintage car buffs. On Saturday, June 8th, the weekend opened with a Car Care Clinic from 10:30am to 12:30pm. Participants gathered at SVR member **Bob Cannon's** spacious backyard and home-garage for a very special Car Care Clinic. Guest speakers included **Bob Gecko** of Zymol who discussed exterior car care and concours preparation tips, and **Bob Rinker** of Karma Kreations who covered interior aspects of concours car preparation.

That evening, Shriners hosted a gala dinner on the Mezzanine Level of the Hospital to honor their 2002 Grand Marshal. Here, participants sipped a selection of fine California wines, enjoyed some mouth-watering food and participated in a silent and live auction.

The final event of the weekend was Sunday's Concours d'Elegance. Held in conjunction with the traditional Shriners concours at their Hospital for Children located in Sacramento, this was not your typical hot parking lot

concours award-winning cars were pictured in the August 2002 issue of THE DRIFTER including those brought by **Bob Murray** (first in 356 Full Concours Class), **Pat DeWitt** and **Nick Lettini** (first in 356 Competition Class), **Wes Morril** (3rd place in 356 Street), **Phil Lawrence** (first in Wash 'n' Shine 911), **Greg Peart** (first in 914 Wash 'n' Shine), **Tom and Jude Sisson** (first in Boxster Wash 'n' Shine), **Norm Swanberg** (first in 944 Street), **Beth and Bob Jacobsen** (first in 911 Full Concours), **Kim Nelson** (first in 911 Wash 'n' Shine), **Ken Brown** (912 Full Concours), and **Dennis and Judy Stettner** (911 Street). Bud Behrens is shown judging the engine of a 996 (maybe it's his car). Other SVR Porsches belonging to **Jim McMahan**, **Kent and Cindy Brandon**, **Kim Nelson**, **Judy Stettner** and **Mike Willis** were loaded up and ready to deliver toys as gifts for children who were patients at the hospital.

On June 22, 2002, rallymaster **Jim Cooper** of Yosemite Region presented Summer Solstice, a time and distance rally with six legs that started in Manteca and finished in Tracy. Yosemite Region presented this event as part of the Zone 7 rally series for year 2002. In his rally column for THE DRIFTER, **Rik**

Larson reported that a total of 15 cars competed in five classes. Rik said several of the PCA'ers were using this event as a tune-up for the Porsche Parade rally in Boise at the end of July. Entrants from five regions were a welcome sight. Class-winning rally teams included **Jessica and J. Toney** from SVR in Expert Equipped Class with 22 points, **Al Armellini** from Diablo Region and **Rik Larson** from SVR in Expert-Unequipped Class also with 22 points (THEY TIED!), **Eric Ray** and **Taylor Lopez**

from Yosemite Region in Novice Class with 94 points, **Erin and Roger Jacobs** from Yosemite in Beginner Class with 252 points, and **Ron and Reib Webber** from Golden Gate Region in First Timer Class with 800 points. Other SVR top-finishers included **Richard Wetzel** and **Phillip Marks** with 36 points in Expert Unequipped Class, and **Kathy Smalley** and **Bill Thorp** in Novice Class with 122 points.



show. SVR had over 70 Porsches at the event, 59 of which were formal Zone 7 entrants. This broke the previous attendance record of 35 Zone 7 cars set at Blackhawk in 2001. Our location was an entire grass field. We had hospital-ity tents, we had flags, we had banners, and Porsches ranging from 356 Speedsters to a brand new 996. Also, there was a Porsche Parking Corral and a PCA sponsored Hospitality Tent with seating and free refreshments. Many of the SVR

SVR members who were interested in competing in the first two Zone 7 autocross events were advised in the May and June DRIFTERS to look elsewhere until the SVR Board of Directors could find a suitable site for such endeavor. The Stockton/Sacramento areas were definitely out of potential autocross sites. As a temporary measure, SVR was in partnership with Sierra Nevada Region to put on the first two Zone 7 autocrosses of the year, May 11th and 12th in Reno, NV. Interested SVR members could also learn more about running Zone 7 Autocrosses #3 and #4 by Redwood Region in Santa Rosa by contacting **Steve Nieslony**, SVR Vice President, or **Russ Hildebrand**, SVR President.

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.

TrackMasters Racing

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

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Mazda Raceway	Aug 5
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Saturday, June 24
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Cost is \$28 per person - Limit 100

RSVP before June 16 and mail check made out to PCA-SVR to:

Sue Sanders
975 Stonebridge St.
El Dorado Hills, CA 95762



In the backyard of:
Terri & Ed Parra's home
10351 Corfu Drive
Elk Grove, CA 95624

Questions? Contact your host Sue Sanders at svrmgfiesta17@gmail.com
or call 209.401.5607



Niello Zone 7 Concours

presented by Sacramento Valley Region

Sunday, June 11th

Niello Porsche
4525 Granite Drive
Rocklin, CA 95677

Registration: 7:30-9:30 AM
Judging starts at 9:30 AM
Entry Fee is \$32.00 per car

Lunch available \$5; (free lunch for entrants and Judges)
Door Prizes for entrants, trophies and special vendors!
Special Porsche Corral and Awards for non-concours entrants!

For additional information contact
Kent Brandon, SVR Concours Chairman 916.663.1702 / concours@svr-pca.org



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Les Schreiber: 408.316.8654 / les996@me.com

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New Location this year:

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South of Highway 68, minutes from Mazda Raceway Laguna Seca

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



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916.616.6016 or

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Purchase Tickets:

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



Sacramento Valley Region PCA

2017 Autocross Schedule



- #4 July 1 Stockton (Zone 7 Event)
- #5 August 12 Stockton
- #6 September 2 Stockton
- #7 October 21 Stockton



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- June 30 - July 2 Sonoma Raceway
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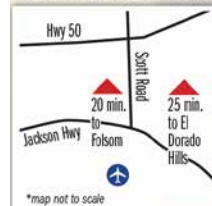
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The Dammit Tool

By Skip Quain, SVR Technical Chair

MAILBOX

The Dammit Tool

Dear Editor,

I found the September 2007 issue of Vintage Racecar in a hidden area of my office and stopped sorting the debris to browse the issue, and low and behold I came across your article "Tools of the Trade" on page 6. What a great read. My tool box and work bench contain the majority of the tools you reference. The last tool you mention, the "dammit tool," has an additional feature. When you throw the dammit tool, it will travel across your garage, hit and damage a part that has just been painfully restored, or will break the part that has NO replacement.

Also, I recently sold my Lotus 23, which was advertised in Vintage Racecar. I owned it since 1978, and we had our first race at the 1981 Monterey Historics. The loss of a good friend who has given me years of racing and faithful enjoyment but, the new owner is just minutes away. Lastly, the Abarth Carrera article brought back memories of the Lotus and me racing an Abarth Carrera at Laguna and Sears in the late '80s.

Your magazine is always a great read, and you don't know what you will find until you open the cover from either end.

Regards,

Skip Quain

Ex Lotus 23 racer

On the next page is the article from Vintage Racecar, courtesy of Casey Annis, Editor

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

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

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

Parade begins at 10:00 am

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

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

First Turn Tools of the Trade

By Casey Annis, Editor Vintage Racecar

Whether you work on your own cars or not, at some juncture in your life you inevitably have to pick up a tool to fettle something on your car. Whether you consider your tools a necessary evil or an extension of your person, I think we can all find meaning in the handy glossary reproduced below. I wish I could take full credit for this erudite study of tools, but it was sent to me anonymously via the Internet obviously by a learned, but modest, craftsman.

Drill Press—A tall, upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your soda pop across the room, splattering it against that freshly painted air cleaner you were drying.

Wire Wheel—Cleans paint off bolts and then throws them somewhere under the workbench at the speed of light. Also removes fingerprints and hard-earned guitar calluses from fingers in about the time it takes you to say, “Yeou sheeet!”

Electric Hand Drill—Normally used for spinning pop rivets in their holes until you die of old age.

Pliers—Used to round off bolt heads. Sometimes used in the creation of blood blisters. The most often-used tool by women.

Belt Sander—An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

Hacksaw—One of a family of cutting tools built on the “Ouija-board principle.” It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

Vise-grips—Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

Welding Gloves—Heavy-duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

Oxyacetylene Torch—Used almost

entirely for lighting various flammable objects in your shop on fire. Also handy for igniting

the grease inside the wheel hub while you were trying to remove the bearing race.

Whitworth Sockets—Once used for working on older British cars and motorcycles, they are now used mainly for not-so-closely impersonating that 9/16-inch socket you’ve been searching for the last 45 minutes.

Table Saw—A large stationary power tool commonly used to launch wood projectiles into the side of your car

Hydraulic Floor Jack—Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

Eight-foot-long Yellow Pine 2 x 4—Used for levering an automobile upward off a trapped hydraulic jack handle.

Tweezers—A tool for removing wood splinters and wire wheel wires.

E-Z-Out Bolt and Stud Extractor—A tool, ten times harder than any known drill bit, that snaps neatly off in bolt holes thereby ending any possible future use.

Two-ton Engine Hoist—A tool for testing the maximum tensile strength of everything you forgot to disconnect.

Craftsman 1/2" x 24" Screwdriver—A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

Aviation Metal Snips—See Hack-saw.

Trouble Light—The home mechanic’s own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, “the sunshine vitamin,” which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

Phillips Screwdriver—Normally

used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads. Women excel at using this tool.

Straight Screwdriver—A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

Pry Bar—A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

Hose Cutter—A tool used to make hoses too short.

Hammer—Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit. Women primarily used it to make gaping holes in walls when hanging pictures.

Mechanic’s Knife—Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

Dammit Tool—Any handy tool that you grab and throw across the garage while yelling “DAMMMMMMMIT!” at the top of your lungs. It also, most often, the next tool that you will need!



PCA's Treffen Hill Country Adventure

By Steven Kashiwada, SVR Member

Photos by Author

My wife Jean and I decided to sign up for the Treffen Hill Country event, March 29 - April 2, 2017, in Austin, Texas, after attending the inaugural Treffen Lake Tahoe event last September. We had a wonderful time at the Lake Tahoe event held at the Resort at Squaw Creek. We made new friends and met

the biggest challenges would be being away from our 5 grandchildren, whom we baby sit 4 days a week.

This trip would also provide us the opportunity to visit the Porsche of North Houston dealership where we bought our 2016 Boxster Spyder in January of 2016. The purchase and

Upon completion in May 2017, Porsche of North Houston's new showroom, offices, and service facility will be the largest in the United States.

In the days prior to our departure, we were faced with a couple of daunting concerns: fitting 12 days of clothes and personal items in the Spyder and; more concerning, the long range weather forecast for severe thunderstorms and tornados in Texas. We couldn't do much about the weather, but after careful planning and packing, we were able to fit our luggage, mostly soft sided, ice chest and personal items in our Spyder.

We departed on Saturday, March 25, amid cloudy and showery skies. The rain and wind was intermittent and followed us to Bakersfield. Fortunately, the skies cleared enough for us to eat a picnic lunch at a park in Bakersfield. From there, we drove through the towns of Tehachapi and Barstow, to our first night's stay in Kingman, Arizona. The next day, we drove a leisurely 80 mph through Flagstaff, with snow lining Highway 40. We stopped to tour the Painted Desert, Petrified Forest National Park, and the Acoma Pueblo Sky City before stopping for the night in Albuquerque, New Mexico. On Monday morning, we spent a couple hours touring Old Town Albuquerque before driving southeast to Roswell, where we visited the UFO Museum. We then drove into Texas, stopping overnight in Big Spring. The major change Jean and I noticed as we drove into Texas was being surrounded by lifted 4x4 pickups with gun racks vis-



Porsche Club members from all over the United States and Hawaii. Even though we had driven the roads and visited the venues included in the Treffen's daily drives, it was more fun and special to do it with dozens of Porsches from around the country. The Porsche Club of America Treffens are held twice a year replacing the annual event formerly known as Escape. It is a casual, non-competitive event that centers on driving, dining, and exploring. It offers the opportunity to develop and renew friendships with fellow PCA'ers. Treffen North America is chaired by David O'Neal and works closely with the local region to put on these events. Each event has a similar program structure with registration on Wednesday, "Drives" on Thursday and Saturday led by the local region, and special Navigator's Day Off (NDO) "Tours" on Friday.

For us, the Treffen Hill Country trip would be three times longer than the Lake Tahoe Treffen. In planning for the trip, we allocated 5 days to drive to Austin and 4 days to drive home. Adding the 4 day Treffen event totaled 12 days, departing on Saturday, March 25, and returning on Wednesday, April 6. One of

delivery, in an enclosed transporter, was all handled via telephone calls, emails, and overnight shipment of documents. When I discussed our planned visit with our Sales Consultant, he suggested we visit before the Treffen event and he would have our Spyder washed and detailed before we drove to Austin. He also offered us a tour of their new facilities that are under construction.





ible through their rear window.

The weather forecast in Big Spring was for severe thunderstorms and possible tornados. Fortunately, we awoke Tuesday morning to only cloudy skies and no rain. As we drove southeasterly to Houston, we could see dark threatening skies behind us. We continued to outrun the easterly moving storm front to Houston. We went to dinner knowing that the storm may catch up to us. Sure enough, skies were sunny when we went to dinner, but turned cloudy and windy as we left the restaurant.

It was not raining the next morning when we left the hotel for the Porsche of North Houston dealership, but the skies were very dark and threatening. We were warmly greeted at the dealership and taken on a first class tour of their current and future facilities while our Spyder was being washed and detailed. The new facilities reminded us of our tour in 2014 of the Porsche dealership across from the Porsche Museum in Stuttgart, Germany with the Fast Lane Travel tour group. During our tour of the facilities under construction, the skies opened up. We had never seen such a severe thunderstorm, lightning and rain falling at 6 inches per hour. Within minutes, streets around the dealership turned to mini-rivers. We decided to wait out the storm before driving to Austin. Everyone at the dealership made sure we were comfortable and our needs met during our extended stay. After a couple hours, we left during what we thought was a lull in the storm, but within miles of leaving the dealership, we encountered another major downpour, driving carefully with emergency flashers on at a pedestrian 35-40 mph on the freeway. I drove in the fast "higher" lane as the slow "lower" lane was flooded under nearly a foot of water.

We arrived at the Treffen's host ho-

tel, Hyatt Regency Lost Pines Resort in Cedar Creek, Texas, southeast of Austin around 3:00 pm. What a dramatic weather change in a matter of a few hours - severe thunderstorms in Houston turned to clear skies and low 80

degrees in Cedar Creek. After checking into our room, we picked up our registration packet, received a warm welcome by PCA staff and Hill Country Region volunteers, and met other participants at the Treffen's Welcome Gathering.

I had a very restful sleep, probably because for the first time on our trip, there was no forecast of thunderstorms, hail storms, and tornados for the next few days. After an early continental breakfast with fellow PCAers, we joined our drive group, one of 4 available, at



7:50 am for a driver's meeting, then 8:15 am departure. We selected the Hill Country Roads option - driving over 120 miles, stopping in Luckenbach, then in Fredericksburg for lunch. We had a choice of two traditional German meals of chicken fried steak or jagerschnitzel at the Rathskeller restaurant. After a self-guided tour of Fredericksburg, we drove to the next scheduled venue - Circuit Of The Americas race track! The Treffen's Welcome Reception and Dinner was held in the COTA's Velocity Lounge. After dinner, we were given driver's instructions on our Parade Laps of COTA's 3.4 mile, 20-turn racecourse. We were divided into 4 groups. Each group was to follow a pace car for 2

laps, then return to the pit lane for another 2 lap session. At the end of each session, it was at the driver's discretion to return for another session or drive back to the Hyatt. Jean and I took full advantage of the access to COTA and drove 4 sessions before the track was closed to Treffen participants. What an unforgettable event, being on a Formula 1 race track in our Boxster Spyder, engine at full song, and sport exhaust growling and popping on upshifts and downshifts.

Friday was a non-driving day where participants could sign up for winery, craft beer, or food truck bus tours or explore the Austin area on their own. We decided to stay and enjoy the amenities available to us at the Hyatt Regency resort. We went bike riding, hiking along the Colorado River, and caught some sun at the pool. We also took advantage of specials offered by Ceramic Pro, a sponsor of the Treffen event, and had them apply a ceramic coating on our Spyder's body, convertible top, and interior. The Spyder now has a deeper

shine, very smooth and slick feeling, and is very easy to wash and dry. We were treated to another first class meal for dinner, Tapas y Mas, that evening.

Saturday, the final day of the Treffen event, dawned cloudy with periods of showers. After breakfast, we joined our driving group of 20 cars for a 100 mile drive along the scenic Guadalupe River to New Braunfels for a German lunch at the Friesenhaus restaurant. The afternoon was spent in the tourist town of Gruene. The drive back to the Hyatt Regency included a toll road with an 85 mph speed limit! An afternoon social featuring ice cream, light snacks, and watermelon flavored water was served to participants. That night, participants



were encouraged to dress in their cowboy and cowgirl best for a Texas Two-Steppin' BBQ. Participants were also offered the opportunity to take a photo sitting on a longhorn steer. Awards and prizes were presented at this closing event with the grand prize being a set of Pirelli tires. Jean and I were surprised and honored to be selected by PCA staff to receive the set of tires in recognition of our display of Treffen spirit. Our Spyder passed 10,000 miles on our drive home from Texas, so it will be ready for the new tires later this year or next.

What an unforgettable event for us! We spent 4 days with PCA staff and members, drove Porsche roads in Hill Country, drove laps of Circuit Of The Americas, and won a set of Pirelli tires

The weather forecast for Sunday, get-away day from the Treffen, predicted severe thunderstorms with pos-

sible tornados and hail. We awoke to clouds but no rain. We quickly packed and loaded our car and left the Hyatt a little after 7:00 am. Luck ran out as we drove past Austin. About 30 miles west of Austin, the skies lit up with lightning and torrential rain. Suddenly, Jean's cell phone issued an emergency alert that tornados were possible in our area for the next 45 minutes. We were instructed to seek shelter immediately and move to the interior of the structure. We were not near any towns, only an occasional driveway and no overpasses or other structures. We did encounter a remote gas station and parked for a short while. I walked into the mini-market attached to the gas station and asked the attendant if we should seek shelter from the tornado. The attendant was very casual and said, "What tornado? We get warnings all the time, but

no problems." I noticed cars were still on the highway travelling in both directions, so we decided to drive on. After about 30 minutes, we drove through the storm front with a big sigh of relief, no damage to us or our Spyder, as we drove on to Las Cruces, New Mexico. We also discovered finding gas stations in West Texas to be just as challenging as dodging the weather, driving on near fumes at one point. The next morning, Monday, we visited the White Sands National Monument then drove to Casa Grande, Arizona.

On Tuesday, we drove to Bakersfield where we spent the night. We left Bakersfield Wednesday morning around 8:00 am and arrived home in Sacramento's Pocket area around noon. We unpacked, took a few photos of our dirty, bug splattered Spyder with all travel baggage. I gave our Spyder a well-deserved washing after taking us over 4,600 miles in 12 days without a hiccup or problem of any sort. At every opportunity, our Spyder instantly responded to my right foot inputs, with exhilarating acceleration, wonderful mechanical sounds from the 3.8 liter flat six behind our ears, and exhaust burbles all resulting in gratifying smiles on our faces. We can't wait for our next extended trip in our "smile-mobile".

Jean and I have attended the first two Treffens and look forward to participating in future ones. The next three are already scheduled: September 20-24, 2017 in Asheville, North Carolina, hosted by Appalachian Region; April 25-29, 2018 in Santa Ana Pueblo, New Mexico hosted by Roadrunner Region; and September 12-16, 2018 in Banff, Alberta, Canada hosted by Wild Rose Region. At this time, we will probably skip the next 2 Treffens, but will participate in the Banff event next year.



Photo Captions top to bottom left to right

Stephen & Jean, Painted Desert Az.
Stephen & Jean, Circuit of the Americas

Porsches lined up for Hill Country Roads drive to Fredericksburg

Porsches Staged for Parade Laps of Circuit of The Americas

Stephen & Jean with Pirelli Tires Certificate.

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SVR August Dinner

Monday, August 14th

Social and Appetizers 6:30
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Wine prices are reasonable...
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CONCOURS

D'ELEGANCE

JULY 29 & 30, 2017

Rancho San Rafael Park • Reno, Nevada

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





People, Places, and Porsches

By Collin Fat, SVR AX Chair

As an avid autocrosser, I'm the antithesis of the dedicated concours participant so why would I have signed up for the recent Zone 7 Concours Judging School? Call it curiosity or a moment of weakness if you like, but I am happy to report that attending this event to learn how to become a judge was both informative and fun at the same time.



Pictured above left to right are: SVR member **Jim McMahan**, Zone 7 Concours Chair, **John D'Angelo**, and Loma Prieta Region Co-President **Les Schreiber**

For many of our newer members, I think you might be asking, "What is a Concours". Well in layman's terms it is; "Concours d'Elegance. Concours d'Elegance (or Concours) is a term denoting a gathering of automobiles in competition for judging their relative merits in terms of coachwork design, finish, and appointments". To put it in different terms, it is a judging of how close the condition of a car is to how it rolled off the assembly line when the car was brand new. In other words, how clean!

The event was conducted by Zone 7 Concours Chair, **John D'Angelo** with an assist from past chair, **Les Schreiber** and **Zone 7 Representative Sandy Provasi**. A huge turnout of just under 60 PCA members registered from around the Zone. The event was held at San Francisco Sports Cars in San Carlos, just a short distance from the San Francisco airport. San Francisco Sports Cars was very gracious and provided coffee and doughnuts in the morning and pizza for lunch. There was no charge for this

event. If you are looking for a classic Porsche or any other exotic marque this is somewhere you might want to shop at before your purchase. With an array of Porsches ranging from 356's to the more exotic Carrera GT and every model in between this is a great place to begin your search. Other exotic cars on sale included a dozen or so Ferrari's, McClarens, and a Lamborghini or two.

The morning session started out with a presentation by **John D'Angelo** who covered some updated Zone 7 Concours rules including allowing Boxsters, Caymans, and newer 991's, where judging the engine compartment has been an issue, to compete in full concours. The new rules will accommodate allowing these cars to compete in this class where they were previously restricted to participating in wash'n shine. Also announced was a major change in how concours events are scored and a new point system revolving around point deductions of 0.1, 0.2 and 0.3 points versus the old standard of full 1 point deductions for the most apparent flaw. Again, remember that judging is based on the concept of how our cars left the

factory which is still the standard which concours judges abide by.

I learned that the judges are divided into teams with a head judge or team leader, timer, interior judge, exterior judge, engine compartment judge, and someone who judges under body and suspension. Quite impressive. Following lunch, the group was divided into 3 groups for hands on learning from some of the most knowledgeable judges in Zone 7 in the processes involved in concours judging as well as what to judge. It was noteworthy, that our new Zone 7 Concours chair has recognized the declining participation among PCA'ers in concours events and his plan to invigorate the Zone 7 Concours Series aimed at introducing concours to a new group of members. My group was led by SVR member **Jim McMahan**. Jim did a fantastic and thorough job of reviewing the responsibilities of the team of judges and the finer points of what to look for in judging a car. Surprisingly, some judges are more forgiving of minor flaws than others and more lenient, in some respects, when scoring. I liked this approach as it seems to acknowledge the hours of effort needed to prepare a car to compete. Each team then proceeded to judge a modern 997, an air cooled SC, and a front engine 944. In addition to Jim, other SVR members who made the school were **Gary and Alma Thompson**, **Kent Brandon**, and **Joe Schumacher**.



Alma and Gary Thompson

TSD Rally School and TSD Rally --- Getting Ready for Spokane

Sunday, June 25, 2017

Porsche of Livermore
3100 Las Positas Road
Livermore, CA 94551
925.447.6400

School Check-in starts at 9:45
Rally Check-in starts at 12:30



Pre-registration is required. We will have on-site check-in for the school at 9:45 am. The cost is \$15 per car and includes the rally in the afternoon. The school will run from 10 to 11:45 am.

The rally in the afternoon will have check-in at 12:30 pm. Cost is \$15 per car. PCA insurance requires two (or more) people in the vehicle. Our insurance does provide for 16 and 17-year olds to be navigators (contact us for particulars). First car will leave Porsche of Livermore at 1:01 pm.

RSVP to Richard Wetzel rally@svr-pca.org by June 15th for both events by email and confirm by sending a check made out to PCA-SVR by mail to:

Richard Wetzel
2606 Aspen Valley Lane
Sacramento, CA 95835

We will use the 2017 Porsche Parade TSD Rally General Instructions as a reference for the school and the rally. Questions? Contact Richard Wetzel at 530.304.6555

This event is for those interested in learning about TSD (time-speed-distance) rallying. The TSD rally is one of the competitive events at the Porsche Parade in July in Spokane. The rules allow for 5 classes so you pick the one that is appropriate to your car's equipment. Built-in navigational systems determine your Class --- even if you don't know how to turn them on. Portable systems and equipment (such as GPS or I-Pad could also determine your Class.

The rally school will be held at Porsche of Livermore, a central location for Zone 7 members. This event is open to PCA members (priority) and to the public.

We will have a 2-hour classroom session in the morning, followed by a lunch break, and then an opportunity to put your newly acquired skills to the test on an actual rally in the afternoon. You can attend both or either one.





Gimmick Rally School & Rally

By Kirk Bradford, SVR Member

Photos by Kirk Bradford

To help prepare folks for the upcoming Parade gimmick rally, Richard Wetzel and Keith McMahan decided to put on a school that would focus on some of the “nuances” of these types of rallies. The school was conducted at Niello Porsche, who provided their conference room for the class. In addition, Niello generously provided coffee and snacks for the morning start, as well as lunch for the group.

After introductions, Keith started his presentation aided by Mary Dachauer, Rik Larson, Richard Wetzel and several other contributors. The class of 25 consisted of attendees with rally experience ranging from none to extensive experience. As the class progressed, many of us experienced types were compelled to share some of our experiences with rallies over the years.

Keith covered many topics and also the definitions of various aspects of “course following”. While I myself am an experienced rallyist, course following is still my biggest challenge to this day. Like all rallies, gimmick rallies have general instructions that basically set the ground-rules for many aspects of the rally. Things such as what constitutes a “rally road” were covered, and Keith pointed out that definitions are not necessarily the same among different rallies.

As the morning progressed, more and more questions came up and were answered by Keith and his assistants. One of the most questioned was the difference between a sign and an object. The route instructions can refer to a sign by having it in quotes, such as a street sign. But if the instruction simply refers to the physical object of the street, it is

identified in the instructions by being in all caps and no quotation marks.

Each leg of the gimmick rally to be held after lunch was going to be a different type of rally, including an A/B rally, Photo rally, and a Q&A rally. With everyone totally overloaded with information, the class broke for lunch and continued quizzing Keith on questions that they had.

After lunch, Richard assigned out times for the rally participants and one by one, the cars were headed out on their great rally adventure! The first part of the rally featured the usual odometer check, which allows participants to figure out how out of sync their odometers are when compared to the “official” odometer readings. A PCA friend told me long ago that the way to remember how to do this is to always remember that the rally master is always trying to “get” (polite word substituted) you. You always divide the official mileage into your mileage readings.

In this rally, the total Odometer Check mileage was 6.27 miles. My mileage was 6.0, so I divided this number by 6.27, returning an error factor of .9569. Which means, our odometer will always be reading *less* than what the official mileage should be. Without the aid of a calculator, applying an error factor of 4% was close enough.

The first leg of the rally was called an A/B rally. The challenging aspect of this type of rally is that several instructions give you two options, either the “A” option or the “B” option. The option you choose would be the first one you encounter. The rally was designed in such a way that you could encounter A or B and think you were correct but

you could be wrong! The whole time we did this part of the rally we thought we were nailing it but when it came to scoring we got 9 (out of 12) totally wrong!!! So much for experience!

The second leg of the rally was a photo rally. For this leg participants were given three sheets containing 6 photos each. Cars had the usual course-following instructions which was challenging enough, but in addition you had to find all 18 photos and log the mileage when you encountered them. The photos were of landmarks and signs, and they weren’t in any particular order. What fun!

The last leg of the rally was a “simple” “Find the Answer” type of rally. While following the route instructions, participants had to answer questions about objects or signs they encounter while following the route, in order! This leg reinforced a point made by Keith during the class that both driver and navigator have to work as a team and both look for answers to the questions.

The rally finished at a Round Table Pizza in Auburn, with most of the cars making it to the end. As it turned out, a couple of cars got lost and decided to bail out on the rally, something Linda and I have done many times over the years! Unfortunately, there was a spelling error in the instructions that caused problems for some, although most either didn’t notice it or thought it was in fact, a spelling error.

Awards were given out, with two classes of participants being identified; newbies and experienced. In the Newbie class, Ed and Terri Parra took first place. In the Experienced class, Jim and Joyce Karver took first. Thanks to all who participated and help put this event on, and a special thank you to Niello Porsche for hosting our class.



Test your Porsche IQ against the Porsche Museum Historian and the PCA Tech Committee !

The Technical and Historic Quiz is a written test of your knowledge of general, mechanical and historic aspects of the Porsche family, business and model lines. This year you will be able to test your knowledge with questions from the PCA Tech Committee. There will be (50) General questions that will be the same for all participants. There will be an additional (25) questions for Specific Model Ranges from which you will choose. Here is a sample of the type of model range questions that were asked on the 2016 tech quiz. For the rest of the questions and answers - visit <http://2016parade.pca.org/techquiz.html>

914

- The front brakes for the 4 cylinder 914 came from _____ ?
 - VW 211
 - VW 411
 - VW 311
 - Skoda
- In order to remove the instruments for service one needed a _____ ?
 - plastic spatula
 - Phillips screwdriver
 - finger
 - straight tip screwdriver
- All the 914-4 models, both U.S. and Europe had the "Porsche" letters on the engine lid grill.
 - true
 - false
- The tools required to remove the rear tail light lenses of a 1976 914 would of course be?
 - 10 mm wrench and small flat tip screwdriver
 - just an 8 mm wrench
 - a large hammer
 - no tools required

924/944/928

- According to Porsche AG in 1981 at the press introduction of the then-new 944, the body shape and spoiler configuration were derived from the?
 - 928 S
 - 911 Turbo
 - 924 Carrera GT
 - Diesel Junior
- In the December 2015 edition of Panorama, Norbert Singer discusses the 944 Weltrekordwagon, the car developed to break world records, but never made it to the track.
 - True
 - False

- As with the 356, the 924 was designed to use several Volkswagen/Audi parts, including the engine, which came from which of the VW's range of cars:
 - VW Karmann Ghia
 - VW Beetle
 - VW Golf/Rabbit
 - Audi 100
- The 928 first received ABS brakes with four piston calipers in 1986?
 - True
 - False

Cayenne, Panamera, Macan

- The 2004 Cayenne Turbo turbochargers were provided by?
 - Garrett AirResearch
 - IHI
 - KKK
 - VW
- The Panamera's chief stylist was?
 - Michael Steiner
 - Wendelin Wiedeking
 - Michael Mauer
 - Wolfgang Durheimer
- The Macan Turbo with PDK and the Sport Chrono package will do 0-60 in?
 - 5.9 seconds
 - 4.9 seconds
 - 4.4 seconds
 - 3.9 seconds

Boxster, Cayman

- The 1997 Boxster's electric soft top mechanism opens and closes the standard folding top in?
 - 6 seconds
 - 12 seconds
 - 30 seconds
 - 60 seconds

- The composite body of the 2014 Cayman involves steel and aluminum. The type of steel used is?
 - High-strength
 - Super-high strength
 - Hot formed
 - All of the above
- The 2015 Boxster Spyder develops how much horsepower?
 - 410
 - 375
 - 340
 - 310



Answers

- 1 b. E.W.E. vol. 2 Ludvigsen, pg. 491
- 2 c. E.W.E. vol 2 Ludvigsen, pg. 496
- 3 b. Porsche 914-4 914-6 Brian Long, pg.109
- 4 d. Porsche 914 - 1976 owners manual, pg.53
- 5 c. Up-Fixen der Porsche, Volume VI, p. 124.
- 6 b. Porsche Panorama, December 2015, p.92-98
- 7 d. EWE, Vol 2, p. 747
- 8 a. Up-Fixen der Porsche, Volume 11, p. 278
- 9 b. EWE, Vol 3, p. 1449
- 10 c. EWE, Vol 3, p. 1595
- 11 c. Porsche Panorama, March 2015, p.71
- 12 b. Up-Fixen der Porsche, Vol 11, p. 195
- 13 d. Cayman – Code of the Curve, Safety Section
- 14 b. Porsche Panorama, April 2015, p.56



In the Zone

By Sandy Provasi, Zone 7 Representative

Werks Reunion Registration is open at MotorsportReg. We are excited about the new site, Corral de Tierra Golf Course. The location is pretty flat and lots of room to spread the Porsches out. It is close to Laguna Seca so plan on getting your race tickets for Saturday and Sunday, along with parking pass for the PCA Corral at turn 5. The PCA Corral parking always sells out so don't wait.

There is still time to run the Zone 7 Autocross series for year end points or just to have fun. Saturday, June 3rd join Sacramento Valley Region at Stockton Fairgrounds for event #5. Then again on Saturday, July 1 SVR will hold another Zone 7 Autocross #6 back at Stockton again.

On Sunday, June 4th, join Loma Prieta Region for Zone 7 Concours #2 at Partsheaven in Hayward. This event has been happening with a large swap meet for 20+ years and is still going strong. You have parts or a Porsche to sell? Bring it out. You can check out LPR's

website for more info on stalls.

Sacramento Valley will be holding their Zone 7 Concours #3 at Niello Porsche on Sunday, June 11th.

Don't forget the TSD Rally School, which is a great way to prep for the Spokane Parade. It will be happening at Porsche of Livermore on Sunday, June 25th, 2017. This is a great time to pull out those clipboards and stop watches for the practice rally, which will be fun for all.

Looks like we have at least 104 cars and 170 Zone 7 members attending the 62nd Parade in Spokane over the week of July 9th, 2017. We will have a Zone 7 Party at the Davenport Grand on Sunday, July 9th before the Welcome Party.

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

Monterey Bay Region, Zone 7 Concours #4, Carmel Valley, July 23rd.
Sierra Nevada Region, Zone Concours #5, Rancho San Rafael Park, Reno, July 29-30.

Werks Reunion, Corral de Tierra, Friday, August 18th
PCA Corral, Laguna Seca, Saturday, August 19th and 20th


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Sandy Provasi
Zone 7 Representative



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SVR Board Minutes

By Rebecca Plourde, SVR Secretary

SVR BOARD MEETING MINUTES

Wednesday, May 10, 2017

Sac Metro Fire #32

8890 Roediger Lane, Fair Oaks, CA

Board Members and

Event Chairs Attendees:

President, **Eduardo Ortega Jr**

Gregg Plourde, Vice President

Rebecca Plourde, Secretary

Collin Fat, Past President & Auto Cross

Chair

Steve McCrory, The Drifter Editor

Mardi Quain, Social Director

Matt Deter, Competition & Safety

Janet Conner, Membership Director

Bill Fargo, Webmaster

Richard Wetzels, Rally Chair

Linda Bradford, Goodie Store

Noah Bentley, Historian

Matt Menning, Tour Chair

Alma Thompson, Charity Chair- via

phone

Gary Thompson, Dummkopf Chair

Excused absence

Bob Lozito, **Joy Nieslony**

Also in attendance: Rik Larson Barbara

McCrory, Kirk Bradford, Al Price

EMAIL BUSINESS

1. Minutes from the April meeting approved electronically, final approved minutes distributed 4/19/17

Call to Order

President **Eduardo Ortega Jr.** called the meeting to order at 7:05 PM on May 10th, 2017.

1. New Business

a) **Linda Bradford** distributed items purchased from the Goodie online store. She stated there are some nice items for Members to view and purchase.

2. President's Report: **Eduardo Ortega Jr.**

a) **Eduardo Ortega Jr.** presented a preliminary budget for Alma Thompson for the Charity Auction. A deposit of \$500.00 for Sun City was requested.

Collin Fat made a motion to approve the \$500.00 deposit to hold the facility, **Bill Fargo** seconded. Motion approved.

b) **Eduardo Ortega Jr.** talked about the River Cats Game event on June

18th. We will be in Tito's Salon. Before the game, we will have a parade of Porsches.

3. Vice President's Report: **Gregg Plourde**

a) **Gregg Plourde** stated that the Event calendar has been updated. Insurance was requested on line & worked well and was fast.

4. Treasurer's Report: **Joy Nieslony**

a) **Eduardo Ortega Jr.** submitted the report due to Joy's absence.

b) **Collin Fat** made a motion to approve the financials for April with some amendments. Move the following events to Open since these were pending items: 4/29/2017 Rubicon Tour, 5/6/2017 Autocross, and 5/7/2017 Rally School & Rally.

c) Joy to follow up on interest rates on maturing CD's.

5. Social Director report: **Mardi Quain**

a) **Mardi Quain** submitted her report. Highlights were that the April Dinner @ Fat's was a great success with wonderful food & great fun.

b) The May dinner at Dominick's hosted by the Bulhoes, is nearly full with just 12 spaces left.

c) **Mardi Quain** Stated the Father's Day River Cats Baseball game event on June 18th is still open for registration for both the game and the Porsche Parade aspects. Members are encouraged to bring family members & friends to the event.

6. Autocross report: **Collin Fat**

a) **Collin Fat** submitted a request for approval for \$321.00 for two canopies for Autocross events. **Steve McCrory** made a motion to approve, **Matt Deter** seconded. Motion approved.

b) **Collin Fat** mentioned, Security for the Autocross event is not required which will save on costs.

7. Competition & Safety: **Matt Deter**

a) No report

8. Webmaster: **Bill Fargo**

a) **Bill Fargo** stated there have been 16k hits to the website and haven't lost any observers. Bill thinks the Board could decide to abandon one of the domains later after the website contest.

9. Rally Director: **Richard Wetzels**

a) Richard mentioned the Gimmick

Rally had a good turnout of 13 cars. He also stated it is not too late to sign up to volunteer for the Rally at Porsche of Livermore.

10. Drifter Report: **Steve McCrory**

a) **Steve McCrory** mentioned December 2017 is his last issue as Editor. To have a smooth transition, a new editor should be involved with the Drifter Team before the end of 2017. Steve mentioned SVR Board & Chair members can be involved in the search for a new editor, and potential candidates should be mentioned to the Nominating Committee.

11. Membership report: **Janet Conner**

a) Highlights of the report, Primary Members 808, Affiliate Members 482. With a total of 1,290 Members. There are 7 new members, 2 of which came from Niello.

b) New Membership directories have been mailed out.

12. Tech Chair report: **Skip Quain**

a) **Skip Quain** submitted his report, highlights include, Detail Maniac Tech Session is Saturday May 13th, 2017; 23 cars are signed up, there are still slots available. **Mike Dunn & Mardi Quain** will assist on Saturday. Mechanical Seminar @ Frank's garage, Mid Town, has been put on hold.

b) **Skip Quain** mentioned **Barbara McCrory** should receive thanks from the Board for her outstanding photo work.

13. **Rik Larson** mentioned 980 cars have signed up for Parade, 105 are from Zone 7. 35 are from Sacramento. **Linda Bradford** suggested of having shirts made for those attending the Parade showing "Region of the Year" on the shirts.

Meeting adjourned: 9:01 PM

Next meeting: June 14th, 2017 7:00 PM

Respectfully Submitted, Rebecca Plourde 2017 Secretary

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May Membership

Janet Conner, Membership

Membership Report

	May 2017	May 2016
Primary Members	808	790
Affiliate Members	482	474
Total Members	1290	1264
New Members	7	22
Transfers In	0	2
Transfers Out	0	0

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

SVR - PCA Member Services

How do you join the Porsche Club?

Go to: www.pca.org
This is an online system that will request a credit card for payment. If you would rather fill out a paper form, contact the SVR Membership Director, Janet Conner, at membership@svr-pca.org or 916.939.3882.

Not a Porsche owner but interested in the PCA?

Try the PCA Test Drive program. For information, go to: www.pca.org/pca-test-drive

Need to update your PCA information?

Update your PCA record at www.pca.org

Do you have 2 e-mail addresses?

Want Club info sent to a second email, work, home, spouse, friend...? It's as easy as e-mailing your second e-mail address to the Membership Director at: membership@svr-pca.org

Lost the gold medallion from your badge?

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

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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

Aflatooni, Nima
Aflatooni, Jennifer Diana
Sacramento
nimaaflooni@gmail.com
2017 Cayman S

Budd, Scott
Sacramento
scbudd@mac.com
2014 Boxster S

Chohan, Amandeep
Davis
summerchohan@gmail.com
2017 Macan GTS

Herota, James
Elk Grove
togari@frontier.com
2006 Boxster

New Members

Hubbard, William
Loomis
17b.hubbard@gmail.com
2014 Cayenne Turbo S

Johnson, Robert
Granite Bay
rjohnson5013@gmail.com
2014 911 Carrera S Cabriolet

Magness, Troy
Sacramento
tdmagness3@gmail.com
2014 911 Carrera 4S Coupe

Anniversaries

1 year
Dave Barry
Donna Baxter
Stephen Bender
Steve Dezerega
David Hess
Gerid Ivie
Russell Johansen
Ronald Lee
Brian McGinity
Shawn & Beverly Miller
Peter Ngai
Jeff Speakman
Kyle & Jan Spring
Cindy Steiner
Don Takeoka
Greg Zanolli

10Years
Joe & Shelley Villamil

15 Years
Charles & Helen Rushing

20 Years
Douglas Storz

25 Years
Andy & Debbie
Simpkinson

30 Years
Stephen & Keiko
Kashiwada

45 Years
Stuart & Chris Jann
Dave & Kathi Eckert



Sienna Raduno

Tuesday, June 13, 2017

Sienna Restaurant
3909 Park Dr
El Dorado Hills CA 95762

The Niello Concours Raduno is a gathering of car owners for an evening spent enjoying the art of the automobile. Please join us for light hors d'oeuvres and wine tasting as you enjoy a fabulous display of motor cars. Your experience will be priceless, admission is free.

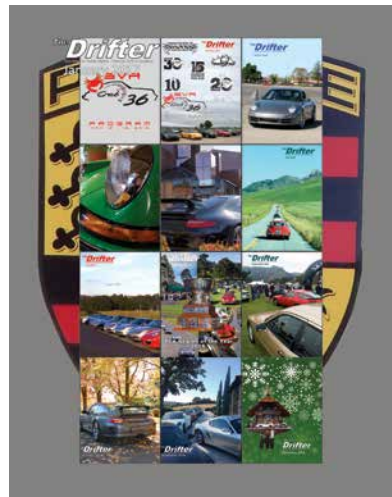
SVR has 10 spaces set aside at the Raduno on a 1st come basis. Additional spaces will be available in the parking area around the restaurant. The Raduno runs from 6:30 pm to 9:00 pm, but you should plan to arrive early.

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1998 Boxster Seats, partial leather, black. Great mechanical condition. Leather appears nice but is dry would be great candidate for a re-cover project. Make Offer, Doug DeVetter boxsterseatas@devetter.net



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



993 4-spoke Steering Wheel in excellent condition with air bag
Best offer
Doug Ryder -dpryder@gmail.com or 408.402.1933



Engine Cover
Best offer
Doug Ryder -dpryder@gmail.com or 408.402.1933



993 Speaker Enclosures
Best offer Doug Ryder ---dpryder@gmail.com or 408.402.1933



997 SmartTop module for remote control of soft top
\$200
Doug Ryder ---dpryder@gmail.com or 408.402.1933



997 Porsche Car Cover
\$200
Doug Ryder ---dpryder@gmail.com or 408.402.1933



Ultra rare set of OEM 40 Jahre (40th aniv) wheels.
Condition is +9/10. 18", no tires in this deal. These are not chrome copies. \$2,000/obo.
Menning.tours@gmail.com



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



2003 Porsche Boxster \$12,500. Tiptronic S 5 speed. Graphite Gray leather interior, Artic Silver Exterior and Metropolitan Blue Cab top in excellent condition. 82,400 miles new tires and brakes. Clear bra. Bose Sound System with CD, Alarm system
Email: afkas01@yahoo.com
Steve @ 916-771-8592



2016 Cayman GT4
3.8 liter, black leather interior with Guards Red deviated stitching. Black leather with Alcantara Sport Seats Plus (2-way). Includes interior carbon fiber package, Alcantara package, A/C, radio and CD player, front of car and leading edges have dealer protective film packages. 4,000 miles. Asking \$104,000/OBO. Contact Paul Richins at 916.933.1898 or prichins@jps.net



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

WANTED

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

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

Private party, early Porsche 911, 1965-73 Coupe, needing work to good condnion. No Targas or dealers. Dan, 408.600.4691 dantsuchiya@yahoo.com



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

CLASSIFIEDS INFORMATION

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

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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



2Shores	13
Anthony's Classic Auto Werks	24
Appearance Solutions	25
Bertolucci's Body & Fender Shop	25
Detail Maniac	27
EBS Racing	14
Elite AutoImports	31
Frank's Automotive	Inside Back Cover
IPB – Autosport	Inside Front Cover
Los Angeles Dismantler	31
Luxury Motorcars	11
Midtown Autoworks	6
Muffler Tech	27
Niello Porsche	4, Back Cover
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