On the Cover
The interior of the fabulous 1936-1937 Auto-Union 16-cylinder Typ C Grand Prix Racecar designed by Ferdinand Porsche. The photo was made at the 1982 Monterey Historic Races when the car was on loan from the Deutsches Museum in Munich, Germany. After some negotiation with the museum, it was allowed to be driven for a few solo parade laps by the late Phil Hill.

35mm film photo by Bud Behrens

New and improved SVR calendar
Go to the SVR home page at www.derporsche.net/ and take a look at the new and more functional calendar, which includes listings of regional, Zone 7, and national PCA events.

You’ll like it.

Got Track?
TrackMasters Racing is a leader in High Performance Driver Education events in Northern California, and invites SVR-PCA drivers to participate in our events.

Thunderhill - October 3rd
Thunderhill - November 7th & 8th
Infineon - November 22nd
Laguna Seca - November 25th

Come out and stretch your car’s legs on some of the finest tracks in the country!
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Volume 46, No.10

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Information and Committee Directory

Autocross Chair
Matt Deter 916.630.8924
5645 Harvest Road, Rocklin, CA 95765
porsche@deter.com

Rally Chair
Position Vacant

Technical Chair
Lisa Thomas 916.220.5641
lisa@pure9design.com

G24 Chair
Lee Deter 916.391.9956
758 Clippert Way, Sacramento, CA 95831
ldeter@yahoo.com

Dummkopf Chair
Randy Vidmar 916.624.3145
5207 Par Place Rocklin, CA 95767
oldbearbones@sbcglobal.net

Advertising Manager
Dick MacFarlane 916.482.0652
5740 Windmill Way #11 • Carmichael, CA 95608
dickm@hpsionline.com

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.
Chilli’s chatter
by Mike Willis

As I am writing this, a forwarded e-mail reached me telling of the passing of Jim Pasha. Jim attended many of SVR’s events in the past. He was very knowledgeable about 924s, 944s and 968s and wrote a number of technical articles about those models and others. The Porsche and the SVR community will miss him.

By the time you get this, our annual charity auction will be history. I would like to thank our excellent auctioneers Kirk Bradford and Larry Wilson for once again auctioning off the variety of items. Special thanks go to Susan Fleming for continuing to chair the auction while taking care of family matters, one of which is maintaining a half-empty nest with son Ryan off to college in San Diego.

We continue to present high-quality social and competitive events through the efforts of our event chairs. Please make the effort to help, or even thank them for putting on the variety of events we have. The events are for you, the members, not for the events chairs.

At the last board meeting we talked about the first-of-the-month breakfast gatherings and meetings. It was decided that attendance is pretty good and that we should continue on with the events through the end of year and then reconsider them at the annual planning meeting in January. For some reason, with travel and other SVR events, and I have not been able to attend very many of them. We establish our vacation travel calendar a year or so in advance, and sometimes the trips happened to conflict with the SVR events.

Mark December 6th on your calendar for our annual Christmas party and SVR recognition banquet, which will be held at the Aerospace Museum of California, which contains the finest collection of aircraft and aviation memorabilia in the west. In addition to the party, we will be allowed to tour the museum and, hopefully with good weather, be able to go outside to view the display of the aircraft. In the past, we have been there for another function. It is interesting and nice place to have our party. There is a lot of space for socializing and we will have our dinner provided by Rudy’s Hideaway.

On October 25th we will have a Porsches-only run group at Infineon Raceway (aka Sears Point for the oldies). We will be running under the PCA Drivers Education run group rules, and the group will not be open for novice drivers. This was worked out with Masuo Robinson at the beginning of the year, and it should be a very good day for those who like to run at Infineon. For this event, TrackMasters has agreed to assist us with all the registration, etc.

October is nominations month for your SVR board officers. Since we are no longer having “official” dinner meetings, nominations may be made at the Saturday breakfasts and may also be made at the October 14th dinner at the Sudwerk Riverside. We are charting new waters here.
October and November Events

Social
October 4  SVR Saturday Breakfast Club followed by Foothill Tour; see page 4.
October 12 Wine Appreciation by David Hoffman; see page 6.
October 14  SVR Dinner at Sudwerk in Folsom; see page 8.
November 12 Monthly Dinner at Mimi’s, Sacramento

Concours
October 5 Niello Serrano Concours; no info provided.

Tour
October 11 New Member Tour; contact Rik Larson at 916.481.6084 or e-mail rik.l@comcast.net
October 31 SVR Annual Mendocino Tour; see page 18.

Autocross and Track
October 3 Driver’s Education at Thunderhill Raceway; for info, contact doug@trackmasters-racing.com
October 17 Porscheplatz (Monterey Sports Car Championships); see page 17.

Autocross and Track
October 25 SVR Region Autocross; see page 10.
October 25 Driver’s Education at Infineon; contact Frederick D. Rauch at fdr@fdrmotorsports.com
November 7-8 Driver’s Education at Thunderhill Raceway; contact doug@trackmasters-racing.com
November 22 Driver’s Education at Infineon Raceway; contact doug@trackmasters-racing.com
November 25 Driver’s Education at Laguna Seca; contact doug@trackmasters-racing.com

Rally
October 4 GGR Coyote Run VIII Zone 7 Rally; see page 5.

Other
October 1  SVR Board Meeting at RPM, 3130 Bradshaw Road, Sacramento
October 18/19 First Aid, AED, CPR Classes; see page 8.

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916.368.RACE (7223) • www.EnjoyTheRace.com
3130 Bradshaw Road, Sacramento, CA 95827
SVR Saturday Breakfast Club
October 4th, 2008

Marie Callender’s
5525 Sunrise Boulevard, Citrus Heights
(across from Sunrise Mall)

Meet in the parking lot at 8:30 A.M. • Breakfast at 9:00 A.M.
Price: $11.00 per person, including tax and tip • Please bring exact change!
Niello Porsche has designated a Premier Porsche Dealer by Porsche Cars of North America. So now Niello is not only recognized as the longest continually operating Porsche dealership in America, we’re officially one of the best.

Complimentary 29 point inspection for Porsche Club Members by appointment. Call today.

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and perform the work where no one else can, the area’s most modern, state-of-the-art Porsche dealership.

Golden Gate Region Presents

Coyote Run VIII

Saturday, October 4, 2008
Sponsored by Carlsen Porsche
3636 Haven Avenue • Redwood City, CA 94063
Telephone 650.701.9200

Open to all cars, not just Porsches. • Cost is $20.00 per car.
Entry fees donated to charity.
Registration opens at 8:30 A.M. • Driver/Navigator meeting at 9:30 A.M.
First-Timer meeting at 9:45 A.M. • First car out at 10:01 A.M.
The Rally is specially designed for first timers and beginners.

This is a Time/Speed/Distance (TSD) rally. Beginners and First-Timers will be given mileage or street names at most turning points.
Rally classes include Beginner, Novice, Expert Unequipped, and Expert Equipped. Classes will be based on experience and equipment.
The most experienced occupant in the car will determine the class. The rally covers about 100 miles and will take approximately four hours to complete.

Directions: Registration and start are at Carlsen Porsche in Redwood City.
From US 101, take the Marsh Road exit East and turn left at the signal onto Haven Avenue.

For information, contact Larry Adams at 650.345.2232 or e-mail OldCarNut@aol.com
A Wine Appreciation

By David Hoffman, Wine Collector

Sunday October 12th, 2008

From 4:00 P.M. to 6:00 P.M.

At the Garage of Bob and Beth Jacobson
3215 Maidu Lane • Lincoln, CA 95648

Taste and learn about different wines, ranging from the less expensive to the nationally-ranked best.

Fee: $25.00 per Person

Reservations are required.
Participation in this event is limited to the first 32 persons who make their reservations.

To make your reservation call Bob Jacobson at 916.645.3555 or e-mail bobjacobson@yahoo.com
Drifting Back – October 2008
by Larry Wilson

30 Years Ago (October 1978)
On October 6th, SVR held its Oktoberfest dinner meeting at the Hong King Lum restaurant, 419 J Street, with a menu of Chinese food. Is that a grand sense of humor, or what? The October 15th wine tour, Trische Robertson in charge, saw the usual suspects, including Stan Breyfogle, Rik and Lettie Larson, Paul and Gail Bates, Merle and Georgene Dodd, Marv and Marie Smith, and Harvey Cain and Connie Farlinger. These and other SVR members wined at several establishments in the Napa Valley, and then dined at the Triple-S Ranch. Yahoo! THE DRIFTER announced the 1978 nominations committee: Harvey Cain, Sheila McDade, Linda Robertson, Stan Breyfogle, and Trische Robertson.

The course at Cal Expo for the October 22nd Zone 7 autocross by SVR was designed by no fewer than six of SVR’s most insane members, each independently doing a section. They were appointed to this task by co-chairs Stan Breyfogle and Mike Willis, proving it takes two to know six. This was the last chance for the 126 participating drivers to collect points in the 1978 Zone 7 championship series. Workers included Pat McLaughlin, Rik Larson, Pat and Larry Wilson, Paul Bates, Ted Colbert, and Kerry Creasy, who, along with Mike and Stan, did the usual 7:00 A.M. to 6:00 P.M. shift.

20 Years Ago (October 1988)
The Zone 7 Autocross Series two-day finale, October 15th and 16th at the Alameda County Fairgrounds in Pleasanton, ended the eight-event championship and settled annual finishing positions for many SVR entrants. Dwight Mitchell already clinched a first in his class over Lloyd DeMartini (Golden Gate), but Linda Mitchell needed to win one of the weekend’s two events to beat Patti DeMartini. She did that on Sunday. In the same class as Dwight and Lloyd, Kern Breaux and Rich McClumphy were fighting for fourth. Kern nipped Rich by .399 seconds on Sunday to take the honors. Bruce Westrup merely had to be present at one of the events to win Class 19. He did that on Sunday. Competition in Class 10 (914-4 2.0) between Larry Wilson, Greg Peart, Ray Scruggs (Redwood) and Ken Mitchell was way close, but that’s the way they finished for the year. In the women’s 914-4 2.0 class, Lois Wright (Redwood) had clinched the championship, but second was up for grabs between Cyndee Nightingale and Pat Wilson. Pat beat Cyndee on Saturday; Cyndee repaid the favor on Sunday, creating a second-place tie for the championship. Marcella Mitchell, in her first year of competition, finished in fifth for the year.

The First Annual SVR Halloween Party was the big social for October. Fifty-six goblins, ghouls, clowns, and one grape showed up in costumed splendor for the October 29th Halloween Ball & Party at the Clarion Hotel. Bob Peake, event chair, said he expected a few to be in costume, “but these people went NUTS!” Ron and Sally Boeck were Donald and Daisy Duck. Fran and Fred Siegner were Raggedy Ann and Raggedy Andy. Fred kept getting his nose stuck in his wine glass. Mark and Starla Hirst were clowns. Larry Wilson was Captain Inok, with cape and tights. Pat Wilson was his faithful companion, Koni, dressed as a shock absorber. Tom Kroetz won the costume contest dressed as a 911 Targa, and underneath was a road complete with a centerline. Various Halloween games were going on. Karen Mangin, impersonating a bunch of grapes with purple tights and body paint and strategically placed purple balloons, was in charge of the “Ghost Toss.” In true carnival style, Karen announced, “and if you win, fella, you get to pluck a grape of your choice.” A long line formed. Tambra Kroetz, Kern Breaux, and Bob and Mary Siles helped with the games.

10 Years Ago (October 1998)
On October 3rd, SVR held its next-to-last autocross with Tim Fleming as chair. Thirty-five drivers enjoyed perfect weather at Mather Field with plenty of track-time (seven runs). Intended mainly for “education,” some could not resist the ideal course layout. Glen Brooksby took home TTOD honors with Tim Fleming, Dave McGuigan, Tom Pickett, and John Kessler close behind, all within four-tenths of a second of each other. Bill Winkler had “street” tires, thus was a bit off that pace. Students included Mary Beth Wilson, Jerry Pretti, Tom Howard, Russ Hildebrand, Dave Leong, Chet Masangcay, and Ron Davis. Others running were Doug Devetter, Doug Ostler, and Bud and Mary Ann Behrens. Workers included Masuo Robinson, Kern Breaux, Ken Smith, Jim Finley, Phil Cloud, and Sue and Mike Ambrozewicz.

On October 9-10, twenty-four PCAers from Sacramento Valley, Diablo, San Gabriel Valley, and Golden Empire regions consumed five pounds of brats, two gallons of sauerkraut, and two gallons of potato salad during the Friday night party celebrating “Oktoberfest In The Hills” at the home of Tom and Jude Sisson near Sutter Creek. Two more arrived for Saturday’s brunch before touring to Pine Grove, Daffodil Hill, Volcano, Plymouth, and then Deaver Vineyards for food and refreshments. Dinner at the Buscaglia Restaurant in Jackson capped off the weekend.

Despite heavy rain and poor driving visibility, eight SVR members showed up for the October 24th Railroad Museum tour organized by Phil Lawrence and conducted by Mike Willis, both qualified docents of the museum. Larry and Mary Clark wrote the post-event DRIFTER article and particularly enjoyed the dining car with place settings from various rail lines and eras.
SVR October Dinner

SUDWERK

(Formerly Folsom Cliff House)
9900 Greenback Lane • Folsom, CA

Tuesday, October 14th
Social hour at 6:00 P.M. followed by dinner at 7:00 P.M.

Menu Choices
Chicken Saltimbocca - $29.00
Prime Rib of Beef - $33.00
Salmon - $33.00 • Vegetarian Pasta - $28.00
(Tax and gratuity included)

All dinners include salad, bread, coffee, tea or soft drink.

Tom and Tambra Kroetz have chosen Sudwerk Riverside for this month's dinner. Come join them and your other Porsche friends for dinner while overlooking Lake Natomas as the sun sets.

Please RSVP by October 7th. Call Tambra at 916.989.1954 or e-mail tkroetz@comcast.net
Remember, let’s “Share the Wealth.”

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First Aid, AED, CPR/Adult, Child and Infant Classes

On Saturday or Sunday October 18th or 19th, SVR will offer two classes, six hours each, of First Aid, AED and CPR for those interested in being certified.

The fee is $65.00 for a one-year certification or $75.00 for a two-year certification by the American Health and Safety Institute. The sessions will include books, a first aid teaching package, an AED machine, a CPR manikin and lunch. There is additional hour for Infant CPR.

Preregistration and prepayment are required to attend. Unless a minimum of fifteen persons per class preregisters, the classes will not be offered.

Instructors will be Captain Jay Skidmore of the Sacramento Metro Fire Department and Diane Spina of the American Red Cross.

If you are interested in attending one of these classes or have questions, call Cookie Anderson at 916.988.6534.

Deadline for registration: September 29th, 2008.
August 23\textsuperscript{rd} Western Pacific Railroad Museum tour
by Dan Rowland and Doug Klein, photos by Doug Klein

Arriving at the start of a tour and seeing rows of shiny Porsches, interspersed with groups of happy people anticipating a day of adventure always produces some level of excitement. And, more so on this day, since the weather was perfect and our route would be new to most drivers, as would our two interesting stops. With 265 miles ahead, we left the Safeway in Rocklin at 8:30 A.M. and made quick work of the least interesting leg of the trip, I-80 and Highway 193 to our first rest stop at the Empire Mine in Grass Valley.

Ten members of the Nevada County Porsche Owners Group (ncPOG), including group leader Ken Suzuki, greeted us in the Empire Mine’s parking lot. Half joined the tour; the rest came just to visit their Sacramento Porsche friends. We enjoyed their company and ncPOG enjoyed a tour without the time expenditure of planning. A win-win.

Highway 49 out of Nevada City was lightly traveled, and the hairpins dropping into and climbing out of the South Fork of the Yuba River provided an exhilarating introduction to the remainder of the day. This portion of 49, up to Highway 89, is known as the Yuba-Donner Scenic Byway, and rightly so. The Yuba’s late-summer water flow didn’t diminish the canyon’s beauty, but instead revealed a different aspect - springtime’s furiously boiling rapids had been replaced with mirror-surfaced pools containing fly fishermen and gold seekers.

Because Downieville had been infested with \textit{E Clampus Vitus}, our planned rest stop there became a “drive through.” The stretch between Downieville and Sierra City is Porsche heaven - miles of smooth, gently banked turns through some of the best scenery in California. We had selected the Kentucky Mine, just past Sierra City, as our lunch stop because of its beautiful picnic area shaded by valley oaks, among abandoned mining equipment. The mine’s thoughtful docents had cleaned the tables for our arrival! During lunch, docent Virginia Lutes entertained us with a history and description of the mine. One of the few mines with an operational stamp mill and Pelton wheel, this well preserved, historical jewel is worth visiting. (www.kentuckymine.org).

A few more miles took us to Gold Lake Road with its spectacular view of the 8,600-foot Sierra Buttes - Swiss Alps look-a-likes. Gold Lake Road winds among the fine fishing lakes and marshes of the Lakes Basin and eventually drops into Graeagle, a beautiful resort community just a few minutes from our destination.

Luckily, our WPRM (wplives.org) tour coincided with the annual \textit{Portola Railroad Days} celebration. For this occasion, the Union Pacific Railroad provided locomotives, cabooses and other rail cars, adding a modern touch to the museum’s inventory of 130 railcars and locomotives. Railroad Days also included model railroad displays, a railroad-themed photo contest, handcar rides, etc. Manager David Epling introduced us to our tour guide, Eugene Vicknair, a Museum Board member and San Francisco-based product designer during the week.

Eugene introduced us to the museum with an interesting history of the Western Pacific railroad. Then we moved from car to car as he described their use, including an ancient freight car converted
into a caboose, and a rotary snowplow. One of our group asked if he could fire up the rotary blades, and to our surprise, he had a fellow docent do so. Next, came a 6,600hp diesel locomotive, a once-luxurious business coach, a 1929 steam locomotive, and more. Eugene wrapped up his tour by taking us through his current restoration project - a California Zephyr domed lounge car.

Then people began exploring on their own, checking out railcars of particular interest. Most finished with a stop at the Museum's excellent gift shop.

Considering the length of the tour and the cost of gasoline, I was pleasantly surprised at the large turnout for the tour, 36 people and 23 cars, and I was also surprised by the number of people for whom the Yuba-Sutter Scenic Byway, Kentucky Mine, Sierra Buttes were new experiences. But isn’t a sharing adventure with our Porsche friends what makes tours enjoyable?

It’s almost SVR election time
by Jeff Kinder, SVR Past President

All members of the SVR board of directors will be up for re-election this year and there will be regular election for the 2009 calendar board this fall. Several members of the current board have reached the limit of their terms and cannot be re-elected back into their current positions. The President, Treasurer, Membership Director, and Social Director will have reached the limit of their terms at the end of this year.

All of the board positions, not just those being term limited this year, are open for candidates. Those positions include President, Vice President, Competition & Safety Director, Membership Director, Secretary, Social Director, and Treasurer.

Serving on the board would be an excellent way to give something back to SVR and, at the same time, become a bigger part of the club. Any of the board positions may have more than one person running. In addition to the official title, instantly elevated status, and voting rights at board meetings, you get a spiffy white name badge which gives you instant recognition as an SVR board member. What better way to influence the direction of your club than to serve it?

If you have an interest in becoming a member of the board and want to throw your hat into the ring, please contact me at pastpresident@svr.pca.org or telephone 916.630.8924. You may also nominate some for a position (provided they are agreeable) via e-mail or at the October 14 dinner.

To inquire about the responsibilities, the great benefits, or learn how you can make a difference, by serving on the board, feel free to contact the person currently in the position in which you are interested in or call any board member for more information. Also, if you are interested in serving on the nominating committee, please contact me.
Porsche celebrates 60 years

Porsche No. 1 at Pebble Beach from PCNA*

The one-of-a-kind, two-seat sports car Dr. Ferdinand ‘Ferry’ Porsche developed and built after he searched and was unable to find the car of his dreams, made its North American Concours d’Elegance debut when it joined other notable and historic vehicles on August 17th at California’s famed Pebble Beach Concours d’Elegance.

This occasion was a happy one because Porsche No.1’s first North American trip to Porsche’s 50th Anniversary celebration at the Monterey Historics in 1998 was thwarted when it was damaged in Chicago on its way to California. This trip also was special as it helped commemorate Porsche’s 60th anniversary. Before arriving at the Pebble Beach Golf Links, Porsche No. 1 had a starring role in Porsche Cars North America’s 60th Anniversary celebration at its Atlanta corporate headquarters.

Affectionately called “Porsche No. 1” by the Porsche family and thousands of the brand’s loyal followers worldwide, this legendary sports car and the lynchpin of Porsche’s design philosophy began life in June 1947 as engineering project Type 356 in the Porsche design office in Gmünd, Austria. Officially known as Type 356-001, Ferry Porsche’s design concept took shape through the leadership of Karl Rabe, Porsche’s talented chief designer who worked alongside Ferry’s father to develop the original Volkswagen (VW).

In post-war Germany and Europe where resources were few yet the desire to rebuild was strong, the Porsche team diligently started building the innovative sports car. Starting with a hand-built tubular steel frame, engineers fitted already existing VW components including the suspension, headlights, clutch, gearbox, cable-operated brakes, worm-gear steering, and various small parts. VW parts were a natural choice due to the early VW-Porsche relationship and because of VW’s key role in the post-war rebuilding effort after British military officers brought VW’s Wolfsburg factory back online in 1945 to fulfill car demand and to stimulate the nation’s economy.

The basic Volkswagen air-cooled, 1.31-liter flat-four engine put out just 25 horsepower at 3,300 rpm, so the skilled Porsche team enlarged the bore from 70 to 75 mm, increased compression from 5.8:1 to 7.0:1, and added slightly larger inlet valves and ports and twin carburetors, boosting output to between 35 and 40 horsepower.

The engine and transaxle were fitted into the frame in such a way that the engine ended up positioned in front of the rear axles with the transaxle trailing behind, making this a true mid-engine design. Mated to a four-speed gearbox, the drivetrain proved to be both lightweight and reliable.

Erwin Komenda, who along with Ferry Porsche and Karl Rabe formed the foundation of the fledgling car company, penned an aerodynamic and easy-to-build open roadster design. Friedrich Weber from Gmünd, one of just three of the company’s body artisans, formed each of the car’s aluminum body panels by hand, beating the then rare sheet metal and massaging it into shape over the wooden body buck Komenda had designed. The result was as shapely and beautiful as it was functional, with minimal protrusions to upset the aerodynamics or its visually graceful lines.

As with every Porsche since, form followed function on Porsche No. 1. The interior featured a bench seat to accommodate a third passenger if needed, a simple dash with only a tachometer (a speedometer was added later), a locking glove box, and map pockets on the leather door panels. An ample luggage compartment and the fuel tank were placed under the front hood, and the mid-engine layout provided space for a spare wheel and tire and battery behind the engine and above the transaxle. Finally, a frameless and low twin-panel front windshield provided wind protection while accenting the sports car’s gentle lines.
The unique roadster weighed merely 1,290 pounds, and thanks to the modified engine it could reach a top speed of between 84 and 87 mph. In May 1948, Ferry Porsche himself set off on the first long road test, driving from Gmünd to Zell am See, Austria. During the rigorous test drive over some of Europe’s most spectacular climbs, the rear torsion bar suspension failed but was repaired en route. Through this car’s entire test period, this proved to be the only mechanical failure.

Journalists tested the car on July 4, 1948, and Robert Braunsche- weig, editor of Switzerland’s highly respected Automobil Revue, concluded, “This is how we imagine modern road motoring to be, where the advantages of modern springing and the resultant driving comfort are combined with the adhesion of an equally modern, low and handy sports car.” On July 11, with Herbert Kaes at the wheel, Porsche No. 1 won its class in the Rund um den Hofgarten local race in Innsbruck, Austria. Just as today, testing and competition proved to be solid underpinnings for the company’s commercial and motorsports success.

Soon after, Porsche ramped up production of the 356 sports car at the company’s tiny factory in Gmünd, abandoning the complex steel tube frame in favor of a stamped floor pan. The engine also was repositioned behind the axles to provide more interior space and room for a rear seat. Not too much later, Porsche moved its production operations in 1950 to its current home in Stuttgart-Zuffenhausen.

After passing through the hands of several owners, Porsche No. 1 was reacquired by Porsche AG and became a centerpiece in the Porsche museum. As Porsche nears completion of its new museum alongside the Porsche factory in Stuttgart-Zuffenhausen, Porsche No. 1 will be prominently displayed in a way befitting the historic car that shaped all future Porsche vehicles.

*Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and, Porsche Cars Canada, Ltd. (PCC) in Mississauga, Ontario, are the two separate importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. They are each wholly owned, indirect subsidiaries of Dr. Ing. H.c. F. Porsche AG. These two subsidiaries combined, PCNA and PCC, employ approximately 250 people who provide Porsche vehicles, parts, service, marketing and training for its 200 U.S. and 12 Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

The annual SVR Christmas Party and Recognition Banquet will be on Saturday, December 6th at the Aerospace Museum of California in McClellan.

Look for more information in the November issue of The Drifter and on the SVR website.

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**Coverage mirrors new car warranty**

Porsche has announced a significant upgrade to its Certified Pre-Owned (CPO) program that will now include an enhanced warranty for all CPO cars sold in the United States and Canada.

Since August 1, customers who purchase a certified pre-owned Porsche will receive a company-backed two-year or 50,000m / 80,000km (whichever comes first) limited warranty that mirrors the new car limited warranty coverage. Additionally, for customers who buy cars with a balance of the New Car Limited Warranty Coverage, this remaining balance will be added to the new Certified Pre-owned Limited Warranty coverage.

Customers will only be responsible for normal wear and tear components such as brake pads, wiper blades and regularly scheduled maintenance. Twenty-four hour roadside assistance is also included in the pre-owned package.

“This upgrade to the CPO program will add even more value – and peace of mind - for these important customers, many of whom are just entering the brand; obviously, we want to create a very positive Porsche experience with these new customers,” said Kevin Harvey, Porsche Cars North America’s Manager, Pre-owned Operations. “Our goal is to make the pre-owned experience just as satisfying as the new car one.”

Harvey said the CPO program at Porsche, which is now five years old, is growing in success each year, and this year he expects record results. North American Porsche dealers sold a total of 6,985 units in calendar year 2007. Sales are on pace for over 7,500 units in calendar year 2008. In the last five years, Porsche Dealer pre-owned sales penetration has grown from 16 percent of the total Porsche pre-owned market to 33 percent. This is largely due to the on top sales volume the Certified Pre-owned Program has created for the dealer network.

Only the best used Porsches are selected as Certified Pre-Owned Porsches. Every certified used car undergoes a rigorous 111-point inspection and a detailed reconditioning process by Porsche-trained technicians whose goal is to bring the car back to new as close as possible.
The rare 912D
by Jim Pasha, Diablo Region PCA

Many years ago, an old acquaintance of mine, Miss Felicia Ferndock, purchased her first Porsche. She informed me that she had purchased this car from a certain Ing. B. Kiboshki in Stuttgart. She related that Dr. Kiboshki had been very fond of this car and quite reluctant to part with it. My curiosity raised, I went to her home and spotted a Porsche 912 sitting in the driveway. A quick inspection revealed that it was in very nice condition.

I spent the better part of the afternoon going over various documents that had been given to Felicia. The Dr. Kiboshki was none other than Dr. Bentschaft Kiboshki, brother of Dr. Stuelpnagel Kiboshki of Porsche KG whose legendary exploits in the design of Nadella half-shafts, early Targa zippered rear window, 1972 911 oil filler location, and the “foolproof” 356 front hood hinge release mechanism, among others, were well-documented by Frank Barrett, Rocky Mountain Region. I had always admired his design of the 1973 911 shifter mechanism. Bentschaft himself had attained equal stature by adapting the non-whipping curved driveshaft first used on the Pontiac Tempest for use on the 924 and had collaborated with his brother, Stuelpnagel, to develop the non-shrinking rubber used on early 356 trim.

Inspection of the service instructions confirmed that this 912 has the much-rumored but never publicly seen Type 401 engine installed. I rose from my seat on this discovery and made for the car. I pulled the engine compartment release, hurriedly raising the lid to see it sitting, installed in a car, the Type 401 diesel engine.

It was a marvel! On first glance it appeared like any other 356-based engine. Nestled next to the generator stand was a small Kugelfischer pump with steel lines leading to where the spark plugs would be. Injectors resided in their places. Electrical leads for the glow plugs were neatly routed over the sat-in-black shrouds. A single throttle butterfly replaced the elegant Solexes I was used to. The intake tract disappeared downward into the base shroud. I got on my hands and knees to see a small turbocharger nestled to the left of the valve cover.

Then it hit me. This engine had overhead cams! Not the four-cam marvel of Dr. Fuhrmann, but two cams! Closer inspection of the lower case revealed that it was the same as the type 547 case. Bevel-gear drive, no less!

I rose and continued my silent inspection. Felicia was amused. “I’ve never seen you get this excited about anything,” she remarked. “Can I drive it?” I asked, knowing that it was rude to ask a Porsche owner that question.

She dangled the keys in front of me. I took them. I got in, shutting the door and putting on my seat belt while I waited for the glow plug light to turn off. It went out, I turned the starter. I was rewarded with the din only a diesel would make and recalled a similar sound had emanated from the 912 of Ed and Marsha Wilson. The small turbo whistled as I ran the throttle up and down.

We drove around the Oakland hills for an hour. The 912D had more power than a normal 912 for climbing the hills. The turbocharger gave the car incredible passing power until it hit its 4000-RPM redline. Dr. Kiboshki had put a 5-speed in this car, I observed 97 MPH on the speedometer. Felicia told me later that she had been getting 28 MPG around town and 34 MPG on her trips to Lake Tahoe.

A couple of quick runs through the gears yielded a 10.5 second 0-60 mph, much the same as a gasoline 912.

My ride was over much too quickly. I didn’t get to see either Felicia or the 912D again for sometime. I did get a chance, however, to talk to the great Dr. Bentschaft Kiboshki.

Dr. B. Kiboshki was amused at my interest in the Type 401 engine. He stated that it was merely an exercise in the mid-fifties for a more economical engine for a Porsche customer. I wondered whom. He informed me that an American manufacturer was very interested. Nash. They had discreetly engaged Porsche to design a car for them as they had for their archrivals in South Bend, Indiana. It had to be the cheapest thing in town to drive and win the Mobil Economy Run. Porsche did so. But then the market research crew discovered that most Americans hated diesels, so Porsche was paid and given the rights.

When the 901/911 was first designed, engines were in short supply. So Dr. B. Kiboshki arranged to fit an up-dated Type 401 engine in a chassis with a 5-speed. He said it was a ball literally smoking many Mercedes drivers with the 912D, as the prototype was christened. He sold the car when a new prototype Porsche was made available to him, the 914-5 (it had an Audi 5-cylinder in it).

I didn’t see the car again for almost 15 years. I was at an autocross, and I saw what looked like a normal 912 rattling and smoking around the course. I spotted the emblem on the engine lid: 912D it proclaimed. After the run was completed, I walked to the car and approached the driver. I asked if he knew the significance of this particular 912. He replied that it was the only one he’d ever seen that would run on the same fuel as his John Deere farm tractor.

We spoke for sometime, he was very surprised at the significance of the find. He said he had to overhaul it once after marrying the gal to get the car. He complained that the damn fool parts-people have told him he had a Volkswagen engine and all sorts of other things in the car. The valve covers had a big “N” in the middle. So he went to Ray Litz to get some “big squish”
Vice-President Bill Keegan called the meeting to order at 7:10 PM. Attending: Bill Keegan, Kim Nelson, Cookie Anderson, Jerry Culper, Rik Larson, Ray Silva, John Murphy, Dick MacFarlane, Frederick Rauch, Rik Larson, Jeff Kinder, Kim Kinder. The August minutes were reviewed and accepted.

Old Business

• New Advertisers: Dick MacFarlane reported that we have two new advertisers for The Drifter. They are Vintage Specialties, Inc. and Schatz and Krum. The board encourages all members to support our advertisers and let them know that they saw their ad in the Drifter.

• Christmas Party: Cookie gave an update on the Christmas party, which is scheduled for December 6th at the Aerospace Museum.

New Business

• Announcements in the Sacramento Bee: All events for September are listed with the newspaper.

• CRAB 35: Although Mike put this issue on the agenda and he was not able to attend this month’s meeting, the CRAB 35 discussion will be placed on the October board meeting agenda.

Board Member Reports

• Advertising (Dick MacFarlane): The board discussed Drifter advertising rates and decided that we should keep the same rate schedule for 2009. A motion was made, seconded and approved.

• Competition (Frederick Rauch): The Niello Concours at Serrano was discussed and noted that the feature marque this year is Porsche. This should be a wonderful event on Sunday, October 5th, and the board encourages all SVR members to come out and enjoy the day with their friends.

• Drifter (Bud Behrens): Report received and approved. Bud requested that the board look into alternative mailings methods for the Drifter because the Postal Service canceling machines have been “defacing” some of the covers. After some discussion, the board agreed to purchase envelops for the Drifter mailings. A motion was made, seconded, and approved.

• Financial Report (Ray Silva): Ray reported that we have money in the bank.

• Goodie Store (Tom Sisson): Report received and approved.

• Membership Director (Rik Larson): SVR has 607 primary members with 496 affiliate members for a total of 1103. The club also has 10 dual members. We had 6 new members join in July and 3 transfer in from other Regions. The next new member tour will be held on October 11th. Next month Rik will discuss his findings on “Lifetime Membership”.

• Social (Cookie Anderson): Cookie discussed the SVR events that are coming up over the next several months.

• Webmaster (John Murphy): In recognition of Ferdinand Porsches Birthday on September 3, John brought a birthday cake (German Chocolate, of course) and we all sang “Happy Birthday” to Ferdinand. John wanted us to know that if he were still with us he would be 133 years old today and visiting the SVR website on a regular basis. Thank you John!

• Vice President (Bill Keegan): Bill put out an updated version of the SVR calendar last week and wanted to make sure that all Board members received it. Bill noted that he will prepare a listing of SVR events for the October meeting that Board members may consider for yearend awards.

• Past President (Jeff Kinder): Jeff discussed candidates who have expressed interest in running for the Board in 2009. Jeff would like to encourage anyone who may have an interest to contact him.

Adjournment was at 8:42 P.M. The next meeting will be at 7:00 P.M. on Wednesday, October 1, 2008.

Respectfully Submitted,
Kim Nelson, 2008 Secretary

More 912D

pistons for the 19:1 compression the engine had. Richie Lukes figured out how it went together, overhauling the injection system and all the other parts.

Seems he had married Felicia some years prior and they were both his favorites. I found out the guy has a collection of Porsche farm tractors to go with the car.

Felicia? Well, she bought this 914 with an Audi 5-cylinder in it for commuting. And Dr. B. Kiboshki? Although it is not yet generally known, the great Bentschaft is busy using his advanced training in zipperology to adapt his brother’s Targa zippered rear window design to the new Porsche Boxster.

(EDITOR’S NOTE: Jim Pasha wrote many serious articles for national magazines including EXCELLENCE and PORSCHE PANORAMA. But this spoof on the 912D, written in 1994 and distributed to PCA regional newsletter editors for reprint by the internet-based PCA Editors Mail List, illustrates Jim’s wry sense of humor and was inspired by the sights and sounds of a 912 owned by Ed and Marsha Wilson, Diablo Region, PCA.)
Join in – October membership report
by Rik Larson, SVR Membership Director

SVR has 607 Regular Members, and 496 Affiliate Members for a total of 1,103 members plus 10 Dual Members.

New Members (Joined August 2008)

Gloria & John Cellucci
Folsom, CA 95630
johncellucci@hotmail.com
916.985.9642
'75 911 S 916.689.4602 '90 944 Cabriolet

Kevin & Brooke Chang
Roseville, CA 95661
kfcbb@hotmail.com
916.786.2008
'02 Boxster 916.663.1823 '06 Carrera S

Claude Duplat & Barbra Schack
Sacramento, CA 95819
cduplat@surewest.net
916.813.8230
'01 Boxster S 916.632.9312 '87 944 S

Clinton & Patricia Lorimer
Rocklin, CA 95677
pcalilrose@sbcglobal.net
916.632.9312

T erry & Jerri McAtee
Sacramento, CA 95829
mcateejj@csus.edu

John Yeatman
Newcastle, CA 95658
jyeatman@yahoo.com

William Pangman
Downieville, CA 95936
530.289.0100 (from Sierra Nevada)

Transfers

Clinton & Patricia Lorimer
Rocklin, CA 95677
pcalilrose@sbcglobal.net
916.632.9312

T erry & Jerri McAtee
Sacramento, CA 95829
mcateejj@csus.edu

John Yeatman
Newcastle, CA 95658
jyeatman@yahoo.com

William Pangman
Downieville, CA 95936
530.289.0100 (from Sierra Nevada)

Continued
Changes

Robert & Linda Dong  
916.617.4264

Ted Franse & Stacey Brigham

Martin Fry & Mary Reddick

Randy Gray & Joan Black

William Phillips
916.446.5719

David & Julie Piazzese  
piazzese@peoplepc.com

'07 911

'07 Cayman S

Anniversaries

Don Kinkel [5]
Sam Church [5]
Dan & Claudia Rowland [5]
Steven & Meredith Kupferman [10]
William & Sharon Ireton [15]
Kern & Cindi Breaux [35]*

*Kern and Cindi are part of a number of still active members who joined in 1973. What a year!!

If you would like to receive the various e-mail BLASTS at a special or additional e-mail address other than the one in our database, just let me know and we will be glad to add it to our ‘special people’ list. Examples of use are for more than one person in the household or office place or your Blackberry (or similar device).
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For information please contact: Larry Sharp, Zone 7 Rep, larrysharp@comcast.net, 925-371-2258

For the lastest schedule information please visit the IMSA website at www.imsaracing.net.
Parking in the Porsheplatz is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards.
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Porsches for Sale

2001 Boxster S Tiptronic: Lapis Blue Metallic/black leather interior/black top; 49,700 miles. 3rd owner. all original manuals; Sports package, power seats, heated seats, Xenon headlamps with washers; 18” Alloy wheels with painted crests and new Kumho tires; all service by Niello Porsche; service records available; new battery; AM/FM radio with CD player; front & rear compartment heat insulation added; car cover, rear luggage rack, windshield heat shield included; excellent condition. $27,000 OBO. Call 530.367.3265 or email keithmcm@macnexus.org for more information. (08/08)

2001 Boxster Tiptronic: Orient Red Metallic/black leather interior; 8400 miles. This is the lowest mileage Boxster for sale on the west coast. Heated seats; sport pkg; comfort pkg; optional Boxster Design alloy wheels with painted crests; new rear tires; new battery; includes car cover. $26,995. Contact hbporter@comcast.net or 916.771.4476. Roseville, CA for photos and more info. (09/08)

1997 Carrera S 993: Arena Red w/classic grey leather; hollow 18” 996 Turbo wheels 11” with 295X30 and 8” with 235X40 newer Michelin PS2; new RS clutch with B&M Short Shifter; recent brakes with new front rotors; UV light tint; CRAB Concours class winner. 51K miles. $52,500. Dan Rowland, 916-989-4330 or 916-367-8502 cell or email keithmcm@macnexus.org for more information. (08/08)

1996 993 C4S: 52k miles, Arena Red metallic/cashmere; 2-owner CA/NV car; window sticker, certificate of authenticity; power/lumbar-supple driver and passenger seats, sound system, rear wiper, colored crest; Motorsound air box, newer Michelin; recent service, dealer-maintained, new clutch/brake/brake wheel; euro front respray, new windscreen/heatshield, new check strap driver side, new drive belts, hood shocks, driver window switch, oil pressure sending unit, all factory parts; no accident, clear carfax. $46,000 USD, serious inquiries only. Call Sia at 916.765.2054 or email siaokhovat@hotmail.com. (08/08)

Parts for Sale

Porsche/Becker CDR 22002 radio and front trunk-mounted 6 CD changer. The radio is a CD model direct replacement for the early Boxster Becker radio with cassette player. No wiring changes; takes minutes to install. The radio still under Becker warranty. $200+shipping for both items. Contact Greg Pasiuk at Bast34@directcon.net or call 530.621.1155. (09/08)

Wheels (Stock) and Tires: From 2002 Porsche Boxster S rims and a set of Yokohama tires front size 205/50Z R17 93W , rear size 225/40Z R17 94W. Rims are in excellent condition; tires have some track time. Asking $1,000.00. Call Cookie Anderson at 916.988.6534. (10/08)

Cayenne S 18-inch Wheel: Factory take off wheel (part number 7L5.601.025 A), 8x18-57 offset. No curb rash or bend, but slight scuffing on the wheel face (can be polished or touched up). Perfect to replace damaged wheel or use as full size spare. $100.00 obo. Call Rich Tsai 530.219.8125 or e-mail rich@eurosunday.net. (10/08)
Be afraid! Hallowe’en is coming!

It’s time to buy a gift for that special ghost or ghoul. Don’t risk having evil spells cast upon you! Beware the revenge of the Great Pumpkin!

Give the gift of an SVR ($15.00) or a PCA car badge ($18.00). Buy one of each and wear them as earrings at the Mendocino Party.

The SVR polo and denim shirts are great gifts. The polos can be ordered in many colors and are only $30.00 each, while the denims are $35.00 each. Also available are the great vests ($35.00), sweatshirts ($30.00) and jackets ($55.00). Colder weather is coming, you know (if you don’t get cold, T-shirts are only $20.00). We have some great caps as well.

Also don’t forget that most of these items are available with a number of different logos (see the web site for examples). You can even get the PCA logo, and the Porsche Script or logo or your car in a choice of colors.

It’s time to buy because these deals “…take the cake.” BTW, do you know how this expression got started? Well, neither do I. However, cake has been the reward for many achievements throughout recorded history. In recent times it’s what you got for dancing best at Irish dances. Among African-Americans in the South, it was the prize for the best dance in the appropriately named event, the “cake walk.” The ancient Greeks gave it to the person who could out-drink everyone else. However, if you drank enough, the prize was merely icing on the - well, you know.

Contact your friendly GOODIE STORE people. See Tom Sisson (209.296.5352) or Cookie Anderson (916.988.6534) at meetings and events or e-mail targatom@volcano.net. We can mail goods to your house at current postal rates.
The last word
by Bud Behrens

James A. Pasha: 1947-2008

It is with sorrow that we report the passing of Jim Pasha at his home in Knoxville, Tennessee on August 28. In her message to Jim’s friends and acquaintances, his widow Janet wrote, “It happened while he was washing his already too clean 968. It was quick and final. I miss him more than I can say.”

Jim was a highly respected expert in things Porsche and was a regular contributor to Excellence magazine, which published the well researched and informative technical articles he wrote. But he also had a wide range of other interests, including among others, serious music (jazz and classical), and model railroading.

Jim was a long-time member of Golden Gate Region and, later on, Diablo Region. Those of us who knew him valued his enthusiasm, willingness to help out, and his knowledge and expertise. We will miss him, too.

(Note: There are several web sites with references to Jim and his technical articles.)

A Non-Event

When I took on the job of Drifter editor in September 2006 it was with the understanding that it would be a temporary position until an SVR member would step forward to take over the editorship of The Drifter. It is now 24 months and 24 issues later, and I’m still on the job.

The SVR board approved a workshop (including a free lunch) for prospective editors to be held on last July 26th, but no one signed up for it.

So it looks like I’m stuck here for a while, but I can’t hold on forever.
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