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

Happy Holidays!

2015 Schedule coming soon

Come out and stretch your car’s legs on some of the finest tracks in the country!

Fun, safe, and definitely... No speeding tickets!

www.TrackMasters-Racing.com
Volume 52, No. 12  December 2014

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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.
Welcome to this edition of the Sacramento Valley Region’s “award winning” Drifter Newsletter!

Well I must say this is both a sad moment and yet one of extreme happiness! As our Past Presidents will tell you, I have reached the end of my second term serving as President of the SVR Club. Wow what a ride! As the cover of this month’s edition hopefully brings back some great memories for each of you, I am thinking back to the first article I wrote in December of 2012 following the election. I said then how thrilled I was that you had confidence in me to be President and I hope I didn’t let you down. As we all get to read those words that “PCA is not about just the cars, but the people” I can definitely understand where that comes from!

As the board meetings moved into the Sac Fire station on Hazel Road, Cookie and Jerry would always arrive with refreshments. As I took my position at the head table I had some fantastic help to get started. With Frederick seated on my left and Rik (Mr VP) on my right, while Bob Jacobson kept referring to something called Robert’s Rules! Soon I was asking for motions and discussion followed by votes. The room was well lit and every meeting was filled with a packed agenda and plenty of discussion. Ahh this is a great sign! Through the discussions it was evident how passionate people are and at the same time showed great respect for different opinions. To the club, I want you to know how hard your board members have worked to make sure your expectations are met! To the club I would say you have come to the right place! The club is what you make it. If it’s a tour you would like to do and it needs someone to put it together, do it! If there is a place you want to have a dinner, plan it. If you want to learn to be a better driver go to an AX and drive it, and if you want to take part in a concours, clean it! As you will come to discover, the club has many resources and if you need help there are plenty of volunteers!

It’s hard to thank everyone in such a small space but to those members that are new to the club I would say you have come to the right place! The club is what you make it. If it’s a tour you would like to do and it needs someone to put it together, do it! If there is a place you want to have a dinner, plan it. If you want to learn to be a better driver go to an AX and drive it, and if you want to take part in a concours, clean it! As you will come to discover, the club has many resources and if you need help there are plenty of volunteers!

To start naming names of those to thank would fill this month’s edition because so many folks schedules and shared so many great times!

An area of particular interest to me is our charity giving. The saying that it takes a village to raise a child is so true and in our case our village has helped take care of many children and families through the generous donations you have made. Toys for Tots, The Auburn Food Closet, The Heifer Project International, Ride to Walk and of course Alpha K9 to name a few. The dedication of the Stark’s and the Dunn’s over the past two years have set the bar for the next call for your help! Letters from Alpha K9 and Ride to Walk are very heartwarming and both Terra Nicholson and Kristine Corn have been so grateful for the contributions the club made. The donation to Alpha K9 will go to their high school program called Operation Warrior that will teach 10 to 15 high school seniors how to train PTSD Service Dogs. And of course Ride to Walk provides children and young adults with often severe and lifelong disabilities the therapy they need through a gentle horseback riding program.

In looking back, I’ll always remember that special mystery ride Rita took me on that ended up at Marie Callender’s parking lot that turned out to be the monthly 356 Breakfast. A very nice lady saw me ‘hovering’ over one of the cars and invited us in to meet the club. Wouldn’t you know who Jim Hardie had us sit with was the Speedster’s guitarist Duane Maracin! He might have mentioned something about playing guitar. Jim asked us what kind of Porsche we were thinking of getting and in a room full of 356rs I said a Boxster! Well after the ooooohh’s and aaaaah’s settled down I said that I didn’t have to start out on a tour as early as the 356rs! Thanks to all of you for taking us in! I still say the best part of the meeting is out in the parking lot.

I’d like to thank the board members I’ve had the great pleasure to work with and all the activity chairs for their energy in putting their events together! To our Editor, Bob Jacobson and the Drifter Staff and our Webmaster, John Murphy, thank you for your work and the memories!

I wish the new board and new president well in their term and hope they find it as exciting as it was for me!

Last, thank you Rita for the last 2 years for your patience and guidance as we juggled our schedules and shared so many great times!

Who did I forget?

Be sure to check the calendar in this edition or on-line at SVR-PCA.org for the upcoming events. Keep your comments coming! One last “Thank you” to everyone!

Stay safe,
Steve
president@svr-pca.org
• The 2015 SVR Pizza and Planning Session is set for Thursday, January 8th. And for a dollar, you get pizza and soft drinks. And the opportunity to chair an event or two or three. The 2015 calendar has already being populated by the Zone 7 Concours and Zone7 Autocross events (probably the earliest that events have been planned for the Zone).

• You can volunteer to chair an event before the planning session in January. Contact me and we will get it on the calendar. In case there are conflicts, the 2015 SVR Board of Directors can resolve it at their first meeting in January on the 14th.

• We have added two DE events (that is Driver Education) to the 2015 SVR Calendar. They are both being held at Thunderhill Raceway (just outside of Willows). The first one is scheduled for March 20th (a Friday — take the day off from work). Frederick Rauch will be chairing both events. You can check out some information about DEs at the PCA website at www.pca.org/driver-education. PCA DE events are not racing, nor preparation for racing. No times or placings are recorded, and no awards or prizes are received by the participants of PCA Driver's Education events; just a lot of fun and camaraderie.

• And did you notice that there are a couple of ‘weekday’ tours on the SVR calendar? The Victorian Christmas tour will be held on a Wednesday night (December 17th). Steve and Rita Barker are the chairs and are awaiting your phone call or e-mail about attending. Matt and Lisa Menning have two tours scheduled on Fridays in March. The first is the “Sake to Me” event. The second event will be a tour to the Roseville Union Pacific Rail Yard. These weekday tours remind me of the times when SVR had several tours to local places (KCRA TV studios, Sacramento Bee, etc.).

• Remodeling? We have the Niello Porsche dealership in Rocklin and Frank’s Automotive in Sacramento doing some extensive construction work. Niello has set up 4 trailers in the parking lot (we saw them when we started the Mendocino Tour there). They expect to be there about 3 months. Frank’s had to set up an office in a storage container while they update the customer lounge, office, parts inventory area, and bathrooms. And speaking of Frank, they have changed their website. Check their ad on the inside back cover of this issue.

• And speaking of Niello Porsche, Automotive News has just ranked them as the 3rd best dealership to work for in the United States and Canada. And 3 other Niello dealerships were in the top 100.

• Rennsport Reunion V tickets went sale on December 3rd. The event is being held at Laguna Seca and hosted by PCNA (Porsche Cars North America). Dates are October 9-11, 2015 (not too sure if they picked the dates to match the 911 model or not). Website is www.mazdaraceway.com. Just click on the orange "BUY TICKETS" tab in the upper right corner. Buying them online will probably be easier than making a phone call.

• This is a wrap for 2014. And my final column as Vice President. I may still write something occasionally under the “PDK” byline…………shall see.

    Happy Holidays —  WHEW!!!
Editor’s Corner
Bob Jacobson, SVR Drifter Editor

A New Drifter Editor!
Welcome to Steve McCrory as my replacement as editor on the SVR Drifter! I have known Steve for at least fifteen years and have worked with him the past year as Concours Assistant Editor. Steve was always on time with his concours reports which required little if any editing. He and his wife Barbara participated in most if not all of the Zone 7 concours and show their 944 often to win first place. Steve brings not only editing experience but also years of Porsche clubs involvement. Barbara is webmaster and past temporary co-editor of the Redwood Region newsletter. I often wonder what the dinner conversations are like, “my region is better than yours”? Steve has some fresh ideas and new approaches to the Drifter which I hope will earn the newsletter first place next year in the national newsletter contest. It is nice to retire knowing I am leaving behind such a dedicated and experienced staff!

I want to thank everyone who in this past two and a half years has helped to make the SVR Drifter such a success. Because of large numbers of authors coming forward and tireless editing by Rik and Lettie Larson, we have been able to go from 24 to 32 pages. Bob Cannon has taken on the challenge to update print and page construction making room for more articles and pictures. Thanks to an energetic president, SVR membership has increased and so has the participation in club activities. Also there have been a total of 143 election ballots returned, a higher than usual count. Many events for 2015 are on the calendar and President Barker is already setting plans for a CRAB-like event next year.

Again, thank you all for your support and collaboration for making this such a successful and enjoyable position. I wish the same for the new Drifter team!

Collin’s Corner
Collin Fat, SVR Competition and Safety Director

2014 PAX Driver Championship Winners
The 2014 autocross season was a huge success with driver participation up over 25% for the year. We saw a significant number of first time SVR members compete at multiple events, and the program finished in the black thanks to your support. The club’s PAX Championship was started in 2013 to recognize a group of drivers who participated in at least 5 of the 7 events SVR had on its calendar, and to create a competitive environment for the club’s hardcore enthusiasts. The PAX championship is a handicapped or indexed competition which pairs drivers and cars of all classes equally. The handicap system which SVR has recently adopted was developed by the regional AX Chairs of Zone 7 and adopted at the start of this year. The handicap system is similar to a golf handicap but takes into consideration whether the car is stock or has had extensive modifications and awards points or penalties to equalize the competition. The system is designed to allow competitors driving different cars, models, production year, classes and modifications to compete on equal footing. The result is that you could have a race prepared car compete against a stock Cayman S with the only difference being the skills of the two drivers.

2014 was the second season for the club’s PAX Championship and the first season using the new Zone 7 Parade Competition rules (PCRs). The new rules have taken into account all of the electronic aids that newer Porsches are equipped with and adjusted the handicap given these newer cars with older models to balance the competition. It does seem that the new system is working. With event attendance averaging 40 drivers per event, we had about 20 drivers competing for points at each event. To qualify for the championship you first had to class your car and then compete in at least 5 of the 7 scheduled events with your top five results counting for the championship. With only 20 drivers competing for season ending points, we did not have enough participants to create class champions in which cars classed together compete.

The men’s PAX driver champion was Collin Fat who earned top honors competing in his 2010 GT3 with 500 points followed by Steve Nieslony competing in his race prepared 1972 914 2.0 with 456 points. New member Dave Parker placed third overall with 408 points in his 2013 Cayman S with Caleb Porter finishing close behind with 399 points and also driving a Cayman S. The top two finishers will be awarded trophies at this month’s annual Christmas Party.

The ladies’ PAX champion was Joy Nieslony driving her 1972 914 2.0 race car. She finished with 194 points and is the club’s two time champion. Following closely behind Joy was Melinda Lincoln with 180 points driving her BMW M3 convertible. Yes, the club allows non-Porsches to compete. Susan Fontaine was consistently the fastest lady competing but was only able to compete in 3 events for the 2014 season. Had Susan be able to run the minimum of 5 events she would have surely walked away with the ladies trophy. The top two ladies competitors will also receive trophies at this month’s annual Christmas Party.

If you are interested in giving autocross a try, make sure you register for the annual Niello Autocross Ground School next year. We’ve made it a two-day program with hands on driving exercises included on the second day, all accompanied by one of SVR’s seasoned autocross instructors.

The dates for the 2015 season have been posted and a few changes will be made to avoid conflicts with the Zone 7 autocross series hosted by other regions. Speaking of Zone 7, they are also planning on conducting a Zone 7 Instructor’s School as well as scheduling a two-day autocross school as well. In addition to our own club’s Driver’s Championship, Zone 7 competitors also compete in the Zone for class and PAX championships which provide another venue to test your skills against the best autocrossers in Zone 7.

PAX Year End Results
(5 events to qualify; best 5 used to score)

<table>
<thead>
<tr>
<th>Driver</th>
<th>Class</th>
<th>Region</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>COLLIN FAT</td>
<td>P11</td>
<td>SVR</td>
<td>594</td>
</tr>
<tr>
<td>STEVE NIESLONY</td>
<td>M1</td>
<td>SVR</td>
<td>520</td>
</tr>
<tr>
<td>DAVE PARKER</td>
<td>S4</td>
<td>SVR</td>
<td>476</td>
</tr>
<tr>
<td>CALEB PORTER</td>
<td>S3</td>
<td>YOS</td>
<td>503</td>
</tr>
<tr>
<td>GREG ZAJIC</td>
<td>P7</td>
<td>SVR</td>
<td>394</td>
</tr>
<tr>
<td>DAVID SCHNITZER</td>
<td>P8</td>
<td>SVR</td>
<td>347</td>
</tr>
<tr>
<td>TIM HOWARD</td>
<td>P8</td>
<td>SVR</td>
<td>344</td>
</tr>
<tr>
<td>TOSH YUMAE</td>
<td>S6/P11</td>
<td>GGR</td>
<td>324</td>
</tr>
<tr>
<td>CARL WINKLER</td>
<td>S2</td>
<td>DIA</td>
<td>290</td>
</tr>
<tr>
<td>SUSAN FONTAINE</td>
<td>P9</td>
<td>SVR</td>
<td>276</td>
</tr>
<tr>
<td>E.J. FONTAINE</td>
<td>P9</td>
<td>SVR</td>
<td>270</td>
</tr>
<tr>
<td>GRADY CARTER</td>
<td>I2</td>
<td>RR</td>
<td>270</td>
</tr>
<tr>
<td>DARREL HUCKABAY</td>
<td>S2</td>
<td>SVR</td>
<td>269</td>
</tr>
<tr>
<td>MATT DEFER</td>
<td>P8</td>
<td>SVR</td>
<td>206</td>
</tr>
<tr>
<td>JOY NIESLONY</td>
<td>M1</td>
<td>SVR</td>
<td>194</td>
</tr>
<tr>
<td>MELINDA LINCOLN</td>
<td>S2</td>
<td>SVR</td>
<td>180</td>
</tr>
<tr>
<td>KENT TREIBER</td>
<td>S3</td>
<td>SVR</td>
<td>173</td>
</tr>
<tr>
<td>PAUL ZOPEK</td>
<td>S2</td>
<td>YOS</td>
<td>94</td>
</tr>
<tr>
<td>WEYLAND FAT</td>
<td>P8/P9</td>
<td>SVR</td>
<td>74</td>
</tr>
<tr>
<td>JON STURTEVANT</td>
<td>S3</td>
<td>YOS</td>
<td>65</td>
</tr>
</tbody>
</table>
Sacramento Valley Region Calendar of Events

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 Rik Larson: vicepresident@svr-pca.org

### Scheduled 2014 - 2015 SVR Events

**www.svr-pca.org**

**December 6**
- **SVR First Saturday Breakfast.** Brookfields. Details at Monthly Events below

**December 6**

**December 17**
- **SVR Victorian Christmas Tour (night tour).** Steve and Rita Barker.

#### 2015 EVENTS

**January 3**
- **SVR First Saturday Breakfast.** Brookfields. Details at Monthly Events below

**January 8**
- **SVR Event Planning for 2015.** Rik Larson at vicepresident@svr-pca.org

**February 7**
- **SVR First Saturday Breakfast.** Brookfields. Details at Monthly Events below.

**February**
- **Zone 7 Awards Presentation.** Date TBD.

**March 6**
- **Sake to Me Tour (Kikkoman and Gekkeikan).** Matt Menning.

**March 7**
- **SVR First Saturday Breakfast.** Brookfields. Details at Monthly Events below

**March 20**
- **Drivers Education at Thunderhill.** Willows. Frederick Rauch.

**March 20**
- **Roseville Union Pacific Rail Yard Tour.** Matt Menning.

**April 4**
- **SVR First Saturday Breakfast.** Brookfields. Details at Monthly Events below

**April 4**
- **Tuners Tour (various Porsche tuners).** Matt Menning.

**April 13**
- **SVR Dinner at Todo Un Poco Bistro.** Elk Grove. Pizza and Mexican food, Liz Houser

**April 24-26**
- **San Simeon Tour.** Mike and Emily Willis / Gregg and Rebecca Plourde.

**May 2**
- **SVR First Saturday Breakfast.** Brookfields. Details at Monthly Events below

**May 4**
- **SVR Dinner at Fat’s.** Folsom. Cookie Anderson

### Recurring SVR Monthly Events

**1st Saturday**
- **SVR First Saturday Breakfast.** 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. Herb and Jan Hoover at 916.424.5163

**2nd Wednesday**
- **SVR Board Meeting**
  - Sacramento Metro Fire Department Station 32, 8890 Roediger Lane (just off Hazel, north of Sunset Avenue), Fair Oaks.

**2nd Saturday**
- **356CAR Breakfast**
  - Marie Callender’s, 5525 Sunrise Blvd, Citrus Heights.
  - Jim Hardie: jehardie@aol.com or 916.972.7232

### SVR Autocross Events

**Contact Collin Fat: competition@svr-pca.org / 916.955.7966**

#### 2015 EVENTS

- **March 14**

- **March 21**

- **April 18**
  - San Joaquin Fair Grounds. Stockton

- **May 16**
  - San Joaquin Fair Grounds. Stockton

- **June 27**
  - Zone 7 AX by SVR at Crows Landing.

- **July 18**
  - San Joaquin Fair Grounds. Stockton

- **August 15**
  - San Joaquin Fair Grounds. Stockton

- **September 19**
  - San Joaquin Fair Grounds. Stockton

- **October 17**
  - San Joaquin Fair Grounds. Stockton

### Zone 7 Competition Events

**www.zone77.org**

#### CONCOURS

- **June 7**

- **June 28**
  - Sacramento Valley Region. Niello Porsche

- **July 19**
  - Monterey Bay Region. Carmel Valley Park

- **August 2**
  - Golden Gate Reg. Carlsen Porsche, Redwood City

- **September 6**
  - Sierra Nevada Region. Reno

- **September 20**
  - Redwood Region. Ledson Winery, Kenwood

- **October 4**
  - Yosemite Region. Porsche of Livermore.

- **TBD**
  - Yosemite Region. San Joaquin Delta College
  - Diablo Region. Porsche of Fremont.

#### AUTOCROSS

- **April 11-12**
  - Loma Prieta and Golden Gate Regions. Marina Airport, Marina.

- **May 9-10**
  - Redwood Region. Santa Rosa Airport

- **June 27**
  - Hosted by SVR at Crows Landing. 18 miles SW of Modesto.

- **Sept 12-13**
  - Loma Prieta and Golden Gate Regions. Marina Airport, Marina.

### Upcoming PCA Events 2015 - 2016

- **May 1-3**
  - Porsche Platz at Laguna Seca. Part of Tudor SportsCar Championship races.

- **June 21-27**

- **August 14**
  - Werks Reunion, Monterey.

- **Sept 30-Oct 4**
  - Escape to Rushmore. South Dakota. pca.org

- **October 9-11**
  - Rennsport V. Monterey. Tickets go on sale Dec 3, 2014, 8 AM PST at www.mazdaraceway.com/buy-tickets

- **June 19-25, 2016**
  - Porsche Parade. Jay Peak Resort, Vermont. pca.org
Porsche Rennsport Reunion V will be the world's greatest gathering of Porsche race cars and the drivers who drove them to victory. Hosted by Porsche Cars North America, it will assemble the widest variety of Porsche’s most historic racing models from the nimble 550 Spyder of the mid-Fifties through the mighty 917 and 956/962 of the Seventies and Eighties to the highly successful RS Spyder of the last decade.

Last held in 2011, Porsche Rennsport Reunion is nirvana for not only Porsche enthusiasts, but everyone interested in motorsports and automobile history. A special Porsche Concours will also be held, showcasing some of the finest road-going Porsches in one location.

Tickets went on sale December 3 at: www.mazdaraceway.com/buy-tickets.

Ticket options (right) are provided courtesy of Mazda Raceway.

Upcoming Events - Close Ups...

FLASH: The SVR breakfast group now meets at-

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

The First Saturday of Each Month

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

Meet in the banquet room at 8:30 A.M.

Order from the menu and pay for your own meal.

Any Questions? Call Herb or Jan Hoover at 916.424.5163

**PREMIER PIT ROW SUITE**

Temporary Suites located above Pit Lane starting at Turn 11. Includes 3-Day Admission, Paddock Access, climate-controlled dining area, reserved seat in exterior viewing area, Hospitality (Buffet breakfast, lunch, and beverages on Saturday and Sunday, beverages included are beer, wine, soda and water), light snacks served on Friday. 1 preferred Parking Pass issued up to 3 tickets ordered (3:1). **Children, regardless of age, are required to purchase the Premier Pit Row Suite ticket.

**3-DAY FLAGROOM**

$399/$80 youth* per person

Camped tent located by Turn 5. Includes 3-Day Admission, Paddock Access, Hospitality (Buffet breakfast, lunch and beverages on Saturday and Sunday, beverages included are beer, wine, soda and water), light snacks served on Friday. 1 Preferred Parking Pass issued up to 3 tickets ordered (3:1).

*Youth (ages 5-12 years old) does not include a parking pass.

<table>
<thead>
<tr>
<th>Price per person</th>
<th>ADVANCE</th>
<th>GATE</th>
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<tr>
<td>3-DAY GENERAL ADMISSION &amp; PADDOCK (Fri/Sat/Sun)</td>
<td>$80</td>
<td>$100</td>
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<tr>
<td>2-DAY GENERAL ADMISSION &amp; PADDOCK (Sat/Sun)</td>
<td>$70</td>
<td>$90</td>
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<tr>
<td>FRIDAY GENERAL ADMISSION &amp; PADDOCK</td>
<td>$30</td>
<td>$50</td>
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<td>SATURDAY GENERAL ADMISSION &amp; PADDOCK</td>
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<td>$70</td>
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<tr>
<td>SUNDAY GENERAL ADMISSION &amp; PADDOCK</td>
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<th>Price per person</th>
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<tbody>
<tr>
<td>3-DAY GENERAL ADMISSION &amp; PADDOCK WITH PORSCHE CORRAL (limited)</td>
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<tr>
<td>PREMIER PARKING (limited)</td>
<td>$50/ent</td>
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<td>REV LIMITER ZONE (limited)</td>
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<td>PREMIER CAMPING (limited)</td>
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<td>RESERVED CAMPING</td>
<td>$150/site</td>
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<tr>
<td>GENERAL CAMPING</td>
<td>$40/nt</td>
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<tr>
<td>POST EVENT CAMPING (October 11)</td>
<td>$40</td>
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*ALL CAMPERS (except children 12 and under) MUST HAVE AN ADMISSION TICKET FOR THE DURATION OF THE EVENT.

Updated 11.18.2014
Victorian Christmas Drive to Nevada City
Wednesday, December 17th

The SVR Victorian Christmas Tour to Nevada City will take place on a Wednesday night, December 17th.

Welcome the holiday season in style in historic Nevada City, a quaint, Gold Rush town nestled in the foothills of the snow-capped Sierra where each year the town’s picturesque downtown transforms into a genuine Christmas card come to life. At locations throughout downtown, Victorian singers, bagpipers, brass bands and strolling minstrels provide warm Christmas music. Nevada City's famous Walking Christmas Tree and a living nativity scene can be found, along with hot roasted chestnuts and horse drawn carriage rides.

We'll once again park in the Nevada County Government Center and take the shuttle to the top of the town.

RSVP to Steve Barker by December 12th 916.390.3009 or afkas01@gmail.com

Please indicate if you would like to “Donate a Bag”

Let's include a food donation as part of this tour. Please ask your friends and relatives for enough for you to fill one paper grocery sized bag. The route for the tour will be taking us past the Auburn Interfaith Food Closet which helps single mothers with children, seniors living on a fixed income, disabled individuals, low income workers, unemployed and homeless.

If you’d like to contribute, here are some items they need:
- Canned fruit/vegetables/beans
- Tuna/other canned meats
- Soups/peanut butter
- Spaghetti sauce/pasta; Rice/Oatmeal
- Garden produce in season

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

Cost is $1.00 (yes still one dollar!) per person if you RSVP by December 27th, otherwise it is $2.00/person. Beer, wine and salads available at extra cost. If you can’t attend the meeting, but have an idea for an activity in 2015, contact Rik and it will be posted tentatively on the 2015 calendar.

RSVP to Rik Larson at vicepresident@svr-pca.org or 916.481.6084
Preceding a rainy morning, this SVR Porsche group braved the dark skies and wet roads. We knew the afternoon would clear and the air would be brisk. We all met in Placerville to prepare for our journey to Camp Virner restaurant. Our group all arrived on time at the Starbucks on Broadway in the eastern part of town. Several new members joined us for their first tour.

Following a warm-up with delicious beverages we had our drivers meeting. Looking ahead to a 37-mile drive in near wilderness we detailed the challenges together with maps and great Q and A. Collin Fat was picked to be our designated sweeper car to bring up the rear of our 12 car group. While Lisa and I showed up in traditional Oktoberfest attire, we shared some good info and good laughs. But in all seriousness, we were prepared. Everyone was still smiling and ready to drive!

We began our journey on Mosquito Road, straight into the El Dorado Forest. This road is very notable as it has a very rustic one-lane bridge, some very tight hair-pin turns and one-lane switchbacks that Porsche driving enthusiasts will find challenging. Thankfully, the on-coming traffic was minimal. Looking back in my rearview mirror during the drive, all seemed to be enjoying the drive and scenery.

As we climbed through the hills, we joined up with a portion of Rock Creek Road and headed west. Eventually we snaked along the upper south fork of the American River, enjoying the canyon and the vistas.

Winding our way onto CA Hwy 193 we eventually passed through the California Historic Landmark of Georgetown (founded in August 1849). Connecting onto Wentworth Springs Road, we traveled onward to our destination. Alas, we arrive at Camp Virner right on time!

Arranging our Porsches, we all parked neatly in their modest parking area with room to spare for the other customers to follow our special event. Camp Virner is quaint, warm and welcoming. We had the pleasure of the entire restaurant, socializing for about an hour while an accordion player (and Loma Prieta Region member) Mike Zampiceni completed the ambiance playing German classics. Donning our fun Oktoberfest hats, we sipped on cold beer in proper steins. Our menu was preplanned which made our visit very pleasurable. The wait staff and chef were on top of it, serving a satisfying 3 course meal. Our choices were Prime rib, Schnitzel or Bratwurst. Full tummies and happy times! It was a wonderful occasion! Be sure not to miss out on the 2015 SVR Oktoberfest.
Photos by the authors and SVR Staff

Lew and Susan Breon

Mia and Tito Guevara

Cheers!

Bob Jacobson and Collin Fat
The Mendocino Tour featured a total of 100 people (plus 2 kids) and 50 cars making the annual 3-day trip to the coast. We are not sure if this is a record for people and cars, but we will have SVR Historian, Larry Wilson, do some research. He did report that the first Mendocino Tour was held in May 1975. A full report will be made and published in a future DRIFTER.

The tour format has not changed much in the past 5 years. We start at Niello Porsche in Rocklin; have a couple of pickup points along the way (this year it was Winters, Cloverdale, and the lunch stop); social on Friday evening to toast the sunset; miniature golf on Saturday morning; kite flying in the afternoon; Saturday afternoon social for presenting awards; optional Saturday evening dinner together; and optional breakfast at the Fort Bragg Grange on Sunday morning. And of course, you get an extra hour of sleep on Saturday night because of the change back to standard time.

We started at Niello Porsche (with donuts and coffee and restrooms), with check-in of approximately 30 cars handled by Matt Deter and Collin and Elaine Fat. Collin and Frederick Rauch then proceeded (in rain) to lead two groups of cars west to our first pickup point, Winters. There, Mike and Emily Willis had already checked in 13 cars. And it was still raining. The two tour groups from Niello now became three groups. The next stop was for gas and potty at Cloverdale. There we picked up several cars from Redwood and Golden Gate Regions headed up by Ray Fiore. We then toured to the lunch stop at Brutocao Cellars in the heart of the Alexander Valley. We filled the parking lot and had a great lunch in their warehouse (prepared just because of the rain earlier that day). And it was no longer raining.
After lunch, it was time to head to the coast and our rooms at one of the three hotels/inns: Little River, Hill House, and MacCallum House Suites.

The Friday evening social was hosted by Frederick and Susan Rauch at the MacCallum House Suites. Several folks showed up in costume for Halloween. It is great to have a private room and kitchen for a large group. Around 7 pm, people scattered to various places for dinner. Some took in the ‘circus’ that was taking place in downtown Mendocino. And the smoke in the air had a distinctive aroma.

Saturday morning saw more than 40 people take to the miniature golf contest organized by Mike and Emily Willis. This was followed by kite flying in the afternoon on the Mendocino Headlands. The wind this year was a challenge. My wet finger in the air put the speed at 15-20 mph. I have since purchased an anemometer for future kite flying adventures. The winds caused problem for many folks — even those folks that had the two-handed stunt kites and the ever reliable box or geometric kites. The Brandons conquered all when they destroyed one kite and made a quick trip to town for a replacement and upon return to our site, it took to the blue sky immediately. It was an interesting solution to adjust to the high wind conditions. Did I say that we had about 25 kites up at one time?

The social on Saturday afternoon was moved to the Willis’ room due to my wife having flu symptoms. Thanks Mike and Emily for the quick adjustment. We presented the awards for the miniature golf, mentioned some interesting happenings at the kite flying, and reminded folks about the optional group dinner that evening (arranged by Ray Fiore of Redwood Region), and the optional Sunday breakfast at the Fort Bragg Grange (which is not in Fort Bragg).

And so we completed a long standing tradition.
Porsche has managed to take the TUDOR United SportsCar Championship (USCC) series Manufacturer’s Championship notwithstanding being plagued by ever-changing, last minute changes in the “balance of performance” (BoP) constraints imposed by IMSA on 911 RSR and GT America entries subsequent to Weissach’s back-to-back wins at Daytona and Sebring in the 2014 season’s first two races.

But, to paraphrase the late, great Jerry Garcia, what a long, strange trip it has been.

The twists and turns leading to the Manufacturer’s Championship began to become most convoluted after the August 24th Oak Tree Grand Prix weekend at the Virginia International Raceway (VIR).

Team Falken Tire’s privateer 911 RSR earned an impressive second-place overall finish in the Oak Tree GP, while Porsche North America factory effort had to deal with its number 912 GTLM entry finishing eighth and its number 911 entry finishing tenth. With Team Falken Tire’s podium result, Porsche moved into the lead for the GT Le Mans (GTM) class Manufacturer point standings with two races remaining in the season.

What was significant was how the number 17 Team Falken Tire 911 RSR, driven by Porsche factory driver Wolf Henzler and privateer Bryan Sellers, focused on fuel strategy to counter IMSA’s “adjustment of performance” strictures and put their car in the position to win.

IMSA’s post-Sebring “adjustments of performance” included reducing the manufacturer-focused GTLM class 911 RSR’s fuel capacity from 110 to 99 liters to force the more efficient 4.0 liter displacement Porsches to “pit” more often. This “adjustment of performance” left the RSR-equipped competitors at a disadvantage due to otherwise unnecessary pit stops that amounted to forfeitures of their position in the pack and effectively a 30-plus second penalty due to pit sequencing. Customer-focused GT Daytona (GTD) class teams using Porsche’s 911 GT America also had their fuel capacity reduced from 85 to 68 liters, as well as repositioning the wing and its end plates in a manner that rendered it less efficient in producing downforce.

Sellers opened the race running near the top-five before relinquishing the Team Falken 911 RSR to Henzler. With fuel conservation in mind for the full race, the number 17 RSR was able to use a late race yellow flag to remove all doubt they could reach the finish line. Henzler, leading as a result of other cars pitting for fuel, held off multiple attacks by the number 62 Ferrari 458 Italia. On the final lap, the Ferrari passed the Falken-entry and was able to hold on to the top spot at the end. Henzler crossed the line second in less than a car length, the best finish for the team in 2014.

Subsequent to the number 17 Falken 911 RSR’s victory at VIR, Porsche almost immediately announced that it was doubling down and would be entering a third Porsche 911 RSR for the first time this season at the September 20th USCC round at Course of the Americas (“COTA”) in Austin, Texas. Narrowly leading the manufacturer’s classification in the hard-fought GTLM class ahead of Chevrolet, Viper SRT, BMW and Ferrari, and with just two rounds left on the season’s calendar, Frenchmen Frédéric Makowiecki and Patrick Pilet joined the fray for the first time in Porsche North America’s (Porsche NA) third 911 RSR, entry number 910.

Notwithstanding this move by the “werks,” team Falken Tire kept a low profile and relied on its regular team of Henzler and Sellers.

Despite Porsche NA’s bold power play, on September 20th it was a third place finish at COTA by the “werks” 911 RSR number 912 that enable Weissach to retain its point lead in the GTLM class for road car based race cars.

Having led for 39 laps, the factory’s number 911 entry of Nick Tandy and Jörg Bergmeister initially appeared to be the most likely GTLM class winner for the day. However, the Daytona winner was retired with 20 minutes remaining in the race after a drive train failure.

Fortunately, the number 912 Porsche entry was able to lead the way for the remaining two factory entered cars. Starting in third position, Michael Christensen drove the first one-hour and 45 minutes of the race, then turned the car over to Californian Patrick Long for the final hour, aggressively driving through the hot and humid conditions to finish third following a tandem of Dodge Vipers across the finish line.

Porsche’s newly minted third 911 RSR entry, number 910, finished fifth, having possibly the most dramatic race of the day in the GTLM class. Having had their fastest qualifying lap disallowed at technical inspection for missing a roof camera pod, driver Frédéric Makowiecki started last in the GTLM class, but managed to charge past nearly half the multi-class field in the first stint of the race. A “drive through” penalty for making contact with another car at mid-race would slow the number 910 entry’s fight to the front. However, a mistake-free effort in the second half of the race resulted in two Porsche NA cars in the top five.

The fourth Porsche 911 RSR, the number 17 Team Falken Tire entry, finished eighth in the GTLM class.

As a result of a podium worthy second place finish in the customer-focused GTD class, the Magnus Racing Porsche 911 GT America remained viable in the GTD point chase. Team Seattle’s Alex Job Racing Porsche driven by Mario Farnbacher and Ian James held the lead in GTD class during the middle of the race, but fell out of contention when a mechanical problem caused the car to hit the barrier.
The stars came into alignment on October 4th at the Road Atlanta circuit in Braselton, GA, for Porsche’s pursuit of the Manufacturer’s Championship, albeit somewhat differently than Weissach may have anticipated, on the shoulders of Team Falken Tire’s second consecutive Petit Le Mans victory. The Petit Le Mans marked the fourth and final race of the North American Endurance Cup, which consists of the long distance races on the Tudor USCC calendar – the 24 Hours at Daytona, the Sebring 12 Hours, the six-hour race at Watkins Glen and Petit Le Mans.

For the second consecutive season, Team Falken Tire overcame the odds to win top GTLM class honors at the Petit Le Mans. The full-season driver pairing of Henzler and Sellers were joined by German Marco Holzer for the finale of the inaugural season of the Tudor Championship.

Team Falken Tire, the only customer-run Porsche 911 RSR competing in the North American-based series, was fast throughout the weekend and led much of the day. After 911 RSR number 912 led the race at the four-hour mark, the number 17 Team Falken Tire Porsche took the overall lead. With less than an hour to go, Sellers turned over the Falken Tire Porsche to Henzler who held the lead against the number 912 Porsche NA’s 911 RSR of Michael Christensen. Inasmuch as the Falken number 17 was on point at eight hours, Porsche was able to lock the Manufacturer award even before the final checkered flag of the season fell.

The battle tightened even further with less that 20 minutes remaining when an accident slowed the field for an extended yellow flag. When the green flew again with six minutes to go, the factory Porsche closed but, threatened by a Dodge Viper SRT from behind, was not able to pass Henzler. The three main players in the Manufacturer’s Championship passed under the checkered flag less than two-seconds apart after ten hours of racing.

The pole-position winning number 911 Porsche 911 RSR of Nick Tandy, Patrick Pilet, and Jörg Bergmeister ran at the front most of the day. After 911 RSR number 912 led the race at the four-hour mark, the number 17 Team Falken Tire Porsche took the overall lead. With less than an hour to go, Sellers turned over the Falken Tire Porsche to Henzler who held the lead against the number 912 Porsche NA’s 911 RSR of Michael Christensen. Inasmuch as the Falken number 17 was on point at eight hours, Porsche was able to lock the Manufacturer award even before the final checkered flag of the season fell.

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The eight Porsche 911 GT America racecars entered in the GTD class for Road Atlanta contributed in helping Porsche win the Manufacturer’s Championship as well. The best result took Snow Racing, with drivers Madison Snow and Jan Heylen, to a podium worthy second place finish after leading GTD for most of the first five hours of the race. Also finishing on the GTD Petit Le Mans podium was the Magnus Racing Porsche of John Potter, Californian Andy Lally, and Marco Seefried. It was the team’s fifth podium of the year.

Winning the North American Endurance Cup races appears to have validated Porsche’s strategy of not focusing solely on top level competition, but simultaneously continuing to develop customer racing as a vital part of Porsche’s rennsport success. The importance of strong customer teams was again emphasized in the Tudor USCC – most notably in the GTLM class. Porsche not only supplied its customer teams with its Weissach-developed GT racers such as the 470 hp Porsche 911 RSR, it also provided its customer teams with reinforcement by contributing legitimate “werks” drivers. Falken Tire is a prime example of this successful driver transfer. For many years the Americans have been able to rely on Wolf Henzler, demonstrating a level of commitment and support by Porsche that is not seen in any other race series anywhere, not even in Formula 1.

(The information contained in this article was derived from documents and press releases by Falken Tire [http://www.falkentire.com], Porsche AG [http://www.porsche.com/usa/eventsandracing/motorsport], and IMSA [http://www.imsa.com/series/united-sportscar/news]. Any opinions, conclusions, or analyses stated herein are exclusively those of the author and are not attributable to any manufacturer, sanctioning body, or organization.)
This year’s trip to LA for the Car Show Press Days was quite different from the start, as we flew first to San Diego on Tuesday to pick up a new Keegan family auto (more on that later) then drove to our hotel and settled in, then to a great annual visit dinner at the Derby In Arcadia next to Del Mar Race Track. Early to bed as the show started early Wednesday.

When things are done on a repeat basis, you tend to evaluate the current experience based on a comparison of the best features of the past events. This year is the winner for sure as we have been to near empty buildings previously and this year every venue introduction started with a sizable market growth announcement and predictions of more to come. The displays were bigger, louder and brighter with full-scale media presentations and, as we have learned, in the good years there is food. It appeared to be a contest to retain the press at each venue—attract the audience prior to the reveal and get them to stay after for the incredible array of food. Prime Rib, Barron of Beef, salads, fruit and a never ending supply of single serve pastries and desserts.

Free breakfast from specialty trucks was provided for the press along with an eclectic display of 77 celebrity owner collector cars outside the West Hall foyer starting at 7:00 am, and the first press release and reveal was for Audi in the South Hall at 9:00 am. Every ½ hour or so each major vendor had announcements which included a reveal of newer and never seen before production models and, of course, preveues of prototypes and “market studies”. Audi showed us the new 7 series hydrogen/electric hybrid that has a 342 mile range with hydrogen fill in 3 minutes and full electric recharge in 2 hours. They announced the new car, named aptly “Prologue”, a luxury four door grand tourer, as a fully connected traveling internet hotspot with real time information.

Trends were clearly for connected car amenities, horsepower, reduced weight and increased mileage—not necessarily in that order. We saw Lamborghini with a new GT you can actually sit up and drive comfortably for highway trips, a new Cadillac ATS V Series that wants to refute the market leader position of the M3 and the Dodge Hellcat Series Challenger with 707 HP. All vendors showed a version of their production dedicated to performance enthusiasts. Many venues started with their hottest product and emphasized their track performance and especially the “drive it there, track it, drive it home or to the market” capability.

Notable new offerings were the Mercedes AMG GT S formulated to complete directly with the Porsche 911 GTS and very similar in performance and price points which were the feature reveal for the Porsche venue. As always, the Porsche display was in the private entry, Porsche only, Petrie Hall. At the entry display this year was the Dempsey Racing 4.0 Liter Le Mans GT along with a glass case containing his helmet and gloves worn in the race.

Porsche reveal this year was the world intro for the 911 GTS in 2 or 4 wheel drive, cabriolet or coupe. Featured on stage were the C2 cab and coupe in Carmine Red. On the main display...
floor every model available with the GTS option was present, all in Carmine red, gray interior with red stitching and lots of Alcantara, PDK and sport steering wheel with paddles. At the presentation which took place at noon, Patrick Dempsey was also introduced and revealed the new Porsche sponsorship for the Dempsey Racing Porsche GT in the Tudor series for the coming year.

We had heard of a VIP Porsche party that has occurred every year in the past. We had tried unsuccessfully to find out even how to get an invite to that event. On inquiry this year we located the person directly responsible for that event, Ayesha Coker, and managed to secure permission to attend and report on the party for the Drifter. The event started at 8:00 pm with the reveal (same as the press reveal minus Patrick Dempsey) at 9:00. Basic difference from the press event earlier was smaller crowds, free open bar and traveling Hors d'oeuvres, waiters with a variety of high end tasty treats.

We did get a much closer look at the Hybrid offerings and the new model 000/100 for the Panamera Exclusive Series based on the Executive format with fully customized everything you can imagine. The unit we saw up close was priced at $287,000, the goal being individual expression and of course following the adage, “The rarer, the more precious”. The units are mostly all hand finished and are spectacular with butter soft leather in the interiors.

As mentioned earlier, we picked up a Diamond White CL550 Mercedes (Designo golden brown interior) in San Diego which will be Bill’s daily driver and a highlight of the trip was riding back to Sacramento while Bill experimented and learned the capabilities of that magnificent machine. Looking forward to the round trip again next year.
On Saturday, November 8th, we met up with Golden Gate Region members in Cupertino for check-in, waiver release, and pre-flight instructions for a back roads Fun Run drive to the Canepa Motor Company in Scotts Valley, just north of Santa Cruz. After fueling up with donuts and coffee, our event leader Michael Griffin divided us into four groups, and with a last safety reminder about sharing the road with bicycles, we began the journey. From Mt. Eden Rd, to Skyline Blvd, we found our way onto State Route 9, passing through Boulder Creek on the way toward Scotts Valley.

Upon regrouping at our destination, we were welcomed in for a tour of the museum, the cars for sale area, and one of the world's premier restoration shops.

Bruce Canepa grew up in Santa Cruz, fascinated from an early age with all things automotive, and began his racing experience in Quarter Midgets and Go-Karts and moved on to Sprint Cars. Working in his family's dealership, he learned mechanical and fabrication skills, as well as the business skills required of a successful automotive enterprise.

1978 found Canepa involved in IMSA and Trans-Am and a year later he began his Porsche racing experience in a 934 1/2. In 1979 he co-drove with Rick Mears and Monte Shelton to a third place overall finish at the 24 hours of Daytona. From then on, Canepa often drove Porsche race cars, and many are featured in the museum area.

Just two of the many cars on display included the Pikes Peak open wheel racer, with a twin turbo 450 horsepower motor and weighing in at 1,000 lbs., and the 917-10.
car with aluminum frame and 1150 to 1400 horsepower, depending on where the driver sets the boost control. Zero to 150 mph in 5.5 seconds brings new meaning to the concept of acceleration. Several of the cars displayed here can still be seen in action at Vintage Racing events.

The Restoration Shop began in 1980, and is filled with cars as varied as 356s and 959s to Lamborghinis and Duesenbergs and classic hot rods. Body and paint, fabrication, mechanical work, upholstery and final detailing and testing are accomplished under one roof. Almost all of the for sale inventory has been purchased by Canepa, and restored or detailed to the highest standards. If you are an enthusiast, there is something special to see at every turn.

One of the many benefits of Zone 7 is being able to sample the events of other regions. The Zone 7 website lists the Regional Clubs and gives you their website information for upcoming events. If you haven't visited the Canepa Motor Company, put it on your short list.
Porsche and Its Competitors
by Ron Reagan, SVR Technical Chair

It's hard to believe but I've been at this since September, 2013 when Steve Barker and Bob Jacobson asked me to join the team as Technical Chair. I was very skeptical at first, as quite frankly I'm not that technical and there were/are many of you far more qualified. They were OK with articles more of general interest opposed to a step by step "replacing a cam shaft" so to speak and so started a 16 month run in this position.

As this will be my last article as your Technical Chair, I would like to take a moment and thank the Board, especially Bob Jacobson, for their support, assistance, and letting me be me in this position. I have met many of you, discussed and researched a multitude of subjects and talked via phone and email to many Porsche owners or potential owners from around the country. Yes, our Drifter is read far beyond our local and state borders.

One thing I have enjoyed in this position besides the people, has been the ability to drive some fantastic cars. Pretty much all of the Porsche models but also most “M” series BMW’s, Jaguar’s new F type, the new 2014 Corvette, Bentley GT’s, and many more, even Rolls Royce.

I thought I’d make this final article not specifically about Porsche but my thoughts and experiences in the Porsches compared other cars I driven, specifically the Jaguar F type and Corvette LT3 Z51. You may be asking why, isn’t this about our Porsche’s? Yes but my articles have also included driving experiences. So if you are not interested read no further, my feelings won’t be hurt and your new Chair will certainly be free to take the articles in the direction he/she and the board agree.

I picked the new Corvette and F-Type as they are all new models aimed at Porsche and deliver more bang for the buck (my opinion). Many of you have talked to me about affordability which is always going to be a factor in any car purchase (at least for most of us). Porsche prices seem to be rising (not looking at the base price), most Boxsters and Caymans sitting in showrooms seem to carry a price from low $80’s to near $100 K for the GTS versions. Affordable? You be the judge.

Additionally, all of these vehicles have been reviewed, closely inspected, and compared to each other by the major auto magazines. If you’re looking at price for performance, bang for the buck then you really need to look at the new Corvette. I’m not going to repeat what is stated in all car magazines but for approximately $80K, you can get a fully loaded Z51 Corvette delivering 460Hp and running high 3 second 0-60 times while delivering near GT3 track performance. Fit and finish on this new car is impeccable both inside and out with the biggest gains on the inside where the old cheap plastic look is “gone” replaced with high quality dual stitched leathers and plastics, quality trims, and a full communication center including navigation standard.

The new F-Type Jaguars come in both coupe and convertible with engine and performance packages aimed at the Boxster/Cayman and 911. Again these cars come with very high quality and very good fit and finish. Standard equipment is very high and excluding wheel packages $5-6K in options pretty much tricks the vehicles out. Prices are somewhat lower than their Porsche counterparts and performance is on par.

Porsches are still beautiful cars with the “German” fit, finish, and attention to detail to which we have all become accustomed. Ergonomics and overall feel inside the cars are great and the cars do perform. In my opinion, the one single item Porsche has on both of these competitors is their PDK transmission. As I have previously stated, I have never driven a car where the transmission can think faster and for the most part better than the driver (not speaking about pro racers here) I’m so spoiled it would be hard for me to consider a new vehicle without one.

I have thoroughly enjoyed my drives in these cars and loved the drives in the various GTS models. They offer best in bang for the Porsche buck and are a blast to drive. This article is not about the GT3 or turbo models as they are well beyond $100K and not produced or sold in large volumes. That said, Porsche really has some stiff competition in Corvette and Jaguar.

The Corvette and Jaguar F-Type are real competitors as they both have great build quality inside and out, a true sports car drive, tremendous performance, and “affordable” sticker especially compared to Porsches.

I believe that there is real competition to our Porsches, maybe not for those of us that are already owners or have had lifetime love affairs. New sport car consumers looking to buy a high end high performance vehicle, have many more good value choices. I hope Porsche gets back to its heritage and concentrates on “sports cars” and not sport SUVs, SUVs and family sedans and takes a serious looks at affordability especially in entry level sports cars. Time will tell as it always does!

Thanks again to all of you for your support, comments and friendship during my tenure. See you around and I hope you have a happy safe holiday season!
EMAIL BUSINESS

October Minutes: The final October meeting minutes were reviewed by the board and approved by email vote on October 20th.


CALL TO ORDER

President Steve Barker called the meeting to order at 7:00 PM on Wednesday, November 12th.


VICE PRESIDENT- RIK LARSON

Calendar Review: Rik sent the updated calendar by email prior to the meeting.

Charity Update: Mike said each charity has received their check. The Drifter article with pictures has been published.

NEW BUSINESS

California Auto Museum (CAM) Docent Party, Christmas Tree Decorating Event: Kim Nelson said this year SVR is hosting the Christmas Tree Decorating Event. He asked for a $100 to buy items for the door prizes. Cookie made the motion to approve. Collin seconded. With no further discussion the motion passed by yes vote of the remaining Board quorum. The CAM Docent Party will be held on December 10th, the same day of the SVR Board Meeting. Kim asked if the December SVR Board Meeting could be held at the CAM, since "The Speedsters" will be playing at the party and Steve Barker will not have to rush out of the CAM and still make it to the SVR Board Meeting all the way to Fair Oaks! The motion to approve was made by Collin. Cookie seconded. With no further discussion the motion passed by yes vote of the remaining Board quorum. Board meeting will be held at the CAM for December.

2015 Budget Request from Niello Porsche: Kim Nelson shared with the Board the budget request he will bring to Niello for the 2015 year.

SVR use of Shutterfly for Picture Sharing Update: This topic has been discussed in previous Board meetings and now a decision is needed. After a discussion of the pros and cons of different ways to manage the site as discussed by Collin, the proposed model for the SVR Shutterfly account is one with a password protected access and the SVR Webmaster will be administrator. Collin made the motion to approve and direct the Webmaster to implement this new account for SVR. Bob seconded. With no further discussion the motion passed by yes vote of the remaining Board quorum.

Drifter Advertising Rates: A very detailed discussion of the current state of revenues and expenses of the Drifter newsletter publication effort was led by Steve and Frederick. Janet provided reports of the year to date of accounting figures. Collin provided detailed comparison of advertising rates of the Drifter and compared them to the BMW club publication. After all was said and done, the summary of the Drifter accounting is that currently the yearly income of advertising is about $6,000 versus the total publication expenses of about $6,400 which results in a loss of approximately $400. This loss is taken care off with the PCA rebate income. The Board was concerned of upsetting or losing some current advertisers if rates were increased, and a motion to keep the rates as they are now was introduced by Cookie. Frederick seconded it. With no further discussion the motion passed by yes vote of the remaining Board quorum. Also, as part of this discussion, the expense of publishing the membership directory was made. Cookie said it was better to leave it as is and the Board voiced agreement.

Proposal for C.R.A.B. 36 in 2015: Steve shared an idea of the possible program components if a CRAB 36 effort is launched next year. The idea is for June 27 to have an AX in the morning. Tours in the afternoon and dinner at night. For June 28, morning would be a Concours with Slot Car Racings, followed by lunch and Awards Ceremony in the afternoon. A big team would be needed to execute a possible CRAB 36.

SVR Election Update: Frederick said that as of today 59 online votes had been received. Bob was concerned of the late start of this election, and introduced the motion to extend the voting period until November 30th. Collin seconded it. With no further discussion the motion passed by yes vote of the remaining Board quorum.

2014 SVR Awards: The Board has been working on this issue for a few meetings by now. Tonight the list of awards nominees was compiled and the preparations to fabricate the awards are underway now.

BOARD MEMBER REPORTS

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<td>New Member Group</td>
<td>Richard Walker</td>
<td>No report.</td>
</tr>
<tr>
<td>Advertising</td>
<td>Frederick Rauch</td>
<td>See “Drifter Advertising Rates” in New Business.</td>
</tr>
<tr>
<td>Treasurer</td>
<td>Janet Conner</td>
<td>Janet submitted the Treasurer Report for October.</td>
</tr>
<tr>
<td>Secretary</td>
<td>Eduardo Ortega, Jr.</td>
<td>No report.</td>
</tr>
</tbody>
</table>

Board Member Reports

| Goodie Store     | Linda Bradford | No report. |
| Membership       | Cookie Anderson | Cookie said the club has 659 primary members and 469 affiliate members, for a total of 1,128 members. There were 14 new members, 4 transferred in and 1 transferred out. |
| Dummkopf         | No report. |
| Social           | Suzanne Sanders | No report. |
| Technical        | Ron Reagan | No report. |
| Webmaster        | John Murphy | No report. |
| President        | Steve Barker | See new business. |
| Past President   | Frederick Rauch | No report. |

MEETING ADJOURNED: 9:01 PM Pacific Daylight Time (PDT)*

*SVR has the tradition to end the meeting with a time that matches a Porsche model. Thus, sometimes another time zone is used to accomplish this, e.g. using MDT.

NEXT MEETING: 7:00 PM PDT, Wednesday, December 10th, 2014 at the California Auto Museum, 2200 Front Street, Sacramento CA 95818 (special location for this meeting).
November Membership
By Cookie Anderson, SVR Membership

The Sacramento Valley Region of the Porsche Club of America has 659 primary members, 469 affiliate and family members, for a total of 1,128 members.

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

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, Cookie Anderson, at membership@svr-pca.org or 916.988.6534.

Not a Porsche owner but interested in the PCA?

Try the PCA Quest program. For information, go to: www.pca.org/quest

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 address, work, home, spouse, friend...? It’s as easy as e-mailing your second e-mail address to the Membership Director.

Lost the gold medallion from your badge?

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

Need to change your contact Information?

If you change your e-mail or street address, notify the Membership Director at membership@svr-pca.org to insure uninterrupted delivery of bimonthly event notices and of the Drifter.

Want a PAPER version of the Drifter?

Only $15 yearly. Please send your check to the Membership Director.

How can I contact the SVR-PCA by mail?

SVR, Post Office Box 254651, Sacramento, CA 95865-4651

New Members

Victor Barakat
Rocklin
natbarakat@surewest.net
2014 Cayenne

Doris Caward
Granite Bay
doris.caward@yahoo.com
2014 Cayenne

Matthew Dewey
Roseville
deweym@gmail.com
2012 911 Carrera

Oscar Diessner
Wheatland
diessneriii@yahoo.com
2011 Cayenne

Frederick (Ted) and Marie Fitts
Orangevale
xrayted@mac.com
1973 911 E
Transfer from Silver Sage Region

Michael Forsch
Sacramento
mdorsch@comcast.net
2008 Cayman

Dennis Gibbons
Lincoln
osprexx@msn.com
2015 Macan S

Jill Gnesa
Patterson
jillgnesa@gmail.com
2006 911 Carrera

Gary and Judy Griffiths
Roseville
gary.griffiths@comcast.net
1996 Turbo
Transfer from Golden Gate Region

Roy Johnson
Sacramento
rj2506@comcast.net
2012 911 Carrera

Filipe Lucio
Sacramento
2011 Cayenne

Scott Nguyen
El Dorado Hills
lt_snguyen@yahoo.com
2015 911 Carrera

Brad and Nancy Pollock
Sacramento
bhpollock90@hotmail.com
2003 911
Transfer from Long Horn Region

Matt Pruden
Folsom
mpruden@gmail.com
1997 911 Targa

Armando Tiong and Jeffrey Alido
Roseville
web4sun@yahoo.com
2001 911 Turbo
Transfer from Diablo Region

Jim VanDeVen
El Dorado Hills
gsxr1000ptt@yahoo.com
1975 911 Carrera

Frank and Carrie Vellutini
Elk Grove
frank@royalelect.com
2015 911 Turbo S

Ryan Zackon
Lincoln
rfzackon@gmail.com
2007 911 Turbo

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1 BBS WHEEL 16 X 8. 3 piece NOS, never mounted, for 911. Not perfect, clear coat on outside rim starting to show age. $500. Contact Steve McCrory at steve@ground-speed.com

4 STEEL WHEELS. 15 x 6 1/2. Pro built for early 911, never mounted but scratches will need touch-up $500. Contact Steve McCrory at steve@ground-speed.com

92-94 964 C2 COUPE OR WIDEBODY. My beloved 92 Porsche 911 was recently totaled due to a careless, texting, driver. I'm trying to replace it with a 1992-911/964 in good condition. My preference is a C2 coupe or widebody; I'd love a turbo but it is probably out of my price range. A cobalt or other blue would be a dream come true. I might consider a C4. I am not interested in a cabriolet or tiptronic models. If you have something that fits the above criteria please call or text Mike Conner at 530.848.5759. 9/14

HELP! I have gone crazy. I need a pair of side door window glasses and manual window regulators for a 89 Speedster. I'm saving a VERY rusty 1970 T and I'm going to build a Speedster. Dave Mitchell - tindian@surewest.net or 916.834.3187 9/14

WHEELS. 2001 Boxster 18" - 2 each Front 7.5, Rear 9. Jim Giles 209.607.3878 or Jrg2@pacbell.net 10/14

HRE P40S WHEELS FOR A PORSCHE 997
SVR Goodie Store
Linda Bradford, SVR Goodie Store Manager

Check out our NEW Online Goodie Store!

Access the store using the following link:
sacramentovalleyregion.clubstore.us.com

Or, just go to the SVR website (svr-pca.org) & click on the “Goodies & Stuff” Tab. In addition to the ‘SVR Goodie Store,’ there is also an option to go to the ‘PCA Webstore.’

This is the official PCA National Goodie Store and offers a completely different assortment of products with the PCA logo. Clothing choices are fewer but there is a wide variety of other products available, from umbrellas to wine glasses. Check it out and happy shopping!

I only have six clothing items left which will be sold at the new members party or the next autocross. We have SVR car badges and license plate frames available in “local inventory” through your Goodie Store Manager, Linda Bradford: 916.899.5731

The Drifter

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"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.

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