In this issue:

- GGR members volunteer at SPEED World Challenge GT
- Carlsen Porsche Swap Meet and Concours
- GGR Board Candidates
- GGR on Television

November 2002
Better brakes, better handling suspension, more get up and go. Is it a new model from the factory? No. It’s just what happens when you service your new 996 or 993 at S CAR GO. Whether you bring your car to us for a simple tune-up, or for the latest upgrades, you’ll be amazed at the difference our knowledge and ingenuity can make.

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The NUGGET

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Cover: GGR Members helping out the AtSpeed Motorsports team at Laguna Seca. Photo by Jim Bauman

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Nugget Advertising Rates: 6 printed issues (bi-monthly) and 12 online issues (monthly):

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For more information, see http://pca-ggr.org/pdf/adguidelines.pdf or contact Anne Del Villano, (925)684.2790, or adelvill@aol.com
I really did not want to write this month's column. The Board had to make some painful decisions at the October Board meeting. I am the presenter of this news -- please do not shoot the messenger. And "Thank You" to all GGR's members who called, emailed, or otherwise furnished their opinions and input on the issued below to the various members of GGR's Board of Directors.

The Board members, and especially the new editors for The Nugget, want to print and mail The Nugget each month, but financial conditions currently do not allow this to happen. Based upon input from members, a regional dues or newsletter subscription fee (both of which would have required a Bylaws amendment approved by GGR's members) was not favored.

Short of this, a solution to the rising cost of printing and mailing The Nugget has been proposed. Starting in January, the Nugget will publish with 24 pages. In addition, The Nugget will be printed and mailed to each member for 10 of the 12 months in the year. GGR would continue publishing and distributing The Nugget online every month, with the latest issue posted on GGR's website (www.pcaggr.org). You read that correctly, GGR's current financial picture dictates that we cannot afford to print and mail The Nugget to each member every month. Final changes will depend upon next year's actual costs and revenue.

On another topic, this issue contains the ballot for the current vacancies on the GGR Board of Directors. Please vote! I want to thank the GGR members who volunteered to fill the vacant positions. Unfortunately, no one stepped up to run for the position of Competition Director -- the Director primarily responsible for oversight of the rallye, concours, autocross and time trial series. That means the Board will be looking for a candidate to be appointed to fill this position for 2003. Do the words "drafted," "press ganged," or "shanghaied" mean anything to you? Please step forward and volunteer!

Speaking of the time trial series; the "Driver's Appreciation" event scheduled for November at Thunderhill Park had to be cancelled. There were simply not enough drivers participating in this event to make it financially viable and feasible.

GGR needs your participation on all levels if it is to continue serving your needs.
New Nugget editors are always a source of concern for the Board of Directors. “Who are these guys? Do they know what they’re doing? Will they get us into trouble?” Trouble? Us?

Tom and I have been friends since college days (yes, those photos are ancient), back when he drove a 1967 Buick GS, and I was car-less (read that as careless if you prefer) as a result of an unfortunate rollover in my 1967 Fiat. We cruised throughout the 70’s with a pair of Improved Datsun 510s and Production spouses, muddled through the 80’s raising children, picked up a pair of red 911 Cabriolets in the 90’s, and started racing. Life was good! But then we volunteered for this …

So it suddenly dawned on me... **HEY .. I can write whatever I want!** *I* am the Nugget co-EDITOR! Seriously, we hope you’ll find the content that appears in this and future Nuggets interesting, amusing, and relevant.

You may recall, last month “the Editor previously known as Howard” accused Tom and I of being “up to no good.” Well Howard, you did a terrific job over the last 2 years, and congratulations for being clever enough to talk us into this position. It’s not easy finding someone to take over when your tenure is up.

Therefore, I’d like to announce our search for the next new Nugget editor. By the time we find someone, it’ll be 2004 at least.

Isn’t it fascinating that Jim thinks he’s interesting, amusing, and relevant? But enough about me.

I too am shocked, simply shocked, that Howard would contend in last month’s Nugget, that Jim and I are “Up to no good!” Maybe he was just looking at the autocross article Jim and I co-wrote for last month’s Nugget. I mean, I don’t think we were that bad...the Marina guy really did hang jet engines on the ends of helicopter rotors. Naturally, the company he ran was a leader in helicopter development.

To be sure, Jim and I are probably a little more off the wall than some other editors have been, but we have our hearts in the right place (approximately in the center of the chest slightly to the left).

As we begin the process of filling Howard's shoes (note that it took two of us to do it!), we are working on small changes to help reduce costs and still maintain the quality of this publication. As James mentioned in his column, we will begin publishing at 24 pages in January. With some desktop publishing trickery, we hope to keep the space for news and articles about the same as it is now.

Also, subtle changes in the way we create the Nugget will make it easier to produce for both printed and online publishing.

Finally, before I forget, does anyone want to be the next Nugget editor?

---

**Two for the road...**

Jim Bauman
Tom Pickett

---

**GD Racing**

Gary Dielacher

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Fax: 650-742-0869
www.gdracing.com
How would you like to be on TV and perform a public service at the same time? Public Television KTEH in San Jose relies on community volunteers to staff its pledge nights and auctions. These are important fund-raising activities for their continuing operation. Judy and I have done both a pledge night and an auction. The participating group gets publicity, provides a public service, and has a good time. This can be one of GGR’s charity events. They feed you too! I can tell you that this is easier and maybe more fun than the Adopt-a-Highway, which we certainly should continue to do.

Here’s how it works. I tell their Program Director that I have a certain number of people who have committed to be there. We settle on a date or dates, show up at the appointed time, get a short training, and dive in.

The kicker is, if I tell them I have 30 people coming, and only 28 show up, GGR/PCA gets a black eye, because that leaves them in the lurch for that programming period.

So, let’s do this. You call or email me to let me know you would like to participate, subject to scheduling, of course. I’ll call the station and get two or three dates and time slots. They have these events about every month, so we should be able to have a month’s notice. I will then contact everyone on the phone/email list that we created from your responses to this article, and we’ll put together a group for some time that works for most. Call me at (408) 257-6575 and leave a message if we’re not there, or send an email to:

tzaccone@pacbell.net

GGR on TV! Let’s do it!
I was going to fill up my column with a story about rules and other assorted bland topics. But after Marianne and I got back from the USGP, I decided that was a far more interesting topic. This was the third time that the F1 circus had come to town bringing with it a welcome upscale sophistication. At the inaugural event the vendors lining Georgetown Avenue were selling the usual carnival fare that is attractive to the other two motor sports events held at the Brickyard. There is nothing like a jumbo smoked turkey leg at 7 in the morning. This year that commodity was a lot harder to find. The attendance for the race was down from the previous years but that is fine because the seating in turn 1 is limited. Tony George is still trying to figure out what kind of pre-race entertainment will work for the F1 event. "Back Home Again in Indiana" just doesn't seem right.

The Porsche Supercup series provides support races on Saturday and Sunday. 24 equally prepared 996 Porsches racing nose to tail. It is a very entertaining show especially the standing start. On Sunday, Marianne and I ran into Cup driver Anthony Davidson at Starbucks. He races for the Software AG team. Saturday's race was his first Cup pole and Cup race win. He was telling us that those 24 Porsches weren't always equal. Earlier in the year one of the teams was fined by the FIA for questionable modifications which gave them an additional 9 horsepower. And no he would say what those modifications were. The local fans seem to relate to the Cup cars because they run close and rub some just like NASCAR.

No one was going to accuse Formula 1 of being as exciting as USAC Midget racing. But the fans, around 150,000 of them, would go home having seen the best of the best. This weekend was about the Top Guns of Formula 1. It was about the continued dominance of Ferrari and Michael Schumacher. The things that these drivers do in a race car are awesome but Michael is phenomenal. I was watching the super slow motion vision of Schumi at Spa this year. His bright red missile bouncing over the curbs at the Bus Stop Chicane just missing marker cones by millimeters was fantastic. But what made it unbelievable was the fact that he was adjusting his mirrors at the time and never missed an apex. It is also about the team and team orders. This race Ferrari didn't give any to their drivers. So on the last lap, at the final corner Michael donned his Mother Teresa gear and went out wide. Rubens went down the inside. It was a formation finish. Or was it? The two cars crossed the line together. Not even the drivers were able to say who had won. But the when the names flicked up on the screen. Barrichello was ahead of Schumacher. It appears that Superman has a heart after all or at least a conscience. Michael has repaid Rubens for the team ordered Austrian GP finish fiasco.

GGR 2003 Time Trial Schedule

Pending board approval, the GGR track date calendar for 2003 has been confirmed.

- **March 14, 2003** High speed driving school, Thunderhill.
- **March 15-16, 2003** Time trial #1, Thunderhill.
- **April 12-13, 2003** Time trial #2, Buttonwillow.
- **May 3-4, 2003** Time trial #3, Laguna Seca.
- **August 9-10, 2003** Time trial #4, Thunderhill.
- **October 18-19, 2003** Time trial #5, Thunderhill.
# GGR Event Calendar

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<tr>
<th>When</th>
<th>What</th>
<th>Where</th>
<th>Who</th>
<th>Phone</th>
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<td>November</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>7</td>
<td>GGR Board Meeting</td>
<td>Larry Sharp’s House</td>
<td>James Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jamesohl@attbi.com">jamesohl@attbi.com</a></td>
</tr>
<tr>
<td>8</td>
<td>Friday Night Social 6pm - 9pm</td>
<td>Round Table Pizza</td>
<td>Susan Kennedy</td>
<td>408.267.4052</td>
<td><a href="mailto:susan_kennedy@hp.com">susan_kennedy@hp.com</a></td>
</tr>
<tr>
<td>9</td>
<td>GGR/Strasse Autocross #9</td>
<td>Alameda Point</td>
<td>David Leong</td>
<td>925.362.2431</td>
<td><a href="mailto:david@dleong.org">david@dleong.org</a></td>
</tr>
<tr>
<td>16-17</td>
<td>GGR Time Trial #6</td>
<td>CANCELED</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>GGR Advanced Autocross School</td>
<td>Alameda Point</td>
<td>Larry Sharp</td>
<td>925.371.2258</td>
<td><a href="mailto:larrysharp@attbi.com">larrysharp@attbi.com</a></td>
</tr>
<tr>
<td>24</td>
<td>GGR Adopt-a-highway</td>
<td>Highway 280</td>
<td>Jean Ohl</td>
<td>650.341.9020</td>
<td></td>
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<tr>
<td>December</td>
<td></td>
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<tr>
<td>5</td>
<td>Joint Board Social</td>
<td>To be announced</td>
<td>Susan Kennedy</td>
<td>408.267.4052</td>
<td><a href="mailto:susan_kennedy@hp.com">susan_kennedy@hp.com</a></td>
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<tr>
<td>13</td>
<td>Friday Night Social 6pm - 9pm</td>
<td>Round Table Pizza</td>
<td>Susan Kennedy</td>
<td>408.267.4052</td>
<td><a href="mailto:susan_kennedy@hp.com">susan_kennedy@hp.com</a></td>
</tr>
<tr>
<td>14</td>
<td>GGR Christmas Awards Brunch and Toy Drive</td>
<td>Pleasant Hilton</td>
<td>Susan Kennedy</td>
<td>408.267.4052</td>
<td><a href="mailto:susan_kennedy@hp.com">susan_kennedy@hp.com</a></td>
</tr>
</tbody>
</table>

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![Deutsche Motor Sport Advertisement](image.png)
Time Trial Chair, Chris Murray
20257 Redwood Road
Castro Valley, CA 94546
510.538.3800
dchrism@hotmail.com

Time Trial Registrar, Laurie Yonk
214 Carob Lane
Alameda, CA 94502
510.769.2123
yonk911@aol.com

Autocross Chair, David Leong
3911 Le Roy Way
Lafayette, CA 94549
925.299.1596
david@dleong.org

Goodie Store, Bob Peterson
5323 Cribari Glen
San Jose, CA 95135
408.528.9284
bps944@aol.com
Carlsen Concours and Swap Meet

September 17, 2002

GGR President James Ohl cooks with the grill of his dreams...

“If you can’t find it here, it probably doesn’t exist.”

Concours judges really get into their work...
Porsche 936 Group 6 Sports Racer

Event organizers Susan Kennedy and Larry Adams...

Thanks to Charlie Burton (left) and Carlsen's brand new facility...

Photos by Howard Yao

Patrick Kennedy
1st Place, Mid 911 Street
Virtual Maniacs?  Jim Bauman

Songwriter Paul Simon once bemoaned “Everywhere I go, I get slandered... libeled...!” Even in this enlightened millenium, it’s still happening to Porsche drivers. Recently I checked out the America Online version of Electronic Arts new video game “Need for Speed - Top Speed.” The advertisement on AOL singles out the Cayenne (of course, Porsche paid for the notoriety!) as the vehicle you can “Drive like a Maniac!” You can be the first on your block to “Wreck the Porsche SUV!”

Being a maniac is not that easy. First you start off on a short drive in a 2000 996 Turbo. Complete the course in less than four minutes, and you graduate to a 959 and a longer, much more difficult drive.

Complete the new course in less than five minutes, and ... now I’m only guessing here ... you can try out the virtual Cayenne! Keep in mind that any 9-year-old kid can beat me at video games, so my chances of driving the virtual Cayenne are about as good as driving the Cayenne GT3 for The Racer’s Group at LeMans 2003.
GGR Holiday Brunch
Toy Drive, and Annual Awards

Date: December 14, 2002
Time: 11:00-1:00 pm
Place: Hilton Pleasanton at The Club
7050 Johnson Dr. Pleasanton, Ca (at the 580/680 interchange)
Price: $17.95 per person

Open to all GGR Members. Please bring a new, wrapped toy for a boy or girl (ages 3-16). All gifts collected will be donated to the Oakland Children’s Hospital!

For reservations, please send your check (payable to PCA, GGR) by Dec. 4th to:
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FAX: (209) 667-0775
CALL TO ORDER

The meeting was called to order at 7:42 p.m. on October 3, 2002. Board members present were James Ohl, Larry Sharp, Louise Sousoures, Cherie Kuhn, Bob Gardner, Ken Park, Previous Nugget Editor Howard Yao, current Nugget Editors Jim Bauman & Tom Pickett, and Webmeister Susan Angebranndt. Also present was David Leong, Linda Adams, Larry Adams, Pam Park, Jean Ohl, Greg Adams, Bob Peterson.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting of September, 2002 were unanimously approved as written.

B. POSTMORTEM OF EVENTS
1. September 9 autocross: 76 drivers, all received 8 runs.
2. Adopt-A-Highway was attended.
3. September 13 Friday night social: Very well attended, some club members brought Parade things to share with others.

C. DIRECTORS REPORTS
PRESIDENT, James Ohl
1. Will write letter to National regarding charity rebate to our region.
2. Tim Fleming will run for Zone Representative for 2003
3. Received minutes from Parade board meeting.

VICE PRESIDENT, Larry Sharp
1. Calendar Changes: None.
2. Working with Infineon Raceway to submit to PCA the correct wording for insurance forms for the Club Race in October.

TREASURER, Ken Park
1. Submitted report.
2. Submitted a budget template to board members for year to date. Board members and elected positions encouraged to submit budgets for 2003 soon.
3. Treasurer’s report approved unanimously.

MEMBERSHIP, Cherie Kuhn
1. There were 32 new members this month; transfers in, 7; transfers out, 8. Motion to accept New Members was approved unanimously.
2. Working on sponsorship for the 2003 roster.

COMPETITION, Bob Gardner
1. Rules committee meeting: 14 people attended.
2. All proposed rule changes were discussed to be submitted to the rules committee.

SECRETARY, Louise Sousoures
1. Proposed GGR involvement in the Teen Driving Program which is a pilot project in CVR. Secretary will research and report back to the board.

SOCIAL, Susan Kennedy
1. Nothing to report.

NUGGET EDITOR, Howard Yao/Jim Bauman/Tom Pickett
1. Howard Yao - inquired about donating old Nugget computer. Secretary will contact our charity to see if they would like it.
2. Jim & Tom: November issue coming along nicely.

WEBMEISTER, Susan Angebranndt
1. Nothing to report.

D. OLD BUSINESS
1. We are still in need of a Competition Director.
2. Discussion ensued regarding Nugget printing and distributing, comparing rates for more or less pages per month, how many times per year should we distribute the newsletter, online vs. hard copy.
3. Motion made to propose a total budgeted figure for publishing and distributing the 2003 Nugget, with the Nugget editors to present various implementations at the next board meeting, unanimously approved.
E. NEW BUSINESS

1. At the November board meeting, we will be voting on GGR year end awards.

2. Motion to cancel Time Trial #6 was made. Discussion ensued with regard to the weather predictions at that time, what our obligation to Thunderhill would be if we cancelled, plus all the information the Time Trial Chairman provided in previous emails.

3. Motion to cancel Time Trial #6 approved unanimously.

ADJOURNMENT

There being no further business to come before the Board, a motion to adjourn was approved at 9:45 PM.

The next Board of Directors meeting will be held November 7, 2002 at 7:00 p.m. at residence of Vice President. Call President at 650.341.9020 to add items to agenda.

Respectfully submitted,

Louise Sousoures
GGR Secretary 2002

2003 Board of Directors Candidates

There were four openings on the GGR Board of Directors for 2003, and the board received nominations for three of the positions. No nominations were received for the position of Competition Director.

Jeffrey Williams - Vice President
I have been a member of PCA for 10 years, and have decided to help our club by running for office. For years I have let others make our club successful, and think now is the time to give back to the club. Without our help as individuals, this club cannot provide the exciting events that we all enjoy. Please consider running for office yourself.

Howard Yao - Social Director
Editor of the Nugget for over two years... Helped plan the last two new member socials... I’m a social person ... and a nice guy too!

Chet Bottone - Membership
It’s been a year now since I joined PCA-GGR and I have enjoyed participating in many of the club’s activities. My enjoyment of the club has given me a desire to contribute something back to it. Taking on the membership duties are a way for me to do that. I manage databases for a living and have managed the membership for a large club in the past so I’m confident I can do a good job for GGR.

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Livermore, CA 94550 1-800-745-7005
email racebunch@aol.com
Annual meeting of the Parade Competition Rules Committee

The annual meeting of the PCA Parade Competition Rules Committee will be held on November 15 & 16, 2002. Since I represent Zones 6 & 7 on the Committee, I contact the Presidents of those zones plus other interested parties each year prior to the meeting requesting any suggestions for rules changes they may wish to be considered for adoption. All submissions must be in writing and should refer to the relevant section of the PCR’s and the proposed rewording of it followed by the reasons for the change.

All written proposals from the membership will be discussed fully and those with merit, plus Committee recommendations, will be submitted to the Executive Council and Board of Directors for vote at the 2003 Parade in Tampa, Florida. Rule changes and additions approved at the 2003 Parade will become effective for the 2004 Parade in Ft. Worth, Texas. Certain administrative changes, such as classification of new cars, will be implemented by the Committee without vote as usual.

All submissions should be sent no later than November 1, 2002 to:

Dennis Frick, PCR Chairman
2 Pine Tree Rd. RD #1
New Cumberland, PA 17070
Email: DJFRICK@worldnet.att.net

Is Your PCA Membership Information Up-to-date?

Name, address, telephone number or email address change? Please let PCA National Membership know! Use the PCA web site to update your information:

http://www.pca.org/members/
No, the Nugget hasn’t gone to pot now that there’s a new editing crew. Ron and Judy Davis’ son Sean is simply reading up on Porsches so he knows what to ask for on his 16th birthday, coming up in about 14 years. Start saving now, Dad! (Photo by Ron and Judy Davis).

No, the Nugget hasn’t gone to pot now that there’s a new editing crew. Ron and Judy Davis’ son Sean is simply reading up on Porsches so he knows what to ask for on his 16th birthday, coming up in about 14 years. Start saving now, Dad! (Photo by Ron and Judy Davis).

Ad Nauseum...

Have you ever wanted to see Porsche ads that never made it beyond the concept stage? Our spies at the ad agency came up with a few... we’ll show you some of the “best” over the next few months.

Disclaimer: These aren’t real! We make them up...

Interesting Porsche Facts

Most of the first 50 Porsches produced were sold in Switzerland.

Back in 1973 you could have purchased John Bond’s 1967 911R for $7000. John Bond was the publisher of Road & Track at the time.

The list price of a 959 in 1989 was $230,000.

In its first five years of production, over 100,000 924s were sold.
### Membership...

#### Report for November

New Members: 32  
Transfers in: 7  
Transfers out: 8  
Total Membership: 1742

#### New Members

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<td>David E &amp; Christine Anderson</td>
<td>San Jose</td>
<td>2002</td>
<td>996</td>
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<td>Chad S Beightol</td>
<td>San Francisco</td>
<td>1969</td>
<td>912</td>
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<td>Kenneth S &amp; Ellen Blumenfeld</td>
<td>Los Gatos</td>
<td>2002</td>
<td>996</td>
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<td>Mark J &amp; Rhonda Castle</td>
<td>San Mateo</td>
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<td>CARRERA 4S</td>
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<td>1977</td>
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<td>356</td>
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<td>Mark &amp; Renee Greenstein</td>
<td>Menlo Park</td>
<td>2002</td>
<td>BOXSTER S</td>
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<td>James P &amp; Shirley J McClelland</td>
<td>Walnut Creek</td>
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<td>Sturdy Mc Kee &amp; Kathy Michihira</td>
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<td>CARRERA</td>
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<td>Kim Nguyen &amp; Anson Mah</td>
<td>Mountain View</td>
<td>1999</td>
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<td>Steve H Raffio &amp; Betsy Miller</td>
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<td>Alvin F Wong &amp; Susan Nonaka Wong</td>
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<td>Pat &amp; Karen Moulthrop</td>
<td>Monte Sereno</td>
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32 Years
Thomas M & Gail Edwards  Portola Valley  1967  912

31 Years
Dennis & Charlot Singleton  Atherton  1970  911T

30 Years
Steven H & Tammy Conston  San Jose  1972  914

29 Years
Edward F & Andrea Wuenschel  Redwood City  1966  911
Kerry L & Dorothy Bahl  Pleasanton  1977  911S

28 Years
David E & Judith Ann Colman  Walnut Creek  1970  914/6
Rich & Renee Bontempi  Woodside  1974  914

27 Years
Peter E & Malou Kemling  San Jose  1971  911T
Jerry H Woods  Campbell  1977  924

26 Years
W & Lynne Bell  Woodside  1983  911

25 Years
Richard L & Margaret (Peg) Goerges  San Jose  1965  356C

20 Years
W Jack & Cathy Kuhn  Dublin  1972  911T

15 Years
Dennis & Sandra Allen  San Mateo  1990  911C2
Gordon D & Victoria Wolf  Napa  1980  911SC
Philip & Shirley Moroney  Hunters Hill  1974  911
Ron & Lisa Wicker  Rutherford  1977  911
Michael A Mitchell & Donna Sylvanovich  Fremont  1989  944

10 Years
Jon H Cox & Samyra Vige Cheone  San Jose  1982  911SC
George R Morones  Campbell  1984  911
Evan Williams & Catherine Siemens  Oakland  1972  911
George V Lazarus  Mill Valley  1982  911SC

5 Years
Kenneth & Sharene Virnig  Monte Sereno  1997  911
William Oswald  San Mateo  1969  911T
Tariq Roomi  Sunnyvale  1991  911
Armando P Levy & Tara Kerwin  San Francisco  1979  911
Tobias Olney & Rebecca Cantrell  San Carlos  1970  914
Robert L Dyson & Michael Duffy  Mill Valley  1994  911
Brad Bradshaw  Nazeing Essex  1982  911
Sam Perry & Lise Anne Olson  Menlo Park  1991  911
Ted Hammer & Amy Dodge-Hammer  San Jose  1970  914
Andrew Gorayeb  San Francisco  1973  911
F David Fujimoto  Fremont  1986  944
Harry E Cook & Nancy V Brown  Redwood Shores  1971  911
AtSpeed with GGR

Story by Andrew Forrest
Photos by Jim Bauman

Several members of the Golden Gate Region volunteered their time to help the AtSpeed Motorsports GT3 Team run in the SPEED World Challenge GT Championship.

Ever wanted to see how the big boys run their racing operations but too shy to elbow your way in and hang out? Well a fairly unique opportunity to assist the crew of AtSpeed Motorsports, a SPEED World Challenge GT team at Laguna Seca this past month arose and I, along with a half dozen other club members, signed up.

Owned by driver Bob Miller, AtSpeed Motorsports campaigns two Porsche GT3s, formerly of the European supercup series. The team has a crew chief: Paul Amico, himself a PCA club racer, and two mechanics (Jeff and Jimmy) as well as two other members (Francisco and Dave). The second car, number 13, is driven by Greg Merril.

Paul oversees a volunteer program that creatively addresses the team’s need for additional hands on a race weekend. They solicit helpers for each event from the local PCA region in which they find themselves racing. Although the response is sometimes poor, GGR overwhelmed Paul with its enthusiasm and even though I had volunteered within 9 minutes of the announcement being sent, I was wait-listed!

In exchange for event admission (the coveted "pit pass"), a ball cap and polo shirt with the team logo on them, volunteers help out with a variety of jobs. On this occasion, a four day commitment was required starting on a Thursday and ending on race day, Sunday. Each day had one or two practice sessions (except race day) and we all rapidly fell into a routine. Although there was a lot to do, there was also plenty of down time during which you could watch other practice sessions or races and wander around the paddock getting into trouble. The first thing I noticed on arriving Thursday morning was that the paddock at Laguna Seca looks a lot different when it is covered with trailers and motor-homes. It was a veritable village with multiple tire, fuel and other vendors. The diversity of racing craft and support was impressive too -- everything from a large tent with dozens of tired spec Miatas stuffed under it, to the ultra sweet Audi and Cadillac team trailers.
One of the interesting things about the paddock was the existence of this sort of miniature village economy. Each team opens an account with one of the fuel suppliers and one of the tire suppliers and whomever else they need. Then, whenever it comes time to get some fuel or have some tires mounted, you just charge it against their car number.

I considered myself lucky when, on the first morning Paul handed Chet Bottone and me each a clipboard with a stopwatch attached and forms for recording lap times, tire temperatures and pressures etc. This was the kind of physical labor for which I'm best suited. Before each session Chet and I would verify that the wheels had all been torqued, the driver's seats were in position, the hood and deck lids were pinned, and so on. During the sessions we would measure and record lap times. Each car would come in at least once during a practice session so that tire temperatures and pressures could be measured and recorded necessitating a spry jump over the pit wall and a quick scurry around the car, clipboard in hand. After each session we would refuel the cars, the brakes would be bled, the cars would be cleaned and any mechanical issues addressed.

From my perspective, the cars were incredibly reliable. The team does place a premium on driver confidence however and therefore perform some tasks that a lazier driver (that is me) might not do. Bleeding the brakes between sessions never revealed any problems as far as I could see but was done anyway so the drivers needn't worry. Along those lines, the adage "if it ain't broke, don't fix it" would seem to need updating to include the addendum "but you can replace it!" because after their last practice session before the race, the team elected to replace the front calipers on Bob's car. Wow.

There appears to be a lot of pushing of cars going on in the paddock on the race weekend. It turns out that they're not all broken but are probably just on a trip to the scales for weighing (see this month's Nugget cover!). Since the engines have a very limited lifetime, any opportunity to avoid starting them is taken. Plus, your ears enjoy the break too.

In my opinion, the best jobs involved the team's golf cart. Taking tires to the Toyo trailer for mounting/dismounting or taking the gas cans over to the Elf Racing Fuel vendor. Occasionally we even needed to drive up the hill to take a look at the cork-screw and monitor it for changing track conditions (wink).

James and Jean Ohl were among the volunteers this year although this was not the first year they had assisted AtSpeed Motorsports. Let me say up front these two are cleaning machines. If you've got something that needs cleaning these two are your people. They kept the cars spotless the entire race weekend in addition to helping sell autographed models of the #23 car and initiating the newer volunteers.

Despite our repeated offers to drive the cars the team never budged from their rigid "no volunteers get to drive the cars" policy. I did get a brief ride in one, but only from the pit to the paddock after the race on Sunday. I thought my G50 rattled! The cars were very noisy (as expected) and it was hard to assess the handling squatting where the passenger seat would have been as we threaded our way through the paddock crowd back to our trailer.

In the end, we had a lot of fun, saw some great racing, learned a thing or two and made some new friends. If you're thinking about trying this next year, I would encourage you to do so but remember, when the call comes out you have less than nine minutes to respond.
GGR's John Jeffries advises AtSpeed drivers Bob Miller and Greg Merril on the fast line around Laguna.
Andrew Forrest and Chet Bottone push #23 to the scales.
Classifieds - Sell or find Porsche products and paraphernalia. Send or e-mail your ad to the Editor before the 10th, to be published the following month. 35 words max ad. PCA members only, please include your PCA number. Ads will run as space permits. Ads may be edited or rejected at the discretion of the Editor. Please inform us if items have sold or ad needs to be revised. Ads can also be placed on the GGR Website:

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Porsches For Sale


1977 911S Targa. Project car, 143k miles. Top end rebuild @ 133k. Blk int. 15x6 fuchs. Sending unit developed a leak and car has sat idle for 9 years. Needs attention.$4900/bo. Contact Joe Guerra at jojac99@aol.com or 408-226-2010.

1984 944. 5 speed, Guards Red/Tan leather, ps, pw, power sunroof, garaged, 134 k mi., original clutch, excellent inside/out, $4000. Contact Simona Goldstein at simona_g@hotmail.com or 408 394-4956.

1970 914-6 #9140432196. 3500 miles on complete restoration. 2.7 with side shift transmission, SS headers with heat. New brakes, tires, 7x15 Fuchs, custom pearlescent blue paint. Fast, fun daily driver. $25000 OBO. Thor Hanson (415)898-6474.


1988 924 S. 2-owner car, blk w/gray cloth int, sunroof, 82k miles, exc. cond., all records from new, A/C. Must sell quickly. $4950 OBO. Contact Neil Pack at snpacs@aol.com or 925-944-3774 or 925-671-7152.

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2001 996 C2 Cabriolet. Silver/Black. 7k mi. Tip, power seats, heated seats, litronics, hard top, windstop, garaged. $74,500. Contact Jon Ewanich at jon@silicon-value.com or 650-390-0159.

1978 Porsche 911SC Targa. 133K, Petrol Blue/Full leather blue interior, all stock, Spackmann/GD Racing maintained. All records, never smoked in or driven in rain. A CLEAN, covered & garage kept never wrecked car. LOSS OF storage space forces sale, just had $1000+ work at GD...$12,950. 650.377.7112 pager days.

1990 944 S2 Cabriolet. White/blue int. 77k mi, great cond. 17" Technology whls, serviced by Bauer. $14,500. Contact John Crittenden at 510.655.5655 or jcrittenden@cooley.com

1973 911. 3.6L, Carrillo rods, Haltech, MSD, headers, oil coolers, custom gears. Quaife, RSR clutch, Tiltron starter, RS style body, still street legal. $30,000. Contact Jim Hayes at 775.857.1960 or jimsue911@aol.com

1974 914-6 Race Car. 3.4L twin-plug, 325hp/1850lb, 915 trans, big brakes, full race, everything fresh. $34,000 obo more details if truly interested. Contact Lloyd DeMartini at 925.606.8543.

1988 911 Carrera Targa. Marine blue/blue lthr, vg body/paint. 120k mi, eng strong & dry. $23,000. Contact Chris at 707.585.1065.

Parts & Miscellaneous

CARAVAN TO FLORIDA! Anyone interested in caravanning to the Florida parade please contact Ron Halfhill, 1-800-595-0235 or verdant1@pacbell.net

Auto-X tires & wheels (4) Boxster 16x6 wheels with Toyo tires. used only for two DE on an unflared 914-6, lots of tread left. $650 for the set Contact Cris Huergas at rgruppe911@hotmail.com or 510 523-7763.

Five 356 wheels w/tires. Set of five 4.5 x 15 steel wheels with never-used Dunlop 195 tires. Tires w/wheels $350 or just the tires $225. Contact Gary Schultz at garyz@pixar.com or 510/752-3077.

73 911 IROC Whale tail w/grill & clear plastic extension. Excellent.$300 Contact Gary McNair at GMTRACKMAN@aol.com or 707 252 2363.

Handpainted Center Caps. Hand painted center caps; fit Fuchs or Cookie Cutter wheels. $150/set + $6 shipping. Send email for pictures and any questions. Contact Steve Rosenzweig at 510.701.8998 or steven_rosenzweig@yahoo.com.

964 G50 Limited Slip. Rebuilt factory LSD. New disks, fine spline. $800 obo. Mahle 3.3L Piston/Cyl Set. 20k mi in excl cond, all within factory specs, nothing wrong, I'm just going bigger. $800 obo. Contact Rick Drain at 650.367.9926 or gr@ricks-cafe.com

911 Parts. 15mm/15mm early 911 sway, cad plated hdwr, blk bars, concours cond, $300. Momo Prototipo 13.6mm steering whl, rare, $275. Contact Cris Huergas at 510.595.2250 or gr@ricks-cafe.com

911 Wheels & Tires. Gotti 8. 5&10.5x15 w/ 50% Hooiers, $1,000. Etoile 9&11x15 w/ 50% Yoko AVS, $1,000. Excl cond. Contact Ron at 408.246.5851

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Open Trailer Wanted for pulling 914 to autocrosses. Contact Rob at rob_ways@mindspring.com or 408.370.7842.

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Design 90 Wheels. Need one pair. These were "winter wheels" are 7x16 w/ 55mm offset. Contact Ken Mack at 408.268.4369.

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