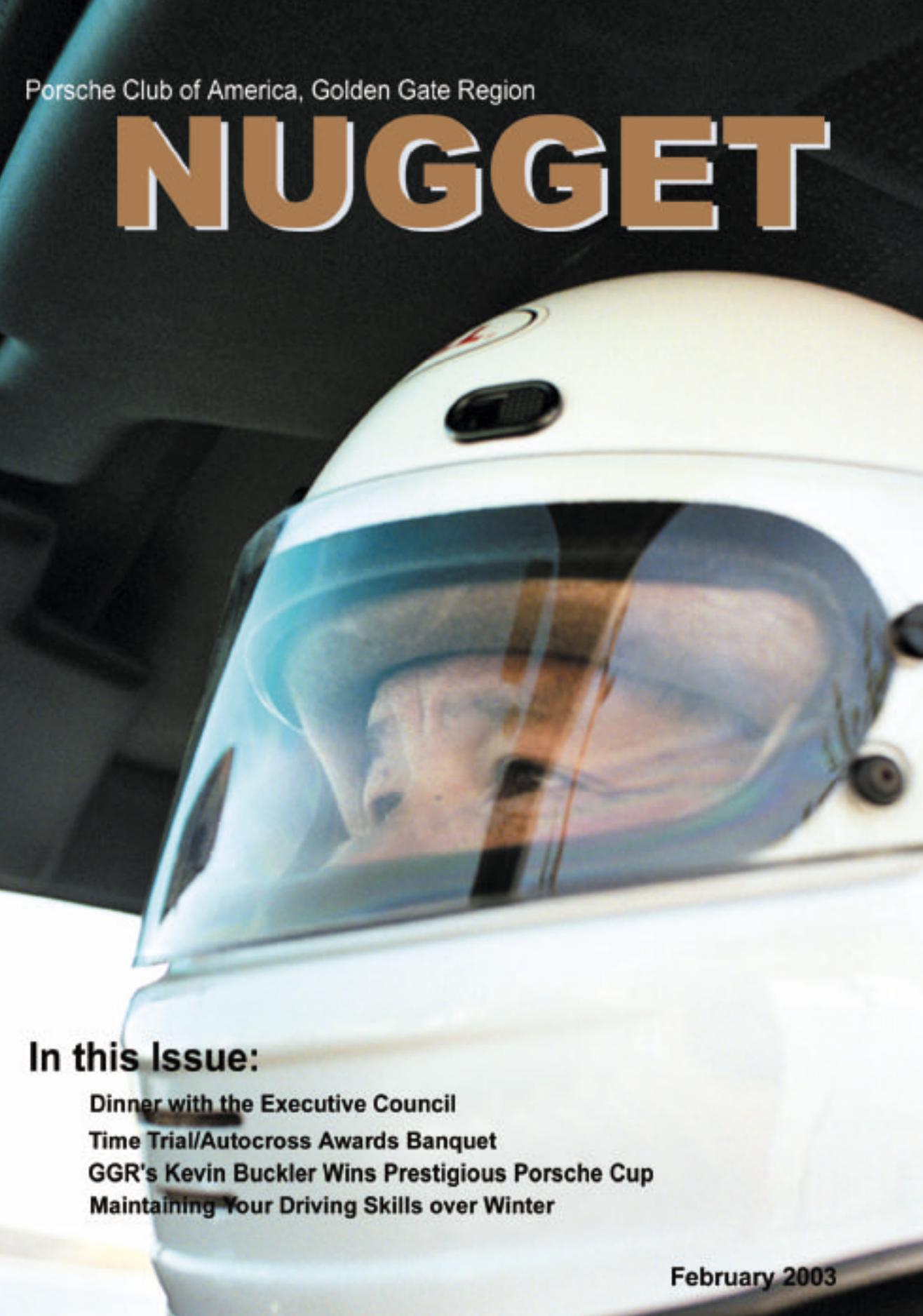


Porsche Club of America, Golden Gate Region

NUGGET



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Maintaining Your Driving Skills over Winter

February 2003

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The NUGGET



February 2003
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or the Zone 7 website at <http://vista.pca.org/zone7>

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Cover: *Dave Leong (Enthusiast of the Year) concentrates as he prepares to race in a GGR Time Trial. See page 11, 12, and 13 for more on the GGR Awards Banquet. Photo by Tom Pickett*

The opinions are those of the authors and do not necessarily represent those of the Golden Gate Region PCA. The Editor reserves the right to edit all contributions. Business and classified ads are provided for the convenience of the membership and is not an endorsement from the GGR. GGR cannot take any responsibility for the quality of the products or services provided.

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I want to say "Thank You" to all who sent me cards, emails, and telephone calls regarding my December surgery for repair and fuse the herniated disks in my neck. The surgery went fine and I'm well on the road to recovery. The worst thing about recovery is the awful neck brace I

have to wear. But, according to the doctors, I should be able to start "driving" (as opposed of using the Boxster for transportation) my Porsche later this year. Now all I have to do is to talk Jean "How Much?" Ohl into letting me get another autocross and time trial Porsche.

Have you ever noticed those people picking up litter along California's freeways? If they are wearing orange hard hats, they are performing "judicial community service." A clue may be the armed guard keeping a watchful eye on these individuals. But, just like in the 1950s cowboy movies, good guys wear white hats. GGR needs volunteers to help with GGR's Adopt-A-Highway program. About six times a year, starting at 9:00 am in the parking lot at the Woodside Road exit off Hwy. 280, GGR members' pick up litter between Woodside and San Hill Roads on Hwy. 280. The litter

pick up normally takes about 3-hours on a Saturday morning and is never performed in the rain or on a three-day holiday weekend. GGR has been doing this volunteer community service effort for over 10 years. Thanks to CALTRANS, we have all the needed equipment such as gloves, "pickers", bags, white hard hats, etc. We have a small cadre of volunteers, but more volunteers are needed. Quite frankly, without more volunteers, GGR may have to drop this program. Please check the GGR website (www.pca-ggr.org) for the next scheduled Adopt-A-Highway or call Jean Ohl at 650-341-9020 for more information.



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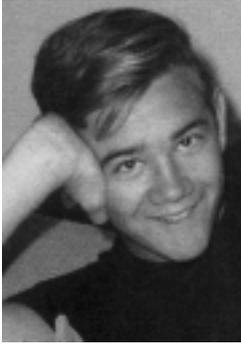
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Two for the road...

Jim Bauman
Tom Pickett



When I was younger than I am now, about the time I was in my first two years of college, I worked as an auto mechanic. I worked at it for several years in service stations (they called them that because at that time you got service with your ethel), and I learned a lot about cars. I even got on TV because a friend of mine and I rebuilt his Volkswagon engine in his

Dorm Room at San Jose State.

So when I decided to buy new seats for the formula P car (that would be my stone-stock cab) I figured "Hey, no problem, I'll just buy all the bolts and mounts and toss 'em in there." Uh-huh, that's how it works.

Now mind you, I haven't done anything weird, like throw my parts away (who would do that???), but I haven't yet gotten those seats into the car either.

There seems to be a basic problem, which frankly I should have figured was going to be the case—I mean the seats are Italian (Sparco), the base plate is from the UK. The car is German, and I'm half French and German. A dangerous combination. The bolts are from China...

I have made 1000 trips to OSH now, and currently own at least one of every metric bolt they have. The bolts I found that fit the seat and the sliding tracks, have too large a head and block the slide. The ones that I tried to use on the OEM seatbelt mount do not fit.

That one bolt is of a previously unknown size: I can get 12 mm bolts, I can get 10 mm bolts but I think this one is 11mm. You can't buy 11 mm bolts at OSH, or at Cragan, or at Grand Auto, or at Pep Boys, or for that matter Anderson-Behl. You can probably buy them in Milan.

I'm thinking about getting a big white trash bag and...

One of my car projects for the winter was to replace my old, sloppy, worn out 915 shifter. I knew it was time when I found myself steering with my knees and using two hands to "coax" the shifter from third to second.

Replacing a shifter is not a particularly difficult task, but I decided to leave it to my mechanic while he did some other work. And, to save money, he suggested I could remove the center console myself. Piece of cake, I thought... and actually, it was pretty simple.

Just to be different this time, I decided to exercise some "parts discipline." You're know, label connectors, keep all the nuts and bolts together in a baggie, and then keep everything in one big container, ready to reinstall once the new shifter is in place.

So, all went as planned - the console came out with no difficulty. I labeled the connectors, put all the nuts and bolts together in a baggie, then placed the console and some other parts in a big white plastic trash bag. It was going to be so simple to put it all back together.

While I don't have any specific recollection of placing the mysterious white bag in the trash container on garbage day (it was the day after Christmas), I'm sure that's what must have happened - perhaps I can blame the eggnog, or perhaps Pickett's vintage port. Thanks to our friends at Parts Heaven, I replaced the most important parts. You ever been to Parts Heaven? Parts everywhere!! And, fortunately, they don't store them in white trash bags.



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Dinner with PCA's Executive Council

Please come join PCA's Executive Council for an evening in San Francisco. Before dinner, you will have the opportunity to speak with the various PCA Council members. After dinner, the group will then hear from the "top" regarding proposed improvements and the future direction of PCA.

When: Saturday, April 5th, 2003

Where: Neptune's Palace

Pier 39

San Francisco

Time: Cocktails (no host bar) 6:30PM

Dinner 7:30PM

Price: \$42.00 per person

Choices for dinner are Aged New York Steak with peppercorns and garlic butter, Chicken Breast Roulade with spinach, goat cheese and red peppers or Broiled Fresh Salmon Filet topped with three citrus hollandaise. All dinners will include house green salad, fresh San Francisco sourdough bread, fresh seasonal vegetables, rice pilaf or herb roasted potatoes, white/dark chocolate mouse cake and coffee/tea/water. Parking is available at the Pier 39 Garage and the restaurant will validate for three hours.

For those wishing to stay in San Francisco that evening, a block of rooms has been reserved for PCA members at the Tuscan Inn. This is just blocks away from the restaurant and central to all Fisherman's Wharf attractions. Room rate is \$129 plus tax. Please contact the Tuscan Inn directly at 800-648-4626 (mention you are with PCA) to reserve your room (or email to suzanne.hee@tuscann.com). This block of rooms and special rate is available until March 14th, 2003.

For reservations or more information, please contact Mike Lommatzsch at 408-369-1515 (5-9PM) or mpl@ix.netcom.com. Dinner reservations and checks should be made out to PCA-LPR and mailed to Mike Lommatzsch 14655 Bronson Avenue San Jose, California 95124. A confirmation and directions will be mailed upon receipt of your check. Deadline for dinner reservations is Monday, March 31st, 2003.

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Dan's Drive...

Dan Thompson
Competition Director



I hope many of you had the opportunity to attend the annual Activities Day meeting. We will have a very large number of competitive and social events to attend in 2003.

Please send in any changes you would like to see for the next edition of the GGR rule book for

Time trial and Auto X. I want to get the process started very early this year. I would also like to hear from drivers of newer Porsches. In particular 993s, 996s and 986s who participate in Time trials and Auto X. I need your input for possible rules changes and updates since our current rule book was originally drafted before these cars were in existence! All of the rules governing these cars were added as these cars came into being. Some of the rules regarding wheel and tire sizes, MO30 suspension, brakes, PSM, need to be addressed for stock and improved classes.

I would also like input regarding the yearly updates concerning displacement, horsepower and torque increases and how they effect overall results, if at all. Just drop me an email with some of your experiences and observations at our competitive driving events over the last couple of years and how you would like to see rules amended or changed. This includes the twin turbo and GT2 drivers.

Our first driving event of the year should be the beginners auto x school on Feb. 20, followed by our first auto x March 1, and our yearly Drivers Ed event on March 14 and our first time trial of the year on March 15-16. The Drivers Ed event is a great way to try driving your Porsche on a Race-track with excellent instruction without having to make any modifications to your stock car. Be sure to check the schedules on the GGR website or in the Nugget.

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GGR Event Calendar



When	What	Where	Who	Phone	Email
February					
6	Board of Directors Meeting Starts at 7:00pm	The Carvery, 1297 Chess Dr. Foster City (just off 92)	James Ohl	650-341-9020	jamesohl@attbi.com
8	Time Trial Tech Session	Kahler's, 6117 Dougherty Rd. Dublin, CA	Jim Calzia		jcazia@usgs.gov
21	Friday Night Social 6pm - 9pm	The Carvery, 1297 Chess Dr. Foster City (just off 92)	Howard Yao	650.652.5775	hly5@yahoo.com
22	The Fast and the Curious Beginner's Autocross School	Alameda Naval Air Station	Howard Yao	650.652.5775	hly5@yahoo.com
March					
1	Autocross # 1	Alameda	David Leong	925.362.2431	david@dleong.com
1	Time Trial Ground School	Milpitas Round Table	Gary Dorigi		gdorigi@attbi.com
14	High Speed Driving School (date tentative)	Thunderhill Raceway	Chris Murray	510.538.3800	drchris@hotmail.com
15-16	Time Trial (date tentative)	Thunderhill Raceway	Chris Murray	510.538.3800	drchris@hotmail.com
21	Friday Night Social 6pm - 9pm	The Carvery, 1297 Chess Dr. Foster City (just off 92)	Howard Yao	650.652.5775	hly5@yahoo.com
22 & 23	Zone 7 Autocross, Red- wood Region	Charles M. Schultz Sonoma County Airport Santa Rosa, CA	Patrick Carroll	415.898.9539	patrick@scouteengi- neering.com
29	Autocross # 2	Alameda (tentative)	David Leong	925.362.2431	david@dleong.com
29	Time Trial Ground School	Milpitas Round Table	Gary Dorigi		gdorigi@attbi.com

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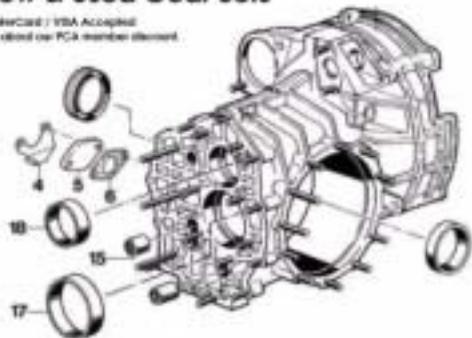
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Kevin Buckler Wins the Porsche Cup

By Ed Shih

After a monumental year, Kevin Buckler (The Racers Group) is awarded the Porsche Cup. In a year that began with the modest goal of fielding a more competitive racing program, it is an incredible achievement to win this most prestigious of awards.

Kevin has been on the racing scene for many years but in the past always on a lean and mean budget. In 2001 Kevin and his partner Mike Schrom decided that they wanted to field a more competitive effort in 2002. From that decision the course of history was changed (well at least Kevin's history).

They knew that to be competitive at the highest levels they would need the best equipment, the best support team that they could assemble and the best drivers that they could attract. For the equipment they added a new 2002 GT3 RS. For their support team they drew on people that they knew from across the country. With this commitment of talent and resources they approached Porsche for drivers and the factory committed the talented pair of drivers Timo Bernhard and Jorg Bergmeister. With their team in place, funding from sponsors Suncoast Porsche, Monster Cable, Thalists.com and Rennlist and

a lot of hard work, the team went on to the class win at the Rolex 24 at Daytona.

The finishes in the next two races were less satisfactory, fourth at the Grand-Am race at Homestead and a DNF due to a collision at the first ALMS race at Sebring. The team would however weather these disappointments to rally to a first in class finish at the Grand-Am race at Fontana. This would be the start of a long streak of podium finishes for the team



At about this time the teams' application for the 24 Hours of Le Mans was accepted. So in addition to the ALMS and Grand-AM schedules they now had to provide resources for two trips to France, the first for the qualifiers in May and the second for the race in June. Logistically this presented a problem as in between these two trips they had to be at the ALMS race at Sears Point. How were they going to get the car back and forth? The solution: they bought another car from the factory and had it delivered to Le Mans for the qualifiers. So with a fresh car, factory driver support with Lucas Luhr and Timo Bernhard and additional sponsor support from mail2web.com and Rennlist.com they were able to put forth an outstanding effort that culminated in the class win at La Sarthe.

In all the team finished the year with six podium finishes in ALMS with class wins at Mid-Ohio and Mosport, two class wins in Grand-Am at Daytona and Fontana and the class win at Le Mans. For the year they had a total of thirteen podium finishes. This record of consistent high finishes earned Kevin and his team the Porsche Cup. Teammate Michael Schrom finished second (the first time two teammates have finished 1-2) and teammate Brian Cunningham finished seventh (the highest ever average team rank). Kevin is also the first person ever to finish first in class at Daytona and Le Mans and win the Porsche Cup in the same year.

Congratulations to Kevin and his team for an outstanding effort in 2002. I think we can expect more of the same in 2003.

GGR Time Trial & Autocross Awards Banquet

by Tom Pickett, Photos by Jim Bauman

The Golden Gate Region Time Trial and Autocross Awards Banquet was held Saturday, January 11, at the Black Diamond Brewing company in Walnut Creek. The capacity crowd met to award trophies for Time Trialing and Autocross, and to hand out the annual awards for service to GGR. Entertainment was provided by Chris' attempts to come to an agreement with the microphone. For some reason it wouldn't work for Chris, although it seemed to work for everyone else...

Autocross and Time trial legend Dwight Mitchell and his wife Linda attended and gave out information on CRAB the annual Dungeness crab fest put on by SVR. The Mitchells invited GGR members to come and enjoy the camaraderie and the crab in Sacramento.

During the evening, a video made up of the various Time Trials, autocross, and the Club Race, was shown. This video was created from nine hours of material by Dave Dunwoodie. It was an incredible!

Thanks went out to Chris Murray and Patty Stark for their efforts in putting the banquet on for the region—this took a lot of effort, and it resulted in a great night of enjoyment with other Porsche people. Chris thanked the team that has helped him put on the Time Trial series this past year.

During the course of the evening plaques were awarded for the drivers who placed during the year in either Time trial or Autocross. These awards are listed on the GGR website, but one of the them sstands out: Donna Silvonovitch and Mike Mitchell both won 1st in Z class Time Trialing, but it should be mentioned that Donna beat her husband in two events in a row using their new car.

The Neidel family presented the family of the year award to the Murray family. This award is for the family that gets most involved in GGR activities during the year; not just the members but the whole family.



Masuo Robinson receives the award for Best Racing Event of the Year.

Larry Sharp received the award for the Social Event of the Year, for organizing and leading a trip to Death Valley, while Masuo Robinson received

recognition for the GGR Club Race at Infineon. This took a lot of effort and organization and resulted in a great success for GGR. Congratulations to both Larry and Masuo!

Enthusiast of the Year honors went to David Leong for his unceasing efforts to organize and stage the Autocross series.

Larry Sharp presented Chet Bettone the award for New Member of the Year.

Chet joined this past year and jumped right in and has assisted the club from the befgining. To top it off this year he ran for Membership Chairman on the Board of Directors!

The Don Lang award goes to a person who has rendered all-around assistance to the region. This year the Don Lang award went to Bill Benz for his untiring efforts in behalf of the club.

Pages 11 and 12 cover the banquet in pictures.



The Niedels present the GGR Family of the Year Award to the Murrays

Left to right, Caitlin, Alana, Pam, Sharon Neidel, George Neidel Taylor, Shirley Neidel, Chris Murray



Dwight and Linda Mitchell enjoy the excellent food provided by the Black Diamond



Chris Murray awards Bill Benz the Don Lang Award



George Niedel (R) presents Larry Sharp with the award for the Social Event of the Year

Next Year's Time Trial Theme: Viva Las Vegas!!





Chet Bottone, GGR New Member of the Year



Dave Leong, Enthusiast of the Year



The Seidels enjoying conversation before the party



One of the hazards of holding a banquet at a brewery...



**GOLDEN GATE REGION
Porsche Club of America
Board of Directors
Meeting Minutes**

CALL TO ORDER

The meeting was called to order at 7:25 p.m. on January 9, 2003, at The Carvery, Foster City.

Board members present were James Ohl, Jeff Williams, Louise Sousoures, Chet Bottone, Dan Thompson, Ken Park, Howard Yao, Nugget Editors Jim Bauman & Tom Pickett. Also present were Jean Ohl, Judy Williams, Pam Park, David Leong, Chris Murray, Jim Calzia, Henry Watts and Larry Sharp.

A. APPROVAL OF MINUTES

The Minutes from the Board of Directors Meeting December of 2003 were unanimously approved as amended.

B. POSTMORTEM OF EVENTS

1. Toy Drive – well attended.

C. DIRECTORS REPORTS

PRESIDENT, James Ohl

1. Received from National results of election; all that ran were elected, all proposals passed.
2. Deadline to enter member for National Enthusiast of the Year is May 1, 2003.
3. Discussed red book and its guidelines.

VICE PRESIDENT, Jeff Williams

1. Calendar Changes: Based on latest from Tim Fleming, Zone President's meeting on January 18th, not 11th. Calendar is tentative at this time.
2. Has insurance ordered for tech sessions at Ken's and Kahler's, will order for the other two.

TREASURER, Ken Park

1. Submitted report.
2. Distributed first interim P&L for 2003.
3. Received Time Trial budget tonight from Time Trial Chairman
4. Will be forwarding the year end to Olen Creech for taxes.
5. Treasurer's report approved unanimously.

MEMBERSHIP, Chet Bottone

1. There were 21 new members this month; transfers in, 2; transfers out, 6. Motion to accept New Members was approved unanimously.
2. Would like to propose an event at a go-kart track, would be willing to organize.

COMPETITION, Dan Thompson

1. We have 20 hard copies of the rule book. It is posted on web site and downloadable.
2. Has PAX index for upcoming season for autocross.
3. Received budgets for awards banquet for January, 2003.
4. Treasurer and Time Trial Chairman both presented to the board the year end financial results for the Time Trial series for the year 2002.
5. Discussion ensued regarding the 2003 budgets for the upcoming events including the newly submitted Time Trial budget. Motion made to approve the Time Trial budget tentatively, to be revisited after each Time Trial, was approved unanimously.

SECRETARY, Louise Sousoures

1. Nothing to report.

SOCIAL, Howard Yao

1. Submitted budget for student autocross school for Feb 22. Motion made to accept budget was approved unanimously.

NUGGET EDITORS, Jim Bauman & Tom Pickett

1. Coming along with Nuggets.

WEBMEISTER, Susan Angebrannt

1. Nothing to report.

D. OLD BUSINESS

1. Membership Directory: Former Membership Director will complete for 2003 and will be ready by end of January.
2. Competition Rule Books: Discussed previously.
3. Close out 2002 Financials: Discussed previously

E. NEW BUSINESS

1. Activities Day is the 19th of January at 1:00 at The Carvery in Foster City.
2. Zone Presidents' meeting is the 18th of January; Vice President & Secretary will attend for the President.
3. Post office delays regarding the Nugget: Post Office has committed to deliver the Nugget to all members within seven to ten days from receipt. Nugget Mailing crew will track.
4. Red Book: Discussed previously.
5. 2003 budgets: Discussed and submitted.
6. Hank Watts gave presentation to the board regarding instructor incentives. Some discussion ensued about possible alternative incentives for instructors and ways to implement. The board will take the matter under advisement, to be discussed at the next board meeting.



ADJOURNMENT

There being no further business to come before the Board, a motion to adjourn was approved at 10:00 PM. The next Board of Directors meeting will be held February 6, 2002 at 7:00 p.m. at The Carvery Restaurant, 1297 Chess Drive, Foster City, Calif. Call President at 650.341.9020 to add items to agenda.

Respectfully submitted,

Louise Sousoures
GGR Secretary 2003

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Livermore, CA 94550 1-800-745-7005
email racebunch@aol.com



Friday Night Social

People are creatures of habit, so the first thing that I wanted to announce is that there have been some changes to our Friday Night Socials. Instead of the second Friday of each month, it is now on the third Friday of each month. Instead of Round Table Pizza, it is now at the Harry Hoffbrau's Carvery in Foster City. Right off the 101 and the San Mateo Bridge/92 Freeway, I think Foster City is a good central location for the club – and we definitely need more sausage and sauerkraut in our diet! So I hope to see the usual suspects out there, as well as some new members. Remember to check the calendar for any special programs that may be offered during some of the Friday Night Socials.

Karting

Over the holiday season, it's been a busy time of year. On December 23rd, Larry Sharp arranged an impromptu race at the new Le Mans Karting facility in Fremont. The people that didn't have to work and came out to play that Monday were:

- Larry Sharp
- Lloyd DeMartini
- John Seidell
- Harold Williams
- Susan Angebrannt
- Mike Mitchell
- Donna Sylvanovich
- Bob Gardner
- Marianne Gardner
- Howard Yao

There was a warm-up session, a qualifying heat, and then the actual race itself. The course was freshly painted, so the tires gripped extremely well, resulting in some very fast driving. In between the fast driving was a lot of bumping, nudging, and some all out pile-ups – a lot of not-so-clean fun. Look forward for Larry organizing a similar event, but bigger and better. He promises to give everybody more than 3 days notice!!!

Dr. Howard makes housecalls

President James Ohl underwent spinal surgery on December 12. He was going nowhere anytime soon, so I thought I would drop by and pay him and Jean a visit. Being the cruel person I am, I brought my camera to document him in his pathetic state of recovery.



GGR President James Ohl and Jean relaxing with the latest in turtleneck fashion...

I was disappointed – he was recovering great and was in good spirits. The only problem is that James has to wear an annoying neck brace, so he can't sit or sleep (or shave) too comfortably, but overall, he is in fine shape and should be leading our Board meetings with no delay.

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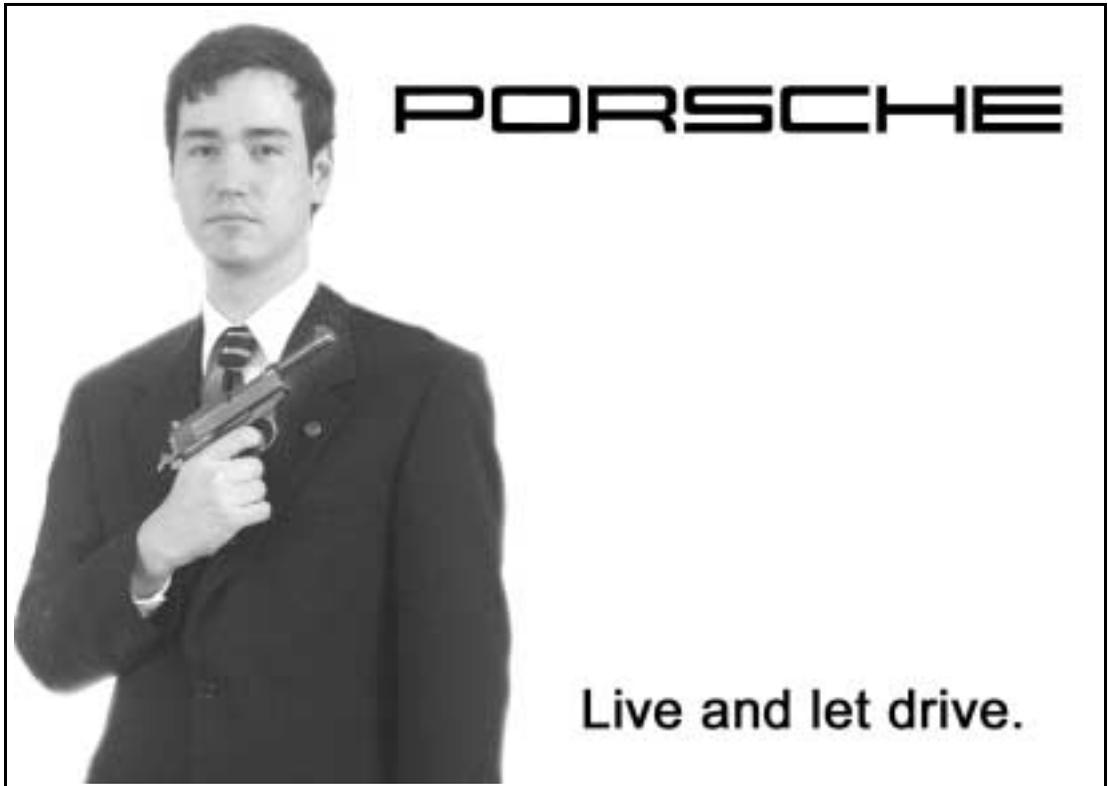
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Under the hood...

Ad Nauseum...



Disclaimer: These ads aren't real... we have nothing better to do with our time, so we make them up.

Interesting Porsche Facts

- The 2003 GT2 is 10 percent more powerful than a 2003 911 Turbo.
- The 2003 GT2 accelerates from 0-62 MPH in about 4 seconds.
- The original Porsche 911 (901) design was sold for three years in the US (1965-1969). In 1969 the design wheelbase was stretched.
- After the wheelbase stretch, the original Porsche 911 platform was sold for another 20 years!
- In 1988 the Mooney Aircraft Company introduced the world's first and only Porsche powered airplane: the Mooney PFM! It was slower than the other Mooneys and didn't sell...



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Winter Driving Practice

by Dean Thomas, GGR Contributing Editor

So you want to go faster? You want to improve your standings in the autocross series – move from the middle to the front of the pack? Maybe competition driving isn't your thing but you do want to get more enjoyment out those spirited drives up Mt. Tam in your Porsche? Well, you can start right now. I know what you're thinking – there aren't any autocrosses or Time Trials till March and driving fast on public roads is irresponsible. You're right. But there are several other things you can do during the "off season" that will have you driving better by the time the rain stops in the spring.

I'm a big believer that in order to effectively move to the head of the class in competition driving, even at the club autocross level,

you need to understand the physics associated with a car driven at the limit. So, my first recommendation is to improve your knowledge surrounding vehicle dynamics.

There are many good sources including our very own Hank Watts' "Secrets of Solo Racing". Another book that I highly recommend that you spend time with is "Going Faster" by Carl Lopez and Danny Sullivan. This is the textbook for the Skip Barber driving school and it does, in my opinion, a wonderful job at focusing you on the things that are most important to faster laps: the proper line and corner exit speed.

If you show up at the first autocross (or better yet, the two day autocross school) with a better grasp of how your control inputs affect weight transfer and how, in turn, weight transfer affects grip, you will be light years ahead of most your fellow drivers. This will also make you a safer driver, as understanding how your car will react to your inputs better prepares you to react should your car ever lose grip and begin to slide.

My second recommendation requires you to get out of the house and behind the wheel. No, I'm not going to tell you to test out the theories of driving at the limit on Rt. 1. Instead, I'm going to suggest something seemingly simple, yet very effective: Drive "the line" everywhere you go. That's right, everywhere you drive, concentrate on three very important skills: looking ahead, finding the "proper" line and placing your car accurately on that line. Whether you are driving the SUV to the mall or you are enjoying a leisurely afternoon drive on Skyline with your Porsche, try to look as far



ahead on the road as you can. This gives you a second or two to determine what the biggest arc through the upcoming turn is. The reading you've already done will help you determine what the right line is, and

driving it will help you to make placing the car accurately on the road second nature. This doesn't mean that you have to straddle the double-yellow line (turn in) and then clip the curb (apex) as you're turning into the school parking lot to pick up the kids, but decide where the turn-in, apex and track out points are and then DRIVE TO THEM.

Even within a single lane on a narrow two-lane road or on the highway, it makes a big difference to place your car to one side of the lane or the other on turn in, at the apex and track out. Practice placing your car within the lane to a precision of inches, rather than feet. The highway is one of the most difficult roads to master because the turns are often so long that resisting the urge to turn in towards the apex too soon is very hard to do!

So far, if you've done your homework and now know both the importance of driving the right line and how to determine it AND you've gotten a lot of practice sighting the line and then driving it accurately, even at normal speeds on the road or highway. Now it's time to step it up a notch and partake

of the ultimate driving instruction tool: indoor karting.

If you have not discovered SpeedRing in Santa Clara (www.speedring-karting.com) or the just-opened LeMans Karting in Fremont (www.lemanskarting.com), you're missing out on a lot of fun and an incredible driver-training tool. You'll quickly discover why your average 914 driver is so darn good. It is because when you don't have much power at your disposal, you get punished horrifically for being inaccurate with your line or late with the throttle. And nothing makes you learn faster than punishment!

The karts only have about 8 horsepower, but their tires stick like glue. You are rewarded handsomely with quick lap times when you drive the right line, brake early and get on the throttle before the apex. If you brake too late and come in too hot, are forced off the line and scrub off speed, you spend the next two turns trying to get back up to full speed. And because every single lap time is recorded for you automatically, you can try different lines and techniques and immediately measure their effectiveness.

To learn a lot from the karting experience, I recommend that you have a game plan for the different techniques you will experiment with during each 10-minute session. Just like in autocrossing, if you go out worried only about your lap time and you drive too aggressively, you won't gain much from the experience.

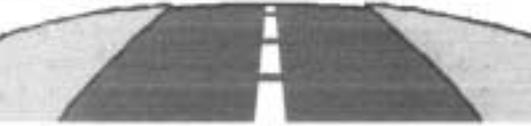
Try a couple laps concentrating very hard on the line and your corner EXIT speed. For the remaining laps, throw caution to the wind and just drive as hard as you can. Don't think about the line so much as seeing how late you can brake for every turn. Then, compare your lap times on the time sheet ... it should be enlightening. Maybe there is something to this whole "line" thing?!?

If you want to go faster and be a better driver, you have to work at it. Practicing your driving skills during the 8 minutes of seat time you're likely to get at an autocross won't be enough. I hope some of these tips help you out in preparation for this season and/or increase the enjoyment of driving your Porsche every day. If they do, please let me know! If not, I'd like to hear that, too.

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Membership...

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Report for February 2003

New Members:	21
Renewals	115
Non-Renewals	42
Transfers in:	2
Transfers out:	6
Total Membership:	1738



New Members

Steven V & Michelle Bernard	Los Altos	2003	986s
Linda M & Kevin Clark	San Francisco	1996	911
David A Ferlauto	Mountain View	1969	912 Coupe
Joe & Pat Garner	San Francisco	1988	911 Targa
Brad & Kristina Hansen	San Carlos	2002	996 Turbo
Robert D & Christi Hilton	Pleasanton	2001	Boxster
Leland F & Dana Johnson	San Jose	1973	914/4
Floran & Larry Kepic	Pacifica	2002	Boxster
Paul S Krause & Rodney Lee	San Francisco	2002	Boxster
Vincent J Marino	San Jose	2000	Carrera Cabriolet
Andrew Mayhew & William Jonesi	San Mateo	1973	914
David R & Robin Minor	Tiburon	2003	Boxster
Vincent Mulroy	Kentfield	1965	356 Coupe
Alex Ross & Joan Wood	San Jose	2001	996 Turbo
Bryan K Sheehan	San Francisco	1970	911T
Steve A Silva	San Carlos	1970	914-6
Robert H & Rita Splan	San Francisco	1963	356 SC Coupe
Mark R & Janet Szelenyi	San Carlos	1986	996 Carrera
Jim L & Linda Tabor	Pacifica	1973	914S
Edward N & Barbara Eschbach	San Francisco	1992	964 C2
David & Linda Studley	Sunnyvale	1987	944

Transfers In

Demick & Jennifer Boyden	Union City	1974	914
Konstantin Ovodov	San Francisco	2003	911/996

Anniversaries

James H & Claudia Fleming	Phoenix AZ	35 Years
Ronald L & Molly Olive	Portola Valley	35 Years
Charles R & Snookie Arolla	Santa Clara	20 Years
Carlos Yi & Hou-yin Ma	Foster City	20 Years
Geoffrey Alexander	San Jose	10 Years
Gene & Patricia Kindred	Morgan Hill	10 Years
Steve & Christine Meacham	Sonoma	10 Years



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<http://www.pca-ggr.org/marketplaceads.html>

Porsches For Sale

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1978 911SC Targa 3.0 130K. ALWAYS garaged and covered, 2 owners, Petrol Blue/Sky blue full leather-sport seats, 7's/8's, all factory options. Just serviced (\$1000+) @ GD Racing. have e-pics. Contact JC at xrtt750@yahoo.com or 650.377.7112 pager.

1991 911 Cabriolet Dark blue/blue top, tan leather, stick, 128k, cup 16" wheels, recent tires, very good cond, AM/FM/CD. 3rd owner, garaged. \$28K Contact Peter Engler at peter.engler@right.com or Day 415.263.4226.

1986 944 Turbo Silver/blue; linen interior; phone dials; clean and well-maintained; 3rd owner; 152k miles (daily driver); CD, radar detector; recent preventative maintenance; \$4000. Contact Brian Daniels at daniels_brian_j@yahoo.com or 408.962.2013.

1970 914-6 All numbers match, Serial #9140432167, 2.0 Liter Engine #6405423, Transmission #7502187 Type 914/01, PCA member 3rd owner, Too much recent work to list. \$16,000 Contact Jon Watkins at jonwatkins@mail.charter.net or 304.345.1959.

1984 911 Factory Turbo-look Cabriolet with Kardex and complete records. Paint to sample blue with blue top and interior. Full leather, sport seats, LSD, Alpine/ADS stereo, 65K miles. Contact Josh Ofstein at jofstein@hotmail.com.

1977 911 Turbolook, black/black Recaros, flares, tail, CD, clean, 3.0 later year motor, harness bar, gauges turned, \$12,000 invested. Trade for ski boat or Harley. More info and pictures at <http://www.asset-soft.com/toys-tore/>. Contact Todd duBois at bimota@cwnet.com or 831.623.2138.

1970 911T Signal orange, black interior, 150K miles, 35K on rebuilt engine—Webers, Carrera tensioners. Fully restored interior, dash, upholstery: Asking \$11,000. Contact Brooks Esser at brooks_esser@yahoo.com or 650.255.0249.

1987 Carrera coupe in excellent condition, all original, black on black, 2 sets wheels: \$23K OBO, cosinc@pacbell.net or 925.672.8239

1969 911/912 TTC 2.2L, w/dual 40IDA Webers, 915 w/ shortshift, full race suspension, full cage, S spoiler, duck tail, SC brakes, etc., no rust/never bent, Burgundy/Black, street legal, excl cond. \$12,500 obo. Contact Gary Apotheker at greyfox@value.net or 415-468-2729

1980 911SC Porsche Weissach Edition. Grey, sunroof, whale tail. 171k miles. New brakes, new alternator, new clutch put in 3 years ago. Runs great, body is in good shape. Needs some upholstery work on leather seats. Contact Anita: aapotrero@aol.com \$11,500.

1988 944 Turbo S Nice, clean, well maintained condition. 2nd Owner. New Tires, etc. 91,000 miles. \$14,000/ obo. Contact Jon Wactor at jwactor@covad.net or 510.465.5750.

1973 911T Roller that was stored for 17 years, engine disassembled, orange/black, \$2,500. Contact Neil Johnson at 510-783-5007 or(650) 851-4495.

1973 T. SC 3.0L 5-speed 915, 22mm sway bars, strut brace and adj. spring plates, Wevo 915 shifter, Bilstein / Eibach coil-overs, Roll bar and 5 point harnesses, 7x8x16 Fuchs, rare original Cibie Driving lights. 21/26mm torsions. RS ducktail, bumpers and spoiler. Street legal. \$18,500. Contact Ross @ 408.921.3368

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1973 9113.2 w/Webers, Crankfire, 915 short-shift, welded cage, cell, fire system, 17" 993 wheels, turbo breaks, Momo seats, 5pt, S-Car-Go prep'd. Contact Mark Emmerson at emmersonfamily@charter.net or 530-222-0469.

1992 C2 Turbo Only 21k miles. Black with supple black leather interior. Always garaged, used as 3rd car. Excellent condition. Contact Mark Emmerson at emmersonfamily@charter.net or 530-222-0469.

1997 Carrera 4S Black/Black, 24K miles, Factory Sport Seats (rare), Fact Euro Springs, Supercup Airbox, otherwise all stock, 2nd owner, all records. \$62.5 firm Contact Chris Purpura at chris@classroomclick.com or 650-274-4143.

1973 914 Race Car New 3.0 L, 46 IDA Webers, 300+HP, GT flares, spoiler, cage, custom paint, call for details, \$28,000/obo. Contact Ken Mason at ken@masonkr.com or 650.566.2312.

1999 996 GT3 Cup Ex-Grohs Motorsport bkup car. 2001 POC Z2 Champion, immac rare black, rdy for 2003 season. Contact Dave Bottom at kd6az@pacbell.net, or 805.474.9720 day, 805.474.9725 eve.

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Parts for early 911 and 914-6. Fuel Injection, mechanical F.I. for 2.2 911E, Fresh. \$2000. Complete Bosch F.I. for 2.8 RSR, plumbed for cold start, \$6000. Twin plug RSR Dist. \$2000. Complete Varioram system and exhaust from '97 3.6. Lots of other parts for early 911 and 914-6. Tom van Overbeek, 408. 929.7357, tvanoverbeek@shoretel.com

5 Fuchs 6jx15 All straight and true with no curb marks, need paint, in Sacramento, \$675.00 obo. More info and pictures at <http://members.accessbee.com/carrera/5x.jpg>. Contact Derek at carrera@accessbee.com or 916.798.5573.

Early 911 Parts Factory heat exchangers (731/2-74) Zinc Galvanized, new exhaust elbow/1 set copper gaskets, \$375 + shipping. Fuel distributor (731/2-74) Bosch rebuilt, \$450 + shipping. Air filter (731/2-74 CIS) Machle LX 261, \$10.00 + shipping. Contact Ronald Feinstein at rfeinstein@earthlink.net or 916.691.6958.

NOS 911 Carrera Parts Carrera rear spoiler kit (911 512 909.00). Genuine factory kit includes; lip, base, seal, screens, hardware, H.D. shocks, and hinge, \$850 + shipping. Carrera tool kit (84-89) \$200 + shipping. Contact Ronald Feinstein at rfeinstein@earthlink.net or 916.691.6958.

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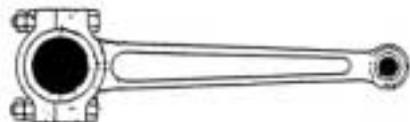
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