In this issue

Are You Ready to Time Trial?
GGR Digital Photo Contest Rules

June 2003
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The NUGGET

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Cover: May is traditionally a busy autocross month, and this May was no exception. The cover shows Colm Campbell working as flagman as Elliot Hoffmann prepares for a run with instructor Henry Watts at the Zone 7 Autocross School.

Photo by Jim Bauman

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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

June 2003
Volume 43, Number 6

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GGR needs volunteers willing to serve a two-year term on the GGR Board of Directors, starting in 2004. The vacant positions are President, Treasurer, and Secretary. Contact any Director for further information; Chet Bottone is the Nominating Committee Chairperson.

Disclaimer - While you may think the following is an advertisement, I did not get paid for this article, nor did I get any special deals from any of the mentioned companies.

A few years ago, Robert Murillo showed up at a GGR time trial with a new gorgeous dark blue 911. After admiring his beautiful Porsche, I asked, "Wasn't he concerned about rock clips?" He said "no" and showed me the paint protection plastic film that he had installed on his 911. I talked to people at their San Jose office to see about getting this protection on my 97 Boxster. They wanted $1,500 - too expensive!

Every time Jean and I washed the Boxster and had to remove the auto bra, I would think about that plastic film. If we drove the car in the rain, I worried about dirt getting under the bra and ruining the paint, and would again think about that plastic film. Last year, I did serious Internet research and discovered that essentially two companies make this film, with the most popular product made by 3M. They also make a much thicker film for headlights. There are also companies that will sell precut film for you to install yourself. After watching a product installation video, I decided that self-installation was not for me. Last year, the price for professional installation cost had dropped to $1,200 - still too much!

Last March, Jean and I again washed the Boxster and again struggled with the bra. That was it! I again did Internet research and found CS Specialties (408) 476-3332 Bay Area and (209) 747-5955 Central Valley. They are associated with X-Pel Automotive Survival Products and are factory trained installer and film "cutters." This is a small mobile service company. They cut the film at their home location and, working from their van, install the product on your vehicle at your location.

Jean and I had the whole works installed on the Boxster - front, hood, fender, mirror backs, and headlights - all for $800. CS Specialties arrived at my house about 1:00 pm and were finished about 7:30 pm. That happened to be the day of the April GGR Board meeting at my house, so there were many interruptions and questions. The film still looks great. More importantly, you just wash it; no more bra hassles, and the film can even be waxed!

Interested? CS Specialties has agreed to come to the July 18th Friday Night Social at The Carvery by Harry’s Hofbrau in Foster City (see GGR’s website, www.pca-ggr.org, for directions). My Boxster and their van will be there. Please stop in and take a look.

P.S. For Sale - Colgan auto bra and mirror bras for a 1997 Boxster.
“Oh wow, nice car, but they’re so expensive to maintain!”

I wish I had a dollar for every person who has said this to me, when looking at my Carrera. You can spend all day telling them that the 911 was a 30-year old design and there were no bugs left in it, but they don’t listen. If they only knew...

I have another car that fits into a quasi-exotic category—believe it or not, it’s a Ford Taurus. I have a 1990 Ford Taurus SHO (Super High Output), a car that isn’t what it seems. The typical response on the first view of the engine is “Omigod!”

The SHOs that are different from the Taurus: a suspension that is decidedly different from the standard Taurus, a 5-speed manual transmission from Mazda, and a V-6 engine with four cams, dual plenum chambers, 220 HP with 210 Lb./Feet of torque, from your favorite music company—Yamaha.

The whole car only weighs 3400 pounds fully loaded, so it performs essentially like a 5-place Carrera. They made 8,302 of them in ’90. It is the ultimate sleeper...

If I had a dollar for every person who thought the Carrera was expensive to keep, I would almost be able to afford the SHO! In a typical year, I spend anywhere from $3000 to $5000 maintaining the SHO. I baby the car. I just spent $2500 for a clutch and the things around it that needed fixing.

The Porsche costs me anywhere from $100 to $2000 to fix in a given year and I race it!

That picture of Tom over there on the left is the best I’ve seen him look in a long time. His wife says he can be very high maintenance...

Anyhow....

You can sure tell it’s spring around here. The event calendar shows something going on almost every weekend - autocrosses, time trials, tours, rallyes, concours, get-togethers. Something for everyone!

If you attend one of these events - especially the time trials, rallyes, and tours, we’d sure like to see photos and articles that we can publish in The Nugget. Drop us an email if you can help out! We’d especially like a volunteer to cover GGR people at Porsche Parade in Florida this year.

Let’s see .. what’s next on my list of things to pass on .... oh oh , bad news. The July Nugget will be published online only at the GGR web site. Sorry... no printed copies for July. It’s that budget thing that James Ohl wrote about a few months ago.

Now ... some exciting stuff ... the GGR Digital Photo contest! We know there are some very talented shooters out there ... we’ll publish a good selection of entries in the October Nugget .... and if there is a single outstanding entry, we’ll probably publish it on the cover! Check out the rules on page 13.
Looking for something fun to do on a Friday night? Come to the next Friday Night Social! It’s on June 20 at 6pm at the Carvery in San Mateo. Need more info? Call Howard Yao at 650.652.5775.
We now have three Time Trial events completed, yet only one with cooperative enough weather and other factors to get times in the book! Laguna was a great event and saw some new track records set in several classes. Hopefully our last two Thunderhill events will be well attended so we can have at least three events count toward year end trophies.

The 2003 AX series is heating up. The PAX contest is getting interesting. Some very stock cars in the top contenders. Several on Street Tires...who says you need "R" compound tires to have fun? Come on out and see if you can beat up on a certain Boxster running in the street tire class...who could that be? I know for certain that he beat the 996 TT and GT2 that were in attendance that day, so I know of at least two drivers that will be looking for payback.

For those of you with loftier visions of grandeur...there will be a second Zone 7 DE event at Thunderhill in July. This event is being hosted by our neighbors to the Northeast, Sacramento Valley Region. The Chair for this event is Masuo Robinson. Masuo is famous in these parts for putting on great events! You can find more information and application for this event on the GGR website also. This is a great opportunity for Porsche owners to learn about high speed driving and car control in a very safe environment, with great one on one instruction all day. The best part is that most cars require absolutely no modifications to be able to participate in this event. Cheap fun!

Within the next two weeks or so, those of you that are interested in the current situation with the time trial rebates and instructor incentives should be seeing a series of several explanations of the process. These will be in possibly 3 distinct flavors depending on how interested in the subject you are and how much detail you want or need. Hopefully this will help allay concerns that have flooded my inbox in the last several weeks.

I have already received quite a number of rules proposals for next season...keep them coming. The more the better. Especially you drivers of newer spring suspension cars, we need your input! All rules proposals will be published online and in the Nugget so all of the membership can evaluate them and form opinions for discussion. There will be at least one and possibly more open Rules Committee meetings for all interested parties to attend. Please plan on being present for at least the first of these meetings if you have or will be sending me your proposals, it is best for the author to be able to present his arguments and concerns to the Drivers Event Committee in person.

We need you! Our club will be needing three key officers for next year. President, secretary and treasurer positions will need to be filled. Yes, you are stuck with me for one more year. Please be willing to help run YOUR club. I am sure that there are other articles in this issue trying to twist your arm harder than this, so give it a whirl. We now have a club with over 1800 active members yet only a very small handful of members ever take part in really running the club. Please help.

Until next issue. Porsches were made for driving...do it!
## GGR Event Calendar

<table>
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<td>1</td>
<td>Concours #2 (LPR) and Swap Meet</td>
<td>Parts Heaven Hayward, CA</td>
<td>Shirley Neidel or Jean Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jameslohl@attbi.com">jameslohl@attbi.com</a></td>
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<td>1</td>
<td>Monterey Tour &amp; Dinner</td>
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<td>5</td>
<td>Board Meeting 7:00 PM</td>
<td>The Ohl Residence Foster City, CA</td>
<td>James Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jameslohl@attbi.com">jameslohl@attbi.com</a></td>
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<td>7</td>
<td>GGR Adopt-a-Highway</td>
<td>Highway 280/Woodside Road</td>
<td>Jean Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jameslohl@attbi.com">jameslohl@attbi.com</a></td>
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<td>Concours #3 (SVR)</td>
<td>Shriners, Sacramento</td>
<td>Kent Brandon</td>
<td>916.652.4406</td>
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<td>14</td>
<td>New Member Social &amp; Tour</td>
<td></td>
<td>Howard Yao</td>
<td>650.652.5775</td>
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<td>20</td>
<td>Friday Night Social, 6-9pm</td>
<td>Harry’s Hofbrau - The Carvery San Mateo, CA</td>
<td>Howard Yao</td>
<td>650.652.5775</td>
<td><a href="mailto:howard@aberrance.com">howard@aberrance.com</a></td>
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<tr>
<td>26</td>
<td>July Board Meeting 7:00 PM</td>
<td>The Ohl Residence Foster City, CA</td>
<td>James Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jameslohl@attbi.com">jameslohl@attbi.com</a></td>
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<td>31</td>
<td>GGR Autocross #3</td>
<td>Golden Gate Fields</td>
<td>David Leong</td>
<td>925.362.2431</td>
<td><a href="mailto:david@dleong.org">david@dleong.org</a></td>
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<td>12</td>
<td>GGR Autocross #4</td>
<td>To be announced...</td>
<td>David Leong</td>
<td>925.362.2431</td>
<td><a href="mailto:david@dleong.com">david@dleong.com</a></td>
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<td>18</td>
<td>Friday Night Social, 6-9pm</td>
<td>Harry’s Hofbrau - The Carvery San Mateo, CA</td>
<td>Howard Yao</td>
<td>650.652.5775</td>
<td><a href="mailto:howard@aberrance.com">howard@aberrance.com</a></td>
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<td>19</td>
<td>GGR Charity Golf Tournament</td>
<td>Spring Valley Golf Course Milpitas</td>
<td>Howard Yao</td>
<td>650.652.5775</td>
<td><a href="mailto:howard@aberrance.com">howard@aberrance.com</a></td>
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<td>19</td>
<td>GGR Adopt-a-Highway</td>
<td>Highway 280/Woodside Road</td>
<td>Jean Ohl</td>
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<td>LPR Autocross</td>
<td>Marina Airport</td>
<td>Cathy Carlson</td>
<td>831.728.3190</td>
<td><a href="mailto:3cacres@redshift.com">3cacres@redshift.com</a></td>
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<td>25-27</td>
<td>PCA-hospitality</td>
<td>ALMS races-Infineon Raceway at Sears Point</td>
<td>David Bunch</td>
<td>415.717.4117</td>
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<td>26</td>
<td>Zone Drivers Ed/High Speed Driving School</td>
<td>Thunderhill Raceway, Willows, CA</td>
<td>Masuo Robinson</td>
<td>408.399.5228</td>
<td><a href="mailto:masuo@ix.net.com.com">masuo@ix.net.com.com</a></td>
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<td>To be announced...</td>
<td>David Leong</td>
<td>925.362.2431</td>
<td><a href="mailto:david@dleong.com">david@dleong.com</a></td>
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<td>3</td>
<td>Zone 7/GGR Concours &amp; Swap Meet</td>
<td>Carllsen Porsche Redwood City</td>
<td>Larry Adams</td>
<td>650.345.2232</td>
<td><a href="mailto:oldcarnut@aol.com">oldcarnut@aol.com</a></td>
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<tr>
<td>7</td>
<td>Board Meeting 7:00 PM</td>
<td>The Ohl Residence Foster City, CA</td>
<td>James Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jameslohl@attbi.com">jameslohl@attbi.com</a></td>
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<tr>
<td>9-10</td>
<td>GGR Time Trial #4</td>
<td>Thunderhill Raceway</td>
<td>Chris Murray</td>
<td>510.538.3800</td>
<td><a href="mailto:drchrism@hotmail.com">drchrism@hotmail.com</a></td>
</tr>
<tr>
<td>15</td>
<td>Friday Night Social, 6-9pm</td>
<td>Harry’s Hofbrau - The Carvery San Mateo, CA</td>
<td>Howard Yao</td>
<td>650.652.5775</td>
<td><a href="mailto:howard@aberrance.com">howard@aberrance.com</a></td>
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<td>Cathy Carlson</td>
<td>831.728.3190</td>
<td><a href="mailto:3cacres@redshift.com">3cacres@redshift.com</a></td>
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<td>925.362.2431</td>
<td><a href="mailto:david@dleong.com">david@dleong.com</a></td>
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Goodie Store, Bob Peterson
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San Jose, CA 95135
408.528.9284
bps944@aol.com
Based on a number of queries I’ve been fielding lately, it seems like quite a few people are considering how to get their Porsches onto a race track. In some cases it’s autocrossers looking for the next step (and a lot more seat time per day). In other cases people who have recently bought a Porsche are looking for an opportunity just to drive on a race track.

Interestingly, I often hear people wanting to gain some experience with other track organizations, so as to be more ready for the GGR Time Trial Series. They don’t wish to modify their cars and aren’t, at this point, interested in the competitive aspects of the Time Trial. If this describes you, it’s time to dispel some myths. I believe that the GGR Time Trial Series is still the right place for you to start, and this will explain why.

**Myth #1: Time trials are mostly for highly modified cars.**

This is just not true. It is true that just about any track event will attract some highly modified cars and the GGR TT series is no exception. However, the series provides for the entry of any Porsche that is in good working order and has basic safety equipment (more about that in a bit). In the most recent Time Trial there were 29 cars in the Improved classes. The Improved classes in the GGR rule book are cars that, basically, have only relatively inexpensive and reversible modifications. In practice a number of these cars will be on standard street tires and that is perfectly fine. These cars are driven to the event and driven home.

**Myth #2: Given the competitive nature of the event, the driving in the practice sessions will be intense.**

It’s true that most people at a time trial, like other track events, are learning to drive better and working hard to achieve this learning. However, our rules and behavior stress safety first of all. Many track-time organizations allow track-wide open passing (a car may pass you at will, including going into a turn or during the turn) in some groups. GGR does not. The only open passing areas are usually one or two very long straights. All other passing must be in a straight (not a turn) and only by a signal from the car in front.

The level of courtesy on the track is extremely high at GGR events and compares favorably to most other organizations that run track events.

GGR also has a unique advantage in creating the run groups of cars that practice together. By and large these groups are composed of cars running similar lap times, rather than being just grouped by experience. This means that most people in the group are circulating at more uniform speeds and the need for passing is less than at other events.

**Myth #3: Given the competitive nature of the event there is a great chance of damaging my car.**

While it’s true that driving on a race track with other cars involves some level of risk, the GGR Time Trial Series has been extremely effective in minimizing these risks. Based on years of experience instructing with many different organizations, there appears to be substantially fewer on-track incidents at GGR-TT events than is true at the events conducted by most other organizations.

Why would this be so? There are several possible reasons. GGR has, in general, excellent event control, better student preparation and better instruction. For event control GGR always runs with a full compliment of turn workers and other staff. Not all organizations staff all functions as fully. People at all positions are highly experienced and have high expectations.

The better preparation comes in a couple of forms. First, the GGR-TT students tend to have done some autocrossing. This is somewhat less common for drivers of other marques. The autocrossing tends to develop good car control reactions as well as a
more solid grounding in the limits of the cars’ capabilities.

Second, we require a ground school before the event (Free!!). This is roughly a 6-hour classroom experience featuring a seasoned instructor, videos, appropriate handouts and discussion. It covers event schedules and procedures, expected on-track behavior, vehicle and driver preparation and, of course, elements of performance driving. This ground school is a key element in preparing drivers for their first on-track experience. In addition to preparing you for the track, you can be assured that the other people on the track with you have been through similar preparation. The knowledge that your co-drivers have been well-prepared and are being very well-instructed will be more comforting, once you are on the track, than you might think right now.

Finally, every time trial features a first session that is a low-speed drive-around used for orienting people new to the track and people driving a racetrack for the first time ever.

**Myth #4: All these safety-equipment requirements must mean that Time Trialing is more dangerous.**

No. While the strong safety-equipment requirements may give the impression that we are doing something especially dangerous and difficult, it’s simply not true. Our safety record is extremely good compared to any group.

So, what is required and why? Assuming you have a car that is relatively stock and will fit into the GGR Improved category:

* There is no need or requirement to fit sticky tires. Stock tires will normally provide nice audible cues as they near their limits of adhesion. The only reasons to move to sticky tires would be to lower tire costs (some street tires are quite expensive compared to competition tires) or to benefit from increased adhesion.

* The GGR series requires use of 5 point belts. These belts are relatively easy to install, are a very important safety feature, and help to secure a driver so that he/she can more easily concentrate on driving. Harness bars (used to mount the shoulder belts) are available that bolt into the standard upper mount points of the stock belts. Having witnessed impact events in a number of venues, I can attest that 5-point belts are marvelous safety devices and easily worth the money and inconvenience if you’re going to be driving on the track. I know that many organizations do not require these, but I think the GGR approach in this is prudent and well-advised. The entire setup can be easily removed between events.

* The GGR requirement for a fire bottle is really more related to cars that have had serious modifications. Stock cars generally do not, in practice, have fires. However, it’s a requirement that is easily and cheaply met.

* There is no requirement for roll bars for improved-category cars. However, all open cars (convertibles) must have an approved roll bar.

* The driver’s suit is not required until the third event. And, if a driver is, at that point, still unsure that the purchase is worthwhile, driving suits may be rented at a reasonable price. The driver’s suit (and gloves) requirement appears mostly to be a legacy of the expectations of the original designers of the TT series, back in the late 1970’s. Their belief was that people would reasonably commonly graduate to SCCA regional racing, and the safety requirements for GGR were based on then-current SCCA rules. As noted above, we really don’t seem to have an issue of car fires threatening drivers, and a reasonable person could argue that the requirement of a driving suit was really not necessary. For now, at least, the rules are as they are. And the driving suit is easily affordable when one considers the reduced event costs at GGR time trials.

**Myth #5: Time trialing is too expensive**

Actually, the GGR-TT events are much less expensive to enter than any other known local venue. Unlike some organizations, GGR is not a for-profit organization. Event cost comparisons in this area are a little tricky, as there are many factors that contribute to cost. Weekends are more expensive than weekdays. Laguna Seca and Sears Point are more expensive than ThunderHill or Buttonwillow. Some organizations effectively require membership by offering discounts to members. Events with fewer participants and fewer run groups will produce more track time for the driver during the event. Some organizations offer discounts for very early signup. There are differences between whether the driver must have some sort of work assignment.

To try to put things on an equal footing for comparison purposes, imagine a two-day weekend at ThunderHill, priced between member and non-member costs.
The estimated cost for some of the major clubs operating locally would be:

- TracQuest $600
- Shelby Club $590
- NCRC $460
- Zone 7 Driver’s Ed $450
- Lotus $440
- Ferrari $380
- NASA $310
- GGR $210

Thought of another way, compared to the mid-priced Lotus club you’d save $230 per weekend. Over the course of a 5-event season you’d have $1150 available for whatever safety gear GGR requires over and above what the other clubs required. This is easily enough to buy a harness bar, belts, fire bottle and driving suit and to have the first three professionally installed if desired.

While it’s true that several of the other groups run only four or sometimes three sessions (which provides more track time), that difference in track time is not nearly enough to account for the entry-fee differences. The per-minute-of-track-time costs at GGR are still quite a bit lower than in any other venue.

**Myth #6: The best instruction is at driver’s education events**

Perhaps, but the GGR-TT series is, primarily, driver’s education. Only Sunday afternoon is devoted to the time trial portion.

As far as instruction, it’s hard to quantify or compare skill sets and I cannot reasonably claim to be unbiased in this matter. Nevertheless, our instructor selection process is rigorous and our training is ongoing. The median tenure of instructors instructing with GGR is over 6 years. We have a strong feedback process in place to provide additional learning experience for the instructors. Further, GGR instructors are generally credentialed and accepted as expert with several different clubs. Some have argued that GGR has the best team of instructors of any organization on the West Coast.

At the very least you can be assured that all of the instructors you encounter at a GGR Time Trial event will be familiar with Porsches, their special handling characteristics and their general needs. This will certainly not be true at some other events.

**Myth #7: The competitive atmosphere won’t be very welcoming to me**

Sociability is very hard to quantify, but most people will find a warm, receptive and supportive environment at any time trial. For most of us it’s the part that attracts us to the events more than anything else.

**Closing thoughts**

GGR runs an exceptionally safe TT/DE series due to good driver preparation, excellent track control and excellent instruction. We are quite friendly. The safety requirements are relatively easily met for most lightly-modified cars. And we are an exceptionally good value. I think we are, by far, the best place for any Porsche driver to begin exploring the joys of driving on the track. So, do as much autocrossing as you can, come to a ground school and join us at the track. We’re having a great time out there and would like you to join us.

For those who want further information, you are most welcome to come out to any time trial as a spectator. Further, under the Taste-of-the-Track program, for a small donation to charity you may be able to take a ride with one of our instructors and see for yourself what things are like on the big track.
The Nugget Digital Photo Contest

OK ... this is it... the Nugget Digital Photo Contest...and only a few rules ..!

1. You must be a GGR member to enter.
2. Photos must be Porsche related.
3. Photos must be submitted in digital format via email or floppy/CD-ROM sent to the Nugget at the addresses below. Floppies or CDs will not be returned, although we could arrange for you to pick them up at a scheduled GGR event.
4. You may submit up to 3 entries.
5. Entries must be submitted by September 8, 2003
6. Each entry must have a file size of 1.5 MB or less.
7. Files can be any digital format that can be read by Adobe Photoshop.
8. Decision of the judges is final.
9. The winners will be published in the Nugget. The grand prize winner will be published on the cover!

If you don't have a digital camera, don't worry! You can take your film or favorite Porsche picture to most photo labs, and they can put it on a floppy or CD for you. Some labs even post your photos to a web site! Questions? Submit to nugget-ed@mindspring.com

Submit your entries:
Via email: nugget-ed@mindspring.com
Via Floppy or CD: send to Nugget Photo Contest, 2876 Sycamore Way, Santa Clara CA 95051.

Saturday July 19th
From 10:00 - 5:00
limited to the first
48 applicants

Spring Valley
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First Annual GGR CHARITY GOLF TOURNAMENT
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to Howard Yao
62 El Bonito Way
Millbrae, CA 94030

Non-PCA members welcome. For questions,
call 650.652.5775 or
howard@aberrance.com
CALL TO ORDER

The meeting was called to order at 7:15 p.m. on April 30, 2003 at the residence of the President, Foster City.

Board members present were James Ohl, Jeff Williams, Louise Sousoures, Chet Bottone, Dan Thompson, Howard Yao, Nugget Editor Tom Pickett and Webmeister Susan Angebranndt. Also present were David Leong, Steve Taty, Henry Watts, Jean Ohl.

A. APPROVAL OF MINUTES

The Minutes from the Board of Directors Meeting April of 2003 were unanimously approved as written.

B. POSTMORTEM OF EVENTS

1. Attended April 5, 2003 PCA Executive Meeting.
2. Buttonwillow Time Trial April 12-13 - well attended. Time Trial cancelled because of rain.
3. Friday night social - well attended. East Bay site for Friday night social - well attended. Determination made to continue with East Bay location on June 20, 2003.

C. DIRECTORS REPORTS

PRESIDENT, James Ohl
1. Received brochure for raffle of Porsche in June at Reno.
2. Received brochure from Vancouver Rise & Shine for July 11-13.
3. PCA needs data for rebate to region for electronic fund transfer.

VICE PRESIDENT, Jeff Williams
1. Calendar Changes: None.
2. Insurance ordered for May events.
3. Time Trial insurance sent to Competition Director.
4. Via PCA, all events need physical copy of the insurance at the site of the event.

TREASURER, Ken Park
1. Submitted report.
2. Issue regarding submission of budgets was raised. Procedure was agreed upon as follows: At board meetings, board members will look forward 90 days, if no budget is issued, event will be listed as tentative.
3. Treasurer's report approved unanimously.

MEMBERSHIP, Chet Bottone
1. There were 21 new members this month; 7 transfers in, 6 transfers out.
2. Motion to accept New Members from last month was approved unanimously.
3. Nominating committee: Sent out announcement via web site calling for committee volunteers, wrote article for June Nugget calling for candidates.
4. Requested the President to put something about the candidates in his column for each month.
5. Received a letter from Kevin Buckler, looking for PCA sponsorship for Le Mans.

COMPETITION, Dan Thompson
1. Nothing to report.

SECRETARY, Louise Sousoures
1. Nothing to report.

SOCIAL, Howard Yao
1. Nothing to report.

WEBMEISTER, Susan Angebranndt
1. Nothing to report.
NUGGET EDITORS, Jim Bauman & Tom Pickett

1. Printing of the Nugget and mailing crew were discussed.
2. Special thank you to Anne Del Villano for her efforts and success collecting revenue from Nugget advertisers.

D. OLD BUSINESS


E. NEW BUSINESS

1. 2004 Time Trial Chairman: Competition Director submitted three names for the position for next year as well as his recommendation. Vote tabled until after the next agenda item.
2. Discussion ensued regarding Time Trial finances, rebates and instructor incentives program.
3. All board members as well as others present were given a chance to speak their mind about the above issues.
4. Several emails were received from members regarding this issue and discussed by the board. Treasurer read from a second email submitted by a GGR member as requested
5. Motion made to continue with program for the rest of the 2003 Time Trial season, with action item for someone to communicate to the Time Trial community, the board to revisit this issue again after the last event, duly seconded. Vote: Three for, two against, one abstain.
6. Motion made that rebates and incentives to be discontinued immediately and participant rebates at Seca (from Buttonwillow) to be withheld. Money generated to be saved for other club activities and Time Trial shortfalls with the exception of the instructor certificates already issued, duly seconded. Vote: Two for, four against.
7. Decision was made to have the President and Membership work together to put forth a communication to the Time Trial series participants vis-à-vis the program.
8. Discussion was then had regarding the other paid participants of the Time Trial series. A procedure was put forth for reimbursement of expenses for all paid participants.

9. Motion to vote on 2004 Time Trial series chairman withdrawn by Competition Director. Board requests the candidates to prepare and submit a statement of their intent for next year’s series.

ADJOURNMENT

There being no further business to come before the Board, a motion to adjourn was approved at 10:20 PM. The next Board of Directors meeting will be held June 5, 2003 at 7:00 p.m. at the residence of the President, Foster City, Calif. Call President at 650.341.9020 to add items to agenda.

Respectfully submitted,
Louise Sousoures
GGR Secretary, 2003

2003 Zone 7 Autocross School

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All I wanted was an oil change. I couldn’t be asking for too much. Our Audi A4 was due for an oil change and since we live in Millbrae, I decided to take the car to an Audi dealer in Burlingame to perform the service. Since it was such a minor service, I figured that any Bay Area Audi/Porsche service department would be more than capable of handling this basic task.

This is where things get a little strange. We didn’t buy our Audi from this dealer, we bought it from Carlsen Audi in Palo Alto. Since we bought the car, we proudly kept the Carlsen license plate frames on both ends of the car.

On a side note, this breaks many personal rules of mine. First of all, I don’t like too many personalized features on a car – no vanity plates and no stickers. The plates are standard issue, but we have a little USGA sticker in the rear window. A second rule that has always stuck with me is from a former boss of mine, Jim McClelland. He is a new member to GGR, and a proud owner of a 996, but he has been tweaking with German air-cooled engines throughout his misguided youth. He once drove my old 1970 911S and he told me that you could never repeat the word PORSCHE twice on a car. The car had Porsche in gold letters on the rear lid and I also had a license plate frame that said Porsche along the bottom. That was a big no-no for Jim and it made perfect sense to me. A Porsche is obviously a Porsche and I don’t need to read the license plate frame, or the floor mats, or the tire valve caps, to realize that a Porsche is indeed a Porsche. So since then, I have been using simple chrome license plate frames on all of my cars, of any make.

So getting back to my original story, I kept the Carlsen frames (and a USGA sticker!). So when I brought the Audi back home, I realized that the dealer had removed my Carlsen frame on the rear and put their frames on the car! I immediately called my service manager. I told him that I was quite annoyed by this. He explained to me that this is the owner’s new policy – to switch out any competitor’s frame with their frame.

Now I remember, last time I had an oil change there, the technician asked me if it would be all right if they put their license frames on the car. I was a little annoyed with the question, but I politely told him no. This time, they just changed it out without asking. I told the technician that I wanted my original license plate frame back. Since it was late in the day Friday, he said that he would have to check with the technician the following Monday to see if it was still in the shop.

Now this act offends me on two levels. One is simply the concept of freedom. I can do whatever I want to my car and no one should have the right to change it without asking. You can ask me if I’d like to get my car painted pink along with my oil change for $79.95. I may say yes, but I may not.

I also find this frame-switching offensive in the name of fair competition. To compete with other dealerships, I imagine you can compete on price, service, and selection. I guess you can also serve eighty dollars a pound coffee instead of three-day-old donuts as well – whatever that gives you a little edge. But for a dealership to steal my personal property for their personal advertisement is unacceptable. I think we all naively assume that when a car has a license frame from a certain dealership, it was purchased there. There is a subtle but powerful message because if you see 4 out of 5 cars with a certain dealership frame, it implies that this dealership must be doing a lot of things right for them to sell so many more cars than it’s competitors. Obviously this is not always the case.

To the owner of the dealership, I’ve expressed my concern about your policy to your staff and they seem to be more interested in loyally following your policy than listening to your customer’s concerns. I hope you (and any other company that does this) would seriously consider changing this policy. You have to earn that little chunk of automotive real estate.
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This offer is available only in the following states:

2003 Zone 7 Autocross School
Are you too advanced a driver for Autocross? Think again…

There is no question autocross is a great place to start once you get the itch to explore the limits of your Porsche. Unless, of course, the limit you want to find is the max climbing angle of your new Cayenne. There is no investment in safety or performance equipment required to try your hand at autocross. It isn’t hard on the car as long as you don’t abuse the transmission. There is nearly zero risk of hitting anything solid if you slide or spin the car. So, autocross is a natural starting point for any would-be Michael Schumacher.

So, you wander out to your local stadium parking lot, have your go at autocross and you get hooked. Next thing you know you’ve got spare wheels and R-compound tires stacked in the corner of your living room (apartment dwelling autocross junkies unite!) and you’re embroiled in a week-long debate on Rennlist over the merits of 2 versus 2.2 degrees of negative camber. Let’s say you do this for a year or more, and you’re winning your class on occasion and maybe even breaking into that elusive “Top Ten” overall with your barely modified street car. You decide you’re ready to “graduate” to the track and try out that crazy sport called Time Trials. If so, you should check out Hank Watts’ article on how to get started on page 10. But wait! When you’re done with Hank’s article, make sure you come back here and finish this one because you’re not done with autocross. That’s right, your “graduation” wasn’t really a transition to something bigger and better but rather a foray into something different.

As a long time autocrosser and a recently avid track driver and time trialer, I’d like to espouse to you the merits of continuing to autocross—forever. While there is little doubt that driving the track is a more serious endeavor, many of the skills involved in autocross and time trial are shared. Autocross is a great forum to learn the following “soft” skills which are essential on the track: Reading a course and choosing the best line, driving the intended line and looking far ahead with your eyes to smooth control inputs. But these are things that you can learn just as well on the track as on the autocross course.

However, there is another set of skills that I like to call “edge skills” that can best be learned and practiced on the autocross course. These are basic car control, slide and spin recovery, throttle steering, trail braking and driving at large slip angles. Why can’t you effectively learn these edge skills on the track, you might ask? To learn these skills, you need to find the limits of your car. And to find the limits as anything less than a professional driver, you’re occasionally going to exceed the limits, even if only temporarily, and lose control of the car. On the autocross course you can do that in a safe environment without extremely negative consequences, probably limited to a cone scuff on your door (trust me, it’ll buff right out).

Cars do handle differently at high speeds on the track than the lower average speeds achieved at an autocross, but if you can’t control the car with pre-
cision at the lower speeds, how are you going to do it flat out in fourth gear through turn 8 at Thunder Hill?

Losing control of your car on the track is really frowned upon and for good reason. The results of an “off” on the track can be severe. I saw a brand-new Honda S2000 go into the tire wall at Sears Point a few weeks ago somewhere north of 80 MPH. The driver was fine, but the car didn’t do so well. My point isn’t that time trials are dangerous, because they don’t have to be when drivers are driving within their limits. My point is that knowing your limits, or perhaps more accurately, finding your limits, is something that is risky to experiment with on the track, or the street for that matter!

So, come out to the next autocross and explore those limits in a safe environment. Go into a turn too fast with your 911, turn in and hit the brakes. Now wave to the course workers who are running to replace all the cones you just scattered. Next time into that same turn, ease off the throttle and let that back end just come around slowly. Now, catch it with the throttle. Didn’t quite get it right? Oh well, wave to the running course workers again and give it another shot on your third run. That’s the beauty of autocross — and it’s the reason I hope I’ll be standing around in a parking lot on a Saturday morning 30 years from now, picking up the cones your grandkid hit spinning her old beater 996 Turbo.
Report for May

New members 29
Transfers In 3
Transfers Out 10
Total Membership 1804

New members
James Tan & Lisa Edens-tan Pleasanton 1976 914
Scott Cherf & Connie De Jong Jackson WY 1985 928S
John L Arta San Francisco 1982 911 Sc
Andrew Miller San Francisco 1982 911 Carrera
Timothy & Susan Collins San Francisco 1995 911 Carrera
Nick P Deardon & Pinna Groskopf Menlo Park 2003 Boxster
Michael P Smith San Jose 1987 944 Turbo
Karen L Burke San Jose 2001 Boxster S
David E & Shara Morishige San Jose 1988 911 Carrera
Jesse D Babbitz & Sarah J Givan Menlo Park 1988 911
Kenneth Higashihara & Dai Dee Pun San Francisco 1987 944 Turbo
Rio Hyde-dluzak & John Dluzak San Francisco 1989 930 Cabrio
John J & Svitlana Kearns San Francisco 2003 Carrera 4
Andrew Lapkin Burlingame 2003 996
Kyle Petrich San Francisco 1990 964 Targa
Paul R & Debra Scherer San Jose 1988 911
Eric & Minda Lehto San Francisco 1986 911
Michael Major Saratoga 1996 993
John N Celona San Carlos 1997 Boxster
Brian E & Melissa Haske San Mateo Not stated
Tim Billing San Carlos 1970 911
Seth D Neiman Woodside 2000 GT3 RS
Frederick D Williams Redwood City 1970 911 T
Jim Pitchford San Francisco 2003 Boxster S
Jeff & Paul Funston Las Gatos 1975 911
Duane & Hilary Weeks Saratoga 2003 911 Cabrio
Pete Wermter San Francisco 1973 911 T
Mark L & Eleanor Marquez San Francisco 1986 Carrera Cabrio
Andrea Mariotti & Ann Seegmiller Menlo Park 2003 Boxster

Transfers In
Thomas A & Colleen Scott Brentwood 1987 944
Chris C & Kim Fullerton Mountain View 1986 928
Rohan Hall San Francisco 2000 Boxster

Anniversaries
George E & Shirley Neidel San Jose 40 Years
Robert D & Marilyn Burn Woodside 35 Years
Jeffrey G & Monica Kost Pleasanton 10 Years
Paul E & Jill Scheffel Watsonville 10 Years
C Sandy & Summer Swallow Forestville 10 Years
Anne West-Wepsala & George B Wepsala Menlo Park 10 Years
John S Wimer & Lou Ann Bell Half Moon Bay 10 Years

Help Clean Up!
GGR Adopt-a-Highway
Lots of fun!

When: July 19, 2003
9:00 AM

Where: Meet in the parking lot at Highway 280 and Woodside Rd.

Please call Jean Ohl
650.341.9020

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For more information and to sign up please visit: www.pca.org/zone7/docs/webflyer02-23-03.htm
Classifieds - 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. Ads will run as space permits. Please inform us if items have sold or ad needs to be revised. Ads can also be placed on the GGR Website at: http://www.pca-ggr.org/marketplaceads.html

Porsches For Sale

1989 Airex 32ft Motorhome, sleeps 6/8, Ford 460ci/7.5 liter EFI, 69k miles, $6500 in performance upgrades (headers, low restrict exhaust, K&N, Gear Vendors 6spd OD trans, large 4 core radiator), new paint 1999, new fridge, roof a/c, solar panels, sound system upgrade, coach and engine batteries, Bilstein shocks and new tires. Will be offered at $21,995. PCA price $19,995 OBO. Chris Murray 510.538.3800 or drchrism@hotmail.com

1985 Targa GrandPrix White, Black Leather. 64K Mi, $25.5K. Multiple winner Zone7 Concours. All docs/records since new incl orig sticker. Excellent condition. Looks new. More info and pictures at http://www.cars.com/search/used/cc/standard/. Contact Dennis Stettner at dstettner@surewest.net or 916.725.1222.

92 C2 Turbo Track/Street bolt-in Cage, Harness, Sparco seats, ~400HP Motorsport Susp. (4monoballs, sway, firm sport eibach) light flywheel, race clutch. Blk on Blk, all leather interior, 60K miles, $46,000 Contact Rod Nelson at porsche@nzone.net or 650.776.4335.


1973 914 2.0 ”S” optioned car White, black, 2.0 fi, Fuchs, side shifter, center gage console, chrome bumpers. Rust under battery box affecting suspension. Contact George at gesol1@prodigy.net or 510.428.2910.

911 Race Car 993 turbo body on ‘73 tub. 3.4L JWE engine. Smart Products suspension. 2100 lbs. Consistent podiums in W. Coast PCA GT3S. incl. ’02 wins in Vegas and Fontana. Email for photos and component list. Car is sorted and fast. $40,000. Steve Meacham, 18808 Deer Park, Sonoma, CA 95476. 707.939.0948. Steve@BHCResults.com

1993 Rs America race Conversion by AASCO/Anaheim. Wins in PCA, POC & SCCA. Reliable/strong engine. Short ring/pin. RSR coilover/full monoball. TT Brakes, 18” Fiske, Fuel cell, Halon, welded cage, 3 log books/#2 owner/never crashed. $50,000 Contact Jeffrey Freeman at 206.419.7037.

1984 911 Carrera Pearl White with brown leather. Excellent condition. Needs nothing—too many upgrades to list. Beautiful 911 Carrera with only 91K miles. Must see to appreciate $19,995. Use ad number 42918 at http://www.rennlist.com/ads/ for more information. Contact Ted Lawson at Tlawson99@msn.com or 408.739.1209.

1970 914/6 Must sell!! Lost storage!! Numbers matching, completely original CA car with older restoration. PCA Concours winner 2001, 2002. $15.9K More info and pictures at http://home.attbi.com/~thesaylors/ Porsche914.htm. Contact Scott Saylor at ScottSaylor@comcast.net or 831.601.6789.

1982 911SC 1989 3.2 (217HP) Engine, Leather power seats, alarm, Alpine CD, Carrera front brakes, Turbo Tail, Adjustable Koni Shocks, Turbo Sway Bars, Weltmeister Front Strut Bar, BBS gold center wheels. $10,900 Contact Jeff Kinder at Jeff.Kinder@oes.ca.gov or 530.676.7994.

1993 968 Coupe Guards Red, 51K, Factory 17” C2 Wheels, 6 speed manual, Power Seats, Black Leather Interior, AC, Nikamachi 4 Disk CD System, Weltmeister Chip, WPOOA2964PS820357. $17,000.00. Contact Gary Blomquist at garyablomquist@sbcglobal.net or 408.879.9513.

2000 C4 996 Cabriolet triple black, 6-speed, AWD, unique C4 wheels, power seats, CD w/hi-fi package, stability management, windstop, cup holders, warranty, dealer maintained, all receipts, original owner, 23K miles, $65,000. Contact Carl Swirsding at CarlsHome@aol.com or 650.949.1166.

2001 996 C4 Cabriolet Black, hardtop, Navigation, Technic package, CD changer, Hi-Fi Sound, leather, Comfort pkg, htd seats with lumbar, flared rocker panels, turbo look wheels, 21k miles, $72k, WP0CA29911S651683, Dealer. More info and pictures at http://www.autotrader.com/findacar/. Contact Neal Daneman at carfinder@sbcglobal.net or 415.999.1549.

1987 944S (w/S2 motor) Red/black, rare full leather interior, numerous & nbsp; performance upgrades, & nbsp; exceptional condition, thorough maintenance, fast and competitive autocross car, motor-90k, body-124k. Very clean car. $11,500. Contact Harry at harry.demas@sbcglobal.net or 650.672.7790.

1997 911 Targa Tiptronic. Silver/Blue leather. 16k miles, Cup Wheels, aluminum gauges, Hi-Fi sound, AM-FM, CD, power driver seat, computer. Stainless exhaust pipes, $59,500. Contact Bill Swanson at Blomquist at garyablomquist@sbcglobal.net or 408.879.9513.

1982 911SC 1989 3.2 (217HP) Engine, Leather power seats, alarm, Alpine CD, Carrera front brakes, Turbo Tail, Adjustable Koni Shocks, Turbo Sway Bars, Weltmeister Front Strut Bar, BBS gold center wheels. $10,900 Contact Jeff Kinder at Jeff.Kinder@oes.ca.gov or 530.676.7994.

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1974 914 2.0L Race Car 180 HP aftermarket injection twin dual throat 48MM throttle bodies, tune from dash. Fuel cell many nice mods. Fun car. $8,900 obo Contact Dennis or Lisa 408.779.8093 or dennis.yearton@hp.com

1973 911 RSR Look-Alike 1.970 Lbs, fresh 2.8, Haltech, twin plug hds, 3 nozzle fire, MSD, Quaife, Bremerk, C/F wing, open trlr. $40,000. Contact Gary McNair at GMTRACKMAN@aol.com or 707.252.2363.

1996 Turbo 18K miles, original owner. Arena Red/Tan interior w/sport seats. $70,000 OBO. Contact Carl Brinkman at carl@carlbrinkman.com or 408.257.0961.

Parts & Miscellaneous

Boxster/late 911 Racers Group Unichip (Dastek Computer) Reprograms fuel and timing, TRG got 14HP gain to Boxster rear wheels on Dyno. New Unit $395, asking $395. TRG will need to install (Sold Car) Contact Joe Hoppa at joe@seqrconsulting.com or 408.265.8420.

Fikse FM10 for 996 Fikse FM10 18X9 235/45 RR: 18X10 275/40 Sized & offset for 993 widebody. Tires have only 3 TracQuest days on 'em. Asking $2,500. Contact David Kirsch at taxlitigator@worldnet.att.net or 408.298.5500.

24' Silverlite Composite Trailer Design and construction identical to TPD. Two years old, excellent condition, many options w/ over $16K invested. $12,000/offer. Contact Mark at 650.279.1233 or mhavens@speakeasy.net for details.

Kumho Victoracer Tires Four 255/40 ZR17 and two 225/45 ZR17 used tires good condition, heat cycled by tire rack before delivery new, $45 each Contact Joe Hoppa at joe@seqrconsulting.com or 408.265.8420.

New Mono Ball Kit (Front) New Smart Racing front monoball kit with fact housing The front kit replaces the soft and compliant shock anchors. Will fit all '72 to '89 911's, 914's and 930's $260.00. Contact James Semien at protrader6@direcway.com or 707.479.3976.

Comp Race Seat OMP San Remo race seat FIA homologated in excl cond must sell, $310.00 Contact James Semien at protrader6@direcway.com or 707.479.3976.

1987-89 Turbo Rear Deck Lid New or used. Excellent condition, any color. Rear spoiler not required. Contact Ronald Feinstein at rlfeinstein@earthlink.net or 916.691.6958.

Complete 935 K2 Body Parts with 935 tail all new-offer, lots of race and street 911 parts. Contact Steve Young at sssyoung@pacbell.net or 408.202.0847.

944 Turbo Sport Seats. Set of black, heated, power, sport seats from 86 944 turbo. Great shape. $1000.00 obo Contact Jeff Reitmeir at reitme4@sbcglobal.net or 650.941.4331.

Four 16X7 OEM Fuchs Wheels Very nice condition, straight. No curb rash, two are black, two are yellow. Would separate in two sets of two. Asking $1400 for four, $750 for two. Contact Frake van der Meer at porschesjumpers@comcast.net or 508.208.7951.

Wanted

914 Parts Looking for 914 parts or neglected 914 cars at reasonable prices. Please, no collector items. Contact Dan Tsuchiya at dan_tsuchiya@amat.com or 408.483.5224.

1969-1974 911/914-6 Looking to buy a time trial to stock 1969-1974 Porsche 911 or 914-6. Must be street legal. No rust, wrecked, nor wild prices please. Contact Dan Tsuchiya at dan_tsuchiya@amat.com or 408.483.5224.

944/924s Rims Wanted. Looking for 4 15X7 phone dial wheels 52.3 off-set Contact Jeff Reitmeir at reitme4@sbcglobal.net or 650.941.4331.

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