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Cover: Cockpit of a Carrera GT at the Porsche factory in Leipzig, Germany. Read about Colm’s adventure starting on Page 16.

Photo by Colm Campbell

The opinions are those of the authors and probably don’t represent those of the Golden Gate Region PCA. The Editors reserve the right to edit all contributions. Business and classified ads are provided for the convenience of the membership and are not an endorsement from the GGR. GGR cannot take any responsibility for the quality of the products or services provided. In addition, there are some people who like to find mistakes. In this newsletter, we try to have something for everyone.

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November 2003
Volume 43, Number 11

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(916) 985-4142
tfleming@comcast.net
Editor’s Note: James’ column did not reach us in time for production this month, so instead, we invite you to play “Where’s James?”

Can You Find James? Play Now!!
Tires are expensive! A wise man once said that racing costs as much now as it did 20 years ago. It still takes every penny you’ve got! I bring this up because I’ve been getting a lot of grief lately at autocrosses because I’m running street tires instead of the stickier R compound tires.

You can buy a reasonable set of street tires from a used tire store, mounted and balanced, for under 200 dollars. And they can last the whole season! A set of new R tires is at least 600 dollars. And might last most of a season of autocrossing if you’re lucky. Throw in several time trials and you’ll buy two sets of these a year!

So, that’s it. I’m on street tires for autocrossing, R tires for time trials. Because practically everyone else in my autocross class runs R tires, it is a little tough to be competitive... the best I’ve been able to do this year is third in class. The driving style for streets is quite different than that for R tires - I’m still experimenting with early apexes and rally style turns. It’s a lot of fun, and makes for good pictures when things go wrong (and they frequently do!). But, (sigh), I miss the challenge of having to squeeze another tenth of a second (or less!) out of an autocross course in an attempt to beat Ken Jones. With street tires I need to find three seconds!

It’s sad really. I’ve had to resort to tactics such as making up fake timing slips to show my competitors. “You did THAT on street tires??” they say, walking away feeling wholly inadequate and wondering where they went wrong in life. I guess the only solution is for Ken and everyone else in the Li class (Dave, Tom, Paul, are you listening??!!) to go back to street tires. Think of the money we’ll save!

“Mr. Pickett looking at the other cars on your insurance policy, I see you have a 1988 Porsche. You know, you should drop collision on this car, because it’s 15 years old now, and the cost of finding parts for it, even for a fender-bender, will exceed the value of the car...”

That is just not what you want to hear from your insurer. I mean, the thought that my 911 had reached the point where it was not worth fixing anymore kind of shook me up a bit. I don’t think of the car in those terms normally. But further query revealed that my insurer did in fact know what a Porsche was, and they were adamant that parts would not be easily available (guess he never heard of Parts Heaven?). He also advised me that I should keep the collision on my 1990 Ford SHO, because it was still new enough to be worth repairing. Its value on the market is about $1500.

My next reaction was to look up my Carrera’s blue-book value. Edmunds showed the value if sold in Silicon Valley to a private individual to be $10,370. As a trade in, the car was worth substantially less than that. A check with Kelly blue book got the value closer to what you have to pay: $17,500, but even that is a way below the $24,000 and up prices I see advertised for G50 3.2 911 cabs.

Now I am left in a quandary. My Carrera isn’t old enough for classic car insurance, and it has no value (again, according to my insurance company), but I still enjoy driving it.

Hmmm. Because my Porsche no longer has any insurance value, that means I could set it up for racing and ... buy a Camry!
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Well, our competitive season is drawing to a close. Our last Timetrial of the season is history and we have only one more Autocross on November 9th. The site for the last AX of the season is the paddock at Infineon Raceway...should be interesting!

Rules proposals should have been decided upon by the time you read this so they should be posted online sometime very soon. Most of the proposals were not that controversial so most of them should be approved ... but I don’t want to talk out of turn.

Our tentative dates for next year’s AX season have been presented to the board so it looks like there will be at least 9 events for next year. Most of the events are tentatively planned to be held at either Candlestick or Alameda Naval Air Station. Doug and Dana Ambrisko seem to be really up to speed and I think next year’s series should be great.

Our Timetrial series will be going through it’s first change of leadership in at least 3 years. Chris Murray has done a wonderful job as Chairman for the last three years, so many of the participants will have to get used to a new face (Ken Park) giving the driver’s meeting talk at the track on Saturday AMs. The instructors will be under the direction of Harold Williams after at least 7 or 8 seasons under the watchful eye of Hank Watts. There will also be at least one new face at the head of grid next season after the retirement of Chili Willis (Chief Steward). Yours truly will be at the head of grid, with the returning Chet Martin handling steward and communications duties.

Next year will be my last year as competition director...yeah! The toughest part of this position is getting these articles into the Nugget Editors in a timely fashion. Sorry Tom and Jim! (Editors’ note: somehow Dan’s column always manages to make it in!)

My time thus far on the board has been interesting to say the least. But I wouldn’t have wanted to miss it. Not much else happening on the competition front this time of the year. Will have to start watching NASCAR since there isn’t much else to do once the competitive events are done.

Don’t miss our end of the year shindig for awards and general socializing for both the Timetrial series and Autocross series. Check the Nugget or the GGR website for information on this great event.

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Dan’s Drive...

Dan Thompson
Competition Director

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Autocross #8 Photos by Dave Leong
## GGR Event Calendar

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<th>When</th>
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<td></td>
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<tr>
<td>1 November</td>
<td>GGR Autocross #9</td>
<td>3Com Park</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>6 November</td>
<td>GGR 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:jamesohl@comcast.net">jamesohl@comcast.net</a></td>
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<td>8 November</td>
<td>Zone 7 Presidents Meeting</td>
<td>TBD</td>
<td>Tim Fleming</td>
<td>916.985.4142</td>
<td><a href="mailto:tfleming@comcast.net">tfleming@comcast.net</a></td>
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<tr>
<td>21 November</td>
<td>Friday Night Social, 6-9pm</td>
<td>Akkurat Performance</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>December</td>
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<td>11 December</td>
<td>GGR 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:jamesohl@comcast.net">jamesohl@comcast.net</a></td>
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<td>19 December</td>
<td>Friday Night Social, 6-9pm</td>
<td>Harry’s Hofbrau - The Carvery</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>January 2004</td>
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<td>18 January</td>
<td>GGR Activities Day</td>
<td>TBD</td>
<td>James Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jamesohl@comcast.net">jamesohl@comcast.net</a></td>
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<td>10 February</td>
<td>Time Trial and Autocross</td>
<td>Harbor Bay Club, 200 Packet Landing Road, Alameda</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>13 March</td>
<td>GGR Autocross #1</td>
<td>3Com Park</td>
<td>Doug or Dana Ambrisko</td>
<td>650-903-0652</td>
<td><a href="mailto:ambrisko@ambrisko.com">ambrisko@ambrisko.com</a></td>
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<td>10 April</td>
<td>GGR Autocross #2</td>
<td>Alameda Naval Air Station</td>
<td>Doug or Dana Ambrisko</td>
<td>650-903-0652</td>
<td><a href="mailto:ambrisko@ambrisko.com">ambrisko@ambrisko.com</a></td>
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<td>1 May</td>
<td>GGR Autocross #3</td>
<td>Golden Gate Fields, Albany, CA</td>
<td>Doug or Dana Ambrisko</td>
<td>650-903-0652</td>
<td><a href="mailto:ambrisko@ambrisko.com">ambrisko@ambrisko.com</a></td>
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<td>5 June</td>
<td>GGR Autocross #3</td>
<td>3Com Park</td>
<td>Doug or Dana Ambrisko</td>
<td>650-903-0652</td>
<td><a href="mailto:ambrisko@ambrisko.com">ambrisko@ambrisko.com</a></td>
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**Time Trial Chair, Chris Murray**
20257 Redwood Road
Castro Valley, CA 94546
510.538.3800
drchrism@hotmail.com

**Autocross Chair, David Leong**
3911 Le Roy Way
Lafayette, CA 94549
925.362.2431
david@dleong.org

**Time Trial Registrar, Lori Hageman**
2723 Hilcrest Ave.
Antioch, CA 94509
925.252.0206
GGRRegistrar@aol.com

**Goodie Store, Bob Peterson**
5323 Cribari Glen
San Jose, CA 95135
408.528.9284
bps944@aol.com
Watch for details of the Yosemite Tour in future issues of the Nugget. The tour is scheduled for the weekend of March 20, 2004!
The GGR - Mickey Thomp-son off-road autocross series continued on Saturday, September 27th with round 8 at Candlestick Park. I've made enough jokes about the mountain-ous terrain in the 3Com lot in past months, so I'll refrain from any further jokes about the tarmac this time around (see photos below).

Joe "Honda" Hoppa, who is always a threat in the Fun class in his hi-revving S2000, turned his first shot at course design into yet another long and interesting course which provided a scenic tour of the vast acreage of the 3Com compound. The Rookie course designers this year have really pro-vided us with fresh ideas and clever course features, and Joe continued the trend.

Now, I'm not sure if Joe contracted a high-priced architecture firm to draw the course map or if he is just REALLY good with some CAD software that he downloaded illegally off the internet, but he set a new standard against which all other course maps will be judged. And I'll make a bold prediction now - no future course map will measure up! Joe not only provided the dimensions and turning radius for each turn in the course, he figured out the "theoretical" top speeds that cars would reach on the different straightaways and total time on the course. And he was right! At least he was for my car, which saw the top of 2nd gear (about 61mph) right before each of the chicanes on the "main straight". Good work, Joe!

Another flawlessly run event ensured that everyone got in eight timed runs with few reruns, and DNF's were held to a minimum.

The top ten saw a mixed bag of cars this time around after some recent events seemed like the Revenge of the 914's. There were only four 914's in the top ten, joined by three Boxster drivers and two 911's and a 996TT. Andrew Blyholder took top honors again in 'ol Blue, Andy and Teresa McKee took time away from their SCCA driving duties to claim second and third in a conspicuously stock Boxster, while EJ Fontaine (914-6) and Joe Wein-stein (996TT) rounded out the top five.

Apparently, GGR Autocross #7 went off without Laura and I in attendance. To make sure everyone gets their props, I'll mention that Andrew Blyholder cranked off another TTOD with Bill Pickering, Demick Boyden, Boris Elpiner and Ed Shih rounding out the top five finishers. Sharon Neidel in her 968 was the fastest lady in the crowd.

I'd like to dedicate a few lines this month to thank Tim Stewart for his tireless work in securing the Alameda site for the GGR autocross series. Tim just finished re-upping our permit for using this site for an additional 3 years. Tim did a lot of proactive marketing within Alameda, making sure all the right officials knew that we were a safe and responsible bunch, making the permit process much sim-pler for the future. Thanks, Tim!

The next and final round of the 2003 GGR Autocross Series, sponsored by Strasse, Rennwerks and Windrush, will be held at a new venue - the paddock of Sears Point (ok, Infineon Raceway) on November 9th. This will be a cool new site for us and has the added benefit of being a short commute for your authors.
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CALL TO ORDER
The meeting was called to order at 7:07 p.m. on September 4, 2003 at the residence of the President, 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 and Webmeister Susan Angebranndt. Also present was Andrew Forrest, Bill Benz, Claude Leglise, David Leong, Doug Ambrisko, Judy Williams, Jean Ohl.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting September of 2003 were unanimously approved as written.

B. POSTMORTEM OF EVENTS
1. September 14 autocross, well attended.
2. September 19 Friday night social, well attended.
3. September 27, autocross 80 plus, well attended.
4. September 20, Rules Committee, well attended.

C. DIRECTORS REPORTS
PRESIDENT, James Ohl
1. PCA Executive Council meeting will be October 4 in Kentucky.
2. Still need Nugget ad manager.
3. Terry Zaccoone would like to do a charity event.
4. Zone 7 Rep requires input for track dates, autocross, concours dates by October 31 if possible.
5. Time Trial dates: no firm dates as of yet.

VICE PRESIDENT, Jeff Williams
2. November Friday night social, Akkurat would like to host a tech session that night. Instead of Harry's Hofbrau, it will be at Akkurat place of business
3. Insurance ordered through month of October.

TREASURER, Ken Park
1. Submitted report.
2. By next month preliminary budgets will be due.
3. Submitted budget and expense/income forms to all board members.
4. Submitted charity revenue to Secretary to present to Child Advocates.
5. Treasurer's report approved unanimously.

MEMBERSHIP, Chet Bottone
1. There were 20 new members last month, 1771; transfers in, 3; transfers out 8. Motion to accept New Members was approved unanimously.

COMPETITION, Dan Thompson
1. Rules Committee will be meeting at Thunderhill for final voting on rules proposals.

SECRETARY, Louise Sousoures
1. Nothing to report.

SOCIAL, Howard Yao
1. Nothing to report.

NUGGET EDITORS, Jim Bauman & Tom Pickett
1. Need columns earlier this month for the Nugget.

WEBMEISTER, Susan Angebranndt
1. Nothing to report.

D. OLD BUSINESS
1. 2004 Board of Directors, three candidates for positions.
2. Year End Awards recipients chosen.

E. NEW BUSINESS
1. Year End Awards to be decided after data is produced next month.
2. 2004 Directory: Steve Kuhn will provide the template.
ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 9:25 PM. The next Board of Directors meeting will be held November 6, 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
GGR Board Candidates: 2004-2006

This month you can have a say in the management of your club. Vote for the declared candidates, or write in your own choice. Three candidates have stepped forward for the three open positions.

Candidate for President

Bill Benz

In 1965 I drove my Alfa Romeo to Chuck Stoddard's dealership in Cleveland to get a fan belt and a thermostat and came home driving a delightful 356 B coupe. I've been hooked ever since. PCA has played a big role in this happy relationship, first in Texas and on and off over the past 34 years in GGR. GGR has provided tours, social events, rallies, concours, public service events, autocracies, driver's ed events and time trials in which my wife and I have been able to participate. I have been privileged to help out in a number of these events and to serve as GGR's competition director in 1998-9.

I would like your vote to serve as president at this time. I have worked with many of you who are active in club events and, like you, I'm sure, appreciate the work and direction provided by James, Louise and Ken (and enthusiastic newcomers like Howard, Chet and Dave) over the past years. GGR is in sound financial shape and is providing a great publication (Thanks, Jim and Tom) and a terrific selection of events to its membership. There is no reason to screw this up.

As president I'd push to get GGR members more involved in PCA activities outside our region as Terry Zaccone called for so nicely in last month's NUGGET. I'd also strive to find one or more fun and rewarding public service events for us to participate in. May I please have your vote.

Oops, I forgot to provide background - I've been married to Ruth for 35 years and we have two grown sons. I'm a chemist turned patent attorney who owns several Porsches none of which can match the faithfulness of my 400,000+ mile 912 Targa.
Candidate for Secretary

Andrew Forrest

I've been a PCA member since 1999 (GGR since 2001) when I bought my first Porsche, an '88 Carrera coupe. Since joining I've enjoyed the many benefits of membership in an active, well-run club. My reasons for announcing for secretary are simple: it's time for me to contribute something substantial to the club since it has given me so much enjoyment.

Secretary is not traditionally thought of as a leadership position (which is why I chose it) but it is a voting position on the GGR board and I take that responsibility seriously.

I promise to be available to members who wish to learn more about the workings of the club, the details behind various issues or who want to educate me on the impact of board decisions, past or future. I also pledge to perform, to the best of my abilities, the duties of the office as required by the club and in emulation of the fine job done by past secretaries.

Photo by Colm Campbell

Candidate for Treasurer

Claude Leglise

I joined PCA-GGR in 1999 when I bought my first Porsche, a 996. I have been enjoying the Time Trial series and a few autocrosses ever since. I recently became a TT instructor.

GGR is a wonderful club which only runs because of its members, so I have decided to get more involved and to run for Treasurer and the Board.

As for my qualifications: I am already the Treasurer of a small private corporation and my personal checkbook has always been balanced to the penny.
Oh, What Have I Done?

Story and photos
by Colm Campbell, GGR Member

The least of it was to decide to go to Leipzig on August 25 for a taxi ride in the new Carrera GT (C-GT), and surreptitiously gain an unfair advantage in the GGR photo contest to be held in September. I figure the pictures I get should be a shoe in to win. However, I digress.

The process began with a letter from PCNA to come and see the show which included….. My initial reaction began with a moan, not another airplane ride, I really want to stay at home for a while and not miss any more GGR events. Then, my brain kicked into gear and I started to contemplate colors for the C-GT and wondered where else would I see all the color combinations together; at that point, I was sunk. It was now a matter of airline reservations and talking my wife into going along, an easy task since she had been to the Porsche Driving Experience in Atlanta and Alabama.

The trip begins with a ride to Frankfurt and an overnight stay before journeying on to Leipzig on the Sunday morning…….which color will I like best, am I brave enough to own this car in yellow, heck, am I brave enough to own this car at all. These are the thoughts that fill my mind as I anticipate the trip; and I sure hope that I get some good photographs to boot. Oh! Never mind we do not have a boot in the US you call it a trunk. Gee all this talk of shoes and boots and you’d think I was thinking of entering some kind of #5^ kicking contest.

Barreling down the Autobahn at 230 KPH, on the way from the Hotel Fuerstenhof to the Porsche Factory at Leipzig, I am thinking the Cayenne is a great vehicle. Fast, comfortable solid and at the same time wondering what the day ahead is going to be like.

My wife and I are in Leipzig as the guests of Porsche to “co pilot” the prototypes of the new Carrera GT (C GT) and spend some additional time driving an assortment of GT2s, Twin Turbos, C4Ss and Cayenne Turbos around the new F1 track.

Our Driver turns off the Autobahn and deposits us at the main reception center where the red carpet has been rolled out, indeed it had been rolled out the prior day when about 16 others we were treated to a private recital in the Gohlis Palais by the Camerati Concertanti Ensemble…but I digress.

After a brief welcome and video of the new Leipzig facility, we are taken on a tour of the new (never seen by the public or journalists) production line. It is in a small heavily protected area of the Cayenne factory and by my mental scale was no larger than 30’ by 300’, if that big. Beginning in December, the anticipated production volume of the C GT will be about 2.7 cars per day.

It will take about 140 hours to hand assemble the car on the line, and get this; the exterior of each car is built twice. All the incoming panels for each car are placed upon a geometrically perfect jig to ensure acceptable fit and finish, and again when the panels are placed on the finished frame. The car is fully functional without the finished panels.

Every thing on the body is carbon fiber except for the bumpers, due to the expense of replacement if damaged ($40,000). In the sub-frame, critical areas are reinforced with steel to provide for energy absorption, but these pieces seemed to me to be no bigger than 3” x 4” x 18”. The sub assembly, which holds the engine and transmission weighs about 12 pounds, I picked it up with one hand. The Ceramic disc clutch is about 7” in diameter, the same dimension as a F1 Carbon Fiber clutch, but designed with durability in mind. The small clutch serves to lower the center of gravity and decrease the rotational masses in the car (for you technical types).

What is unique, besides all the carbon fiber is that critical components have been mounted on the horizontal plane as opposed to the vertical. Examples are the massive radiator, which sits underneath the front trunk, and the horizontal shocks, which are push rod activated.

Yeah, but where is the exit, the anxiety is rising and I want to ride in this car,
Helmet on and roaring down pit lane, trying to tabulate everything that is going on I am clearly in sensory overload, the car, the track, the acceleration, the sound and the feeling.

The driver is Roland Kussmaul, Chief Engineer in charge of the project, and incidentally the Chief Engineer responsible for the GT2 and GT3. Some people had Gerhard Rinke, the engineer responsible for the chassis design in a car with unmarked Pilots (R compound?).

We come off pit lane onto the track and up through the gears into 5th. Into the first corner where he brakes, and I think to myself ... why is he braking .... we are not going very fast. This car is comfortable, all the anticipation about being jostled around has disappeared, no head banging of the side window even though it feels like a roller coaster on the ground. Into another corner, and again I am asking myself why is this guy braking we are not going very fast. Down the straightaway and I am looking at the track ahead, wondering when things will start to get uncomfortable or hairy, another turn and he brakes again. I push myself back in the seat, again asking why is this guy braking ..... we are not going very fast.

Click, the light goes on, as I extract myself one more time from the seat belts, this car gives you a whole different perception of speed, and then I decide to watch the instruments. We reached speeds of 238KPH and it felt like 30 KPH, went sideways through a turn (the bus stop) and I felt as if I could have been drinking a cup of coffee, so comfortable was the handling and driving. I never felt alarmed, Roland turned off the traction control after a few laps, and drove the car on the edge. You got the impression that this guy knew to the millimeter what this car could and would do.

On one lap around while watching the tach, he came from 5th, 4th, 3rd, 2nd, and the tach never left 400RPM, (except for a micro second at 3800RPM). This was truly a master at one with his machine. I have never experienced such capability behind the wheel; this guy was demonstrating (and testing) every piece of engineering that went into the car (his car).

The more laps that went by (as I continued to pick myself out of the seat belts) I realized why we were not allowed to drive the car, besides the fact that were only two prototypes available, one being Roland's personal car. This car is lethal; in that it lulls you into thinking, you are not going fast, you keep thinking .... there is no need to brake for the corners.

Back to pit lane and I am trying to summarize my feelings about the car, and the word that comes to mind is Competent (I know I'm a master of understatement). I get out of the car and realize I am feeling queasy; this car is so fast that it induces feelings of motion sickness. I was not alone over 90% of the people there experienced the same thing. However, my excuse was that I turned my head at 45 degrees for a few laps and disoriented myself, the rest were just wimps.

I walked around a little bit to gather my thoughts, and realized that he was not really pushing the car…my oh my!

There is doubt in my mind that the best Porsche is always going to be the next one.
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2003 Zone 7 Autocross School
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Chet Bottone, Membership Director

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**Report for October**

<table>
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<th>Category</th>
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<td>New members</td>
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<tr>
<td>Transfers Out</td>
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<tr>
<td>Total Membership</td>
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**New Members**

- Rocky Butani: Milpitas, 2000 911
- Annick Charbonneau: San Francisco, 1999 Boxter
- Vince B Davis: Sunnyvale, 1970 914
- Simon Fontanilla: South San Francisco, 2003 Boxter S
- Torbin Fuller: San Francisco, 1989 911
- Ron Gruener: Campbell, 1981 924
- Roger M Hayashi: San Jose, 1968 912
- Jeffrey P Kelman: Los Altos Hills, 1999 911
- Henry W Kiang: Oakland, 1994 911
- John Kiramis: E San Mateo, 1971 911
- Scott K Kuwahara: San Jose, 2003 911
- Robert Labatt: San Francisco, 1999 996
- Jim R Miller: San Francisco, 1991 911
- Greg K Mitchell: Watsonville, 1976 914
- Gene Z Ragan: Santa Clara, 1986 944
- Mitchell P Rosen: San Mateo, 1999 911
- Mark Sochan: Morgan Hill, 2002 911
- Jeffrey Sternberg: San Francisco, 2003 911
- Raphael Sun: San Jose, 1986 911
- Affshin Valji: Sunnyvale, 1988 911
- Pete Williams: San Jose, 1991 911

**Anniversaries**

- Carl A Cilker: San Jose, 20 years
- Andy Hospodor: Los Gatos, 15 years
- Mario S Musto: Woodside, 15 years
- Hideki Taura: San Leandro, 15 years
- Ron P Atlano: Menlo Park, 10 years

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**SPECIAL!**

Friday Night Social
November 21st
6pm - 9pm

Join several of your GGR friends for our monthly Friday Night Social.

This month features a very special social held at Akkurat Performance:

3551 Haven Avenue, Suite #N
Menlo Park, CA 94025

This event will be catered!

If you miss the November Friday Night Social, try for the next one on December 19th.
Autocross #8
Photo Gallery

Photos by the Editors

“Darn. Those little airbrakes by the sunroof are slowing me down!”

“Maybe I should rethink my plan to use a cone as a replacement hood ornament…”

“Hot cut over my @$%!”

“I’ve been waiting for the day when Dave forgot to mention at the driver’s meeting “Arms must remain in the vehicle!”

“Faster than a speeding Lexus!”
**GGR Marketplatz...**

**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**

1971 914  Rolling chassis. PCA "Z" class. 11-14"x17" BBS with Rains. Bilstein Suspension. Custom 928 S-4 brakes. Custom body work. Extensive chassis work. Air Jacks. Asking $10,000. Contact Racecar at fast914gr@yahoo.com or 408-369-1911.

1974 914 / 1.7 Ivory / Tan. Must Sell! $2,750 / offer. Contact Mark Powell at mvpowell@us.ibm.com or (408)226-5670.

1987 911 Targa Excellent Condition, 88k miles, Cassis Metallic, Burgundy interior, always garaged, second owner, $18,000.00/OBO. Will email photo on request. Contact Gary Sloman at pendragon@direcway.com or 707.829.3434.

1991 C2 Coupe 48,xxx miles. Recent reseal. Major service with valve adj & brakes less than 500 miles. $28,000. Contact Marc at mgcls@sbcglobal.net or 925.935.6140.

1991 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, 707.938.0948 or Steve@BHCResults.com.

1995 993 Cabriolet Guards Red/Cashmere! 91k miles; Excellent condition. 18 inch genuine Turbo “Twist” wheels. Recent new top/mechanism. Upgraded stereo. $32k or best offer. Contact Mike Mitchell at 510.713.9248.

1989 944 Turbo Red with light tan interior. 151K freeway miles. CA car, stock, runs well. Not perfect. Call or email for more details. $8500 obo. Contact Richard Lofgren at richard_lofgren@3com.com or 408.326.2943.

1974 9142.0L TT/AX/Street. Red. By Bontempi. Loaded. Excellent car, reliable, well maintained. $8500. TPD enclosed trailer. 20' $8500. Package $16,000. Contact Gary Sloman at pendragon@direcway.com or 707.829.3434.

1989 924 S Rare limited edition (light weight) M030, limited slip, lowered, extra wheels & tires, extensive prep work done for AX&DE, complete documentation, streetable, passes smog. $29,000 or BO. More info and pictures at http://www.geocities.com/jay_parikh/1.JPG. Contact Jay at jay_parikh@yahoo.com or 650.740.7823.

1989 111 Carrera Excellent Condition, Marine Blue Metallic, Light Gray interior, new tires, clutch upgrade, AC, Alpine stereo, strut brace, alarm, Heyer Performance maintained, 96k miles, $21,000/OBO. Contact Eric Rogge at e.rogge@comcast.net or 650.678.9193.

1993 968 Triple Black. 84K miles. Excellent condition, garaged, well maintained, ALL records, Kenwood Excelon CD/MP3 player. 17 inch wheels with Pirelli P-Zeros. $17,500 obo. Contact Deepak Kakar at 408.892.9990 or kakard@yahoo.com.

1990 111 C4 Cabriolet Unbelievable car! Original owner has pampered and cared for dearly. $28,250. More info and pictures at http://www.autosaleassistance.com/ Clients/jklngtr/911C490_471910/index.htm. Contact Rocky Butani at rocky@autosaleassistance.com or 408.236.2136.

1988 924S Rare limited edition (light weight) M030, limited slip, lowered, extra wheels & tires, extensive prep work done for AX&DE, complete documentation, streetable, passes smog. meets 944 spec class. Contact Dick Petticrew at rpcrew@att.net or 480.899.1347.

1972 914 Roller 36k mile. Undriven and garaged since 1976, when the rear of car was burnt. It has been stripped, cleaned and primered. It's straight and has NO RUST ANYWHERE. Oakland, CA Contact George Petri at gesol1@prodigy.net or 510.428.2910.


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1994 Set up for AX/Track. 2.7 liter 911S engine w/ aluminum case. Lots of spares incl/ extra engine. Guards Red/Black Leather. $12,000. Contact Jim Housman at jjhman@sonic.net or 707.823.7564.

Parts & Miscellaneous

Parts Lightweight battery. 12v, 380 CCA. Small, weighs 20 lbs. Great for AX or TT cars. $40. 935-style boost gauge, $100. Contact Mike Mitchell at Mahler9th@aol.com

Lightweight battery. 12v, 380 CCA. Small, weighs 20 lbs. Great for AX or TT cars. $40. 935-style boost gauge, $100. Contact Mike Mitchell at Mahler9th@aol.com

4 Khumo Ecsta V700 Tires For Sale Two 225x40x18 and two 265x35x18 Khumo Ecsta V700 tires with two half track days on them. E-mail for pictures. $400 obo. Contact Doug Driver at ddriver@fortifiber.com or 775.833.6171 x102.

930 bodywork. Fiberglass front and rear bumpers, splitter, front fenders and rear flares. Steel hood. $400. Call Dave at 408.354.7805.

Boxster muffler (modified) Boxster muffler cut open and removed 4 pipes. 20-25% louder on acceleration, sounds stock when cruising. Nice sound, no resonance throughout rev range. $125.00 Contact Harold Williams at harold@dino.com or 650.340.7017.

Polished Design 90 Wheels/Tires 16” wheels with Dunlop SP Sport 8000 tires. Wheels are in good condition - some curb rash. $400/best offer. More info and pictures at http://geocities.com/mmann964/D90Wheels/WheelsFor-Sale.html. Contact Melissa Mann at mmann@bigfoot.com or 408.926.0902.

Misc Mementos Calendars, badges, patches, various memorabilia from 70’s/80’s. Contact Dale Dorjath at djdorjath@aol.com or 408.997.0914.

944 Car Cover Excellent condition - for early 944. Contact Dale Dorjath at djdorjath@aol.com or 408.997.0914.

Tires! Four Kumho ecsta v700 205/45/15 2 at 70% 2 freshly shaved $300 for the set of 4 Contact Thomas Jameson at thomasmj@comcast.net or 510.486.8788.

Rims and Tires! Four 7x15 Revolution rims with 50mm offset allows 225/50r15 to fit on rear of early car (69-73) shod w/ 50% Kumho victors, set of 4 + 2 tires $650. Contact Thomas Jameson at thomasmj@comcast.net or 510.486.8788.

Misc Early 911 Parts Body parts for 70 911. Rear deck lid w/o grill VGC $100.00. Front bumper GC $75.00. Rear bumpers x2 GC $75.00. Rear valance GC $50.00. Contact Thomas Jameson at thomasmj@comcast.net or 510.486.8788.

Wheel/Tire Set From 93 911. 5 spoke style in excellent condition includes tires,centercaps.Bridgestone potenza,225-50-16 and 205-55-16. $850. Will trade for Fuchs 7/8x15. Contact Paul Canton at toncacompam@webtv.net or 650.579.0836 before 10PM.

Carrera Parts New Carrera fender oil cooler stone guard $40. 3.2 heat exchangers $125. 3.2 muffler, tip relocated for ‘73 apron $50 Contact Harold Williams at harold@dino.com or 650.340.7017.

Carrera parts Autothority chip for ’84-’88 stock 3.2 $150. 3.2 steel test pipe w/os bung $125. Carrera oil temp/press gauge w/senders $100. Contact Harold Williams at harold@dino.com or 650.340.7017.

Misc. 911 Parts Recaro 964 seat slider assy for one seat $100. Weltmister short shift kit ’73-’86 $35. Spawl push fan for fender cooler $60. 914/4 tach $25. Contact Harold Williams at harold@dino.com or 650.340.7017.

Wheels, shocks, etc... Four 7x15 cookies=$250/obo, Koni sport shocks(rears) from 73 911-$100pr. Factory short shift kit-$50. Rear pads from ’73 911 (pagid organge and porterfields)-$50/set. Contact Ken Park at kemp911@aol.com or 510.522.8004 eves.

Wanted

914 Parts or Parts Cars Looking to buy 914/911 parts or parts cars at reasonable prices. Please, no collector items. Clean out that garage. Contact Dan Tsuchiya at Dan_Tsuchiya@amat.com or 408.483.5224.

DAS rollbar for 993 Cab Seeking DAS removable rollbar for 993 Cab. Preferably used. Contact Jos Stella at jnstella@yahoo.com or 415.305.3284.

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