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Cover: The valets at the Dorint Hotel at the Nurburgring always park the nicer cars at the front entrance. I parked my rented Carrera GS behind the Ferrari 512... then was asked to move ... I guess Porsches at the Ring are just too ordinary!

Photo by Jim Bauman

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I never realized that retirement could be so much fun or that I would be so busy. In July, Jean and I left on a trip to the Pacific Northwest and parts of British Columbia. We first traveled to Depoe Bay, Oregon to check on our future residence. We then drove north to Bellingham, Washington and visited the college where Jean got her initial degree 30 years ago.

Next, we were off to the Vancouver Island Region’s (VIR) Rise & Shine weekend. Modern Porsche electronics are wonderful -- with a simple push of a button, the instruments switched from miles to kilometers. After crossing the border, we went to Tsawwassen for the two-hour ferry ride to Nanaimo on Vancouver Island. Did you know that Vancouver Island is over 285-miles long and is roughly the size of New Jersey?

We joined some VIR Porsche owners heading north to the same event. The event had a nice gimmick start. At an identified petrol station, we signed the insurance waiver, registered our odometer, and filled the tank. We followed our new friends over some great roads. About 80 km later, we repeated the process at another petrol station. Everybody's kilometers per liter were computed and a prize awarded to the best fuel economy (we were third!).

At the Mt. Washington ski resort, we checked into our condo and headed for the evening Welcome Party and Mexican buffet. All entrants receive many welcome gifts. Though small, VIR is extremely friendly and welcoming!

We renewed our friendship with Ernie Kowal, a VIR member we met at the 1995 Portland Porsche Parade. He told us that everyone is "expected" to enter the concours. Our Boxster was covered with over 2,200 kilometer of dirt and bugs. Ernie showed us the wash point, loaned us a bucket and car soap, and using towels from the condo, we washed the Boxster under the lights. We were doing laundry in the condo at midnight to clean the towels we dirtied.

Early Saturday morning we placed the car in the concours site and cleaned it for the next couple of hours. At the buffet lunch, we won the greatest distance-driving award. We were astonished to discover my first retirement project of cleaning and waxing the Boxster in June paid off - we won Best in Class for Porsches 1990-1999 -- I think they took pity on us. VIR mailed us pictures of us getting our trophies - what a great region!

Sunday started with a walking tour-quiz followed by a great brunch and many more door prizes. Although the event ended after the brunch, we stayed another day on Mt. Washington to explore the area. Monday was on to Seattle where Jean had a three-day conference. After 13 days and 2,707 miles on the Boxster, we arrived home. Remember the plastic film I discussed in an earlier article? It saved our paint job when an SUV punted road alligators onto the Boxster. There were tire marks across the headlights and hood. Everything cleaned off except the Porsche ornament that is now chipped. Should have also covered that!

I encourage everyone to look for similar events and attend them if possible. I know that Jean and I hope to attend VIR’s Rise and Shine 2004.
While in Paris during the record heat wave I didn't take a cab ride ... although it may have been a better idea than the metro - the world's largest moving sauna. The day I left it was 108 degrees at 4pm.

This trip started off at the ADAC Rallye Deutschland, where Frenchman Sébastien Loeb drove his Citroen Xsara WRC to an impressive victory. A couple of vintage Porsche rallye cars were featured in the Service Park - they were nice to see. I wonder if Porsche would re-enter the rallye scene with a prepared Boxter S? Imagine seeing THAT airborne at 120 mph!

I took a little time to drive up to Nurburgring (which I discovered is NOT near Neuburg, but near Nurburg. Duh.) My dreams of a couple of hot laps were quashed by some sports car event where big fast Beemers diced with GT2s and GT3s, and even a GT1.

Then there was Paris. If you ever plan on driving in Paris, please get at least one season of autocrossing under your belt. Or at least an autocross school. When there is nothing to impede a Parisian driver, there goes grandma and her Renault at full throttle ... and the few lane markers are for cosmetic purposes only. Stopping for red lights is completely optional if you are going straight ahead. But, in this bizarro world, nobody ever EVER turns right on a red light! That, for some odd reason, is a big no-no.

Finally, to round out my European automotive adventures, I decided to visit the local Parisian Porsche dealer. After a steamy metro ride and long walk, I arrived. Doors were locked ... closed for vacation during the entire month of August. Arrgh!

It's been two months since I last had time to think about Porsches. Deadlines at work and remodeling my house have prevented me from autocrossing or time trialing this summer. It makes me think of simpler times, when I was a teenager growing up in Southern California...

Jim and I had much the same haunts during our first years of driving experience. We both used a place called Carbon Canyon to exercise our new found freedoms. Of course Jim was coming from the south-end of the canyon headed north, and I was coming from the north-end headed south. That we never actually collided in those days amazes me.

My father had a lead foot. At one point he had a 1969 Buick Le Sabre with a 350 Corvette engine. We would leave for Indiana every summer on Route 66, and he would egg whatever car he had across the country on two lanes at 80 or 90 MPH.

The first time I remember anything at all about the Porsche 911 dates from eighth grade. That would have been oh, well about 1966? I was in drafting class, and I came upon a sales brochure for the 911. I remember thinking that it was kind of neat—a sports car with room for luggage. I never drove the car until years later (when Jim bought a 1973 911 in 1980). That car hooked both my wife and I—we knew that some day we would own a 911.

In the meantime, I owned a long list of cars: 1965 Mustang, 1967 Buick GS, Peugeot 404, Mazda Rx100, modified Datsun 510, two different 1978 Siroccos, a 1st generation Ford SHO (which I still own), followed finally by the 1988 Cab I own now. It took a long time to get here.
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PARTS HEAVEN
Well, our latest piece of news on the Competition front (for those who have not already heard) is the selection, by the GGR board of directors, of Ken Park as next season’s Timetrial Chairman. Ken has been time trialing with our club for many years now as does his wife, Pam. Ken has also served our club as current Treasurer and was the past Chair of the Technical Inspection committee for the Timetrial series.

Ken has some new ideas on budgeting and such, which should be great since his day job is in accounting. Along with Ken as chair, Harold Williams will be serving as Chief Driving Instructor. Harold has some new insights as to scheduling and work loads for the instructor crew, so the instructors may be in for a reduced work load.

Before I leave this subject I want to thank our current Timetrial chairman Chris Murray. Chris has been TT chair forever (actually just the last three years). Many of the current TT participants have never participated under the leadership of anyone else. He has done a great job with the series and has enabled the TT series to begin the use of transponders for timing of the events. With the use of transponders the Sunday afternoon timing sessions seem to go much smoother!

Chris has worked very hard this season to try to insure that our series not only pays for itself but that the club as a whole has gotten the much needed capital for operations of other activities within the club.

Another person that cannot go unmentioned for his tireless and continual work for the club is our current Chief Driving Instructor Henry Watts. Henry has taken our instructors to a new level of acceptance not only within our own club but with virtually most of the track clubs in Northern California. GGR instructors are not only welcomed by other clubs, but many times are recruited to instruct for the other clubs, including Viper, NCRC, Shelby, BMW to name just a few. Not many other track organizations have the kind of recognition given our instructors by other clubs.

Besides his duties as CDI he has also served as the Zone 7 Autocross school Chair for many past years, before passing the baton to Masuo Robinson, Jeff Sykes and most recently Ed Shih.

Henry’s tireless work and input to the TT and AX series has and will continue to be appreciated by all participants of those events. Many of the track guides, driver manuals, instructor manuals and other track driving materials have been written in their entirety or portions thereof by Hank.

Thank you Chris and Hank and may your next season be relaxing and fulfilling.

Next season will also bring a slightly revised TT Grid Steward and Communications team. After many years of service to the TT series Mike “Chili” Willis is retiring and moving on to other activities. Chet Martin and yours truly will be sharing Chief Grid Steward and Communications duties. Something new at every turn!

Rules changes for next year will be posted on the GGR website by the time you read this. Please review these and plan on attending our rules meeting sometime in late September. Exact date will be posted on the website and sent by Topica to those that are on that Message board.

Porsches were meant for driving...do it!
# GGR Event Calendar

<table>
<thead>
<tr>
<th>When</th>
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<td><strong>September</strong></td>
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<tr>
<td>4</td>
<td>GGR Board Meeting 7:00 PM</td>
<td>The Ohl Residence</td>
<td>James Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jamesohl@attbi.com">jamesohl@attbi.com</a></td>
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<tr>
<td>6</td>
<td>Zone 7 Rally #4 (GGR)</td>
<td>Coyote Run III</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>Zone 7 Concours #7 (Diablo)</td>
<td>Blackhawk Plaza, Danville</td>
<td>Frank Cunningham</td>
<td></td>
<td><a href="mailto:gofec@att.net">gofec@att.net</a></td>
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<tr>
<td>7</td>
<td>LPR Autocross #5</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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<tr>
<td>13</td>
<td>GGR Autocross #7</td>
<td>TBA</td>
<td>David Leong</td>
<td>925.362.2431</td>
<td><a href="mailto:david@dieong.com">david@dieong.com</a></td>
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<tr>
<td>13</td>
<td>Diablo Region Tech Session</td>
<td>Roger Kraus Racing 2906 Grove Way Castro Valley, CA</td>
<td>Benjamin Orozco</td>
<td></td>
<td><a href="mailto:benjamin4@attbi.com">benjamin4@attbi.com</a></td>
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<tr>
<td>19</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@aber-rance.com">howard@aber-rance.com</a></td>
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<tr>
<td>20-21</td>
<td>Zone 7 Rallye #5 (SVR)</td>
<td>Carrera de Sierra, Sacto/Graeagle</td>
<td>Rik Larson</td>
<td>925.362.2431</td>
<td><a href="mailto:sysnake@attbi.com">sysnake@attbi.com</a></td>
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<tr>
<td>27</td>
<td>GGR Autocross #8</td>
<td>TBA</td>
<td>David Leong</td>
<td>925.362.2431</td>
<td><a href="mailto:david@dieong.com">david@dieong.com</a></td>
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<tr>
<td>28</td>
<td>Zone 7 Concours #8 (RR)</td>
<td>Ledson Winery, Santa Rosa</td>
<td>James Heisey</td>
<td>707.542.7722</td>
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<td><strong>October</strong></td>
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<td>2</td>
<td>GGR Board Meeting 7:00 PM</td>
<td>The Ohl Residence</td>
<td>James Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jamesohl@attbi.com">jamesohl@attbi.com</a></td>
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<tr>
<td>3-5</td>
<td>Club Race U.S Sports Car Invitational</td>
<td>Mazda/Laguna Seca Raceway</td>
<td>Tim Fleming</td>
<td>916.985.4142</td>
<td><a href="mailto:TRFleming@jps.net">TRFleming@jps.net</a></td>
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<td>4</td>
<td>Time Trial Ground School</td>
<td>Milpitas Round Table</td>
<td>Gary Dorighi</td>
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<td><a href="mailto:gdorighi@attbi.com">gdorighi@attbi.com</a></td>
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<tr>
<td>11</td>
<td>Zone 7 Rally #6 (GGR)</td>
<td>TBA</td>
<td>Hubert Lee</td>
<td>650.368.5258</td>
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<td>12</td>
<td>LPR Autocross #6</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>12</td>
<td>Redwood Region Autocross</td>
<td>Santa Rosa Airport</td>
<td>Philip Tamanaha</td>
<td>707.462.4319</td>
<td><a href="mailto:philip@pacific.net">philip@pacific.net</a></td>
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<tr>
<td>17</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@aber-rance.com">howard@aber-rance.com</a></td>
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<td>18 - 19</td>
<td>GGR Time Trial #5</td>
<td>Thunderhill Raceway</td>
<td>Chris Murray</td>
<td>510.538.3800</td>
<td><a href="mailto:chrhism@hotmail.com">chrhism@hotmail.com</a></td>
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<tr>
<td>19</td>
<td>Zone 7 Autocross #7</td>
<td>Millerton Lake</td>
<td>Dean Posey</td>
<td>559.297.0897</td>
<td><a href="mailto:kathyp@calbus-furn.com">kathyp@calbus-furn.com</a></td>
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<td>Zone 7 Autocross #8</td>
<td>Millerton Lake</td>
<td>Bud Behrens</td>
<td>209.477.9496</td>
<td><a href="mailto:Budmaryann@cs.com">Budmaryann@cs.com</a></td>
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<tr>
<td>1</td>
<td>GGR Autocross #9</td>
<td>TBD</td>
<td>David Leong</td>
<td>925.362.2431</td>
<td><a href="mailto:david@dieong.com">david@dieong.com</a></td>
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<td>8</td>
<td>Zone 7 Presidents Meeting</td>
<td>TBD</td>
<td>Tim Fleming</td>
<td>916.985.4142</td>
<td><a href="mailto:TRFleming@jps.net">TRFleming@jps.net</a></td>
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<td><a href="mailto:howard@aber-rance.com">howard@aber-rance.com</a></td>
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Another month has passed and with it, another wonderfully executed GGR autocross. This month's installment found us back at Golden Gate Fields - the parking lot that WANTS to provide you with traction but never quite delivers.

Seriously, I think scientists need to study this tarmac, as I'm pretty sure it was left on the planet by aliens. It seems to defy the laws of nature, as there is a never ending supply of loose stones that show up on the course as soon as two or three cars make their runs. If these loose stones were actually wearing off the surface, the pavement would be 20 feet below sea level by now from all the autocrosses. Sweeping is futile.

I think I saw one poor soul walk out onto the course during setup armed with a broom and good intentions to serve his fellow drivers by "cleaning the line". A half hour later he was still sweeping at the first turn, sweating like crazy with blisters all over his hands with no visible progress against the alien-spawned gravel.

Ken Short, an avid autocrosser and Boxster aficionado, laid down a beautiful course to challenge the crowd. It was Ken's first course design, but like the other rookie course designers this year, he rose to the occasion and designed a course that could be followed easily by beginners, yet the subtleties challenged the more experienced drivers vying for TTOD.

The course featured a crossover near the beginning of the course that fed a 150ft diameter loop which dared you to apex several times before getting a good run onto the long straight that followed. More than one driver got into the marbles here, showering the course workers with stones as they flat tracked World Rally Championship style most of the way around the long turn. The fast way? No. Was it fun? Heck yeah!

Guest celebrities included Gary Walton and his son, Rich. Gary is one of the guys who helped to create the autocross "scene" in the Bay Area many years ago. Rich is mostly seen tearing it up in wheel to wheel action in the 911 "spec" class in a beautifully prepared '72 911 I have been lusting after for some time. Rich drove it to an impressive TTOD, just 5 hundredths of a second quicker than rising star Bill Pickering in his well-sorted 914-6.

Donna Sylvanovich, Louise Sousoures and Mike Mitchell - avid Time Trialers who are rarely found racing in parking lots - showed up to demonstrate their versatility as fast drivers and all claimed spots in the Top Ten. Donna took TTOD ladies, too.

Hank Watts scared the whole Li class when he showed up with his '86 Carrera until they realized that it was shod with tires taken straight off of Fred Flintstone's car. When Hank said, "I think I need new tires", there were at least three people in earshot with The Tire Rack programmed into their cell phones. We are a sad, predictable bunch.

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The Maestro's entire collection 356/912 engine/transmission treasures will be auctioned

**Tuesday, September 23, 2003.**

**Preview:** 8:00 a.m. until 10:00 a.m.

**Bidding:** 10:00 a.m. until everything is sold

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

CALL TO ORDER
The meeting was called to order at 7:15 p.m. on August 6, 2003 at the residence of the President, Foster City.

Board members present were James Ohl, Jeff Williams, Louise Sousoures, Dan Thompson, Ken Park, Howard Yao, Webmeister Susan Angebranndt. Also present were Henry Watts, Harold Williams, David Leong, Bill Benz, Larry Sharp, Jean Ohl, Andrew Forrest.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting of August, 2003 were unanimously approved as amended.

B. POSTMORTEM OF EVENTS
1. IMAX Theatre event - well attended.
2. Autocross #4 - July 12, very well attended.
3. Friday night social - extremely well attended.
4. July 19, last Adopt-A-Highway was attended.
5. Charity golf was cancelled.
6. Autocross #5 - August 2 - well attended.
7. Concours - 24 cars entered in concours, 40 entrants for swap meet.

C. DIRECTORS REPORTS
PRESIDENT, James Ohl
1. As a further cost savings, Nugget mailing crew requests permission to contact out of the country Nugget recipients regarding the mailing of the Nugget each month to them. Motion to approve request was seconded and unanimously approved.
2. Received minutes from Executive Council Meeting.
3. Discussion ensued regarding email reminders via the web site for all of our events.

VICE PRESIDENT, Jeff Williams
1. Calendar Changes: Autocross #7 may be changed to another date.
2. Insurance ordered through August for all events.

TREASURER, Ken Park
1. Submitted report.
2. Treasurer’s report approved unanimously.

MEMBERSHIP, Chet Bottone
1. There were 16 new members this month; transfers in, 12; transfers out, 2. Motion to accept New Members was approved unanimously.

COMPETITION, Dan Thompson
1. Has forwarded to our webmeister the rules proposals. Will announce date for first meeting of DEC committee, to be held at the end of September.
2. Competition Director to train with Chief Steward at the October Time Trial.

SECRETARY, Louise Sousoures
1. Nothing to report.

SOCIAL, Howard Yao
1. Submitted revenue from concours and swap meet. Funds will be dispersed to charity of Carlsen’s choice.

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

WEBMEISTER, Susan Angebranndt
1. Nothing to report.

D. OLD BUSINESS
1. 2004 Board of Directors: Potential candidates discussed.
2. 2004 Time Trial Chairman: Competition Director submitted recommendation. After discussion, vote taken with one yes vote. Motion failed.
3. Motion made and duly seconded for alternate candidate. After discussion, vote taken with four votes. Motion approved.
4. Goodie Store: Bob Peterson will continue in this position.
E. NEW BUSINESS
1. Joint board social: Discussed restaurants, etc. for December.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 9:45 PM. The next Board of Directors meeting will be held September 4, 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

Upcoming Zone 7 Events
Rallye #4 (GGR) September 6
Concours #7 (Diablo) September 7
Rallye #5 (SVR) September 20-21
Concours #8 (RR) September 28
Rallye #6 (GGR) October 11
For details, see the calendar on Page 8.
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.

Class Records fall at TT# 5
The results from last weekend's time trial are now on the GGR web site. A total of 74 people ran for time. There were 15 new class lap records set and 25 people bested their fastest time in their car (these were people who had already registered a time in their car & class, not those who were in a new class or a new car).

Congratulation go to Henry Watts (TTOD) and Stacy Reitmeir (TTODL)

The new lap record holders are:
BR : Gary Dorighi
CP : Jeff Reitmeir
DM : William Kelly
DML : Christine Mann
EP : David Sturtz
FM : Gene Kindred
FML : Patricia Kindred
GM : Steve Kuhn
GML : Cherie Kuhn
GX : Steven Taty
KM : Jim Paugh
LP : Dean Thomas
LPL : Laura Thomas
OI : Joe Gehman
OP : Dan Lofgren
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No, I didn’t really make a big mistake parking my 944...

But, set aside the weekend of March 20, 2004!

More information coming in the months ahead. If you can’t wait, Contact me, Alfred Abken, 555 24th Ave. San Francisco, CA 94121, 415.387.9351, before 9:00 P.M. please.

Sorry, I have not embraced the computer age, so no email.

The new official grid hat for all GGR autocrosses

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This offer is available only in the following states:

2003 Zone 7 Autocross School
Golden Gate, Where Are You?
By Terry Zaccone, GGR Past President

I got back from CRAB 30 just amazed at the great job Sacramento Valley Region does on that event. I consider this event second only to the Parade. For those of you who do not know what CRAB is (and, apparently most members of GGR do not know), it's a yearly, full four-event weekend, not counting the fabulous crab feed.

You can register Friday evening and attend the registration party, or you can come in on Saturday. On Saturday, there is the big Autocross, the gymkhana, and the Walking Rally Tour. On Saturday night is the big banquet, with a crabfeed (pasta for those who don't like crab), wine for all the tables, and dancing until midnight.

Then, Sunday morning, if you're a rally person, there's the CRAB rally. You can also do the walking Rally/Tour Sunday. Or, you can sleep in as I did. The rally ends at a beer and bratwurst feed where more trophies and doorprizes are given out.

C.R.A.B. stands for Crab, Rally, Autocross, and Begegnung, which is a German word for "get together and have a good time". Lest you think these are trivial events, let me assure you that the Autocross and rally are Parade class, except there is usually more competition because we have such a high concentration of experts in Zone 7 (I wonder how many members know what Zone 7 is?).

I joined Golden Gate Region in 1968 and I have been President three times, so it pains me to say that I was really embarrassed by the Golden Gate showing at this important event. There were 115 entries, and only 7 (seven) for Golden Gate!

Now that may not sound like a big deal to you, but to me it's shameful. What it shows is that Golden Gate Region is no longer anywhere near the premier region on the West Coast, as it used to be. Time Trials and Autocross notwithstanding, I don't believe we are even third rate in Zone 7. The Time Trials are very well run and attended, as are the Autocrosses. But that's all. Golden Gate has become one-dimensional. There are clubs you can join that do nothing but racing, but the Porsche Club of America offers infinitely more than that.

Here are the general objectives of PCA, taken directly from the bylaws:

"The general objectives of the club, to which its members are joined together and mutually pledged, shall be the furtherance and promotion of the following:

A. The highest standards of courtesy and safety on the road.
B. The enjoyment and sharing of goodwill and fellowship engendered by owning a Porsche and engaging in such social or other events as may be agreeable to the membership.
C. The maintenance of the highest standards of operation and performance of the marque by sharing and exchanging technical and mechanical information.
D. The establishment and maintenance of mutually beneficial relationships with Porsche Works, Porsche Dealers, and other service sources to the end that the marque shall prosper and continue to enjoy its unique leadership and position in sport car annals.
E. The interchange of ideas and suggestions with other Porsche Clubs throughout the world and in such cooperation as may be desirable.
F. The establishment of such mutually cooperative relationships with other car clubs as may be desirable."

Now, does that sound like a one-dimensional organization that concentrates on only one activity, say, racing? Of course not.

Let's see: As of the last Nugget, GGR has almost 1800 members. 7 out of 1800 is about 0.4 percent. Why did the other 1793 members join GGR? Probably to get the excellent Panorama magazine and the Nugget. Those are good reasons, I guess.

I can only speculate that the majority of Porsche owners in GGR (actually 99.6%) own the car because it is beautiful, prestigious, fast, and reliable. Those are very good reasons, and there are lots of cars that meet those requirements.

How can we (me and the other 6) get across to the rest of the membership how much more there is to owning a Porsche, as the bylaws mentioned above indicate? As far as performance, if you haven't at least Autocrossed your car a few times, you have no idea what you have.
Membership...

Chet Bottone, Membership Director

Report for August
New members 16
Transfers In 2
Transfers Out 12
Total Membership 1794

New members
Herbert J & Steven A Kwart San Jose 1973 911
J Russell Stedman Lafayette 2002 911
Kevin O Grusti Oakland 1970 911
Robert S & April Filer Burlingame 1998 993
Donal & Mary O Shea Los Altos 2004 Cayenne S
Thomas D Reid Half Moon Bay 2002 Boxster
George Aigeldinger & Petra Ossing Livermore Hot 1981 911 SC!
George Y & Deborah Daniloff Mountain View 2003 996
Huy M & Nam-huan M Do Mountain View 2003 911
Patrick & Sherrey Conte Los Altos 2003 996
Lisa A Jeko San Francisco 1995 911
Byron W Robeck San Jose 1991 911
Maryann Tucciarone & Arthur Resnikoff San Francisco 2001 Boxster
Barney L Lim Portola Valley 2000 911
David Franci San Francisco 2003 Boxster
Norbert Debler San Jose 1993 911

Transfers in
Britain J & Angel Smith Santa Clara 1969 912
William G Goldman Palo Alto 1998 Boxster

Anniversaries
Hermann & Marcia Bonasch Dublin 25 Years
Chris & Stephanie Hill San Carlos 20 Years
John I & Debra Kiger Los Altos 20 Years
Clark Smith San Carlos 20 Years
Bob & Betty Hummer Pacific Grove 15 Years

Friday Night Social
September 19th
6pm - 9pm
Join several of your GGR friends for our monthly Friday Night Social, held at The Carvery in San Mateo, just of Highway 92 east of 101.

If you miss the September Friday Night Social, try for the next one on October 17th.

Golden Gate, Where are you? (continued)

I know James and the Board have been working on this issue forever. I can't be too helpful because I don't know what can be done myself. This is not a new problem, it just seems more severe today than it used to be.

There are Regions that are really getting a good turnout for events, Sacramento Valley, Loma Prieta, Diablo, Redwood, Monterey, and even Sierra Nevada. We're being left in the dust, people! Maybe we should look at what they are doing and try that.

Whatever you do, don't be quiet. Tell the Board if you have ideas. They're ready.
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

1974 914 2.0L TT/AX/Street. Red. By Bontempi. Loaded. Excellent car, reliable, well maintained. $8500. Contact Bert Del Villano at bertdelvillano@aol.com or 925-684-2790.

1974 914 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 BO. Contact Jim Housman at jjhman@sonic.net or 707.823.7564

2003 GT3 Cup. One of the best cars available raced by the team who won the championship last year and still leading the championship this year. More info and pictures at http://www.968turbo.de/cupcarsforsale/cupcarsforsale2_2002.html. Contact konstantin at gt3cup@gt3cup.com

1989 Carrera Coupe 4 Red/tan leather. Sunroof. 28K original miles. New clutch. Excellent condition. $26K. Contact Charmayne Bienvenue at charmayne@sbcglobal.net or 650.328.8332.

1988 944 Turbo S + trailer Guards Red, Full gage, Seats "E" Class. Also 24' Featherlite enclosed trailer. $24,500 for package. Contact Jun Komatsu at kjun@qwest.net or 801.870.2345.

1984 911 Carrera Coupe Excellent condition with many upgrades: polished Fuchs wheels, red brakes, 996 dual exhaust, chip and K&N. Mobil-1, H-4's, 10CD, AC, cruise, alloy shifters. 122K miles $16,900. Contact TLawson99@msn.com or 408.739.1209.

1988 930 Turbo Red/Black .62K miles. 915 5 Speed, JHL. Stainless Exhaust, 18" Kinesis K-28 Wheels w/New Tires. Runs Strong and well Maintained (60K Service performed). 40K o.b.o. Contact Carlos Da Silva at cdisilva2000@yahoo.com or 408.655.1121.

1995 993 C4 Bk on Blk, the perfect TT, AutoX, DE car but still registered, smogged, street legal. All the good stuff. Write for pictures/details. 37K OBO Contact Steve Silver at quikstuf@pacbell.net or 831.479.0396.

1969 911E Targa 130,000 miles. mechanically strong. Runs well. could use some cosmetic attention. Red, original, complete, blaupaint, very restorable. $6,000 / offer Bruce Bettencourt, 18474 Grizzly Rock Rd, Los Gatos. Ca 95033 408.354.5661, babettenco@earthlink.net

1988 944 Turbo S Guards red, tan interior. 188K miles. No modifications or accidents. Full maintenance records. New clutch and turbo one year ago. $8K or best offer. More info and pictures at http://www.quantumsight.com/AAW/944T/. Contact Tony Waitz at aawaitz@yahoo.com or 650.269.4566.


1997 911 Cab MUST SELL! Midnight Blue/Blue, 6-speed, CD/Premium sound. 50K miles. Well-maintained, very nice condition, new tires. 2yrs left on extended warranty. $39,500 Contact Alex Halikias at ahalikias@hotmail.com or 650.802.8785.

1978 911sc Coupe Grand Prix/Black. 216K, Sunroof Coupe, 16X6&7's, Turbo tail, 87 Carrera Seats, 930S wheel, CD, Euro ride height. $11.5 K. Contact Paul at pr911sc@aol.com or 209.968.1522.

1984 Carrera Euro Edition Guards red/tan. 3.2L eurng./5 speed - one owner w/all receipts from day one. A purist's car, no a/c! 104k miles, meticulously maintained, set up for street or race, with fuchs/street tires—ROHS with track tires; race(borla) and street legal exhaust; stage II Hi Tek adjustable suspension and shocks/sway bars; 5 point belts. asking $20k. see at Arcane Auto (559.499.1041), or call rich at 559.438.8904 pm.

Parts & Miscellaneous

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 510.524.8004 eves.

7/8 X 15 Original Fuchs For Sale or TradeNeed 7/8x16, will trade or sell the 15's for $750. Good condition and straight. Hoosiers 15" 225/245 can be included (they are mounted) for $500. Contact Steve Silver at quikstuf@pacbell.net or 831.479.0396.
996 Monoblock Calipers  Four perfect shiny condition. I have four 996 black calipers for sale. They were taken off my street car with 26K miles. $800 BO  Contact Chad Plavan at chad@plavanracing.com or 209.606.1696.

Fuchs Two 16x8's and Tires  Perfect OEM condition, Satin anodized edges/blackspokes, includes centercaps. Kumho Victorace tires, 70% worn (stick great now!) E-mail me a phone # if interested. $1300. Contact JC at xrt750@yahoo.com or 650.377.7112 pager.

Open Trailer  Texas Bragg from Action Trailer, 5 years old. Tandem axle. Low deck, 8 foot ramps. Removable fender, Tire rack with windscreen and more. Great condition. $1900/best reasonable offer. Contact Tim Fleming at tfleming@mtcosac.com or 916.985.4142.

2.7 High Performance Motor and Trans  with 40ida webbers, 901 trans $4500 Contact James F Diaz at tahiti-idiaz@aol.com or 408.781.2752.


Free 914 tranny  1994 transmission (side shifter)—Great for parts. Damaged rear housing, stock gearing. Pick up in Redwood City. Contact Rob Aupe at robin-aupe@yahoo.com or 650.508.1308.

911 Autocross wheels/tires  7/8 x 16 C2 Cup wheels with partially used 225 and 245 Hoosiers. $750 408.733.0776.

Whale tail  Aftermarket tail for SC and possibly other models. Has rubber edging and grill opening. $200 obo. Wink 4 section mirror-$10. 3 unpainted crest hubcaps for 356 or 914? Contact Richard Park at parkgs@yahoo.com or 408.253.4982.

3.0 Liter Parts  1983 Euro 3.0 parts all also 6 pin CD box. Contact Doug Walker at eurogrp1@aol.com or 408.205.8056.

Factory Turbo Tail  1976-77 Factory turbo Tail 1976-77 Perfect rubber Grand prix white 1000. Contact Doug walker at eurogrp1@aol.com or 408.205.8056.

Fuchs 16x8s and 16x7s  New yokohama 205/55Zr AVS Sport tires and 225 50Zr Orig no polishing new lugs and center caps 1950. Contact doug walker at eurogrp1@aol.com or 408.205.8056.

Prelli P Zero Tires  Various size tires available, slightly used $1000 each for any or all. All 18” tires 225/50, 245/35, 265/35 and 275/35 Also, 4 17” Continentals for sale Contact Michael Steele at jmsteele@rcn.com or 650.343.9300.

7x16 Replica Alloys with Tires  One pair of used replica alloys. Good condition. Asking $300. Contact T&D Performance, Inc. at fast914grt@yahoo.com or 408.369.1911.

1989-1994 C2/C4 Workshop Service Manuals  Seven volume factory service manual set. Also, two oil filters and one air filter for C2/C4. $250 for all incl shipping. Contact Marlin Segal at segalm@attbi.com or 650.572.9925.

16” Dish Wheels from a 951  Set of 4, 16” Dish Wheels. 2 great, 1 good, 1 fair. All are usable, Original Porsche Factory Wheels. $650 Please e-mail for Digital Pics. Contact Michael Williamson at redporsche951@yahoo.com or 415.474.5381.

993 Parts  Gauges w/ aluminum after market faces (installed by Palo Alto Speedo), front and rear turn signal lenses (US), crested center caps, standard airbox lid Contact Jerik Love at jerik_ben@yahoo.com or 415.336.5583.

Two OEM Porsche Factory Fuchs 16x8’s & Tires  Clean perfect original pair with Kumho Victorace tires! In Redwood City area. $1250 FIRM! Leave a daytime phone # for replies.... Contact JC at xrt750@yahoo.com or 650.377.7112 pager days Only till 8pm.

Wheels, Tires and Parts  1999 996 Factory 17wheels with Continental Sport Contact tires. Fronts = 205/50ZR 17, rear = 255/40ZR 17 with less than 100 miles $1,200. 4-spoke carbon fiber steering wheel w/space grey leather, new still in shrink wrap and box $1,000. Contact Howard Berger 415.383.0375 or hberger@solid-surface.com.

Parts For Sale  Stock (22mm) 911 Carrera front sway bar, $100 obo. 944 Turbo KLR (boost control) computer, $125 obo. Contact Mike Mitchell at Mahler9th@aol.com or 510.713.9248.

8 Fuchs  Perfect 15X6 5-lug Fuchs, polished straight, 1 set 205 track, 1 205 autox, tires new or close. $3,000. Pictures available. Contact Randal Barrick at randal.barrick@intouchdigital.com or 650.941.0654.


WBT 6-Pin CD Box  For 1983 SC Targa. I am searching for a Bosch original used or refurbished CD box for my 1983 SC 911. This is a 6 pin unit. Contact Bill Rolf at brolf@clearconnected.com or 408.221.5433.

Fikse wheels  Fikse FM-10's 9x17 3.0" outer, 6.0" inner rim halves, ET+17.78mm offset 10x17 4.0" outer, 6.0" inner rim halves, ET+5.08mm offset Excellent condition $1800 firm. Photos at http://www.crankfireperformance.com/pictures. Contact Jim Paugh at jpaugh@eng.sun.com or 415.336.9000 ext 113.

2.7 Engine Parts  7R case, timers/electrics, no history, 2.7 crank with rods, 2.7s heads/need work. NOS, 8.5 compression 2.7 euro pistons/Cyl, org Mahle in box. Contact Mike Cullinan at cienege@garlic.com or 831.637.7567.
911 Engine and Transmission 2.7L Mag Case, Balanced, Blueprinted, Heads Ported and CC’ed, Nikasil PC’s, Webers, Direct Fire Ignition, Headers, Mag Case 915 Tran. $5,000. Contact Ron Marmol at rmarmol@aol.com or 408.246.5851.

Wheels and Tires ETOILE’s (2) 9x15’s, (2) 11x15’s with half worn Yokohama AVS Intermediate Tires, $500, OBO. Contact Ron Marmol at rmarmol@aol.com or 408.246.5851.

911 Wheels and Tires GOTTI’s (2) 8.5x15’s, (2) 10.5x15’s with half worn Hoosier R3003 Road Race Tires, $500, OBO. Contact Ron Marmol at rmarmol@aol.com or 408.246.5851.

Parts for pre73 911 Free 2 year old Interstate batteries. Very weak, but maybe usable if you have charger. Pre 1973 original leather wrapped steering wheel $100. In Cupertino. Contact Osamu Takagiwa at osamu@takagiwa.net.

G-50 Ring & Pinion One piece, used and in excellent condition. Asking $300. Contact T&D Performance, Inc at fast914grt@yahoo.com or 408.369.1911.

G-50 Main Shaft with Mate Used G-50 Main Shaft with Mate. Asking $400. Contact T&D Performance at fast914grt@yahoo.com or 408.369.1911.

2.7 Liter Engine Rebuilt 2.7 Liter Engine with 1 Year Unlimited Mileage Warranty. Re-studded. Asking $6000. with exchange. Contact T&D Performance at fast914grt@yahoo.com or 408.369.1911.

Front Lower Spoiler New 909 981 Front Lower Spoiler. Retails for $300. Asking $195. Contact T&D Performance at fast914grt@yahoo.com or 408.369.1911.

Design 90 Wheels & Misc Set of four 8X16” Design 90 wheels in good condition for $300. Front and rear OEM drilled brake rotors from 96’ 993 in good condition for $150. Contact Ken Mack at kennethmack@earthlink.net or 408.268.4369.


70-00 911 Light racing weight body parts for 911 Contact James Diaz at TahitiDiaz@aol.com or 408.781.2752.

1965-1973 Porsche 911 Coupe One car to turn into a race car, also need a lovely car for everyday use, anything considered.. Contact Ian Fitz-Simon at early911guy@aol.com or 925.570.1770.

1969-1971 Targa I am looking for a 69 to 71 Targa shell, must be rust free, don’t mind if the fenders or doors are missing...Cash waiting Contact Ian Fitz-Simon at early911guy@aol.com or 925.570.1770.

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1986-1989 Porsche 911 Carrera Looking to buy a 1986-1989 Porsche 911 Carrera Time Trial to Stock. Must be street legal with no wrecks. Reasonable prices only. Contact Dan Tsuchiya at Dan Tsuchiya@amat.com or 408.483.5224.

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CHECK OUT OUR WEBSITE >> theracersgroup.com