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

- Turbo brakes for “stock” 993 and 911s
- Lowering springs and big sway bars
- Custom intake and exhaust modifications, Boxster Headers
- Horsepower upgrades

The Very Best Just Got Better

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

- Turbo brakes for “stock” 993 and 911s
- Lowering springs and big sway bars
- Custom intake and exhaust modifications, Boxster Headers
- Horsepower upgrades
The NUGGET

Visit the GGR website at http://www.pca-ggr.org or the Zone 7 website at http://vista.pca.org/zone7

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Cover: Chili, GGR’s retiring Chief Time Trial Steward, keeps an eye on events during the last Time Trial of 2003 at Thunderhill.

Photo by Cherie Kuhn

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.

Nugget Advertising Rates: 5 or 10 printed issues and 12 online issues (monthly):

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For more information, see http://pca-ggr.org/pdf/adguidelines.pdf
“Happy New Year, Everyone!

Last month, in “James Jabber”, James Ohl looked back on his years of service to GGR with a touch of sadness and nostalgia. He was absolutely right - in a few months, when James and Jeanie head north there will be a big hole in the GGR fabric. When you attend most any GGR event who and what do you see?

First, of course, is a bunch of (and never less than 3) Neidels, cheerfully offering you food (home cooked, of course), wine (custom selected by the sommelier, himself), coffee, clothing repair services (All repairs and embroidery of driving suits carried out only with genuine NOMEX thread for your safety !!), not to mention child care and loans of tools like 6ft breaker bars and 32 mm 356 flywheel gland nut sockets which magically appear out of their mobile home.

This good cheer is particularly outstanding considering that in the background a Wagnerian saga of mechanical betrayal is playing out as George replaces a fuel pump, injector pump, head stud, or alternator on this or that young person’s 914 that was running perfectly just moments earlier….

Second, James and Jeanie, representing the club but also organizing the event, always volunteering to replace this or that worker who didn’t show up, and, at least once a year at the Carlsen Concours grilling a quantity of sausage adequate to fuel a year’s board meetings.

Third, if it’s a driving event, Hank Watts, driving so fast it’s scary, obviously enjoying the speed so very much, and, if it’s been a time trial over the past years, balancing the hundred related tasks and the two hundred interruptions that make up the chief instructor’s life.

Fourth, Zone Rep, Tim Fleming, looking a little tired from having left his house somewhere in the Sierras at 4 am to attend the GGR autocross AFTER visiting Monterey Bay’ Region’s hospitality tent at the Salinas Rodeo and BEFORE joining Redwood Region’s all you can drink winery tour in Yountville.

Finally, Howard Yao and me, enthusiastic, social and generally in the way.

Some of this is changing but we can also look forward to a lot of continuity. Doug and Dana Ambrisko are charging ahead with a super autocross schedule. Ken Park has announced the core of an outstanding time trial series and there is renewed enthusiasm on the tour, concours and social sides of the club.

I know we’ll miss James and Jeanie as well as Hank’s care and commitment to our fun and safety, but 2004 can and should be a great year!

---

Around the Benz...

Bill Benz, President

---

2Fast or 2Curious?

Attend the GGR/PORBOYS Autocross School
Saturday February 21st
Cost: $85/person
Where? 3Com Park

Email or call Howard Yao
howard@aberrance.com
650.652.5775

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2004 going to be fun. For the time trial crowd we start the year off in February at Sear ... er .. I mean, Infineon Raceway, and for the socialites and others who simply like to have a great time, we have Yosemite 2004 March 20-21. The autocross season gets a jumpstart in February with the Beginner’s Autocross School, followed by Autocross Number 1 on March 6th.

There are a lot of other activities planned, so for a good time, and an opportunity to provide your ideas, why not show up January 18 at Mountain Mike’s Pizza in Redwood City? We’d love to see you even if it’s only because you’re interested in the food and beverages!

Tom and I have been perusing some very old Nuggets going back to 1967 - they are really interesting to read. So over the next year, you’ll see extracts from those oldies that we’re sure you’ll enjoy. Old-timers will fondly reminisce about long forgotten members and events. Members who weren’t even born yet will be fascinated to learn what the club was like back in the stone age, and what some of our “senior members” looked like back then!

Going through those old magazines, I realized that each issue was written and produced by hand. I really admire the former Nugget editors who had to sit in front of a typewriter for hours, using copious quantities of white-out, then using glue and scissors to compose each page. Nancy Knight, Sharon Evans and Sue Hamilton, Barbara Jones, Ann Keller, Charmayne Salter, Steve Kirby, Ray and Ann Hunt, Nancy McCarthy, Sonja Blow, Al Berens ..... to name only a few ... Thanks!

I was making another mad dash to Home Depot the other day, when it finally came to me—what if up fixin’ der Porsche was like remodeling a house?

An oil change might go something like this after a drop-off at 7:00 AM Monday morning: “Oh, yeah, hi Mr. Piquet, your car isn’t ready yet. The oil change trade is on his way in, he was delayed by an oil change in a Chevy truck. Should be done on Friday, after final inspection sign-off.”

Later that day it rains, and they left the oil filler cap off, so “I’m sorry, we may have a delay of a couple weeks...”

Two weeks later, you find out that your car did not pass final inspection for the oil change, because the inspector decided that you need a new door seal.

Since the inspector mandated new carpet put in the car also, the garage owner decided to have the carpet trade come in and prep the car.

This involves removing the old carpet (demolition), measuring for the new carpet (twice!), and then putting down a sticky substance to glue the carpet to the floorboards.

That’s when they tell you that the glue must cure for two weeks at 75 degrees before they can apply the carpet.

But you know you’re lost, when you mechanic looks up at you and says, “Did you order the Porsh lights yet?”
GGR Activities Day
and Annual Meeting

January 18th 2004. See the calendar on page 8...

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Below are the approved GGR competition rule changes for 2004:

New entry at the beginning of the rule book concerning the Cayenne follows:

1.2 For the purpose of this rule book: For Time Trials; these rules shall apply to Porsche Sports Cars only. For Autocross, these rules apply to any Porsche Automobile.

Rules changes that were accepted and their new language:

4.2 (x) Spring suspensions: Spring suspension cars (964, 993, 986, 996) may change the springs for the purposes of setting ride-height. Note that springs may not simply be cut; cutting a spring dramatically changes its spring rate. Aftermarket lowering springs designed primarily for street use are allowed, including progressive rate springs. Springs designed specifically for race and track applications (and only occasional street use) are significantly stiffer than stock springs and are not in the spirit of this rule allowance which is intended for ride-height changes. Such springs are not allowed in the Improved category. Examples of lowering street springs allowed under this rule include the Weltmeister, Eibach Pro-Kit, H&R OE Sport and H&R Sport springs. Examples of springs designed for race and track applications which are not allowed under this rule are H&R Race and Eibach Road-Race Kit springs.

4.2 (aa) Boxsters and 996 Cabriolets may run using only the factory installed roll over protection in Improved class for Time Trials, as long as the soft top is up or a hardtop is installed.

4.3 (o) Shocks: Any shock absorber may be used. Spring suspension cars may install coil-overs or any equivalent threaded body coil-over strut.

4.3 (w) Raised spindles or RSR style struts may be used on the front or 911s or 914s. This does not allow the suspension to be changed to coil-over, torsion bars must be used. Machining or welding of this particular component is also allowed for the purpose of making your own RSR style strut.

(continued on page 14)
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<td>January</td>
<td>GGR Board Meeting 7:00 PM</td>
<td>The Benz’s, 2360 Webster St. Palo Alto</td>
<td>Bill Benz</td>
<td>650-328-4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
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<tr>
<td></td>
<td>Time Trial and Autocross Awards Banquet, 6:30 PM</td>
<td>Harbor Bay Club, 200 Packet Landing Road, Alameda</td>
<td>David Leong/Chris Murray</td>
<td>925-362-2431/510-538-3800</td>
<td><a href="mailto:david@dieong.org">david@dieong.org</a> or <a href="mailto:drchrism@hotmail.com">drchrism@hotmail.com</a></td>
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<td></td>
<td>Zone 7 Presidents Meeting and Award Banquet</td>
<td>TBD - check the GGR web site for an update</td>
<td>Tim Fleming</td>
<td>916.985.4142</td>
<td><a href="mailto:TRFleming@comcast.net">TRFleming@comcast.net</a></td>
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<td></td>
<td>Tech Session: computer engine management of the new Boxster and 996</td>
<td>RMG Enterprises, 960 West El Camino Real, Sunnyvale 10:00am to 11:30am</td>
<td>Howard Yao</td>
<td><a href="mailto:howard@aber-rance.com">howard@aber-rance.com</a></td>
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<tr>
<td></td>
<td>GGR Time Trial Tech Day 1</td>
<td>See page 14 of this issue for details</td>
<td>Jim Calzia</td>
<td><a href="mailto:jcalzia@usgs.gov">jcalzia@usgs.gov</a></td>
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<td>GGR Activities Day AND GGR Annual Meeting 1:00 PM</td>
<td>Mountain Mike’s Pizza 120 El Camino Real Redwood City</td>
<td>Jeff Williams</td>
<td>831-688-3385</td>
<td><a href="mailto:littlerascal@rattle-brain.com">littlerascal@rattle-brain.com</a></td>
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<tr>
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<td>GGR Time Trial Tech Day 2</td>
<td>See page 14 of this issue for details</td>
<td>Jim Calzia</td>
<td><a href="mailto:jcalzia@usgs.gov">jcalzia@usgs.gov</a></td>
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<td>GGR Board Meeting 7:00 PM</td>
<td>The Benz’s, 2360 Webster St. Palo Alto</td>
<td>Bill Benz</td>
<td>650-328-4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
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<tr>
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<td>GGR Time Trial #1</td>
<td>Infineon Raceway</td>
<td>Ken Park</td>
<td>510.414.8004</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
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<td>Beginner’s Autocross School</td>
<td>3Com Park</td>
<td>Howard Yao and John Seidel</td>
<td><a href="mailto:howard@aber-rance.com">howard@aber-rance.com</a></td>
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<td>March</td>
<td>GGR Board Meeting 7:00 PM</td>
<td>The Benz’s, 2360 Webster St. Palo Alto</td>
<td>Bill Benz</td>
<td>650-328-4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
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<td>GGR Autocross #1</td>
<td>3Com Park</td>
<td>Doug Ambrisko</td>
<td>650-903-0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
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<tr>
<td></td>
<td>GGR Time Trial #2</td>
<td>Buttonwillow Raceway</td>
<td>Ken Park</td>
<td>510.414.8004</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
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<td></td>
<td>GGR Yosemite Tour</td>
<td>See page 13 of this issue!</td>
<td>Alfred Abken</td>
<td>415.387.9351</td>
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**GGR Time Trial/Autocross Awards Banquet!!!**

Join your fellow motorheads at the Harbor Bay Club, 200 Packet Landing Road in Alameda, JANUARY 10th 2004. Easy access from Highway 880 taking the High Street Exit. Cocktail hour starts at 6:30pm, with a fabulous buffet dinner at 7:30. Reservations should be sent by December 18, 2003. Cost is $35.00. Make checks payable to PCA-GGR, and send them to: Patty Stark, 45 Hacienda Circle Orinda, CA 94563. Phone 925-258-9385 for more information. Stories! Awards! Photos! Movies! Great view! Door Prizes! Be there!

Time Trial Chair, Ken Park  
510.414.8004  
kenp911@aol.com  

Autocross Chair, Doug Ambrisko  
650-903-0652  
autox@ambrisko.com  

Goodie Store, Bob Peterson  
5323 Cribari Glen  
San Jose, CA 95135  
408.528.9284  
bps944@aol.com
Want details about the Yosemite Tour scheduled for the weekend of March 20, 2004? See page 13 of this issue of the Nugget!
This month we're going to explore the development plateaus that, as an autocross driver, you are likely to encounter as you go from rank beginner to TTOD competitor. While each individual driver has his or her own strengths or weaknesses, there are some common points along the learning curve where many drivers tend to stall.

The first plateau, one where as a beginner you might park yourself, occurs once you get a couple events under your belt. You're driving the car as fast as you can, but you're still way off the pace (8-10 seconds or more) of experienced drivers in similar cars. Drivers in this category, looking to try and get a little competitive, can probably find a lot of time in the pedals - that is the throttle and the brake. This may seem like trite advice, but stick with me...

If you have a lot of time to gain, you probably need to be much more aggressive with the throttle and hold it long enough so that you have to be aggressive with the brakes to slow enough to the proper corner entry speed. And I'm talking about FULL throttle. Between every turn - even if only for a second - you have to use absolutely full throttle. Learn to get the on throttle earlier out of turns - well before you're pointed straight again. Once you are getting a good drive out of the turns and are at full throttle between turns, you have to develop the discipline not to make the most common rookie mistake - coasting into turns. Resist the urge to see the turn ahead, lift off the throttle and just lose speed by coasting. When you do this, you're also less likely to use your brakes aggressively, compounding the problem, resulting in an entry speed too high for the turn. The likely result is a spin. Instead, hold the throttle just a tick longer and get on those brakes hard to get your speed down for the next turn. Now, repeat that drill 10-15 times and you'll be faster on the autocross course.

If you're relatively fast in your class but feel like there is no way you're ever going to find those last 2-3 seconds that the class leader found, you probably need to look not at your feet, but inside your head and at your hands. What I mean is, you need to find the right line and then drive it accurately to complement the aggressive footwork you developed last season. For you to progress to the next level, your work starts early in the morning - with the course walk. The course walks (you should do at LEAST two) are your opportunity to find the fast line through the course. How to do that can fill a book (see Hank's Secrets of Solo Racing) or for a more abbreviated version, next month's column.

When it comes time to learn to drive the line, you have to park your aggression in the pits and use your first few runs to really learn the line at partial throttle. And when I say line, I'm not talking just about where the course goes, but exactly (to within 6-8 inches) where the car should be within the boundaries of the course to make the fastest line through each turn. You really have to explore the edges of the course to be on the "right" line through many turns. Driving down the middle will get you a mid pack finish, but it won't bring home the gold.

This month, our column has gone multi-media. If you have a very fast internet connection and the Real Media software, click over to http://www.momentarylaps.com/videos/autocross_hill_turn.rm to see a very graphic demonstration of just how different lines can be through a simple right-left turn combination. This video was taken at an autocross at 3Com with a camcorder left on a tripod for a couple run groups to capture different lines through a single turn. You'll see that some cars will move all the way to driver's right (within a couple inches of the cones) before making the left turn while others sort of meander through the middle of the course. The cars moving all the way to the right before turning in had to slow down a little sooner before making the right turn, but they got a really good run down the next straight after the left turn - and two of the cars in this video taking that line were top-ten finishers that day.

That type of analysis, and then that type of execution, is what is required to move from the middle of the pack to the head of the class. I'll say it again, driving through the middle of the course will not get you TTOD.

(continued on page 17)
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CALL TO ORDER
The meeting was called to order at 5:45 p.m. on Saturday, December 6th, 2003 at the Kingfish Restaurant, San Mateo.

Board members present were James Ohl, Jeff Williams, Dan Thompson, Ken Park, Howard Yao, Nugget Editors Jim Bauman & Tom Pickett and Webmeister Susan Angebranndt. Also present were Andrew Forrest, Terry Pickett, Harold Williams, Pam Park, Margy Bauman, Marina Yao, Bill and Ruth Benz, Claude and Cindy Leglise, Joanne Thompson, Larry Adams and guest, and Jean Ohl.

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

B. POSTMORTEM OF EVENTS
1. November 9th A/X #9 was well attended.

C. DIRECTORS REPORTS
PRESIDENT, James Ohl
1. Outgoing 2003 board members were thanked with a gift.
2. Bill Benz, incoming president, thanked James with a gift.

VICE PRESIDENT, Jeff Williams
1. Nothing to report.

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

MEMBERSHIP, Chet Bottone
1. New member report unavailable at time of meeting.
2. Membership directory work continues.

COMPETITION, Dan Thompson
1. New rules have been published.

SECRETARY, Louise Sousoures
1. The election was unanimous: 159 votes, all counted as per the bylaws Nov. 23, 2003.

SOCIAL, Howard Yao
1. Nothing to report.

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

WEBMEISTER, Susan Angebranndt
Nothing to report.

D. OLD BUSINESS
Nothing to report.

E. NEW BUSINESS
Nothing to report.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 6:15 PM. The next Board of Directors meeting will be held January 8th, 2004 at 7:00 p.m. at the residence of the President, Palo Alto, Calif. Call President Bill Benz at 650.328.4221 to add items to agenda.

Respectfully submitted,

Andrew Forrest
GGR Secretary-elect 2004
for Louise Sousoures
GGR Secretary 2003
Way back in 1969 (that’s about 35 years ago), GGR was about to embark on its 3rd Annual Yosemite Tour! The Nugget featured the ad you see above .... The price sure sounds good - only $37/couple! But be warned ... the Dumkopf Award awaits anybody who sends Gary Evans a check for $37.00, hoping to get into the 2004 tour. Gary promises to let us know!

The Yosemite Tour is Back!!
March 20 - 21, 2004

Enjoy a drive through California’s Central Valley and the historic Gold Country. A reception and dinner will be held in the Curry Village Glacier Point Room. Accommodations will be in Curry Village, and feature cabins with private bath. Space is limited!!

The cost of the two day event (room, reception, dinner, and special presentation) is $210.00 (single or double). Payment in full will hold your reservation, and MUST be received by February 6, 2004. Additional costs for more than two people: $11.00 per person per room (kids under 12 are free), $42.00 for additional adult dinners, $10.00 for each child’s dinner.

Make checks payable to PCA/GGR, and mail with the following information to: Alfred Abken, 555 24th Ave. San Francisco, CA 94127-2977

Name: _____________________________________ Adults in party ______________

Address: _____________________________________ Children in party: ____________

City: _____________________________ State: ________ Zip: _______________________

Evening Phone Number: _____________________________________________________

For additional information, please call Alfred Abken (415) 387-9351 (before 9:00 pm)
DAN’S DRIVE (Continued)

4.3 (x) Class L: European car with a 3.2 Liter engine with a 10.3/1 compression ratio are permitted in L Production class. However, in order to offset this cars higher horsepower rating from the factory the modifications listed in 4.3 (f), (g), and (j) are not permitted. No further compression ratio increases are permitted.

Appendix D: Roll Bars and Cages

D-1 Roll Bars

6.Boxsters and 996 Cabriolets for Time Trials may run in Improved class with only the factory installed roll over protection as long as the soft top is up or a hard top is installed. Boxsters in Production may run with a Brey-Krause extension. Boxsters in Street Modified or Modified must meet the appropriate rules for those classes with regard to roll over protection

Appendix A: Car Classes. Tires and Wheels

Boxster 2.5 and 2.7

6 & 7 +.5 225/245
7 & 8.5 +.5 245/255
8 & 10 245/285

Classes for the Cayenne for Autocross V6 V8 and V8T

Classes for GT2 and GT 3:GT

Contact Information:
Jim Calzia
jcalzia@usgs.gov

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Everything from restoration to race car prep
Tom Martenot/Matt McKusick
288 Sally Ride Drive, Unit #4---Concord, CA 94520
Tel: (925)689-0232---Fax: (925)689-1525
2004 Schedule of Events
Jan 29  Phoenix Int. Raceway
      Competition Driving School
Jan 30-Feb 1 Phoenix Int. Raceway
      Historic Grand Prix
Mar 6-7  Willow Springs
      Historic Races
Mar 20-21 California Speedway, Fontana
      Historic Races
April 24-25 Las Vegas International Raceway
      new 2.4 mile outside course
May 29-30 Thunderhill Park
      North/South Challenge
Jun 18-20 California Speedway, Fontana
      Historic Sports Car Festival
Aug-Sep to be announced

PORSCHEN VINTAGE 2-LITER CHALLENGE

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This offer is available only in the following states:

2003 Zone 7 Autocross School
### Membership...

**Chet Bottone, Membership Director**

**Report for November**

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
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</thead>
<tbody>
<tr>
<td>New members</td>
<td>24</td>
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<tr>
<td>Transfers In</td>
<td>4</td>
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<tr>
<td>Transfers Out</td>
<td>3</td>
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<tr>
<td>Total Membership</td>
<td>1752</td>
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**New Members**

<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
<th>Model Year</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel &amp; Tish Niehans</td>
<td>Menlo Park</td>
<td>1999</td>
<td>Boxster</td>
</tr>
<tr>
<td>Michael W &amp; Willard Garrison</td>
<td>Modesto</td>
<td>1970</td>
<td>911 S</td>
</tr>
<tr>
<td>Robert B Rosin</td>
<td>San Francisco</td>
<td>1996</td>
<td>911 Coupe</td>
</tr>
<tr>
<td>Matthias Hausner</td>
<td>Menlo Park</td>
<td>2000</td>
<td>Boxster</td>
</tr>
<tr>
<td>Albert S Nichols</td>
<td>San Francisco</td>
<td>2003</td>
<td>911 Cpe</td>
</tr>
<tr>
<td>Paul &amp; Eric Hoeschen</td>
<td>Santa Clara</td>
<td>1996</td>
<td>911</td>
</tr>
<tr>
<td>David J Dematteis</td>
<td>Los Altos</td>
<td>2004</td>
<td>Boxster S</td>
</tr>
<tr>
<td>Alex Garcia</td>
<td>Santa Clara</td>
<td>2003</td>
<td>X50</td>
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<tr>
<td>Keith Pisani</td>
<td>Palo Alto</td>
<td>2003</td>
<td>911</td>
</tr>
<tr>
<td>James P &amp; Sophia Dozier</td>
<td>Morgan Hill</td>
<td>1982</td>
<td>911 SC</td>
</tr>
<tr>
<td>Leland &amp; Wanda Fong</td>
<td>San Francisco</td>
<td>2004</td>
<td>Boxster S</td>
</tr>
<tr>
<td>Barry Bronson</td>
<td>Saratoga</td>
<td>2000</td>
<td>Boxster S</td>
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<tr>
<td>Richard D Wilson &amp; Mike Nelson</td>
<td>San Francisco</td>
<td>1964</td>
<td>356</td>
</tr>
<tr>
<td>Charles W &amp; Velda Crouse</td>
<td>San Mateo</td>
<td>2004</td>
<td>Cayenne</td>
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<tr>
<td>Gal Ben-shual</td>
<td>Mill Valley</td>
<td>2003</td>
<td>996</td>
</tr>
<tr>
<td>Jonathan A Neuberger</td>
<td>San Francisco</td>
<td>1997</td>
<td>911</td>
</tr>
<tr>
<td>Edward Fong</td>
<td>San Jose</td>
<td>1996</td>
<td>993</td>
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<td>Michael D Schuster</td>
<td>Woodside</td>
<td>2004</td>
<td>GT3</td>
</tr>
<tr>
<td>Pete &amp; Rebekah Stout</td>
<td>San Francisco</td>
<td>1973</td>
<td>914</td>
</tr>
<tr>
<td>Laurie D &amp; Rich Bassin</td>
<td>Atherton</td>
<td>2003</td>
<td>996</td>
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<tr>
<td>Saul A Fox</td>
<td>Foster City</td>
<td>2004</td>
<td>911</td>
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<tr>
<td>Travis R Hill</td>
<td>Menlo Park</td>
<td>1970</td>
<td>914</td>
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<tr>
<td>Kevin B &amp; Erika La Voie</td>
<td>Campbell</td>
<td>1996</td>
<td>911</td>
</tr>
<tr>
<td>Michael J &amp; Lisa Schallop</td>
<td>Saratoga</td>
<td>2004</td>
<td>Boxster</td>
</tr>
</tbody>
</table>

**Transfers In**

<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
<th>Model Year</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>John C &amp; Joyce Evans</td>
<td>San Francisco</td>
<td>1969</td>
<td>912</td>
</tr>
<tr>
<td>J Dennis &amp; Nick Green</td>
<td>Miami FL</td>
<td>1966</td>
<td>911</td>
</tr>
<tr>
<td>Paul F &amp; Kathy Beyer</td>
<td>Hillsborough</td>
<td>1995</td>
<td>911</td>
</tr>
<tr>
<td>Matthew D &amp; Debbie Wolk</td>
<td>Laguna Niguel</td>
<td>1999</td>
<td>996</td>
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</table>

**Anniversaries**

<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
<th>Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rik Winter &amp; Renee Reynolds</td>
<td>Oakland</td>
<td>15</td>
</tr>
<tr>
<td>Perfecto T &amp; Carmen M Cahilig</td>
<td>Pacifica</td>
<td>10</td>
</tr>
<tr>
<td>John A &amp; Julia Erlandson</td>
<td>Palo Alto</td>
<td>10</td>
</tr>
<tr>
<td>Scott A &amp; Joyce Leiby</td>
<td>Redding</td>
<td>10</td>
</tr>
</tbody>
</table>

**Momentary Laps (continued):** You need to spend time analyzing the course in the morning, and then again with each run. Also, reign in your enthusiasm to just "go faster" and "push harder" and drive the line you worked so hard to figure out so precisely. If you want to improve your results, you need to take the time and effort to find out what habits are holding you back and then work with some experienced autocrossers to figure out how to get past those hurdles. Make a New Year's resolution today to improve your driving this coming season. If we all do that, it should be an interesting year!
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2001 Turbo Gorgeous black/black, 18.5K miles. Always garaged, never hurt, still under warranty, all records. More info and pictures at http://www.heumann.com/996tt/. Contact Greg Heumann at greg@heumann.com

1973.5 911T Sepia Brown, CIS FI original motor(rebuilt), garaged since 1991. 99% rust free. New alt, master cyl, rblt calipers. Runs good, needs minor items to make great daily driver. $8500 Contact Brad at b_rad_sport@hotmail.com or 408.421.5542.


1999 996 16k miles Versuvio/Gray full leather, US030 with 18” classic II rims. Litronics, Porsche Sport exhaust, LTD Slip, new G-Force tires, clear lights update all records. Asking $44,000 Contact Steve Chen at steve@a3a4.net or 408.893.8844.

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1972 1.7 914 Engine Only 87k original miles. This is a complete all original, running, engine with all injection including fuel pump and original heat exchangers. Contact Andy Brian at krieger914@netzero.com or 707.545.8616.


SSI Exhaust Used set of SSI’s off my ’78 3.0 SC engine. Excellent condition - $600/obo Contact Ken Park at kenp911@aol.com or 510.522.8004.

Wanted

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

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