November 2004

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Cover: A beautiful Porsche GT3 RS outside Porsche Centre Silverstone, near the UK track of the same name.

Cover Photo by Jim Bauman

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“Automotive Intimidation”

Intimidation plays a key role in nature. Who can doubt who’s in charge when a 1200 pound grizzly appears at the salmon run in Alaska? “Yes, sir, I was already moving and may I say, before I move on, that those ARE mighty good looking claws and fangs.”

What about mountain lions? They’ve got the claw and fang thing covered in spades. They add the extra drama of appearing to be relatively aloof and unlikely to engage in constructive dialog say about a mutually-beneficial time sharing of your backyard or about acceptable behavior on play dates with your family dogs and cats. All that snarling and tail swishing is really intimidating.

Intimidation plays a key role in the world of cars. Tim Fleming recently explained the decision to equip his car with 335/17 rear tires. He assumed that factors such as rolling resistance, wind resistance and cost would come into play. When he brought this up to Matt Lowrance, who was setting up the car, Matt’s reply was “What’s your point?”

I’m sure we all agree with Matt. I know that I am intimidated by the width of the shadow cast by those “big meats”. I’m also intimidated by the knowledge that those tires are 20 somethings bigger than my 315 tires. They’ve got to be at least 20 units faster and stickier than my tires. I’m taking my life in my hands if I dare follow Tim into a corner ever again. But wait, that’s maybe not an issue. My understanding is that every race car sanctioning body that has learned about Tim’s rear tires has immediately moved him up at least one run group ahead of me. Whoa, dodged a bullet there.

Other primary arenas of automotive intimidation are the parking lots of snooty stores. In one-on-one competition for parking spaces at Nieman Marcus or Draeger’s Market, in the wilds of Palo Alto and Menlo Park, 2004 Mercedes E class sedans can always intimidate 2004 3 series BMWs. Both assume a purely subservient posture if an S class Mercedes appears, particularly one with $8000 of Brabus wheels and lots of antennas for phones, guidance systems and satellite entertainment. It might be a variation on the fangs and claws thing.

But there’s another side to the pecking order in this parking lot jungle. In the world of Porsche it generally can only work to the benefit of owners of certain 914s, 912’s and 924s. I was introduced to it years ago when I drove my son’s 144 Volvo into the Draeger’s parking lot. This car cut a very sporty and youthful swath as it heaved into view. It was a car with mostly original dirty green paint apparently never waxed in 200,000 miles. Its front bumper was well creased and contoured. It had a pink flamingo glued to the rain gutter and lacked much in the way of a muffler. Let me restate that for Porsche enthusiasts, it had Volvo’s answer to the Borla muffler for 911’s or the Sebring “muffler” for spyders. As I wheeled up behind this S class Mercedes furiously backing up to claim a parking space I could see a two eyes in the rear view mirror. Not just any eyes. These were eyes so panicked by the arrival of this green devil car that at least two restorative cosmetic surgical procedures were going to be required to erase the fright lines. With a jerk of a diamond tennis-braceleted wrist the Mercedes fled. I cruised majestically into the space.

(Continued on page 23)
Charging away from the start line, he lines up for the first two cones. Passing them within inches, he swings around to catch the next two cones, races by it, and then enters an amazing aerobatic maneuver to make it through the next two cones.

All the while the timer is ticking. The time to beat is just over a minute—it is a long course. Sounds like your last autocross? Yeah it does, but amazingly this is an autocross with airplanes!

I have been attending the Reno Air Races for the past ... well it doesn’t matter how long ... I’ve been going since 1969. But this is a new form of entertainment previously unknown. It is called the Red Bull Air Race, and it originated in Hungary of all places. The way it works, is with six 60-foot inflatable cones set up more or less in a triangle, two cones together in three locations.

The pilot of the aircraft taking part must takeoff, enter the course and then fly between the cones, while executing aerobatic maneuvers above the cones before diving back through the cones, a different set each time.

Two of the cones are barely a wingspan apart, and the other set is less than a wingspan—so close, the pilot has to fly between the cones in knife-edge flight to make it through. If a pilot hits one of the cones - they get a 5 second penalty to their time. Sound like an autocross?

It is an amazing thing to watch, and it really gives you the impression of an autocross in the air. Think about that the next time you find yourself wondering how you are going to get through a chicane in an autocross! At least you don’t have to perform two snap rolls and a spin before the next cone!!

Actually, Tom’s not a bad pilot - or driver. I can say that now because I’ve survived all our flights, and the lap times at our favorite tracks are pretty much identical. I started time trialing a year or so earlier than Tom, and I knew it was just a matter of time before our equally matched cars would sport equally matched drivers. I guess it’s always been like that.

Years ago we used to annoy our wives by going out and tearing up the streets in nearly identical Datsun 510s. Before there was Great America, Mission College, or for that matter, anything north of 101 in Santa Clara, there were the newly paved roads. The famous Mission College Traffic Circle used to be a perfect 200 foot diameter skidpad where we’d test suspension modifications. The old Hitachi carbs in the 510s would starve after a few seconds of continuous high lateral Gs. SU upgrades fixed that...

Great America Parkway used to provide a lot of excitement in the rain. We’d drive down the center lane at 70 mph, pull the handbrake, spin 180 degrees, go backwards at 60mph, pull the handbrake again, do another 180 degree spin, and head in our original direction, still in the middle lane.... Remember - this was back when there was no traffic!

We’re older and saner now (no comments please) and we confine our escapades to the big track or the autocross circuit. At least on the ground...

---

**Two for the road...**

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I have come across some very interesting information by accident. With the advent of the ad hoc committee's proposals, some very enlightening information has become available.

First of all, unless some folks are planning some major modifications to their current track cars, we have major number of cars that are currently mis-classified under our current rules.

I won't name any competitors or even point out any classes current or proposed, but there are cars that are listed as improved that are definitely at least production and some listed as production that are most obviously not even close.

The disturbing part of all of this is that folks are earning track records, trophies and Pax awards with cars that are not legal!

If current participants were looking at the listed modifications of their competitors I should have a very large number of long emails protesting other competitors or at the very least complaining and asking how to remedy the situation.

If you are one of these cars please refer to our current rule book and reclassify your car, immediately! If you don't, I may have no alternative but to protest each and every one of those participants and have them disqualified for any year end awards or track records for the 2004 season.

Please do not leave this as my only alternative. This is not the way I want to end my tenure as the GGR Competition Director/Safety Director.

On a more positive note our DEC open rules meeting went very well and the results will be available online.

Foremost in this was the ad hoc committee's proposal for 2005. We will plan on running the new points system concurrently with our current rules system. These results will be for information purposes only! No awards will be forthcoming from the results of the points based system.

During the season, the ad hoc committee can make adjustments to their proposal as they deem necessary from member input. All iterations of their proposal will remain online during the entire season with results published as Autocross and Time Trial events take place.

At the end of the season, it has been suggested that a formal polling take place of all active members of the 2005 season's Autocross and Time Trial participants to help the DEC decide which set of rules more completely reflect the direction of the club and the desires of the members. In this way all involved members will have a voice in the rules they compete by.

All of this will be up to the next DEC which will be chaired by the new Competition Director and they may have a different slant on this whole procedure. I hope everyone has a pleasant Thanksgiving.

Porsches were meant for driving....do it!

---

**Dan’s Drive**

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**Dan Thompson**  
**Competition Director**

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

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<tr>
<td>November</td>
<td>GGR Board of Directors Meeting</td>
<td>The Benz’s, 2360 Webster, 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>4</td>
<td>Friday Night Social</td>
<td>Harry’s Hofbrau/Carvery, 1297 Chess Drive, Foster City, CA</td>
<td>Paul Seidel-Smith</td>
<td>408.978.7277</td>
<td><a href="mailto:porsche968paul@earthlink.net">porsche968paul@earthlink.net</a></td>
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<td>December</td>
<td>Joint Board Social</td>
<td>TBA</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>4</td>
<td>2004 Time Trial and Autocross Series Awards Party</td>
<td>Blackhawk Automotive Museum 3700 Blackhawk Plaza Circle Danville, CA 94506</td>
<td>Paulette Johnson</td>
<td>510.537.3717</td>
<td><a href="mailto:yuma_st@sbcglobal.net">yuma_st@sbcglobal.net</a></td>
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<tr>
<td>January '05</td>
<td>Activities Day</td>
<td>TBA</td>
<td>Paul Seidel-Smith</td>
<td>408.978.7277</td>
<td><a href="mailto:porsche968paul@earthlink.net">porsche968paul@earthlink.net</a></td>
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<tr>
<td>March '05</td>
<td>Yosemite Tour</td>
<td>Yosemite!</td>
<td>Alfred Abken</td>
<td>415.387.9351</td>
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## 2004 Time Trial and Autocross Series Awards Banquet

**Black tie? No! Blackhawk Museum!!**

3700 Blackhawk Plaza Circle, Danville, CA 94506

Sunday December 12, 2004

10:00am to 2:30pm

You are cordially invited to attend the 2004 Time Trial and Autocross Series Awards banquet on Sunday December 12th from 10:00am to 2:30pm. A fabulous brunch will be served, and there will be a no-host bar. Cost is $40.00/person.

RSVP to: Paulette Johnson, 19464 Yuma St., Castro Valley, CA 94546 (510.537.3717) Payment must be postmarked by December 3, 2004. If you would like confirmation, please include your email address with your check.

---

**Time Trial Chair, Ken Park**

510.414.8004  
kenp911@aol.com

**Time Trial Registrar, Lori Hageman**

2723 Hillcrest Ave.  
Antioch, CA 94509  
925.252.0206  
GGRRegistrar@aol.com

**Autocross Chair, Doug Ambrisko**

650-903-0652  
autox@ambrisko.com

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We got to do something this past weekend we don't often get to do: visit a new race track. A track new to us, that is. We took advantage of a free day while visiting family in southern Connecticut to drive north a short ways to Lime Rock.

Many people don't realize that about 350 days a year, you don't need to pay to get onto the grounds of a race track and watch whatever it is that happens to be going on. We learned this a few years ago when we began stopping in at Sears Point (note from recent columns that I've begun calling it Infineon Raceway in the present and future tense, but I flat out refuse to use that name historically!) on trips to and from the wine country. There might be an SCCA event, a Ferrari club track day or even just Jim Russell racing or instruction going on. But, there always seems to be something lapping the track, and that's enough to hold our attention for an hour or two, typically. Sign the waiver and roll right in.

The Lime Rock website pronounces “Thanks for a great season. See you in 2005!” on its masthead. But, that doesn't deter us one bit. The leaves are just starting to turn their magnificent Fall colors, giving us that last bit of excuse we need to drive 65 miles for what might be just a locked gate as a destination.

An easy hour and a half later, after a beautiful drive through Danbury, Kent and Cornwall, passing numerous Fall Festivals and some nice deserted twisties where I get to practice a little left foot braking with my rental Chevy “Classic,” we see signs for the track. The surroundings at Lime Rock run more along the lines of Laguna Seca than Buttonwillow or Thunderhill. The track is encircled by rolling hills of dense green (and red and orange and yellow, at this particular moment) forest. We approach the first entrance to the track - and are met by a locked gate and a deserted dirt parking lot… But wait! There are cars on the track! We hustle another mile down Rt. 112 to the Main Entrance, sign the waiver and are informed that the last event of the year, a Skip Barber race series, is underway with about an hour left. Whoohoo! Our drive was not in vain.

We find our way through a maze of infield roads, almost joining a lane-change-threshold-braking exercise with a few of the Skip Barber Dodge Neons by accident, to the main paddock. It seems that the final race of the entire year is about to start.

The Skip Barber race series is an arrive-and-drive series for graduates of the Skip Barber open-wheel racing instruction programs conducted in identically prepared, street-tire-shod open wheel cars with true ground effects. We're veteran spectators of the equivalent Jim Russell series at Infineon, and we know that given the high price tag of the seat time and the fact that they hold just a few events a year leads to, well let's just say, a "mixed" talent and experience pool, making the racing extremely entertaining to watch. Two Skip Barber instructors are going to start the race in the back of the grid, making things even more interesting.

We make our way to the top of the time-scoring building for the best viewing spot of turn 1 and the following esses. The race starts with no less than 5 cars of about a 16 car field spinning in the first two turns, but nothing is damaged and racing continues. Lime Rock is an intriguing, if short, track with only one left hander. There is a sharp downhill drop leading into a 90-degree right that exits onto the front straight and ends in a heavy braking zone (a wonderful passing opportunity), followed by a nice 180-degree sweeper. These cars run laps in just under a minute, much shorter than the 2-minute lap times we're used to at our home tracks, for an average speed of around 90mph.

The drivers ran 26 action-packed laps with plenty of passing and several spins as the instructors lapped most of the field; an excellent race for spectators, even those who just happened by.
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Cleaning Your Porsche Wheels

by Mike Lee (GGR Member) and Matt Zakarian (New York Metro Region member)

The first step of the detailing process is to clean the Porsche wheels since they are usually the dirtiest part of the car. They must be cleaned often because the heated dust particles from brake pads bombard the wheels and bake into the finish. If left on the wheel, a phenomenon known as "galvanic corrosion" sets in, which will eventually pit and destroy the wheel's appearance. Just remember that a dirty wheel attracts dirt. So the best time to take care of your wheels is when they are new. I always recommend taking off new wheels and protecting them with a paint sealant to our detailing customers.

First and foremost, you must know what type of wheels you have. They could be OEM or aftermarket wheels with a painted (or just clear-coated), chromed, polished, anodized, powder coated or plastic covers (let's hope not!) finish. Pretty much most of today's OEM wheels are clear-coated with polyurethane enamel. The coating is very similar to the clear-coat on your paint except it is usually thicker. Its purpose is to protect the wheel and to make brake dust removal easier.

The next step is to choose an appropriate cleaner to do the job for your specific wheels. Unfortunately, in most cases car wash soaps and general-purpose cleaners are not strong enough to dissolve the bond between brake dust and wheel. There are two types of wheel cleaners: acid and non-acid (alkaline). Although we will use our own proprietary blends of cleaners in our DyNA Wheel Shampoo™, you can pick out an acceptable one at your local auto store or through a mail order house. A safe all-purpose wheel cleaner will have a pH of 8.5-9.5 (7.0 is neutral, while < 7.0 is acidic). Always read the instruction label to make sure the product is compatible with your wheel finish.

I strongly recommend avoiding acid or caustic (high pH) cleaners; they pose health risks as well as possible wheel damage. Also, do not use acid cleaners on older wheels where the finish (clear coat) is pitted or flaking. It tends to migrate under the clear coat and lift it. And by the way, in all my years of detailing and trying dozens of cleaners, I realized that there is no such thing as a "no-touch" wheel cleaner.

If there were, they would not be making wheel brushes anymore!

The final step is to choose the right tools - wheel brushes, spoke brushes and toothbrushes. I prefer to use brushes with the soft tampico natural bristles and wood/plastic handles.

I do not use any steel wool and recommend you don't either, although you may see many car washes and detailers use it. The reason they use it is simple; to save time - but at the risk of sacrificing the integrity of the clear-coat. Now that we have the chemicals, tools and basic knowledge, let's go through the steps you will be taking to clean your wheels:

Step 1. Hose off the wheels and the wheel wells with a strong stream of cool water to wash off as much dirt and dust as possible (a pressure washer is useful, but with no more than 1200 psi), and more importantly, to cool off the wheel. Never apply the cleaner to a hot or dry wheel. See the photo below.

Note: If you have just returned from finding out how much horse-power that chip or turbocharger added to your Porsche and your brake discs are glowing from the braking, let them air cool first before hosing them off or you will risk cracking the wheel’s clear-coat.

Continued on Page 14
Charles Wege
Realtor
180 El Camino Real
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Porsche Wheels (continued from page 13)

Step 2. Apply the wheel cleaner to one wheel at a time. Allow the cleaner to dwell, per the instructions, but do not let it dry.

Step 3. Scrub the flat surface of the wheel using your wheel brush wet with water and get the bristles into as many recessed areas as possible.

Step 4. Use the spoke brush wet with water to clean the deeply recessed areas of the wheel. Do not use a brush with an exposed metal tip; one sudden slip could permanently gouge the delicate clear-coat or polished metal. Rinse the wheel with clean water. If there is still brake dust in the recessed areas, it's time to whip out that toothbrush.

Step 5. If some road tar still remains, use a liquid bug and tar solvent. Allow it to dwell and then wipe off and buff with a soft clean towel or microfiber. Re-wash area with the wheel cleaner.

Step 6. Now rotate the wheels 180 degrees and repeat the procedure.

Step 7. Follow up with a light coat of synthetic paint sealant which will provide a sacrificial protective layer against the brake dust and make it easier to clean the wheels in the future. Similar to your car's paint, you don't need this step on every wheel wash but a mist of DyNA Liquid Gloss™ (or equivalent instant detailer with sealant in it) will prolong the protection in between waxing. Carnauba wax isn't preferable since it will not last as long and will melt at high heat.

Congratulations! You now have clean wheels!

I recommend you clean your wheels at least weekly and stay away from automatic car washes. Most have hard silicon carbide rotating brushes to clean tires and white walls. These brushes, the accompanying corrosive chemicals and the tracks used to guide the vehicle can instantly cause permanent wheel damage. A high-quality car wash should always offer hand washing (that's without the tracks). If this service is not available, locate a reliable detailer or do it yourself if you are comfortable with the procedure.

As always, should you have any questions or comments, please feel free to contact me at 1-866-DET-Dyna (1-866-338-3962) or email me at tech@detailingdynamics.com. May the wind be always at your back and may you achieve your pursuit of detailing perfection!
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POSCHE
New Member Tour  
September 25, 2004

By Jay Glanville, GGR Member

Twenty minutes later, as we turned off the freeway and headed west toward the quaint little berg known as Sunol, my wife and I were still talking about our son's first speeding ticket which he got earlier this morning. No, he wasn't on his way home from an all night'er or anything like that.

He and passenger/brother Chris were following my wife and myself on our way to our first club tour since joining PCA 8 years ago when I purchased our second Porsche, a pristine 1988 Marine Blue Metallic 930. Our son, Jayson, 17 years old, was behind us in what had been our first Porsche, originally my father's, 1976 911S in Platinum which he bought new.

The CHP officer wrote him up for doing 80+ on the 680 freeway. Had he clocked us a little earlier, he would have had him at closer to 90. Now, I don't condone exceeding the posted speed limit, but the truth is my full attention wasn't focused on how fast we were traveling. I was anxious to arrive at the prescribed meeting point in Sunol, and I was leading my son astray. Unfortunately, his driving record will take the hit. I'm sorry, son.

The CHP officer wrote him up for doing 80+ on the 680 freeway. Had he clocked us a little earlier, he would have had him at closer to 90. Now, I don't condone exceeding the posted speed limit, but the truth is my full attention wasn't focused on how fast we were traveling. I was anxious to arrive at the prescribed meeting point in Sunol, and I was leading my son astray. Unfortunately, his driving record will take the hit. I'm sorry, son.

As we pulled into town, we didn't at first see any sign of multiple Porsches lined up in a row as they are known to do when grouping. The townsfolk of Sunol were busy setting up a street festival, and we were told by a gentleman waiting in the middle of the street that Main Street was being closed off to traffic soon. As we idled past the many people mov-

Our sons pulled up alongside on our right. As we got out of our cars we were immediately greeted by a warm and friendly man wearing a name tag bearing the name of Paul Seidel-Smith. Introductions aside, we started to peruse the various cars as others continued to arrive.

Shortly after 9 o'clock, tour hosts, Paul and Nanci, gathered everyone around to outline the route we would be taking and stops we would be making along the way. We then got into our cars (13 altogether) and headed off toward our first stop, a Porsche and Ferrari boutique in nearby San Ramon.

It was quite a sight to see and hear all these beautiful cars in a tight line snaking through the countryside. After a 45 minute stop, we were off again, en route to pick up lunch before heading up to the "Top of The World". What a view, we were able to see 977 foot tall Sutro Tower above the clouds shrouding the hills around San Francisco. We ate lunch, told stories and made new friends in a secluded and shady picnic area before heading back down into and through the famous Blackhawk community. A few straightaway blasts and several turns later, we pulled into the parking lot of the Little Valley Winery to sample their fine grape products, including a very delightful raspberry sparkling wine.

Continued on Page 23
CALL TO ORDER
The meeting was called to order at 7:11 on October 7, 2004 at the residence of the President, Palo Alto.

Board members present were Bill Benz, Jeff Williams, Andrew Forrest, Dan Thompson, Claude Leglise, Paul Seidel-Smith, Nugget Editor Tom Pickett and Webmeister Susan Angebranndt. Also present were David Leong, Harold Williams, Nancy Bishop, KC and Larry Sharp, Cindy Salisbury, Doug Ambrisko, John Celona, Ken Park, Louise Sousoures and Larry Adams.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting of September 2004 were unanimously approved as written

B. POSTMORTEM OF EVENTS
1. New Member Social was well attended with 15 cars representing new members.
2. September's Autocross was well attended.
3. The Coyote Run Rally was notable because all entries finished.
4. Rules committee meeting extremely well attended.

C. DIRECTORS REPORTS

PRESIDENT, Bill Benz
1. 1.See "New Business" below.

VICE PRESIDENT, Jeff Williams
1. Friday night social in December has been canceled
2. Insurance ordered for all events through the end of the year.

TREASURER, Claude Leglise
1. Treasurer's report approved unanimously.

MEMBERSHIP, Chet Bottone
1. Nothing to report.

COMPETITION, Dan Thompson
1. Drivers' Events Committee Rules Meeting: All members of DEC (except Bob Peake, who was unavailable) met after the general meeting. Here is the status of the proposals (short-form, non-binding description) as recommended by the DEC to the Board of Directors:
   a. Time Trial administration changes (e.g. term limits): ADOPTED
   b. Allowing 2 inch FIA-certified belts in time trials: ADOPTED
   c. Regulating tails/wings for cars in the "production" class: REJECTED
   d. Allow non-stock suspension bushings in Improved Category: ADOPTED
   e. Allow spring/torsion bar upgrades in Improved Category: REJECTED
   f. Add PCA Nationally Trained Instructor credentials as valid certificate for TT series: REJECTED
   g. Allow after-market adjustable perch coilover struts in "improved" class: REJECTED
   h. Require race suits only for drivers of cars that require roll bars and cages: REJECTED
   i. Remove requirement for fire extinguisher: REJECTED (but see below)
   j. Change to allowable tire widths for Mp class cars: REJECTED
   k. Make camber settings "open" in Production class: REJECTED
   l. Replace current classification system with points-based system: AMENDED: Run both systems in parallel in 2005.

   Upon considering the DEC's recommendation to adopt these rule changes, it was moved, seconded and duly carried that an expiration date of 2 years for fire extinguishers be added to the rules.

2. There have been four gracious offers to host the Time-trial trailer; some potentially offering to transport it to events too. The disposition of the trailer and its contents has been left with the Time Trial Chair

SECRETARY, Andrew Forrest
1. Nothing to report.

Continued on page 22
This year, we have four Board positions slated for election. They are:

- Vice President
- Competition Director
- Social Director
- Membership Director

**Vice President Candidate**

**Susan Angebranndt**

I joined GGR in 1993 when my husband and I bought our first Porsche. Two weeks later I was taking the yearly autocross school. I’ve been time trialing since 1999. And since 2000, I have been GGR’s webmaster. The web site has been a great source of satisfaction for me and I’ve really enjoyed contributing to the club and getting to know other Porsche owners. I’ve been attending the board meetings as a non-voting member during my tenure as webmaster and know how the club and board work. After 4 years, it’s time to give someone else the opportunity to run the web site. But, after 11 years as a member, and 6 Porsches (we still have 4), I want to continue to contribute to the club. The best way to do that seems to be to run for the board position of Vice President.

**Vice President Candidate**

**Paul Seidel-Smith**

I have been a member of PCA for 30 years and have held many offices. This year I held the office of Social Chairman. I enjoy working with other board members to provide a wide variety of well organized club activities.

I have TT for 20 years and was a TT instructor. I am looking forward to returning to TT next year. This year I am active in rallies, auto crossing and concourse at club and zone events.

I organized and directed the New Member Tour, assisted with the two day auto cross school by handling the lunches and dinner and attended CRAB.

I look forward to the responsibilities and duties of Vice President. I will be open to your input and will work to involve new members as well as encourage all member to actively participate in GGR as well as zone activities. Please feel free to contact me at any time.

**Competition Director Candidate**

**Dave Leong**

My Name is David Leong, and I am running for the position of competition Director.

I purchased my first Porsche over 20 years ago, and joined GGR about 7 years ago. I am an active Time Trialer and Autocrosser, having run my first Autocross in 1998.
I started attending board meetings when I became AX chair in 2001, and have been attending ever since. My goal, as Competition Director is to provide an environment that will allow GGR to continue its' history of success, with Time Trial, Autocross, Rallies and Concourse, into the future. I feel the best way to ensure that success is to allow the respective chairs of each series to be their best and do their jobs well. Porsche cars, have a long history of innovation, and out of the box thinking. Sometimes, to be better, you have to be different.

Social Director Candidate KC Sharpe

I wish to be nominated for the position of Social Chairperson on the 2005 Board of Directors. I am interested in the position of Social Chairperson for GGR. I’ve held the position in the past, and it’s about time to do it again. I have been a club member since 1988 and was the 1991 Enthusiast of the year. I look forward to being part of the 2005 GGR Board. Thank you for your consideration.

Membership Director Candidate

Louise Sousoures

I would be honored to serve the members and future members of GGR on the 2005 Board of Directors, should I be elected.

My qualifications include 1998 to 1999 GGR Membership Director and 2001 to 2003 GGR Secretary.

I enjoy working with new members as well as existing members in helping them attain the enjoyment they wish from GGR and Porsche Club of America.

How do I Vote?

Included in this issue of The Nugget is your ballot. Please vote for the candidate of your choice, and return to GGR no later than November 15, 2005. The results of the election will be published in the January 2005 Nugget, and on the GGR web site when officially announced.
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2004 Beginners Autocross School
Announcing the Return of the Yosemite Tour
March 12-13, 2005

Once again, we will be staying in the Curry Cabins, with bath. After a beautiful Saturday drive to Yosemite Valley, we’ll all enjoy a Buffet Dinner in the Curry Village Glacier Point Room.

Sunday Morning, a Naturalist will lead us on a tour of Yosemite Valley.

Space is limited! Payment in full by January 28, 2005 will hold your reservation. Sorry, no refunds can be made after February 11, 2005.

Cost per couple (or single): **$275.00**

If there are more than two people in a room, please add $12/person, per room. In addition, please add $45.00 for each additional adult dinner, or $11.00 for each child dinner.

Make your check payable to PCA/GGR, and mail to Alfred Abken, 555 24th Ave., San Francisco, CA 94121-2977. Questions? You can phone Alfred before 9:00pm at 415.387.9351.

Name____________________________________________  Adults in party ________

Address ______________________________________________________________________

Evening phone Number ________________________________ Children in party ________
GGR Board Minutes (continued from page 17)

SOCIAL, Paul Seidel-Smith
1. Joint board social on Saturday, December 11th at Bamboo Island in Pleasanton. Suggest 6:00 PM for cocktails, 7:00 PM for dinner.
2. New member tour, 15 cars. Doug and Dana Ambrisko joined the tour for dinner to promote autocrossing

PAST PRESIDENT, James Ohl
1. Nothing to report.

NUGGET EDITORS, Jim Bauman & Tom Pickett
1. John Celona has expressed interest in being the future Nugget Editor. John is a Management Consultant with more than adequate desktop publishing experience.

WEBMEISTER, Susan Angebranndt
1. Selection of a replacement webmaster continues.

D. OLD BUSINESS
1. The "Hubert Lee" Rally is on.
2. Child Advocates of Santa Clara, previously selected by the Board as the recipient of a charitable donation from the club will also be the beneficiary of the donations collected during this year’s “Taste of the Track” program.
3. Report from the Nomination Committee: All positions have candidates; bios and pictures have been sent to the Nugget Editors; ballot design is ongoing and stuffing of the Nugget will be attended.

E. NEW BUSINESS
1. Tim Fleming, Zone 7 Representative, has asked that we provide him with suggestions for nominees for the "Wall of fame" in time for the Zone Presidents' meeting on October 23rd. Bill Benz, Andrew Forrest and possibly other Board members will attend.
2. Office holders are to review the section(s) of the Redbook relevant to their position and suggest revisions to the secretary.
3. Moved, Seconded and duly carried that we officially appoint Larry Adams as our Carlsen Representative.
4. Sunday Brunch December 12th at the Blackhawk Museum for the time trial/autocross awards meeting. Scott's Seafood Restaurant from Walnut creek is sole supplier to that venue. Moved that we accept the awards dinner budget as proposed and grant flexibility to time trial and autocross chairs to decide what to do about competition awards. Seconded and carried.
5. Nominees for the year end awards (e.g. enthusiast of the year, Don Lang award, etc.) are required soon.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 9:06 PM. The next Board of Directors meeting will be held November 4th, 2004 at 7:00 p.m. at the residence of the President, Palo Alto, Calif. Call President at 650.328.4221 to add items to agenda.

Respectfully submitted,
Andrew Forrest, GGR Secretary 2004
**Around the Benz**  
(continued from page 4)

I’m sure the reasoning was “I’ve heard about cars like this. They’re all driven by crazy people from far away from Atherton who don’t have insurance and enjoy crashing into one another. I’ll never be able to face my friends at the club if I get messed up here, run over by a Volvo!”

I was discussing this phenomena with a friend as we headed up 101 also in a 200,000 mile Volvo, just after a Cadillac Escalade driver made an abrupt real time decision to alter course and not make an intentional lane change over our front fender. My friend’s response was, “You’re half right. THIS makes me invincible!” He flipped a large orange “FOR SALE, Any Offer” sign up onto the dash board. He was right. It was an inspired addition.

Now to you 912, 914 and 924 owners out there who have been a bit lax in the concours prep area, you do have major potential. The FOR SALE sign may almost be a necessity. I personally am extra intimidated by vehicles bearing signage suggesting unique and unusual interests and points of view.

One or more “Trees of Mystery”, “Mystery Spot”, “Pardon Lyndon LaRouche” or “PhilZone” stickers should be more than enough to up your intimidation factor to a very workable level.

Now all we need to figure out is whether or not the Ad Hoc Rules Committee intends to assign points in this area. (Editor’s note: we suggest 20 points if the sign is orange...)

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**New Member Tour**  
(continued from page 16)

We then drove a short distance to the Rios-Lovell Estate Winery to enjoy a taste of their excellent wines and wander around the gift shop. Tour co-host Nanci Bishop brought out some snacks, and we gathered in one of the winery’s outdoor gazebos to snack and relax while sharing more stories and getting to know other club members old and new.

At this point, it was late afternoon and some of the tour participants, having other commitments, left the tour at that point and headed home or off to other adventures. We were now down to only 5 cars. We decided to end the day and head off toward Dublin where we would have dinner. A quick vote to get there via "Porsche Friendly" roads and we were off. The pace was quick, the turns coming in rapid succession testing not only cars, but drivers as well. Along the way, a BMW M3 tried to attach itself to the end of our 5 car train but faded quickly out of view. About twenty minutes and 100 or so turns later, we arrived at Fuzio’s in Dublin, the final stop on this terrific tour. We were joined there by Doug and Dana Ambrisko who serve as autocross chairs for GGR, as well as a couple that we had somehow lost after our stop at the first winery. Luckily, Paul and Nanci had prepared very good tour instructions, and they made their way to the restaurant and were waiting there for us.

Doug Ambrisko told us all about autocross and what is required to participate in this fun and exciting competition open to anyone 16 or older. You don’t need a race car, and you don’t have to be Mario Andretti to do well and have fun. WE can hardly wait to try autocross ourselves.

Finally, after a great meal (very reasonably priced too!), we all said our goodbyes and called it a day. And a very good day it was!
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

1999 C4 Cab Perfect C4 cab, Black/tan. 17k miles, tip, with hard top, cd stacker, new tires. Contact George Jan- 2009s at grjansen@hotmail.com or 408-309-7756.


1997 993 Coupe 31K miles; 5speed; black int/ext; factory chromed wheels with new Michelin Pilot Sports. All records. $39,900 More info and pictures at http://www.craigslist.org/sby/car/44413397.html. Contact Ky Lee at ky_lee_1987@yahoo.com or 415.585.3557.

2004 Cayenne V6 $40995/obo. Like new...only 2K mi...Titanium/Grey Leather; Moonroof; Driver Memory incl Mirror; Collapsible Spare Tire; All Season Tires; Floor mats. Remainder of Ltd 4 Years/50K Mi Warrant Contact Ed at whaletailx2@comcast.net.

1974 914 2.0 Bi Class TT Car. Brand new engine by Ken’s Sport Tech. Full suspension, oil cooler, tow bar. Pics avail. $5,500/obo. Contact Joe at jow4944@gmail.com or 831.685.2791.

1969 912 Original SF Area Owner! Garage kept. Excel condition White w/black interior. OEM, 5 spd, 75k engine rebuilt by area mechanic. No accidents-major repairs. Tuned up. Pictures $12,500. Contact William Harlow at mcleanrtw@aol.com or 925.708.3803.

1970 914-6 $9500 OBO, some spares available Contact Jeff Williams at jeff_williams@maxtor.com or 831.688.3385.

1970 914-6 #9140432289. All numbers match. Recent complete engine rebuild. Original 6-cyl block, all new Porsche factory parts: 2.2T 911 heads. 2.2S pistons/cylinders. Autosport Technology suspension system. $40K upgrades. All records, $18K OBO. Contact Ann West at 707.894.2875.

1991 964 Turbo Coupe 67K Miles. Black on Black. Dealer Serviced. This car is located in Arizona. Asking Price $39,900 Negotiable Contact Dr. Eleazar Santiago at Babsdds2002@aol.com.
1992 968 Coupe See photos and description at www.rennlist.com classifieds. Contact Jim Sorensen at jimdona@comcast.net or 510.523.1550.

1973 914-6 $12,500 OBO, Ruby Red, 2.2S 6-cyl conv., MF1, side-shift, SC flares & SC front suspension, Bilstein struts, 5-bolt 7" & 8" x 15 Fuchs & much more! More info and pictures at http://geocities.com/gagolub/ gteener1.html. Contact Gwen Golub at gagolub@yahoo.com or 415.531.4624.

1983 911SC Excellent condition Must see to believe; Only 89K miles, Carrera chain tensioners. Recently replaced all synchros, <2yr clutch; Passed SMOG in June '04. $18K/O.B.O Contact Porsche911SC-1983 at Porsche911SC-1983@yahoo.com. Contact Porsche911SC-1983 at porsche911sc_1983@yahoo.com.

1994 914-6 Race Car Full race PCA GT3R, 3.4L/325hp, 1850lbs. Very very Fast. $34K/B.O. Contact Lloyd DeMartini at lloyd.j.demartini.jr@lmco.com or 925.606.8543.

1999 Carrera 2 (996) Black over Savannah Beige 39,500 miles. Extended warranty, Navigation system, CD changer. TechArt header/muffler system. Fabspeed intake, B&M short shifter. $49,500 OBO Contact Joe Ramos at ramosrx7@pacbell.net or 650.726.3908.

1986 Carrera 86 Coupe totally refurbished 103K miles 2 owner vehicle clean CarFax, new 17" wheels/ tires, new professional Iris Blue exterior, new leather Cashmere interior, SS exhaust, $22,00.00. Contact Nelson Diaz at ndiaz50@aol.com or 901.359.7033.

1988 944 Turbo S Silverose/burgundy, all original, no mods, no dents, magnificent original paint, excellent interior, 82,000 miles. No deferred maintenance. You will not be disappointed. $15,000. Contact John Manelis at manelis@netzero.net or 707.255.6936.

1959 Porsche Diesel JUNIOR Tractor P108 JUNIOR, Porsche-Tractor, concours condition, 1cyl., 14 HP, very rare, probably the best example available, never seen nicer one, superb, please inquire for more info and pictures by email. Contact Beggs at Porsche-Joerg@T-Online.de.

Parts & Miscellaneous

Open Carson Trailer 2001 black dovetail 17 foot trailer with Warn Z3500 winch. 7 foot ramps, drop axles, extra wide. Spare, removable fender, electric brakes - $2650. Contact Peter Venturini at pventuri@sprynet.com or 916.445.0650.

Momo Steering Wheel. Momo Monte Carlo steering wheel, 350 mm with hub and very rare Porsche emblem horn button. Like new condition $165 or best offer Contact Jim Housman at jjhman@comcast.net or 707.823.7564.

Porsche 906 Owners Manual Kit. Porsche 906 first edition owners manual (maroon binder), parts manual, FIA certs, Werkfotos, U.S. ad 'slicks'. package only, additional info or pix on request. Contact Jerry Haussler at pccagr01@zephyrblau.com or 650.377.1213.

911 Engine And Racing Parts. New Mahle 98mm P&C hi-comp, new 935 body set, new set Gotti 3 piece wheel 12x16, 14x16 with rain. Lots of racing parts. Contact Steve Young at speedmotion@yahoo.com or 650.740.8631.

15" Fuchs Four 15" Fuchs for sale - 7s & 8s $700 Contact John Jefferies at pca@opalcliff.com or 831.476.5320.

Black Leather Sport Seats Excellent condition black leather sport seats from 1984 Carrera for sale. No tears, almost new. $850/pair Contact Joe Ceremuga at jtc-muga@yahoo.com or 925.548.5320.

Sport Design 18 Inch Wheels Factory Sport Design lightweight 2 piece 7.5x9 x 18s 50mm front 52mm rear offset. Very good used condition includes center caps new tires $1750 Contact Michael Whelan at porsharacer1@aol.com or 916.783.9447 x 104.

New autopower roll bar for 993 coupe only. has bolt in harness bar and cross brace. make an offer Contact Wayne vannorsdall at weirw@msn.com or 510.773.2081.

Hard Top Never used, seal gray, black liner. Defroster and protective cover. $1200 obo. Contact Dick Gronet at dgronet@netzero.com or 650.529.1716.

G-50 Transmission! 1993 Carrera-2 G-50 transmission, 35K miles, excellent condition, $1,500.00 OBO. Contact Ken Mack at kmack@sbcglobal.net or 408.268.4369.

'93 964 Brake Calipers Stock front & rear calipers from 93 RSA (used). Can be used to upgrade early 911 & 914. Rear upgrade early 964s. $150 each caliper. Contact Mary Beth Wilson at merb_wilson@pacbell.net.

'964 3.6 L. Pistons And Cylinders 5 pistons & cylinders from 93 RSA 3.6L ~70k miles on parts. Make offer. Contact Mary Beth Wilson at merb_wilson@pacbell.net.

Late Offset 17 Inch Porsche Wheelset. 2 x 17x7.5 ET52, 2 x 17x9 ET47. Good condition, with Yoko AVS Sports Greater than 50% tread. 225/45/17 and 255/40/17 Off 1989 928 S, should fit late cars. Mille Miglia, light. More info and pictures at http://www.employees.org/~bakyl/wheels. Contact Bora Akyol at akyol@akyol.org.

Cabrio Hardtop. Black. A perfect 996 hardtop with defroster, stand and cover for sale in Danville CA. Local pickup only. Asking $1250 Best offer! Contact grant t. tee at karate1110@aol.com or 510.910.0122.
Wanted

Black Interior for 81 911  I want to buy a black interior from 911 sc or Carrera. I am also looking for a momo steering hub for 81 911. Contact Paul Canton at 650-346-9316

1970-1974 914 2.0L  Looking for nice 914 for TT and AX. Only great to good condition mechanically and cosmetically need respond. No salvage titles! Contact Dan Thompson at Doctranacy@sbcglobal.net.

Porsche Child Seat for 993 Child seat (seat + air bag disabling bar) for 993. Prince model ideal (1-3 years) but infant or Toddler ok. I will pay for removal. Contact Steve Hirsch at steve.hirsch@gmail.com or 415.720.7910.

993 Catalytic Converter Help! Need cat converter for '95-'98 993 C2S/C4S to borrow or buy. Contact Mike at mgrote@yahoo.com or 408.307.8000.

Saratoga Glass Sunroof for 944 Turbo Looking for a glass sunroof for 1988 944 Turbo S Contact Ken Rosario at kenrosario@netscape.net or 415.504.6590.

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