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Did Marcel really get a sex change?
Meet Terry Zacone’s “Marcella”
Bay Area Waste Management District calls Nugget “hazardous wastel”
Nugget Editors Fired!!

Ferdinand Porsche’s Ghost
Seen at Parts Heaven!!

GGR Board’s Secret Trip to Hawaii EXPOSED!

The Porsche Diet...
Lose 50 pounds of unsprung weight in one week!!

Is GGR’s Prez Really a Werewolf?? Exclusive before and after photos!
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Cover Explanation: To the best of our knowledge, everything on the cover is true. We’ll stake our reputations on it. Sad huh?

Cover by the Editors

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October 2004
Volume 44, Number 10

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The Nugget
Memories of Cars and other Really Important Stuff...

It was a 406 Ford. We'd only heard about these in 1961 but now one was driving slowly through the back lot of the Big Boy drive in restaurant for the second time. It's so new it has paper plates! What's that sound? Richard Germaine is following it out in his '57 Chevy! You know, the one with the screaming 301, that he built himself. The light at Ivanhoe has just turned red, and the center lane is open but, OH JEESE, Richard just dropped into the BUS LANE and OH MY GOD he's pulling him by at least two car lengths!!

George Lucas was right on, but American Graffiti was never this real!

It was 1985, or maybe 1986 - A father and his ten eleven year old son round a corner in the pits at the Monterey Historics and there he is, maybe ten yards away, taking a break from his celebrity duties. "Alec- Stop! That's Juan Manuel Fangio! Most people think that he's the greatest racing driver ever. I never thought we'd ever get a chance to see him up close like this. Let's go this other way so we don't bother him."

A grandfatherly beckoning, a proffered program, and a boy walks back to his father with an autograph that he keeps to this day. Who knows, probably valued less as a famous signature but more as a memory of his father's obvious excitement and admiration of the signer.

It's memories like these that we all have that make us love cars and driving. Memories are also big parts of PCA and Golden Gate Region and the activities we put on.

Some of these memories are fairly obvious-were you in the hot pits at Thunderhill a couple of years ago when Louise Sousoures set the fastest lap by ANY woman, in ANY car, EVER? Were you at Laguna last year and this spring at the PCA Club Races when Masuo Robinson twice drove ten flawless laps, most through lapped traffic, to win with Gary Boss within a car length ahead or behind every foot of the way? Were you at GGR autocrosses a few years ago to witness the knock down, drag out, back and forth battles between Larry Sharp and Curtis Robinson in their BP 914's and Hank Watts, Scott Winders and Glen Brookby in their evenly-matched 911's? If you were there, you've got to have these memories.

Some memories are more subtle and almost secret. It's about five years ago, at about 1 P.M. at an autocross at "Candlestick," aka "3-COM," soon to be aka "MONSTER.COM Park" and the electronic clock has just died a terrible, horrible death. John Clever rounds up three stop watches and takes over. Two of us punch out hand times on our watches and whisper those times to John. John glances at his watch and instantaneously announces a time - sometimes about what we had whispered to him and sometimes quite a bit different. Because they had John's stamp of approval, these times were considered by all to be 100% official. Moreover, magically, every time John "upgraded" my whispered calls he was right on. He had detected my calendar-based reaction time, and my bear-like optical observational skills in action and had applied the perfect correction factors. It was an honor, and so much fun, to work with him then and so great to remember him, today.
Sometimes going to work is like descending into a strange land, inhabited by gnomes, fairies, and strange beings that talk in tongues. This land is called “Bafflegab” and they speak a very special language.

Take the following conversation I had recently with an unnamed sales executive at a convention of Bafflegabians.

“Jim, we’re going to stimulate growth by changing the sales paradigm. It’s time to put more wood behind the arrow in order to move the needle, of course, without boiling the ocean. If we execute properly, the result will be more share of wallet.”

“But Bob, doesn’t that require more out-of-the-box thinking?” (It was all I could come up with - being a stranger in this foreign land, I was simply out-metaphored.)

“No Jim, we cracked the code on that one already. This is about driving behaviour change to increase customer intimacy. If we can get them to drink our kool-aid, we’ll meet our strategic objectives moving forward.”

“...but ...but....” I was beginning to get nervous, wondering just whose wallet he wanted more share of... and drinking kool-aid? Does this clown even know the origin of that sick phrase?

But he continued. “Jim, if they drink from our fire hose, our flight-to-value will be exponential!”

Wow. Even *I* was beginning to get excited. My paradigm was shifting... my eyes scanned the room for the nearest exit.

So, fellow PCAers... if we ever have a conversation at a Time Trial or autocross, be prepared. It may go something like this....

“How’s it going, Jim?”

“Hi Bill. Well, my times are terrible. I need to put more lead in my ass .. I mean, more wood in my needle to move the arrow. I need more intimacy with my wallet, which Parts Heaven and Strasse have too large a share of ... and my kool-aid...and...and...”

At that point, someone please shoot me!  

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SAN JOSE
Folks, things are coming to an end on several fronts in the competition corner of GGR.

First, my tenure as Competition Director is only a few months from being over. I will miss the full email box every week from folks asking about rules, changes, events and just general information about the club.

The once a month meetings at the Benz’s along with the great meals served by an always happy Mrs. Benz!

Second, the competition season is just about over. With only 2 more GGR AXs left and the TT series long ago over, we will be done shortly.

Third, the rules proposals for 2005 should be approved by the DEC and submitted to the GGR board for their approval. Whew, glad that will be over.

I won’t miss the long phone calls about who is going to be the next Time trial Chairman or the next Chief TT instructor, with the associated contentious board meetings and discussions.

I won’t miss the long phone calls and discussions about whether we should continue with our current set of rules or completely change to a points system that will completely change the face of competition in GGR that has 30+ years history.

I wish the next Competition Director nothing but good luck and smooth sailing...since I think most of the stormy weather is finally behind us. GGR members that are active with track events need to evaluate whether they will continue to support our Time trial series next season as it currently stands or consider some major changes in the overall look of our series to help involve more possible participants.

Should we start to lean more to a DE type of series with fewer participants choosing to run timed runs?

Should participants that want to stay on Sunday afternoon for timed runs pay a higher entrant fee than the folks that only want to do the DE portion of the event and go home by noon on Sunday?

Should we start having a DE run session in each time trial/DE so folks can get a taste of the track experience without having to make modifications to their cars?

If we go to a DE only type of series do we need such extensive rules or should we use only the PCA minimum standards for our DE events?

If we only do DE type of events we won’t need rules for the big track events since there will be no competition!

These and other questions will need to be addressed and decided in the next couple of years when we have other regions within our Zone 7 family that are starting their own DE series.

Can Zone 7 support multiple big track events sponsored by multiple regions? Does the zone have enough track participants to support multiple regional events with a positive financial outcome?

Without the financial positive cash flow from a healthy Time Trial series will the region be able to continue to serve the membership as it has in past years?

Lots of questions...hope some of you out there have some great answers or at least will be willing to lend your support so GGR can continue as it has in the past.

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

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<th>When</th>
<th>What</th>
<th>Where</th>
<th>Who</th>
<th>Phone</th>
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<tr>
<td>2</td>
<td>GGR Zone Rallye #7 Coyote Run</td>
<td>See the ad on Page 4 for more information!</td>
<td>Larry or Greg Adams</td>
<td>(650) 345-2232</td>
<td><a href="mailto:OldCarNut@aol.com">OldCarNut@aol.com</a></td>
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<td>3</td>
<td>Zone Concours #7</td>
<td>Ledson Winery, Santa Rosa</td>
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<td>7</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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<td>9</td>
<td>Zone 7 Rallye</td>
<td>Rector Porsche in Burlingame, CA, starts at 4:30 PM</td>
<td>Hubert Lee</td>
<td>650.368.5258</td>
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<td>9</td>
<td>GGR Autocross #8</td>
<td>Alameda Point</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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<td>15</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>16</td>
<td>Zone Autocross #9</td>
<td>Millerton Lake</td>
<td>Lee Kramer</td>
<td>559.433.9688</td>
<td><a href="mailto:leekramer@aol.com">leekramer@aol.com</a></td>
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<td>Zone Concours #8</td>
<td>Blackhawk Plaza, Danville</td>
<td>Frank Cunningham-ham</td>
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<td><a href="mailto:gofec@att.net">gofec@att.net</a></td>
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<td>30</td>
<td>GGR Autocross #9</td>
<td>Candlestick 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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<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><a href="mailto:porsche968paul@earthlink.net">porsche968paul@earthlink.net</a></td>
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<td>16</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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On the heels of a wonderfully successful autocross school made possible by the hard work and initiative of the Ambriskos and a supporting cast of thousands, we thought it would be appropriate to discuss the practice and art of being an instructor. Whether for autocross or time trial, being a Porsche Club driving instructor is a very rewarding but sometimes demanding charge. So what’s in it for you, you might ask? Here are a few reasons to work toward becoming an instructor and a couple of thoughts to keep in mind as you instruct.

First of all, it makes you a better driver - when you tell a student to do something a certain way - stay wide at the entrance, turn in later, unwind the wheel at the exit, don't brake so abruptly - you'll often be asked "why?"  To answer that question forces you to either really understand why you do the things you do and the things you tell students to do, or it makes you very creative in your answers. If you want to instruct, do your homework. Take the time to get a handle on the basic physics and vehicle dynamics that explain the "why". The "why" is important to students who are struggling to learn not just what to do and how to do it, but to understand the principles that underpin your directions.

Another reason to join the instructor corps is that you can help a new driver get a good start and actually enjoy his first experience with high performance driving. Think back to your first autocross - you didn't know what tech was or how to fill out your timing card, you got lost while the entire crowd and the chairperson argued over who was running, working, resting and in what order. Phrases like hot cutover, grid, goodie store and fun runs meant nothing to you. Everyone seemed to know what the heck was going on except you. Then, it came time to take your first run... without an instructor, that might have been a harrowing experience - driving out into the sea of cones. But with a calm instructor in the passenger seat, passing along the wisdom of "Left! Right! Brake!" you found your way through the course and thought, hey, this is pretty cool!

As an instructor, you can have a tremendous impact on the whether a first time student has just completed his first event of a lifetime of driving events to come, or his last. Encourage your student to come back again and again to learn more about himself and his Porsche. Show him that he doesn't need to be the fastest car out there to have a great time, and that drivers of all abilities and with differing goals for their driving can all have a great time at the same event.

If you're going to instruct, be prepared to give your student a ride in your car - this means giving up a run or two at the autocross course or a session or two on the track, but nothing teaches a student more than seeing the course driven properly (or a fair approximation thereof). All of a sudden, your pointing and shouting makes sense to the student. Talk your way through the course using the same terms you use while the student is driving.

Instructing is good for everyone - the students appreciate it, and it’ll enable you to take your driving to the next level.
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The Six Biggest Mistakes You’ll Make When Detailing your Porsche

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

1. Using the wrong tools: I’m sure you’ve heard of “the right tool for the job” and detailing your Porsche is no exception to the rule. For example, I see many people using the sponge/wash mitt you washed your car with to clean the wheels, instead of using a wheel brush; or using some old rag to remove wax off your paint instead of using a diaper/microfiber. These “shortcuts” not only affect the quality of your job, but will also cost you a lot of extra work later on. You ask how? Well, suppose that sponge you used on your wheels picked up some brake dust, which did not rinse out but then wound up scratching your hood the next time you washed your Porsche. I can see you cringe by the way. How long would it take to polish that scratch out? Do you want to take that chance?

2. Not giving the chemicals enough time to work: This is called “dwell time.” Many chemicals need time to work because their effectiveness is based on a chemical reaction, not a physical one (as in a compound). Some of the chemicals that fall into this category include tar removers (as well as other solvent based chemicals) and leather conditioners. How do you know how much time is enough? Read the directions (usually). Most often, the directions are accurate, but I have noticed that on some products the directions seem to have been written by a marketing or technical writer, rather than by someone who actually used them. This is another case where hurrying and taking off the chemical costs you more time in the end, because you have to reapply it again.

3. Not letting the chemical do the work: I’ve seen many people resort to using pressure, when the chemical they’re using doesn’t seem to work. For example, when they’re washing their cars and the shampoo doesn’t remove the spot, they press harder and harder on the sponge (probably scratching the paint) instead of realizing the shampoo was not made to remove that spot and maybe they should try a chemical that was. Remember that usually there is a correct chemical solution for every problem. If you don’t know what that chemical is, you can inquire online at http://www.detailingdynamics.com/tech.html or call Detailing Dynamics at 1-866-DET-DyNA (1-866-338-3962).

But practicing on your Porsche isn’t the wise thing to do.

4. Not using window towels on windows: The #1 problem most of the people seem to have is getting windows truly clean. And while the cleaner you use is important, it still won’t work properly without using the proper towel. Trust me on this one! I know; you’re saying that you use newspapers (by the way, ever since they switched to water based ink on newspapers, all it will do is dirty your hands), paper towels or expensive disposable wipes you purchased from that pretty catalog. I’m telling you that I’ve tried them all and come back to these DyNA Clarity Glass Towels or equivalent window microfiber suedes for only one reason; they work best. You want to have a set of window towels that are dedicated for that purpose only and nothing else. And make sure you wash them properly. (I describe how to do this in my website.)

5. Using vinyl dressing on leather: One of the things that drives me absolutely nuts is the directions on vinyl dressings. They almost always say to use them on vinyl and leather. No, no, no! Think about it; have you seen any shiny cows walking around like they’ve been drinking Armor All®?

Continued on page 14
Attend the Next Friday Night Social!

When? October 15, 2004
Where: Harry’s Hofbrau/Carvery, 1297 Chess Drive, Foster City
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Need more information? Call Paul Seidel-Smith at 408.978.7277 or email porsche968paul@earthlink.net
Detailing - continued from page 12

This is one of those times when you should not follow the directions. Not only does the dressing make the leather shiny and slippery, but it also closes the pores in the leather. How the vinyl protectant manufacturers can get away with this amazes me.

I've seen more than enough cars where Armor All® has been applied to leather seats and allowed to bake in the sun, thus ruining the leather beyond repair. I'm sure the manufacturers of the vinyl dressings know this, yet continue to include that in their directions in order to increase sales.

6. Listening to their neighbor/friend who details on the side: Now this is my personal favorite. Of all the six mistakes, this one is the most widespread. It seems that almost every other person I meet has a buddy who "details" (and is more than willing to share his vast arsenal of knowledge with you). But as one of my best customers (who is a dentist) said, "Just because you brush your teeth, it doesn't make you a dentist". I've seen people wash their car with a Brillo® pad because their neighbor Bob told them it would remove the road tar (well he was right, it did remove the tar, along with the clear coat) as well as other "Oops" maneuvers.

Well, there you go; a short list of lessons I have personally learned the hard way and hope you won't have to. 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!

Welcome New Members!

<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
<th>Model</th>
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<tbody>
<tr>
<td>Chris Black</td>
<td>Sunnyvale</td>
<td>1997 911</td>
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<tr>
<td>Richard Bridges</td>
<td>Los Altos</td>
<td>2003 911</td>
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<tr>
<td>Darren Doud</td>
<td>San Jose</td>
<td>1974 914</td>
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<tr>
<td>Robin Hastings</td>
<td>Los Altos</td>
<td>2004 Cayenne S</td>
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<tr>
<td>Michael Kunkel</td>
<td>Newark</td>
<td>1988 944</td>
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<tr>
<td>Lennart Nordstrom</td>
<td>South San Francisco</td>
<td>2004 Boxster</td>
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<tr>
<td>Thomas Purteil</td>
<td>Gilroy</td>
<td>1997 911</td>
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<tr>
<td>Michael Salasky</td>
<td>Palo Alto</td>
<td>2003 Boxster</td>
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<tr>
<td>Alberto Scherb</td>
<td>Sunnyvale</td>
<td>1997 Boxster</td>
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<tr>
<td>Rich Slade</td>
<td>Redwood City</td>
<td>1960 356B</td>
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<tr>
<td>Randy Zylker</td>
<td>San Jose</td>
<td>2004 911 C4S</td>
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Anniversaries

<table>
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<tr>
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<tr>
<td>John Graham</td>
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<td>Charles Petersen</td>
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<tr>
<td>Anthony Guinasso</td>
<td>35</td>
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<tr>
<td>Eddy Tan</td>
<td>30</td>
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<td>Michael A Tanimoto</td>
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<td>Jeff Seliman</td>
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<td>Larry Heitman</td>
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<td>Donald I Berney</td>
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<td>John F Beck</td>
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<td>Cameron K Carrington</td>
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<td>Carson Chen</td>
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<td>David W Fuson</td>
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<td>Mike Jordan</td>
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Infineon Raceway, October 30-31, 2004
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of San Mateo and Santa Clara Counties

The San Francisco based Porsche Racing Club is pleased to announce our final event of the season in conjunction with NASA at Infineon Raceway, October 30-31 replacing the PCA National Club Race date. This event features Porsche open-pasing Driver’s Education, Porsche Sprint Races on Saturday and Sunday and the HSR historic Formula One and Indy cars as our guest race group. Roll Cages are required for the race classes only - see the NASA and PRC website for additional safety information. NASA and the PRC are sponsored by local race shops and major manufacturers of automotive products including Ball Renegade TBD, ICG Investments, Toyo Tires, The Racer’s Group, Jerry Woods Enterprises, SCARGO Racing, Smart Racing Products, WEVO and several individuals.

To enter this event, visit http://www.nasaproracing.com and register for the October 30-31, 2004 at Infineon Raceway event.

For more information, visit http://www.porscheracingclub.com or contact Jeff Stevenson (jeff@porscheracingclub.com) or Masuo Robinson (masuo@porscheracingclub.com).

http://www.porscheracingclub.com
http://www.nasaproracing.com
Board Meeting...

Andrew Forrest, Secretary

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

CALL TO ORDER
The meeting was called to order at 7:25 on Sept. 2, 2004 at the residence of the President, Palo Alto.

Board members present were Bill Benz, Andrew Forrest, Dan Thompson, Claude Leglise, Paul Seidel-Smith, Nugget Editors Jim Bauman & Tom Pickett and Webmeister Susan Angebranndt. Also present were Doug Ambrisko, Ken and Pam Park, Larry Sharp, David Leong, Harold Williams and Nancy Bishop.

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

B. POSTMORTEM OF EVENTS
1. Autocrosses were well attended and the school was spectacular.
2. Friday night social was well attended.
3. Carlsen Concours was well attended with over thirty cars.

C. DIRECTORS REPORTS
PRESIDENT, Bill Benz
1. Article about the Carlsen award to be written by Bill to be forwarded to Panorama with help from Susan.

VICE PRESIDENT, Jeff Williams
1. Nothing to report.

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

MEMBERSHIP, Chet Bottone
1. (Reported via Bill Benz): Database issues with National make it difficult to determine accurately the membership situation.

COMPETITION, Dan Thompson
1. Time trial series is complete. Autocross season is two thirds finished.
2. On Oct 2 the open Competition Rules Meeting will be held. See calendar for details.

SECRETARY, Andrew Forrest
1. Nothing to report.

SOCIAL, Paul Seidel-Smith
1. New member social starts details are firm. See Ad in Nugget for details.

PAST PRESIDENT, James Ohl
1. Nothing to report.

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

WEBMEISTER, Susan Angebranndt
1. Suitable candidates to replace Susan as Webmeister have been identified. Susan to select.

D. OLD BUSINESS
1. None.

E. NEW BUSINESS
1. Moved, seconded and unanimously approved that we support Larry Sharp in his effort to become Zone 7 representative.
2. Laguna Seca is expected to be under construction next year during May and June. Consequently, they've offered us fall dates.
3. A Nugget Editor for 2005 needs to be identified.
4. From the Nominating Committee: There are no candidates yet for the position of Social Director.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 9:14 PM. The next Board of Directors meeting will be held October 7th, 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
2004 Zone 7 Autocross School

Photos by the Editors, Kirby Fong, and Howard Yao
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Porsches For Sale

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

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 Babdds2002@aol.com.

1987 911 Carrera Targa Stunning '87 Targa with Venetian Blue exterior and Linen interior. Only 56K miles on former PCA Concours car. All original with all records. More info and pictures at http://www.geocities.com/gagolub/porsche%20ad.htm. Contact Stuart Cain at stuart_cain@yahoo.com or 415.531.4624.

1995 993 Coupe. Midnight blue / tan very clean. new brakes, alpine stereo, just serviced. 29,000 obo Contact wayne vannorsdall at weirw@msn.com or 510.773 2081.

2001 996 Turbo Seal Gray/black, 6 speed, full leather, navigation, digital sound, many options, excellent condition, $79,000. Contact Scott McKay at 925.944.3582.


1991 911 Carrera 2 VIN# WP0AB2962MS410312 Lots of TLC: New Goodyear F1’s. Recent valve adjustment service/new spark plugs/distributor vent kit. New brake pads. Brand new Clutch. Email for pictures. Contact Patrick Stanton at patrickstanton@yahoo.com or 408.422.2222.

1986 944 Turbo Guards Red/Black Leather, 100K miles, excellent condition, new clutch and steering rack. Have all records and factory service manual set. Very nice car. Email for pictures. $9,500. Contact Brian Medford at casinoashes@hotmail.com or 707.569.7530.

1989 911 Carrera Targa, white w/ blk interior., 90K, vgood cond., new top, clutch, vlv guides, lowered, nice 7,8x16s, all new stereo comp. Contact david stomp at dstomp@shb.com or 415.613.8042.

1970 911T Non-sunroof, 30L taken to 3.2L electromotive Tec2, 245hp @6300 to ground, 2300 pounds, suspension, brakes. Contact Scott Fraser at scottfraser@msn.com or 925.606.8543.

89 Carrera Cabriolet 74k, Silver, ‘Linen’ interior., color-matched fuchs, blk top. Outstanding physical and mechanical condition. everything works. prem sound, alarm, clear bra. Denver, CO More info and pictures at http://www.porsches.com/go/search/. Contact Wyatt Weeks at waweeks@comcast.net or 303.475.1086.

1997 993 C2 Coupe Arena Red with Grey Leather. 6 Spd, Sunroof, CD, A/C, Power Windows, Doors, Seats. 46.5K. Garaged, No Track, Very clean. $42,000 Contact Paul Hammack at paul_hammack@piainc.com or 650.598.3540.

1999 996 Coupe Speed Yellow, 36k miles, Red calipers, Aerokit, Full black leather, PSE, 6 speed, M030, LSD, traction control, Hollow turbo wheels, sport seats, very clean car. More info and pictures at http://www.plavan-racing.com/forsale1999carrera.htm. Contact Chad Plavan at chadplavan@hotmail.com or 949.294.7100.

1992 968 Coupe See photos and description at www.rennlist.com classifieds. Contact Jim Sorensen at jimdana@comcast.net or 510.523.1530.

1973 914-6 $12,500 OBO, Ruby Red, 2.2S 6-cyl conv., MFI, 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 More info and pictures at http://share.shutterfly.com/osi.jsp?i=EeAMnLNo2btGzgA. Contact Porsche911SC-1983 at porsche911sc_1983@yahoo.com.

1974 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.

2001 Twin Turbo Lapis Blue metallic/Savanna Beige. 23K miles. 6 speed. Supple leather seats with lumbar support in driver seat. Excellent condition, never abused. $88,950. Contact Ed at whaletailX2@comcast.net.

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

Pair of Recaro Seats Black leather sports seats near mint cond, extended bolsters, lumbar adjustable. Also, seats are heated. Contact Paul Canton at TONCACOR-PAM@WEBTV.NET or 650.346.9316.

Fuchs Wheels Set of 5 original 14” x 5.5” Fuchs wheels in very good condition. No center caps. A few slight surface scratches (probably can be polished out). $600. Contact Michael Sondel at michael.sondel@symmetry-hp.com or 925.351.4837.

Autopower Roll Bar. 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.

71 tub / engine and trans. No sunroof coupe, with 80’s 930 sheet metal. 3.2/ 915 trans harness / computer. mid 80’s complete black interior. strut brace adjustable spring plates make offer whole/ parts. Contact wayne vannorsdall at weirw@msn.com or 510.773.2081.

996 Hard Top Never used, seal grey, 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@shcglobal.net or 408.268.4369.

17” 911/Boxster Track/AutoX Wheels 996/Boxster factory take-offs. F: 17X7 ET55; R: 17X9 ET55. Used on 964. Good (but not concours!) condition. $700 for set. Contact Mary Beth Wilson at merb_wilson@pacbell.net.

93 964 Brake Calipers Stock front & rear calipers from 93 RSA (used). Can be used to upgrade early 911 & 914. Rears 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 S4, should fit late cars. Mille Miglia, light. More info and pictures at http://www.employees.org/~bakyol/wheels. Contact Bora Akyol at akyol@akyol.org.

1996 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 karate110@aol.com or 510.910.0122.

Wanted

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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