The Nugget
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AROUND THE BENZ

Magical Mystery Tour

What does the title “Magical Mystery Tour” conjure up to you? Barefoot Beatles crossing Abbey Road in 1967? Eight track tapes played backwards at half speed to announce “bool sis ma dudmum” (trans. “Paul is a dead man)? Yellow submarines? Very clean old men? As they’ve been shouting out on “Family Feud” for years - GOOD ANSWERS!

What about Buttonwillow, California and Interstate 5? How do they rank in the world of magic and mystery? Sort of like “legal ethics” or “outstanding German humorists”- Hard to visualize in the abstract and illusive at best when you start assembling data.

Well, a few weeks ago, this year’s GGR “Magical Mystery Tour” time trial series took us down this magical road to that Kern County wonderland of motorsport, Buttonwillow Raceway. For me this year’s visit was “Like, way magical, Dude!” for three different reasons – Weather, Jack in the Box and Starbucks.

Weather – It was in the 80’s or very low 90’s, tops. By 7 pm it was actually cooling off. The evenings were beautiful and shimmery. There was no hint of those special Kern County swirling desert dust storms which had led so many to suggest to Maserati that its successor to the “Mistral” the “Ghibli” the “Bora” and the “Kahmsin” should be named the “Buttonwillow” to continue the pattern of legendary destructive wind names. Magical!

Jack in the Box – I ate dinner on Highway 5 at the Jack in the Box in Lost Hills (a name right up there as a tourist attraction with Desolation Wilderness and Point Despair). I think I must have been drawn there by mind-altering messages secretly impressed on me during repeated exposure to TV ads for “Chiabatta bread sandwiches” or something. Without thinking, magically I found myself in line at this quaint but rustic, little brasserie. The food was utilitarian – the chef’s salad would have benefited from a few shaved truffles, or at

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least a fuming of truffle oil. The chicken accompaniment was somewhat less elegant than the duck confit one might have expected. The service, on the other hand, received four stars. The wait staff was headed by an early 30’s woman ably assisted by a “my age” woman and a much younger assistant. At 10 pm, they’d all been at work for quite a while. Nonetheless they made everyone who stepped up to the counter feel good about coming in. They were helpful. They were pleasant. Most of all, they were respectful of each and every one they faced. It didn’t matter if you were a family of six driving through the night, four farm workers, or a confused older gentleman in a GGR Autocross School t-shirt asking to speak to Mr. Box. I’d forgotten how nice and how important great help can be. It was magical to be reminded of this at a Jack in the Box in Lost Hills.

Starbucks - Holy Jees! That’s a Starbucks, right here in Buttonwillow! I was really torn on my way to the track Sunday morning. On the one hand I wanted to see if, by some chance, Starbucks would have a different selection of products than each and every “Food Mart”, “Deli Store” and “Quick Stop” in each and every gas station along Highway 5. (There has to be a single truck that, under cover of darkness, shows up at the back of each of these stores to drop off day-old donuts, tins of chaw, almost glowing red Blazin’ Hot Cheetos and all four types of pork rinds. It doesn’t make any sense to have alternate distribution sources - they all sell the same stuff.) On the other hand, in this setting, as a man of action, a nearly professional race car driver focusing on his a day of manly competition, I wasn’t sure if I was up to the mental challenge of Starbucks. Would I be able to remember that a “medium” does not exist, or if it does exist, it’s really the smallest size. What if no one admitted to speaking English and my “medium coffee” order brought out the confused “El signore, la vente, cappuccino machinado sans penne pasta? Mille Gratia? Si?” as so often happens in Palo Alto. What if my only food choices were the Bulgarian peasant roll with passion fruit and macadamia nuts and the much feared double espresso, lactose free, fat
free, flour free, soy brownie? I decided to chance it using a minimalist ordering approach — “Medium Coffee” plus a point at the food counter cabinet with a “What’s good?” Amazingly, the immediate response was a middle sized cup of coffee and the words “Apple fritter”. Even I could deal with that. $3.65 and we were all systems go for breakfast. Just like that, my Buttonwillow trifecta of magic was complete.

**LETTER FROM THE EDITOR**

This month we’re adding color printing on the inside covers. It turns out that it is very little incremental cost to print both the inside and outside covers in color. I also note that a number of other regional PCA magazines have begun using color throughout. Perhaps as the cost comes down we will consider doing so also.

It is, of course, always a challenge to come up with interesting feature stories for The Nugget each month. I’m grateful to Larry Adams of GGR, Michael Hobbgood of Carlsen Porsche, Herman Quon of the CHP, and Ron Kimball Photography for helping with this month’s story on the CHP Boxster.

In particular, Ron Kimball did a special photo for the cover, which I think you’ll agree looks great. Ron specializes in car and animal photography and has done some spectacular work. You can check it out on his website, [www.ronkimballstock.com](http://www.ronkimballstock.com).

Perhaps you had a chance to see the actual car at either the Palo Alto or Carlsen Concours. One won’t be seeing more of them on the road!

Also, many thanks to Wilhelmy-IT for giving us a behind-the-scenes look at their SmartTop. Their product seems to me a fairly nice approach to adding newer model top functionality to an older Box or 996. I’m considering getting one myself, but I am actually...
one of those people who puts the top on my Box down part way, then gets out to help the plastic window fold, then gets in and finishes the job. Maybe Wilhelmy-IT has a suitable model for people who are just too fussy with their Porsche.

Lastly, we are throwing in the towel on the Q&A column. Other than Jessica and one other person, no questions came in. Perhaps, with all the technical information bulletin boards, there are just too many other, more timely sources of information available. The email address NuggetQA@sbcglobal.net will remain active.

At the recent board meeting, we raised the issue of omitting an issue. Seems like December makes sense because club activities are minimal in that month and folks are busy with the holidays. A little juggling will be required to publish timely elections results but, if necessary, we will use an email distribution to cover most of the membership.

So, with closing out another issue, we are in the hunt for September stories. A suggestion was made to do one on the blue “Smurf-mobile” which has been dominating the autocross series this year. Maybe we’ll try to put one together which doesn’t reveal the secrets of the car till after the last race.

If you have other ideas for a feature story, please feel free to email me at Nugget-ed@sbcglobal.net.

Thanks for reading.

COMPETITION CORNER

We are more than half way through the 2005 competition season, and by the time you read this, there will be only a handful of events left. Depending upon when you read this, there will be 1 or 2 time trials left, 4 autocrosses, and a rally. The GGR concours, at Carlsen Porsche, is history, but happens well after my press deadline. I’m sure it was a great event, as it annually is one of the best.

Since our last column, we’ve had a time trial at Buttonwillow, an autocross at Alameda, and possibly another time trial at Thunderhill. The reported highlight of Buttonwillow was the return of Chili as Chief Track Steward. Chili was subbing for Chet, who was away at Parade, and I am getting reports that it was a great homecoming. The weather was great, and a lot of new records and personal bests were recorded, including a great battle for TTOD, which was eventually won by Steve Casaletto, over Jim Paugh by a couple of hundredths.

Our autocross, back on Jul 9th, was another success for the Ambrisko administration, and another TTOD for Andrew Blyholder’s Smurfmobile which remains undefeated for TTOD. Sturdy McKee stepped forward for another great course design. Apparently there are some good battles brewing for TTOF, or Top Time of Family. Bring your S.O., wife or kids and parents to join on the fun. If you’ve been following this column, you know I am about to join the fray with my daughter. The next autocross is the GGR sponsored zone autocross. Some people have asked about the zone events, so I’ll try to explain. GGR is one of 10 regions in Northern CA and Nevada.

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Each of these Zone 7 regions sponsor their own events, but they are usually open to all PCA members. Some events, such as our AX and TT series accumulate points over a season for a year end championship. Zone 7 has an autocross series, where selected autocrosses, from each region’s season, also count towards a Zone 7 championship. Tim Stewart is the chair, and GGR’s event is on August 14th. This event counts as points towards the GGR championship as well as the Zone championship. Since LPR’s is the day prior, you can make a nice Monterey weekend out of it. Anyone, including first-timers can enter, just like a regular autocross, and about the only thing that separates this AX from the others, is you’ll see entrants from all over the zone, many people traveling great distances, and you’ll see some of the best drivers the zone has to offer. Hope to see you there.

The deadline for submitting rule change proposals was July 1st and I received 2 this year. I actually submitted one of them regarding a change to the racing harness requirements for time trials, and the other is the points classification system submitted last year. Details, along with the actual proposals, will be posted to the web, and an online discussion is available at the new BBS site. In case you’ve forgotten, the URL is http://pca-ggr.aegsys.com/phpbb/index.php, or better yet, go http://www.pca-ggr.org and navigate to it from there.

The open meeting to voice your opinions on the proposals to the Drivers Events Committee, who will vote on whether to submit

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Golden Gate Region Presents

**Coyote Run V**

October 1, 2005

Sponsored by Carlsen Porsche
3636 Haven Avenue
Redwood City, CA 94063
Telephone (650) 701-9200

Open to all cars, not just Porsches. • Cost is $15.00 per car.
Registration opens at 8:45 A.M. • Driver/Navigator meeting at 9:30 A.M.
First-Timer meeting at 9:45 A.M. • First car out at 10:01 A.M.

Description: This is a Time/Speed/Distance (TSD) rally. Beginners and First-Timers will be given mileage or street names at most turning points. Rally classes include Beginner, Novice, Expert Unequipped, and Expert Equipped. The rally covers about 100 miles and will take approximately four hours to complete.

Directions: Registration and start are at Carlsen Porsche in Redwood City. From US 101, take the Marsh Road exit East and turn left at the signal onto Haven Avenue.

For information, contact Larry or Greg Adams at (650) 345-2232 or e-mail OldCarNut@aol.com
the changes to the GGR Board for approval, is on Oct. 1st, which will coincidentally coincides with GGR’s Coyote Run Rally. The venue for the meeting will be the terminus point of the rally. You may just have to follow the rally directions, in order to find it! Better yet, enter the rally, and you’ll be guaranteed to not only find your way, but be on time and have some fun too. If you are thinking about it, I’ve asked our chair, Larry Adams, to write a little blurb about the rally. Look for it and the ad following this article and I’ll see you there.

Lastly, I am happy to announce that Andrew Forrest has volunteered to be the Time Trial chair for 2006/2007. He has chosen Gary Dorighi to be the CDI, and I believe that most of the rest of the crew will be returning in their familiar roles. I’ll ask Andrew will write something for this column next month, outlining how he sees the next 2 years. Congratulations to Andrew, and a reminder that the search for the AX chair(s), continues. Without people like Andrew to step forward, we cannot continue the series. The Ambriskos have done a great job and made it easy for the next chair(s) to step right in. If you have questions, please see the Ambriskos, or myself.

Don’t forget our upcoming events, we have the aforementioned GGR sponsored zone Autocross on August 14th, and the next Time Trial on the 24th. Be sure and visit our various sponsors, let them know you appreciate their support of GGR, and we’ll see you on course.

COYOTE RUN V

On October 1, Carlsen Porsche is sponsoring the 5th annual Coyote Run Rally. If you have never tried a Rally, this is the one! It is written specifically for first timers and beginners so that everyone will get to the finish for trophies, excuses for errors, and a little refreshment.

What is a Rally (or is it rallye)?

A car rally has been described as an extremely large board game: public roads are the board, and your car is your playing piece. In each car, the driver and navigator(s) carefully follow instructions that direct them along a given course. Cars travel independently, leaving the start at intervals of one minute. There is a friendly competition at the finish to see which teams followed the course most accurately. Rallies are usually about 100 miles long and take approximately 3 – 4 hours to complete. Rally teams include friends, couples, and entire families, and any type of vehicle can be used.

Roads

The roads are chosen to be scenic, twisty, and occasionally challenging to the driver.

Teamwork

Rallying requires teamwork. Every car must have two occupants (or more depending on the class), called the driver and the navigator. In most teams, the navigator reads the instructions to the driver and helps to look for signs and landmarks. Some experienced teams have equipment that allows the driver to read the instructions while the navigator calculates time, distance, and average speeds.

Rules, Vocabulary and Equipment

Rallies use a set of rules (the general instructions) and a vocabulary of precisely defined terms. All you need for equipment is a clipboard, pencil and watch with a second hand.

Scoring

Scoring is one point per second for arriving early or late at a check-point. There are usually 2 to 6 check-points.

Classes

Contestants run in different classes, based on their experience and the type of navigational equipment they choose to use. This allows beginners and experts to compete in the same event while allowing both to place well in their respective classes.

Larry Adams
THE SMART TOP STORY

In 2001, Sven Tornow and Stefan Wilhelmy, old friends and colleagues in Berlin, Germany, formed a partnership to solve a problem. Sven had just become the proud owner of a Porsche Boxster. He was happy with his new Boxster. Happy with everything except the roof operation, that is.

He didn’t like having to apply the handbrake to put the top up and down or the fact that the button had to be held down to operate the roof controls. It seemed obvious to him that other Boxster drivers must also be at least a little irritated with the inconvenience, and therefore, somebody must have come up with a solution for Porsche’s short-sightedness with their convertibles. Like many water-cooled enthusiasts, he isn’t a by-the-book traditionalist and is not militantly opposed to after-market gadgets, but he preferred to leave the car in its original condition.

He started researching, asking at the dealership and inquiring in Internet forums. On the Internet, he was not surprised to find a big audience for his complaints and an audience who had already busied themselves finding numerous solutions for what was already an old problem for a lot of drivers.

The first solution he encountered was the hack that has, by now, become common knowledge. But... it was interesting but offered little. After making this change, the top can be opened on the go, but that is all it offers; the top can then be opened at any time and at any speed, which is a disaster waiting to happen. Sven needed something safer. Furthermore, the hack leaves the one-touch function completely unaddressed and therefore is only a partial solution.

The Touch-Top is another solution he came across. The Touch-Top is simple, but incomplete. It only gives the driver one-touch opening and closing capabilities. The car must still be parked with the handbrake applied to operate the roof. And, on top of that, the device calls for wire splicing, which is not preferred for safety, durability, and warranty reasons. As mentioned before, Sven is no traditionalist, but permanently changing the car’s roof controls in this manner seemed too risky. It was too little gain for too much pain.

The best solution he found, which seemed to take all his complaints into consideration, is the solution offered by TechArt, a long-time trusted name in after-market Porsche parts. Their device offers one-touch opening and closing of the roof while on the go, along with a safety function, which disables the controls at speeds that could damage the top from wind resistance. At last, these were the functions he had been looking for—all of them.

Unfortunately, there were disadvantages. Sven wanted to keep his car as close to original condition as possible, and the TechArt device requires a complicated, expensive garage visit which significantly modifies the vehicle and voids any applicable warranties. In the end, despite the convenient function, Sven ruled out this option also.

Sven finally decided to take matters into his own hands. He approached his old friend and colleague, a programmer, Stefan Wilhelmy. Stefan agreed that the problem could be solved easier and with a better device than what was currently available on the market. Sven told Stefan exactly what he wanted: everything.

He wanted all the convenience with none of the hassle and that is exactly what Stefan set out to do. Within two months, Stefan had written a program, designed a prototype and was testing it in the Boxster. It was a true plug-and-play module that was about the size
of a deck of playing cards. Actually, the biggest challenge for Stefan was nailing the safety mechanism at 40 kph (25 mph). It was tricky, and took an additional month. After three months of hard work and several test drives to make sure it would work exactly as expected, the first “SmartTop” was completed.

The unit fits right into the fuse-box under the steering wheel. It holds a sophisticated microcontroller with a program which basically holds a finger on the button for the driver while putting the top up and down and continuously monitors the vehicle’s speed. In case of an emergency, pushing the button during the roof’s movement will stop it immediately.

The safety speed control makes use of the existing Porsche system without disabling it. A Boxster or 996 Cabriolet sends a signal from the speedometer to the brain of the roof mechanism in order to make sure that the car is stopped, at a full standstill, before the roof can be operated. The SmartTop intercepts the signal, readjusting the safety mechanism to operate at speeds up to 40 kmh (25 mph). It thus operates in a similar fashion to what Porsche itself is including in newer models.

Stefan had included everything that Sven wanted: all the convenience and all the safety functions. All in all, the task was a fun challenge for the two friends and Sven was finally satisfied.

Reclining back, relaxed, after the adventure, Stefan and Sven thought that they were finished. Little did they know that this was only the beginning. Sven had begun to boast in the internet forums about the newfound “freedom” he was experiencing with his Porsche Boxster.

Because of the huge response and the high volume of demands and pleas from people all over the world to have this new plug-and-play device, Sven and Stefan launched a new subdivision of their Berlin-based company, Wilhelmy IT, in 2002. At first, they concerned themselves solely with Boxsters but soon realized that the number of 996 owners who were
inquiring about the SmartTop was rapidly increasing. Stefan immediately designed another plug-and-play unit for the 996 convertible.

The SmartTop has done extremely well in the German market, which eventually prompted Wilhelmy-IT to move production to the US in 2004 and start selling SmartTop in English speaking countries like England, the United States, Australia and South Africa. The SmartTop was a long-time well-kept secret mostly because of the language barrier.

The cat has only been out of the bag for about six months, since SmartTop’s first advertisement in a magazine printed in English, and the company is off to a good start.

Stefan and Sven firmly see every 996 Convertible and Boxster driver as a potential customer. They believe that once the drivers know about the product, it will only be a matter of time before it arrives in their mailbox.

**The CHP Boxster**

The story of the CHP Boxster began two years ago with the display of a CHP-badged Mini Cooper at the San Francisco International Auto Show. That vehicle was the brainchild of CHP Officer Herman Quon, who works on public affairs out of the San Francisco CHP office.

That car attracted a wave of attention. It was viewed by approximately 400,000 people over the course of the show, and kept senior CHP officers busy from dawn until dusk answering questions about the car.

Of course, the CHP was not about to roll out Mini Cooper pursuit vehicles—notwithstanding how easy they would be to park. The point then as now was to increase awareness and drive home the point of the CHP’s Designated Driver program.

As everyone can or should know, drinking and driving is a recipe for mayhem. An estimated 47% of traffic fatalities are attributable to alcohol, resulting in tens of thousands of deaths each year. [Emerging research also indicates that it is highly dangerous to use a cell phone while driving—hands-free or not—but that’s a topic for another day.]

The object of the CHP’s designated driver program is simple: when you drink, designate a non-drinker to drive. That will get you home safely, and the other motorists and pedestrians you encounter en route.

Many of our lives have been touched by alcohol-related injuries or fatalities. The author’s best friend, his wife, and infant son were almost killed when hit head on by a drunk driver. They survived with life-changing injuries, but many do not.

It’s a serious problem, and we all know why: it’s a bother to designate and bring a driver, and often possible to drive yourself home after a few (or even a few too many). But the time you don’t manage to get home incident-free could change or end your life—or those of other innocent people.

So the CHP, which is tasked with sorting out much of the carnage, tries whatever way it can to get out the message on the danger and the solution. Hence the CHP Mini Cooper.

This year, Officer Quon thought a CHP Porsche might generate a new wave of attention (and, hopefully, behavior changes). Porsche people are car enthusiasts and, especially if racing, need to stay at the top of their game. Designating a driver keeps you at the top of your game by preventing you from becoming a statistic.
Carlsen Porsche (also a frequent and much appreciated sponsor of GGR), kindly provided Officer Quon with the subject vehicle: a brand-spanking new black 987 Boxster S. The first hurdle was how to turn this car into a full-on CHP car without expensive, permanent alterations on a car costing what houses used to cost.

Quon got the idea of applying a white Mylar film to the doors—the same kind used to protect cars during shipment. That give him a tight, white coating on the doors to which he could apply official CHP decals. Officer Quon did the work himself. Add some decals to the rear of the car and a partial light bar attached to the windshield header, and the car was ready to go.

Strict rules govern the use of the Boxster. It can only be driven by an actual, on-duty CHP officer. And no ganging up on Corvettes (kidding!).

Actually, the officers have been having some fun with the car. It’s first outing was at the Palo Alto Concours, a charity fund-raising event held on the weekend of June 25-26 at Stanford. Saturday kicked off with the The Drive: a parade of competing cars out to the coast along Highway 1 and back. Fifty-five cars participated, ranging from classic Packards to Shelby GT Cobras to a McLaren F1 (costing a cool $1 million and rolling down the road. Ouch!) The Box paced the group and led the multi-car CHP escort.

“No, there is no family discount.”

The next day the Box was on display at the Concours with accompanying officers. The officers handed out key chains and souvenirs highlighting the designated driver message. In the spirit of the exercise, they played mum about the origins and significance of the car. Add a few digitals photos and the Internet and rumors starting flying.

Jalopnik and Dubspeed web sites ran stories that the CHP had ordered 200 Boxsters in replacement of the now-discontinued Chevrolet Camaro pursuit cars. Officer Nowwegotch was quoted as saying “The Camaros were at the end of their useful life, and were never able to used fully given that CHP officers are prohibited from wearing mullets while on duty.”

Soon Michael Hobgood at Carlsen (who had provided the Box to Officer Quon) was fielding calls from AutoWeek, KFRC, and the like. Mr. Hobgood resolutely refused to comment. So you are reading the story first here in The Nugget (thanks to Michael, Herman, and photographer Ron Kimball for their help with it.)

The Box will see its next and possibly final outing at the Carlsen Porsche Concours on July 24 (just after this goes to press). In the meanwhile, it is on display at the Carlsen Porsche showroom in Redwood City.
Officer Quon is mostly happy with the reception the CHP Box has received, but with a caveat. As the (erroneous!) story of the order for 200 was flying around, folks were complaining about how, in these budget-limited times, the CHP could be buying such an expensive pursuit car. Of course, they weren’t. But a disclaimer may be in order in the future.

After all the hoopla dies down, the car will be carefully stripped of its insignia, lights, and Mylar, and go back to Carlsen for sale. Will the eventual owner know the car’s semi-famous history? Perhaps, and perhaps not. But, in the end, if some number drivers choose not to drink and drive as a result of the program, it will have all been worth it.

ATTENTION TO DETAIL

Expecting Perfection

This month, I thought we might cover an important topic and share some common sense. Let’s talk about communicating and realizing “expectations”: what you would like from someone. The importance of this was recently, vividly reinforced to me with hiring folks to work on my house.

I always begin by telling people I deal with that I am a perfectionist and want things done the right way; or else I would do it myself. There is typically a moment of thoughtful silence, followed by an acknowledging nod. Then I tell them I will not haggle about the cost, but if the job is not right I expect them to do it over until it is. This gets me another nod.

Last year, I hired a contractor to install wood floors in my den. I went through “the speech” and was assured everything would be done to my satisfaction. I then reiterated that by perfect I mean perfect, not better than average. Another nod.

The floor went in with two coats of polyurethane. I paid the gentleman in full and went back to work. The only thing left was a light sanding and a final coat of polyurethane. Should be no problem, right? Upon getting home that evening and turning on the lights, I saw swirl marks so bad they gave me a migraine. What happened to perfection?

I called the next day and the contractor came over. After looking at the floor, he said it wasn’t really “that” bad. He then sarcastically asked me if all I did all day was look at swirl marks and scratches. I gave him a moment of thoughtful silence and then one of those nods back (I guess he didn’t know what I did for a
living.) I subsequently caught a lot of flak from my friends for being a guy who spends all day polishing away swirl marks from Porsches and at the same time having them on my floor.

Now, I know what you’re thinking: “What the heck does this have to do with keeping my Porsche looking good?” Everything! When you take your car to a body shop, detailing shop or repair shop, it is your responsibility not to just tell the folks working on your car what you expect, but to make sure they also understand. Do not expect them to read your mind; they can only guess your expectations, which in many cases can lead to your disappointment.

As an example, let’s talk about body shops. Whenever I take my own or a customer’s car in, I insist they mask off all the areas that are not going to be painted. In addition, I tell them to tape the masking film to the floor, so no overspray gets on the undercarriage or the wheel tires. If it costs a little extra, I’ll pay it. I usually get a funny look back and then they’ll tell me it’s not necessary, because they have a downdraft booth.

I don’t care whether it’s up, down or diagonal draft. All I know is that I’ve seen overspray get into places that you would think impossible. I also insist that the car not be cleaned up (that’s my job) and they not buff out the rest of the car to make it shiny (I don’t want unnecessary buffing marks from their wool pads). I’m not saying these should be your demands. What I am saying is that you should clearly verbalize your expectations, because, as the saying goes “If you don’t ask, you don’t get”; and you can’t blame someone for not reading your mind.

**Great Expectations**

Moving on, let’s examine that new car you just bought before you take ownership and drive off. You’re excited about your new toy, so

<table>
<thead>
<tr>
<th>GOODIE STORE GOODIES</th>
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<tr>
<td>4” patch $6.00</td>
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<tr>
<td>car badge $23.00</td>
</tr>
<tr>
<td>3” patch $4.00</td>
</tr>
<tr>
<td>name tag $11.00</td>
</tr>
</tbody>
</table>

http://www.pca-ggr.org/goodie.cgi
I suggest you bring an impartial friend to help you look over everything carefully. Trust me on this one; I've missed major flaws on a car I bought because of the same reason. Just because a car is new does not mean it's perfect and the proper time to point anything out is before you take possession.

I mention this because, in the past few months, I had to polish three brand new Mercedes to get rid of buffing marks on them. (And of course they were all black... how'd you guess?) The point is that new cars should not need to be polished and you have to ask yourself why they were buffed in the first place. As it happened, two of these cars had panels that were repainted, but the buyers were never informed of this fact.

So, back to “expectations.” You have to inform the salesperson that, if you are buying a new car, you expect it to be new. And if it isn't, take it back and let them know. In some cases, they'll even pay for the detail. So, next time you have work performed on your Porsche, or decide to purchase a new model, take a few moments to share your “expectations” and you'll probably build a much more pleasant relationship with the people working on or selling you your P-Car.

If you have any questions or comments, please feel free to contact me at 1-866-DET-DYNA (866/338-3962) or email us at tech@detailingdynamics.com. May the wind be always at your back and may you achieve your pursuit of detailing perfection!

**MEMBERSHIP REPORT**

Total members: 1733
Transfers in: 1
Transfers out: 4

**New Members:**
Nathan Breitling  
Stanford, CA  
John Castleman & Dan Evans  
San Francisco, CA  
Santiago Cualoping  
South San Francisco, CA  
Jack Dane  
San Francisco, CA  
William & Beck Diefenbach  
San Francisco, CA  
Ernie & Marta Mora Evans  
San Jose, CA  
Paul Fulton  
Los Gatos, CA  
Guillermo & Hedilyn Guzman  
San Jose, CA  
Susan Higbie  
Cambria, CA  

Sean H oel  
San Francisco, CA  
Carmela K rantz  
Belmont, CA  
Charles & Susan Leiter  
Saratoga, CA  
James & Margaret Lico  
Burlingame, CA  
David Ng  
San Francisco, CA  
Joy & Alex O u  
Burlingame, CA  
Ev an Rose  
San Francisco, CA  
James Sanfilippo & Gail Hunter  
Los Gatos, CA  
Stig Thormodsrud  
Sunnyvale, CA  
James W.H. & Patrick Wong  
Burlingame, CA  
Aaron & Edward Zeiff  
San Francisco, CA  

**Anniversaries**
45 Years  
O.R. Garrettson  
Sonora, CA  
40 Years  
David King  
San Martin, CA  
35 Years:

**GD Racing**
Gary Dielacher  
1168 Montgomery Ave  
San Bruno, CA 94066  
Tel: 650-742-9322 FAX 650-742-0869  
http://www.gdracing.com
Call To Order
The meeting was called to order at 7:35 PM on July 7th, 2005 at the residence of the President, Palo Alto.

Board members present were Bill Benz, Susan Angebranndt, Andrew Forrest, Claude Leglise, Louise Sousoures, John Celona, David Leong, K.C. Sharp, Tchie Tao. Also present were Doug Ambrisko, Harold Williams, Ken Park, Larry Adams, Larry Sharp, Tracey Morris and Ruth Benz.

A. Approval Of Minutes
The Minutes from the Board of Directors Meeting June 2005 were unanimously approved as written.

B. Postmortem Of Events
1. June 11th Autocross: approximately 92 attendees
2. June 11th Time Trial Ground School was held
3. June 17th Friday Night Social was held
4. June 18th and 19th Zone Autocross school: 90 students; board received kudos for instructors.
5. June 25th, 26th Buttonwillow Timetrial: moderately well attended.

C. Directors Reports

President, Bill Benze
1. Assisting with the recently held and well-received Zone Autocross School was made substantially easier by the efforts of all the other organizers.

Vice President, Susan Angebranndt
1. All outstanding event insurance is already ordered.
2. Insurance for the September 17th autocross has already been received.

Treasurer, Claude Leglis
1. Motion to approve Treasurers report was itself approved unanimously.

Membership, Louise Sousoures
1. There were 20 new members this month; 1 transfers in, 4 transfers out, total: 1733
2. Moved, seconded and duly carried that G GR send $200 to the Bill Kelly Golf Tournament.
3. Motion to accept New Members was approved.

Competition, David Leong
1. General: There are two rules proposals: one regarding the points-based classification system and the other regarding seat-belts.
2. Time Trial: Buttonwillow was pretty well attended considering weather and distance. Chilly was welcomed as he returned in the role of guest chief steward, something he said he’d enjoy and Chet supports doing once a season.
3. Time Trial: Regarding the 2006 season: For our April date at Thunderhill a combination Friday HSDS/Carlsen customer appreciation day has been proposed. We are changing the particular date we’ve requested for August to account for the fact that 2006 Porsche Parade is in Portland, OR.
4. Time Trial: 2006 Season TT Chair candidate Andrew Forrest was recommended to the board for this position. The vote was 6 in favor, with Andrew abstaining.
Secretary, Andrew Forrest
1. Nothing to report.

Social, K.C. Sharp
1. Nothing to report.

Past President, James Ohl
1. Nothing to report.

Past Past President, Larry Sharp
1. National is considering Director & Officer (D & O) insurance for the regions. This will require submitting financial records and some survey info regarding the region.
2. Fees for Driver’s Ed events are expected to increase due to increased insurance costs.
3. Go-karting is incompatible with PCA’s insurance policy. Regions are not to sponsor, promote or associate themselves with go-karting events.
4. Parade was great!

Nugget Editor, John Celona
1. Ad rates have been increased to cover production costs and renewals are in progress.
2. The December issue will be skipped.

Webmeister, Tchie Tao
1. Nothing to report.

D. Old Business
1. Transponders. So far this year there have been two transponder system problems. This, plus the fact that the time keepers have to do a lot of manual work suggests we should be more serious in considering the purchase of part or all of a more automated timing system. Susan and Andrew will prepare a proposal for the September board meeting.

E. New Business
1. None.

Adjournment
There being no further business to come before the Board, a motion to adjourn was approved at 9:43 PM. The next Board of Directors meeting will be held September 1st, 2005 at 7:00 p.m. at the residence of the President, Palo Alto, Calif. Call President at 650.328.4221 to add items to the agenda.

Respectfully submitted,
Andrew Forrest
GGR Secretary 2005
<table>
<thead>
<tr>
<th>DATE</th>
<th>WHAT</th>
<th>EVENT</th>
<th>LOCATION</th>
<th>CONTACT</th>
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<tbody>
<tr>
<td>Sat Aug 6</td>
<td>drivers ed</td>
<td>High Speed Driving School</td>
<td>Thunderhill (counter-clockwise)</td>
<td>Ken Park 510-530-3996</td>
</tr>
<tr>
<td>Aug 6-7</td>
<td>drivers ed</td>
<td>Time Trial #4</td>
<td>Thunderhill (counter-clockwise)</td>
<td>Ken Park 510-530-3996</td>
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<td>Sat Aug 13</td>
<td>autocross</td>
<td>Zone AX #3</td>
<td>Marina</td>
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<td>Sun Aug 14</td>
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<td>AX#6 (Zone #4)</td>
<td>Marina</td>
<td>Doug/Dana Ambrisko 650-903-0652</td>
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<td>Fri Aug 19</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>The Carvery in Foster City</td>
<td>KC Sharp</td>
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<tr>
<td>Aug 19-21</td>
<td>social</td>
<td>Monterey Historic races (corral parking)</td>
<td>Laguna Seca</td>
<td>Gary Mutoza 831-726-3500</td>
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<tr>
<td>Sat Aug 20</td>
<td>social</td>
<td>Boxster Brunch</td>
<td>10am at Alice's Restaurant, Hwy 35 &amp; 84, Woodside</td>
<td>George Grialou 650-363-1211</td>
</tr>
<tr>
<td>Thu Sep 1</td>
<td>ggr</td>
<td>Board Meeting. 7 PM</td>
<td>The Benz's</td>
<td>Bill Benz 650-328-4221</td>
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<td>Zone AX #5</td>
<td>Stockton Fairgrounds</td>
<td>Matt Deter</td>
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<td>Sat Sep 10</td>
<td>time trial</td>
<td>Ground School</td>
<td>Round Table Pizza, Fremont</td>
<td>Gary Dorighi</td>
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<tr>
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<td>autocross</td>
<td>Zone AX #6</td>
<td>Stockton Fairgrounds</td>
<td>Matt Deter</td>
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<tr>
<td>Fri Sep 16</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>The Carvery in Foster City</td>
<td>KC Sharp</td>
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<tr>
<td>Sat Sep 17</td>
<td>autocross</td>
<td>AX#7</td>
<td>Candlestick</td>
<td>Doug/Dana Ambrisko 650-903-0652</td>
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<tr>
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<td>concour</td>
<td>Zone Concours #7</td>
<td>Danville</td>
<td>Ted French</td>
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<td>Sat Sep 24</td>
<td>drivers ed</td>
<td>High Speed Driving School</td>
<td>Thunderhill</td>
<td>Ken Park 510-530-3996</td>
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<tr>
<td>Sat Sep 24</td>
<td>rally</td>
<td>Zone Rallye #5</td>
<td>Rik Larson</td>
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<tr>
<td>Sep 24-25</td>
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<tr>
<td>Sat Oct 1</td>
<td>rally</td>
<td>Zone Rallye #6</td>
<td>Larry Adams</td>
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<tr>
<td>Sat Oct 1</td>
<td>ggr</td>
<td>Competition Rules Meeting, open to all members</td>
<td>David Leong</td>
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<tr>
<td>Sun Oct 2</td>
<td>concour</td>
<td>Zone Concours #8</td>
<td>James Heisey</td>
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<tr>
<td>Thu Oct 6</td>
<td>ggr</td>
<td>Board Meeting, 7 PM</td>
<td>Bill Benz</td>
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<td>The Benz's</td>
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<td>AX#8</td>
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<td>Alameda</td>
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<td>Boxster Brunch</td>
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<td>10am at Alice's Restaurant, Hwy 35 &amp; 84, Woodside</td>
<td>650-363-1211</td>
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<td>Sun Oct 16</td>
<td>autocross</td>
<td>Zone AX #8</td>
<td>Jim Cooper</td>
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<td>Millerton Lake</td>
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<td>Fri Oct 21</td>
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<td>Friday Night Social, 6-9pm</td>
<td>KC Sharp</td>
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<td></td>
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<td>The Carvery in Foster City</td>
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<tr>
<td>Sat Oct 22</td>
<td>rally</td>
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<td>Thu Nov 3</td>
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<tr>
<td>Sat Nov 5</td>
<td>maintenance</td>
<td>Dent-Pro Day</td>
<td>Joe Ramos</td>
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<td>Fri Nov 18</td>
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<td>The Carvery in Foster City</td>
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<td>Thu Dec 1</td>
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<td>The Benz's</td>
<td>650-328-4221</td>
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MARKETPLATZ

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

1977 935/930 3.2L Turbo #9307800274. Race ready, fresh engine and gearbox. Dyno sheets and technical specs available. 610+hp $89,000. Debbie Bergman (408) 259-4529.

2004 Boxster Guards Red/Black, Factory sport suspension (M 030), PSM, Heated Seats, 18 carrera’s, Cruise, Porsche Sport Exhaust & much more! Warranty until 50k/Sept 2007. 11k miles, $37,900, Vancouver, Washington Contact Gary Hays at garyhays@hp.com or (360) 573-6397.

2002 GT2 Seal Grey/Black, 13.9k miles, $188K M SRP. $15K additional Porsche parts with all receipts (no aftermarket). All records, books, keys, manuals, etc. No accidents, no track, no paintwork. $119.5K Contact Josh Ofstein at jofstein@hotmail.com.

1993 911SC Truly an outstanding car, Listing for a friend. Car has been properly serviced many upgrades. E-mail for detailed description/pictures. $16,500/obo. Contact Sergio Meza at sgmeza@sbcglobal.net or 925-833-8545.


1986 914 2.0 4cyl. Everything that can be done for BP. Class winner and record holder. $9500 oba. Contact Chuck Kolstad at 650-917-9388.

1993 928 GTS, 5 speed rare, black/black, 102K miles, DEV EK serviced: clutch/coilovers, tb/wp, plugs/wires, cats/exhaust, caps/rotors, thermostat, tires, tint, smog. Contact Mike Leon at akitamike@yahoo.com or 650-346-5167.

1975 914 2.0 100K miles, 15K on engine rebuild, Euro pistons, Weber carbs, concurs winner, stored since 1985, $6500. Contact Dean Craig at deancraig@sbcglobal.net or 831-373-3610.

1973 914 2.0 4cyl. Everything that can be done for BP. Class winner and record holder. $9500 oba. Contact Chuck Kolstad at 650-917-9388.


1983 911SC Truly an outstanding car, Listing for a friend. Car has been properly serviced many upgrades. E-mail for detailed description/pictures. $16,500/obo. Contact Sergio Meza at sgmeza@sbcglobal.net or 925-833-8545.

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1987 944 Turbo Track car and 2003 enclosed Carson trailer, all the track goodies, many, many new parts, 2 sets wheels, tons $$$ building, 3-time class champion - first $22,500. Contact M ichael W helan at porsharacer1@aol.com or 916-783-9447 x 104.

1989 944 turbo S Velvet Red; 99K mi; well prep'd; 6 pt. cage; Suspension; Recaro's; Fikse; Big Reds; K 27 turbo; Promotive; driven very little in last 8 yrs.; must sell. $14K/OBO Contact M ichael Lye at mlye@aurora.com or 650-619-9862.

1997 C4S Black/Blk., sunroof, PSS9 package, front Strut Brace, 10 speaker sys. Excellent car that has incredible handling. 72K . Last of the great air cooled. $46,000. Contact G ary H amilton at gghconsult@yahoo.com or 650-450-0087.

2001 Black on Black Boxster Perfect w/ Sprt pkg, 18 M ichelins, full leather. O ne meticulous owner 23K M iles. Contact L ou at l.felsher@comcast.net or 650 576-7838.

1997 993 44K miles. Track H & R suspension, Sparco seats, D as Sport, Sabelt, Turbo-S tail. I'm going club racing and this is to nice to convert. Contact D on Ehinger at d.ehinger@navitar.com.

2001 Boxster S Speed Yellow/black, 6-speed, 17,500 miles, hard top, sport suspension, PSM, sport package, heated seats, 18" sport design wheels, speed lingerie bra, all records, Perfect car, no disappointments Contact K im N elson at kim356@directcon.net or (916) 933-4282.

1984 911 Carrera Targa 2nd owner bought it in 1997. Its a California car always been garaged 61,000 miles very clean. Contact W ayne N eylan at wayne1293@netscape.net or 650-222-2262.

1979 930 near concours 930 turbo coupe. Black on black. 400+H P many, many upgrades. M ay be an original RUF car. Only 28K on rebuilt 3.3L engine. $39K Contact T om R oebuck at tomr63@sbcglobal.net or 408 202-1146.

1986 944 Turbo Pearl white, very clean inside/out, 114K , upgraded suspension, cold AC , meticulously maintained by D evk, one of the nicest and tightest 951s around. Smogged, ready to go! Contact S itki T imucin at carrera@timucin.net or (415) 543-3656.

1990 944S2 Red. 97K miles, recent valve job with chip and cam regrind. G reat street/track car. See complete details at web site. $8500 obo M ore info and pictures at http://home.earthlink.net/-rlolten. Contact R ick L ofgren at rick_lolten@earthlink.net or 408 515-1446.

1978 930 Turbo Engine built by I magineAuto. 440 H P at the crank, 373 at the RW . M any up grades. $31,000 M ore info and pictures at http://members.rennlist.com/bbetts/. Contact B ill at 408-821-3429.

1964 356 1600 SC Coupe (K armann) VIN #21854 (M id-year) Engine #812247 (616/16) Solid body, good mechanicals, needs pans, battery tray; minor nose damage O ther? Contact Ronald
Feinstein at rlfeinstein@earthlink.net or 916-691-6958.

1990 944 S2 Cabriolet, 5-speed, Guards red/black w/cloth inserts, 94kmi, chip, front & rear adjustable Konis. Owned since 1998, a nice clean car. Rich M CG Lumphy (916) 725-9828; muppet@jps.net

1986 944 Turbo Beautiful 951 owned by 20 year PCA member, 76k, pampered, all services and more! Must see to believe, see Autotrader for pic link, my location is Martinez Contact Steve Vest at 925-323-2750.

1979 930 Upgraded factory 930 Slantnose. Black/black; all upgrades documented; 400+HP This car may be an early RUF conversion. Very well maintained and very fast. $39K Contact Tom Roebuck at tomr63@sbcglobal.net or 408 202-1146.

1973 911 E Targa 9113210694. Excellent condition. Special order color: beige/gray. Came w/S front spoiler and gauges. Purchased 4/96 from the 2nd owner. Northern California, rust-free car. All receipts since ’96. Contact Harold Williams at harold@dino.com or 650 340 7017.


1992 968 Tip Coupe 968 coupe with 60k miles, just got tune up SO-3s, belts, plugs, oil. Great shape ready to go. Email for more + pics. Contact Steve Straus at cking769@yahoo.com or 510-453-2253.

1990 928 GT Rare, 5 spd, 380 hp/370 tq-dynoed, new: suspension, clutch, tw/wp, wheels, etc., D E-VEK maintained. $23,500. Contact Mike Leon at akitamike@yahoo.com or 650 346-5167.


1976 911 S Fresh track prepped 911 on “76 tub fresh 3.0ltr rebuild, upgraded brakes,suspension wheels,paint. Call for spec sheet and photos. At Thunderhill 4/8-10th. $24kobo Contact Bill Ferguson at fergiccc@yahoo.com or 775 721-7761.

1974 914-6 GT 3R Race Car 3.4 liter twin plug, 325 HP, 1850 lbs. Race ready fresh car. $30K/BO. Email for specs and pictures. Contact Lloyd Dementini at lloyd.j.demartini.jr@lmco.com or 925-606-8543.

2002 Boxster S 8400 miles, car is like new. Red w/ tan interior. Still under factory warr. 6 spd. See at European Autotech Porsche Service in San Ramon.

Richard Bontempi’s

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http://www.highperformancehouse.com

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510-437-9400
since 1984. 39,950.00 Contact Chris at eatsaless@aol.com or 925-820-6460.  
1984 944 Alpine W hite/Brn, 55K mi., original owner, factory sport seats w/ cloth inserts, 7/8 x 15 Fuchs, new Bridgestone 503s, sport suspension option, sunroof. $5K. Contact Douglas Shirachi at dkshirachi@znet.com or 510.339.0731. 

1986 944 Turbo Well prepared, fast, reliable, very good condition, ready to race. $17,900. Please email for photos and include fax# for spec. sheet. Contact D on Sweitzer at uscanvas@sbcglobal.net or 713-270-6153. 

1993 RS America Guards Red/Black. 11K miles... Painted Crests, Changer, Red Belts & Mats. Unmo lusted and adult driven... Perfect car. Incredibly involving and still appreciating. Contact Jack Puls at jackpuls@hotmail.com or 650-533-7857. 

Orig. Owner of a 1998 Boxster (14kmiles) with a 5-speed and would like to trade for a similar Boxster with a tiptronic, Garaged. M int. Ideas???? Contact Jeff Sellman at jksellman@sbcglobal.net or 510 530 6648. 

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