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Cover Photo by Jim Bauman

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February 2005
Volume 45, Number 2

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925-371-2258
larrysharp@comcast.net
It’s a New Year! Well, another year is underway. We’ve got some familiar names in new roles on GGR’s Board of Directors - Susan Angebrannt as Vice President, David Leong as Competition Director, Louise Sousoures as Membership Director and K. C. Sharp as Social Director.

We also have a healthy dose of new blood. Welcome to John Celona, our new NUGGET Editor, to Tchie Tao, our new Webmeister and to Mike Lee, our new Goodie Store Manager. These new folks bring smiling faces and levels of enthusiasm which bespeak serious confusion as to the “personal gain vs amount of work ratio” associated with serving Golden Gate Region. As Ken Park made clear to all of us a year ago, the rule is simple - the outgoing Treasurer gets a new car and everyone else gets zip. This is going to be a particularly dry year for the rest of us as Claude has already focused on European delivery of a 2006 GT3.

The level of competence in this new Board is way scary. They’ve already identified and shredded my Board management approach of cheerful procrastination and avoidance of commitment at all costs and are in the process of replacing it with a Ferdinand Piech-like “ein-zwei-drei” efficiency. I’m practicing “Yes, ma’am” and “I won’t let that happen again” a lot and should survive.

Three quick pitches about GGR’s upcoming year.

First, our autocross series will be outstanding this year. We have a beginner’s school coming up shortly. The always-popular two day Zone school is going to happen. The Ambriksos have turned their regular season events into masterpieces of efficiency which give vast numbers of drivers huge numbers of autocross runs. Autocrossing as practiced at GGR is a great opportunity to have driving fun with your new or old Porsche with absolutely zero modifications or equipment required.

Second, The GGR Time Trial series is introducing a new high speed drivers’ education program this year. This gives everyone an opportunity to experience high speed driving in their street Porsches in a closed race course setting during a GGR time trial weekend with its unsurpassed safety rules and reputation. Contact Ken Park (510) 530-3996. One warning here. Track driving can be addictive. While it sounds so innocent to take your unmodified street car out on a track for a day or two it can lead to big problems. Statements like “Once I just got out my Saws-all and opened up those fender openings the 295 tires fit with no problems” and “Sure I scrape a bit coming in the driveway but lowering the car 5 inches has really improved the cornering” will just role off your tongue. I know this from personal experience.

Third, GGR holds open board meetings the first Thursday of each month. Everyone is welcome. If you have an interest in becoming more involved in GGR or if you just want to advise Claude about equipment selection on his GT3 show up. We’ve been holding the meetings at our house in Palo Alto but I hope that we can have some in other parts of the GGR area. Call Ruth or me at 650 328-4221 a day or two before a meeting to let us know you’re coming so we can pick up the larger food pallet from Costco.

Finally, two notes regarding my last column concerning gun ownership. To those of you who contacted me so forcefully, I did not mean to imply that weapon ownership should be restricted to older persons or that it should be limited to security alert settings. I’m sure that the NRA gun ownership education programs do have a valued place in our schools (and even preschools for that matter). Thank you for clarifying that America is a safer place AT ALL TIMES thanks to its patriots’ willingness to bear the burden and responsibilities of hand gun ownership. My comments were solely my own. I can assure you that there is no conspiracy within GGR to pry anything out of Mr. Heston’s clenched fist.

To Tom Pickett and Jim Bauman - Stay put in Honduras. Homeland Security was bluffing. They probably didn’t have my phone tapped after all and have not really figured out your involvement in the article. With Tom Ridge resigning and all that funny business with Bernie Kerik it seems unlikely that they’ll ever get to the bottom of all this. It should be safe to return in two or three months, tops.
*The letter Q wishes to make it absolutely clear that its appearance in this issue does not constitute endorsement of or indicate affiliation with the Golden Gate Region PCA in any form or manner. Neither shall the directors, employees, contractors, successors, assignees, subrogees, or legatees of the letter Q, or any of the other letters of the alphabet, be they consonants or vowels, or, like the letter Y, variably a consonant or vowel depending on the context, be held liable for any damages, consequential or inconsequential, foreseen or unforeseen, related or unrelated to the appearance of the letter Q in this publication, regardless of whether the claimant has or has not apprised Q of the possibility of such damages.

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As I write this, I’ve only been Competition Director for one week. Such is the phenomenon of big time publishing and deadlines. By the time you are reading this, the Time Trial Series will have had a couple of their Annual Techs in the books, the ground school is on the horizon, and the Beginner Autocross School should be putting the last touches in place.

One of the jobs of the Competition Director is that of Safety Chair, and I thought I would take this opportunity to discuss a few safety issues. The rule book only sets guidelines and minimums for safety. Ultimately, the responsibility is yours. Our rules state that harnesses “must display a manufactured date not more than seven years earlier than the current year”. The standard, for most racing organizations, is two years, so you may want to consider how close you are willing to approach the minimums. Keep in mind, that seven years is a long time for harnesses to remain in like-new condition, and any belts that are in questionable condition should catch your personal attention, and could be disallowed.

Another common problem is using harnesses with non-racing seats. It is very difficult to make 5- or 6-point belts work with a non-racing seat because they lack slots for routing the belts. Be sure to test the shoulder harnesses and ensure that it is impossible to slip out of the belts. Because the shoulder straps need to wrap around the seat back, when not slotted for a harness, it is often possible to slip these off. Many make-do’s, such as sternum straps and tying the belts, are less than desirable. I used to crisscross them, but this is not possible for all belts. For some installations, crisscrossing the belts behind the seat and using guides to prevent lateral movement may help the situation.

Running an “anti-submarining” belt around the front of a seat which lacks an anti-sub opening has been specifically identified as a dangerous practice by some manufacturers. The “anti-sub” name is somewhat of a misnomer because the belt is actually there to prevent the lap belts from riding up and contacting soft parts of the abdomen. They must be very taut in order to do this job. Perhaps a 6-point belt is better suited to your seat. If in doubt, don’t hesitate to consult a professional.

Make sure the harness passes freely and directly through the seat openings. Adjusters which pass too close to the openings of the seat will impede proper operation. Likewise, belts that bunch up or change directions as they pass through the seat openings are severely compromised and will not work as designed.

The fatal accident of Dale Earnhardt, has raised the public’s awareness of basilar skull fractures, which result from excessive head motions and neck loading. These can occur even in low impact crashes. The use of a HANS device, which is designed to prevent these types of injuries, is growing at a rapid rate in the racing world, and although more slowly, in the DE and TT world too. I’ll be a convert in 2005, and it is something we should all consider when examining our personal risks.

Speaking of helmets, the minimum requirement for AX is Snell 1990, and for TT, Snell 1995. What this means, is that some helmets out there may be as much as 10 years old for TT, and 15 years old for some AX helmets. Please keep in mind that our rules are minimums, and quality and condition still prevail. While these minimums will probably all move up by 5 years when the Snell 2005 helmets go on sale, please be responsible for your safety.

A new rule for 2005 that has caused a few questions to pass by my inbox, is the two-year rule on fire extinguishers. The pertinent change reads as follows: “Dry chemical type must be recharged or replaced every two years. (proof by fire Marshall tag or receipt). Halon or Halotron type extinguishers must be recharged or replaced every six years. (proof by fire Marshal tag or receipt).” What prompted this change were some incidents of drivers discharging an extinguisher that indicated full, and having nothing come out. In fact, the dry chemicals in these extinguishers were solidifying in the bottle. Since there is no visual indication when this has happened, only an inspection by an approved fire safety professional can assure that your extinguisher will work if needed. Higher quality units can be inspected, and recharged. These are tagged when serviced. Lower end units cannot be re-certified and must be replaced.

(continued on page 10)
# GGR Event Calendar

<table>
<thead>
<tr>
<th>When</th>
<th>What</th>
<th>Where</th>
<th>Who</th>
<th>Phone</th>
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<tr>
<td>3</td>
<td>GGR Board Meeting. 7 p.m.</td>
<td>The Benz’s</td>
<td>Bill Benz</td>
<td>650-328-4221</td>
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<tr>
<td>5</td>
<td>Zone 7 Rally School</td>
<td>Larry’s Autoworks, Mountain View</td>
<td>Bill Jones</td>
<td>408-247-7115</td>
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<tr>
<td>5</td>
<td>Time Trial Technical Inspection, 8:30 - 11:30</td>
<td>RennWerks, 1911 Plymouth St</td>
<td>Jim Calzia</td>
<td><a href="mailto:jcalzia@usgs.com">jcalzia@usgs.com</a></td>
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<td>5</td>
<td>Time Trial Ground School</td>
<td>Round Table Pizza, Fremont</td>
<td>Gary Dorighi</td>
<td><a href="mailto:gdorighi@comcast.net">gdorighi@comcast.net</a></td>
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<tr>
<td>18</td>
<td>Friday Night Social</td>
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<td>KC Sharp</td>
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<tr>
<td>19</td>
<td>Zone Rallye #1</td>
<td>Dublin (starts at Kahlers)</td>
<td>Rik Larson/ Bill Jonesi</td>
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<tr>
<td>19</td>
<td>High Speed Driving School (all day)</td>
<td>Infineon Raceway</td>
<td>Ken Park</td>
<td>510-530-3996</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
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<td>19-20</td>
<td>Time Trial/DE #1</td>
<td>Infineon Raceway</td>
<td>Ken Park</td>
<td>510.530.3996</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
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<tr>
<td>26</td>
<td>Beginner’s Autocross School</td>
<td>Monster Park</td>
<td>Howard Yao</td>
<td>650.652.5575</td>
<td><a href="mailto:howard@aberrance.com">howard@aberrance.com</a></td>
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<td>Bill Benz</td>
<td>650-328-4221</td>
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<td>12</td>
<td>GGR Autocross #1</td>
<td>Monster Park (.a.k.a. “Candlestick”)</td>
<td>Doug and Dana Ambrisko</td>
<td>650.903.0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
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<tr>
<td>12-13</td>
<td>Yosemite Tour</td>
<td>Yosemite!</td>
<td>Alfred Abken</td>
<td>415.387.9351</td>
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<td>Friday Night Social. 6-9 p.m.</td>
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<td>KC Sharp</td>
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<td>Round Table Pizza., Fremont</td>
<td>Gary Dorighi</td>
<td><a href="mailto:gdorighi@comcast.net">gdorighi@comcast.net</a></td>
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<td>Bill Benz</td>
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<td>Zone 7 Instructor Training</td>
<td>Thunderhill</td>
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<td>9-10</td>
<td>Time Trial/DE #2</td>
<td>Thunderhill Park</td>
<td>Ken Park</td>
<td>510.530.3996</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
</tr>
<tr>
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<td>KC Sharp</td>
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<td>16</td>
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<td>Santa Rosa Airport</td>
<td>Gary Bayless</td>
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<tr>
<td>23</td>
<td>GGR Autocross #2</td>
<td>TBA</td>
<td>Doug and Dana Ambrisko</td>
<td>650.903.0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
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<tr>
<td>4/29-5/1</td>
<td>US Sportscar Invitational</td>
<td>Laguna Seca</td>
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**Time Trial Chair, Ken Park**  
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**Autocross Chair, Doug Ambrisko**  
650-903-0652  
autox@ambrisko.com  

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New for 2005 Drivers’ Education Series: Got a friend with a stock Porsche who wants to come out and play? This year, at each track and at each event, we’ll have a limited number of openings for people to drive their Porsche, with an instructor, all day Saturday. The minimum requirements for participation are factory-installed seatbelts, helmet (a 1990 or later Snell SA or MA rated). Participants will have an opportunity to see how our events run, ask questions, meet other Porsche drivers, and, of course, drive their car at speed in a very safe environment.

Applications are available via the GGR website.

Contact information:

Ken Park, Time Trial Chairman, (510) 530-3996 evenings (7pm-10pm)

Time Trial Tech Dates (see Page 8 for more details):

February 5th at RennWerks

Event #2 - Thunderhill April 9-10

Competition Corner (continued from page 7)

This is very similar to what is required of a movie theater or restaurant. Would you want anything less for your car on the track?

Remember, the rules and regulations of GGR and other organizations are designed to be minimums and guidelines. Seek expert advice, but remember, whatever you decide, your safety is in your hands and is your responsibility.

A few final notes. Please take a moment to thank all of our various sponsors and advertisers because they are vital in keeping the competition events viable. Go out of your way to give them a call to let them know their help is appreciated and noticed. Please class your car in the points system because we are running parallel in 2005. Get your signups in for the upcoming events, (Beginner’s Autocross School, and Time Trial at Infineon Raceway) because deadlines are nearing. We’ll see you on course!
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Attention to Detail
by Mike Lee (GGR Member) and Matt Zakarian
(New York Metro Region Member)

Caring for Your Tires and Exterior Rubber

We all know how much tires and exterior trim with a deep, black satin glow add to the visual impact of a car. However, the proper techniques and products evade most of us. We’ve all seen tires that look like a glazed doughnut and paint streaked with the dressing coming off the moldings. And how many of you wish your dressing actually lasted longer than a week? The other factor in the equation is the preservation of the rubber itself.

Left alone, tires and other exterior rubber will fade, crack and eventually lose their mechanical properties through Mother Nature. The first environmental enemy of rubber is exposure to the ultraviolet (UV) light. UV attacks rubber through a process called photo-degradation (similar to the way UV light oxidizes paint). The second enemy degrading tires and other synthetic rubber parts is the ozone naturally present in the air.

When ozone combines with UV light, a reaction occurs which attacks the rubber polymers. Add environmental pollutants into the equation, and we have a problem: “dry rot”. Dry rot is a million dollar concern for RV, boat trailer and classic car owners that are parked for extended periods. I’m sure you’ve seen RV’s parked with their tires covered to retard this process.

Damage starts with fading of the black color and continues with sidewall cracking. To protect against this damage, manufacturers add a stabilizer molecule called a “competitive absorber” to the tire polymer. It works by capturing and absorbing UV radiation and converting it into heat to be dissipated. All tire manufacturers have been using the same competitive absorber, “carbon black,” since 1904.

Carbon black is made from oil and is the reason tires are black. It also helps resist abrasion. Although tires could be made in designer colors because natural rubber is light grey, for various reasons they are not common (except now on bicycles!). Too bad, because I remember going to a Porsche dealership when I was in high school and telling the salesman that when I finally “made it” and bought my yellow 911, I would like forest green tires as an option. I still remember the price-

less look he gave me.

The competitive absorbers are sacrificial, meaning eventually they get used up. As carbon black loses its ability to perform, the rubber turns gray. This is one reason that black tires discolor as they age. Manufacturers also add waxes and polymers into the tire compound to retard ozone damage and cracking. Caustic wheel cleaners and many rubber dressings remove this protective coating and actually accelerate tire damage.

Not driving on your tires also accelerates surface damage. Tires flex when in motion, causing the wax molecules to migrate toward the surface and form a white, powder-like coating. This is called “blooming”. When tires are parked for extended periods, blooming does not occur and the bare rubber can be attacked by UV light and ozone.

In addition, man has developed his own way to add damage: Rubber/Vinyl Dressings. Although their intended purpose is to protect the rubber and add competitive absorbers, many dressings are clear mixtures of kerosene, mineral spirits, and dimetha silico oil which do nothing more than provide a short-term greasy shine. These petroleum distillates strip away the protective waxes from the tires and—rather than protecting it—actually degrade the surface. So you need to choose a good dressing which will actually protect the rubber as well as restoring the shine.

Dressings come in two flavors: solvent-based and water-based. As a rule of thumb, solvent-based dressings last longer, but the new generation of water-based dressing have durability approaching those of the solvent-based. If you choose a solvent-based dressing, choose one with a highly refined grade mineral spirit which allows it to dry quickly before it can attack the protective waxes and polymers. Also if choosing a dressing with silicone content, make sure that the dressing contains “good” silicone (of the amino or siloxane functional family). These are “non-migratory” or “dry”. And finally, make sure the dressing you choose does not contain formaldehyde (yes, as in funeral home).

Now let’s look at how we can maintain our tires and trim. The first step to stabilize the compound and reclaim the original tire luster is a thorough tire cleaning. Select a non-acid (“basic” pH >7.0) wheel cleaner or a natural citrus-based degreaser. Also, use a soft, flexible wheel brush with natural tampico bristles (in case it comes in contact with the wheel surface) to get the full effectiveness of these cleaners.

By the way, if you’ve just mounted new tires
on your car, you must first remove the mold release agent or else your dressing won’t absorb (this leads to short durability and splotchiness of the dressing). The mold release agent is similar to the wax on wax paper and must be dissolved with a solvent-based cleaner followed by a “basic” wheel cleaner or degreaser. Repeat the procedure until the tires are squeaky clean.

The second step is the application of a high-quality rubber dressing containing UV stabilizers to supplement the UV-protection action in the carbon black. Although exterior rubber requires a very durable dressing, it must not jeopardize the integrity of the compound. In our shop, we use different treatments for the tires as opposed to the rubber trim. Usually, the price of a dressing gives a hint of the quality of the dressing.

The tires should have a satin sheen to them when dressed. Also, the dressing should not be slopped on as they do at the car wash with a paint brush so as to sling off all over your car’s paint and the poor guy behind you. I can’t tell you how many times I have gotten a glob of some greasy dressing all over my pants while judging PCA Concours events. Needless to say those cars didn’t win; I deducted 1 point for the excess dressing and 1 point for the pants. I recommend applying the dressing with a foam applicator and storing the applicator in a Zip-Lock bag for future use.

On a related note, all of the modern cars with flexible bumper covers and side moldings require a “flex agent” added to the paint to give it flexibility. However, this flex agent causes the painted parts to be more porous. This porosity leads to the absorption of any of the sling-off of low-grade petroleum oil dressings which leads to black stains that are impossible to remove. Even repainting these parts is impossible and they must be replaced. I know for a fact that Cadillac had this issue some time ago and now specify in their manual that they are not liable for that kind of damage. I’m sure other car manufacturers have the same policy.

As always, should you have any questions or comments, please feel free to contact me at 1-408-249-1017 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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Announcing the Famous Annual GGR Porboys Beginner Autocross School!!

It is that time of year to start thinking about all of the great Porsche driving opportunities in 2005. On Saturday, February 26, 2005, John Seidell and Howard Yao will once again run this famous school. It is really for beginners or people who have autocrossed only a few times. If you have ever wondered what it is like to experience driving your Porsche on the edge (but safely in control) then this is for you. This is a good safe place for males and especially females to learn about the handling of their Porsche.

The school will be on the large parking lot of Candlestick Park (Monster Park) in South San Francisco. The day begins at 7:30 AM with registration, teching cars, and then a driver's meeting at 8:15. You will then walk the course with your morning instructor. After that, you'll be driving on skidpads in order to learn the feel of an oversteering and an understeering car. It is a lot of fun!! Then you'll run the Autocross course with your instructor while half of the students learn to work the course.

After the lunch break we continue to run cars in hour sessions until 5 PM. It is truly a fun day with lots of learning. One of the best parts is that students get a few rides in their instructor's car. We try as best we can to have instructors that have had experience with cars similar to the students. You will also have different instructors in the morning and afternoon.

The school is sponsored Joe Zeiph, the owner of Porboys German Automotive Service. They are located at 3640 East 9th ST. in Oakland. Joe and his technicians are experts in all German makes but they specialize in the maintenance and repair, including complete rebuilds of 911, 944, 914, 928, and Boxster cars. If you have questions or need repairs, call Porboys at 510-437-9400.

If you sign up and pay the $85 fee, you get:
1. Instruction from the best and most experienced instructors in the west!!
2. A lunch including sandwiches, chips, cookies, sodas and water.
3. A Porboys Autocross School T-shirt.
4. A knowledge of how an Autocross is run, and how to work different jobs.
5. A basic knowledge of car control and you will learn tips on how to handle your car.
6. You will drive home with a big smile on your face!!!!

If this sounds fun, call the event registrar Howard Yao at 650-652-5775, or e-mail at howard@aberrance.com. If you have questions you can also call John Seidell at 925-938-9531 or e-mail at johnseid@aol.com. We do limit the number of students to 51 so that there is plenty of driving time.

See you there!!!!!!!

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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 _______
In the Zone

Well, I have had a great welcome from the regions and I would like to thank all our members, especially Tim Fleming, for all the support. 2005 is going to be a busy year in our zone. You can chose between established events such as GGR’s Time trials, Sacramento’s Rallies, Diablo’s Saturday breakfast, Sequoia and Yosemite’s Scream at the Lake autocross, and LPR’s many social events. There are Monterey Bay and LPR’s Coastal Driving Schools Drivers Ed events, Marque Madness at Laguna Seca, and many more. Just check out the calendars in the next month for something to attend.

As you read this, the deadline for the 50th Parade in Hershey, Pennsylvania has passed. This promises to be a great event if you decide to attend. IF you can’t make it to Parade try to make CRAB in Sacramento or Escape to the wine Country in Redwood Region’s area. They are both great events and the Redwood weekend is the first event of its kind. It is a three day event with many activities and is promising to be a strong National event, attracting members from all over the West Coast.

Porsche Dealer Open in Beijing!
No longer any reason not to move there.

The point is every region offers events for you to attend, and if you haven’t made plans yet please check out your local newsletter or web page and find a event that seems fun to you (and they all are) and make more friends that share your passion for Porsches.

See you on the road.
Sacramento Valley Region Presents
River Run
A Time/Speed/Distance Rally
Second Event in the 2005 Zone 7 Rally Series

Saturday, March 12, 2005
IPB Autosport at 12th and C Streets, Sacramento
First Car out at 1:01 P.M. • Four Classes
Finish in Woodland Three Hours Later
Entry Fee: $12.00 per Car (Two Persons)
Rallymaster: J. Toney

There is also a rally school being presented at 9:30 A.M. (separate event and charge) at the same location as part of the SVR rally seminar series.

For information, contact Rik Larson at (916) 481-6084 (before 9:00 P.M., please) or e-mail < synakke@comcast.net>

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Board of Directors
Meeting Minutes

CALL TO ORDER
The meeting was called to order at 7:22 PM on January 6, 2005 at the residence of the President, Palo Alto.

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

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meetings November and December 2004 were unanimously approved as written.

B. POSTMORTEM OF EVENTS
1. The annual Joint Board Social dinner held at the Bamboo Island restaurant in Pleasanton was very well attended.
2. The annual time trial and autocross awards event held at the Blackhawk Museum was attended by approximately 120 people and featured delicious food.

C. DIRECTORS REPORTS
PRESIDENT, Bill Benz
1. Nothing to report.

VICE PRESIDENT, Susan Angebranndt
1. Nothing to report.

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

MEMBERSHIP, Louise Sousoures
1. There were 16 new members this month; 3 transfers in, 7 transfers out, for a total of 1720. Motion to accept New Members was approved unanimously.

COMPETITION, David Leong
1. Time Trial Series sponsors are being sought and that is going well.
2. Time Trials this year will have a Driver’s Education style of event overlaid on them with the flavor of our High Speed Driving School events, subject to instructor availability and having separate applications.
3. Autocross: Issues with availability of some of our traditional venues are being mitigated by Tim Stewart who has been scouting sites. The Zone school is June 18th, 19th.
4. Larry Adams is officially recognized as the GGR Rally and Concours Chair.

SECRETARY, Andrew Forrest
1. Nothing to report.

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

PAST PRESIDENT, James Ohl
1. Nothing to report.

NUGGET EDITOR, John Celona
1. Meeting with Jim Bauman and and Tom Pickett, the previous Nugget editors January 8th for further hand-off activities.
2. Planning a survey for Nugget readers about Nugget content and club activities.

WEBMEISTER, Tchie Tao
1. Actively working on the transition of duties and knowledge from Susan Angebranndt, the previous Webmeister and planning some new features; some to be ready on a trial basis shortly.

D. OLD BUSINESS
1. The final wording of the Fire Extinguisher rule is now in the rule book. The Annual tech people will have the new rule explained to them.
2. The points-based class system will be run in parallel at events this year.
3. If you plan to go on the Yosemite Tour, please commit soon.

E. NEW BUSINESS
1. New board member transitions are going smoothly.
2. The Zone 7 Presidents’ Meeting occurs on Saturday January 15th at the Hilton in Pleasanton from 10:30 – 3:00.
3. An open invitation to the membership to attend board meetings will be issued.
4. Louise Sousoures volunteered to pursue getting new display boards from National for placement at area dealers and vendors.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 9:21 PM. The next Board of Directors meeting will be held February 3rd, 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 agenda.

Respectfully submitted,
Andrew Forrest
GGR Secretary 2005
Follow us to...

GGR Autocross #1

Candlestick Park (a.k.a. Meester Park)
Saturday, March 12th
Check www.pca-ggz.org for registration times.
No pre-registration needed
Fee: $30.00 per driver
For more information go to the GGR web site
(www.pca-ggz.org) or contact Doug or Dana Ambrisko,
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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

2004 GT3 Perfect condition. 3600 miles. Speed yellow, black leather, sports seats, 3M full front mask, Halon system and removable rollbar. Must sell $99,000 obo. Contact David C. Smith at jcmcs@aol.com or 415-924-5251.

1996 993 C4S Red/grey leather. 43k miles. Lowered, no carbon problems, big new red brakes, new tires, second owner. $55K obo, email for photos. Contact Jeffrey Novick at jeffreynovick@aol.com or 408-448-4465.

1983 944 Very competitive Cp autocross car. 5 speed, 75K. Many suspension enhancements. PS/PW/PB/AC. 7/8 BBS, Hoosiers. No body damage/engine issues. $4,750. Contact John Lytle at jlytie@cruzio.com or 831-479-9749.

1976 911 Carrera 3.0 Targa, all in good condition. 911SC prototype with less weight. 132,457 miles, motor overhaul on 5/16/01 @ 117743 miles. $15k/offer. Contact Butch Meyner at gmeyner@trane.com or 408-481-3746.

2002 Carrera 4S Silver/black, 20k miles, loaded, immaculate, unique vehicle with $15k in extras: 19” Champion rims, turbo sport exhaust, premier sound. Pics via email. $79,000 obo. Contact Adriaan Theron at adriaantheron@yahoo.com or 925-998-7215.


1979 911SC Perfect Red Wine Metallic w/ Cashmere interior. 158k miles. AC, CD, Rebuilt 5 spd trans, Good Tires, Clutch, Brakes, Rewrapped steering wheel. Repainted 4 years ago, never wrecked, new window seals, headliner, floor-mats. Serviced by Sportech. No Electrical or Mechanical issues. $15,000 or offer. Contact Skipp Harvey at harvey@nhkintl.com or 408.234.4381

1988 Carrera Cabriolet Red/Linen, new top end, suspension, wheels, AC. Very clean CA car. New tires, stereo, all records. Excellent driver and a must see Porsche. Contact Todd Provines at todd@magnasales.com or 650.941.8370.

1973 1/2 911T Coupe (CIS) 9113102802. Sepia brown with brown interior. 84,000 miles, two owners. Unmodified car with a rebuilt engine, repaint to very high standard, and immaculate interior. $12,750. Contact Mary Beth at merb_wilson@pacbell.net.

Parts & Miscellaneous

964 3.6L pistons and cylinders from a 93 RSA 3.6L. 70k on parts. Make offer. Contact Mary Beth at merb_wilson@pacbell.net.
**Tequipment Sport Rollbar for 996** w/o cross brace. P/n 99658098000, $600. Contact Joe Ramos at jmrmos@gmail.com or 650-726-3908.

**TechArt Aero Parts for 996** front splitters $600, replica skirts $550 (both for $1000) Contact Joe Ramos at jmrmos@gmail.com or 650-726-3908.

**Painted Crest Center Caps** p/n 993.361.303.10, $150. Contact Joe Ramos at jmrmos@gmail.com or 650-726-3908.

**993 engine & race parts** from TWO 993 engines: rods, P/Cs, cam towers, chain housing, head, GE100 cams, Elgin cams, valve covers, 3.6L oil pump, alternator, fans, etc. DME+harNESS, Carillo 3.6L rods, Pauer 3.0L rods. Contact Jeff Stevenson at jeff@porscheracingclub.com or 707-331-4443.

**996 hardtop**, unused, with a cover and side mount stand $1200 B/O. Contact Grant Tee at karate1110@aol.com or 510-910-0122.

**Kokeln Sway Bars for 911, 912s and 930s** or 510-910-0122 $1200 B/O. Contact Grant Tee at karate1110@aol.com or 510-910-0122. Trade-ins allowed. $130 + shipping. More info and caps to fit all pre-89 Porsche wheels. $150/set + $6 shipping. 415.812.0765.

**Hand Painted Porsche Center Caps** Ring-type and flat caps to fit all pre-89 Porsche wheels. $150/set + $6 shipping. Trade-ins allowed. $130 + shipping. More info and pictures at http://home.comcast.net/~srosenzweig/center-caps.html. Contact Steve Rosenzweig at center-caps@comcast.net or 510.701.8998.

**Parts for Sale**

1-Interstate Batt. 750cca, 940ca, 60 months-new 06-02 $50. Weltmeister short shift kit $50. MoMo shift knob, leather $35. Contact Parker Merrill at parkermerrill@sbcglobal.net or 510.232.7267.

**Roll bar for 911 Cabriolet** Padded roll bar for 84-89 911 Cabriolet (and maybe other years?). All mounting hardware, 2 M&R 5-point harnesses included. $250 obo. More info and pictures at http://intellization.com/racing/index.html. Contact Edward Wilson at Ed.Wilson@intellization.com or 650.654.4407.

**Racing Suit/Gloves/Boots** Fire suit, fits ~5'10”. CSR, rated 3-2A/5; Simpson racing gloves, size Large; Simpson racing boots, size 10. $200 obo for all, will separate. More info and pictures at http://intellization.com/racing/index.html. Contact Edward Wilson at Ed.Wilson@intellization.com or 650.654.4407.

**996/Boxster Sport Seats** Black leather, matte black back. Small scrape on passenger shoulder area, otherwise in excellent condition with low mileage use. Electric recline. $1800/obo for the pair. Contact John Gong at r7slr@yahoo.com or 415.699.6202.

**998 993 Black Leather Heated Power Seats** Excellent condition with low mileage use. Electric side heated, 8-way power; passenger side heated, 4-way power. Pictures available. $1,200 obo. Contact David Ichiki at dichiki@sbcglobal.net or 650-346.1227.

**Wanted**

**Fuchs Wheels** Four 7x15, black or silver spokes OK. Contact Jim Housman at jjhman@comcast.net or 707-823-7564.

**Track Wheels** For my 2004 GT3, I need:

8.5x18 ET 40, 235/40-18 track tire
11x18 ET 63, 295/30-18 track tire

With or without tires. Contact Joe Ramos at jmrmos@gmail.com or 650-726-3908.

**Safety Fuel Cell** I’m looking for a “Fuel Safety” cell SA101 (27 gal.) Contact Gary Hamilton at ghamilton@ictv.com or 408.364.9233.

**Belted Fuchs Wheels**

For my 2004 GT3, I need:

8 J x 16, offset 10.6, forged aluminum alloy (black star). Feel free to email or call. More info and pictures at http://f21.ebayimg.com/02/s/028/o/c3/2f_2.JPG. Contact Rob De Hart at avnow1@aol.com or 831.459.8876.

**Engine—I’m looking for some options**:

Engine: 3.0, 2.4 or 2.2, Engine Case 2.2 or 2.4 Contact Kurt Krueger at kurtiskrueger@earthlink.net.
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From street to full race, why compromise? Your time is valuable so get it right the first time. Call a company that can handle your needs completely. At The Racers Group, we offer a winning combination of top quality parts, professional assembly & engineering, years of experience, quality service and just plain good advice. We'll keep our promises & deadlines and we probably even have it in stock and ready to ship the same day. Our prices are always competitive so why, really, why go anywhere else?

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We have a large selection of wheels to choose from so you can get the look you want. We also offer custom wheels with any product you can imagine. We can make anything you want from whatever part will fit.

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