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Cover: GGR Porsches parked in front of the Blackhawk Museum during the 2004 Awards banquet.

Cover Photo by Kaye MacKenzie

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As an older American I am becoming increasingly concerned about personal security and about the fact that every day that goes by is another day during which I have failed to exercise my second amendment right to bear arms. Clearly, I’ve needed a firearm for years but have been unclear about my obligation to own one. Now, of course I could go the American “big bore – brute force” route recommended by Clint Eastwood, when, as “Dirty Harry,” he wisely observed, “This is the 44 Magnum – most powerful handgun in the world. One shot can blow your head clean off”. This, though, is sort of like a Corvette or Viper of handguns - I’m not sure it fits my image.

No, for me, after just a few minutes study, the appropriate purchase appeared clear - the Kalashnikov AK-47! It had everything any astute Porsche owner could ask for. It had a fine European heritage based on a small bore philosophy and a reputation for more than holding its own against bigger and more powerful machinery in head-to-head competition. Its storied history began with participation in a few small putsches, cabals and juntas and blossomed into what appeared to me to be virtual “factory support” at major insurrections and revolutions throughout the gun-respecting world.

The AK-47’s appearance was at least as male-midlife-crisis-annihilating as any slope-nosed 930. Those catchy “Gun fire in its finest form!” and “Kalashnikov is a four syllable word!” ads campaigns in the early 90’s really rang my bell.

Living in high roller country (Palo Alto) and having watched my neighbors pick GT-2s and twin turbos as their “introduction to sporty cars” purchases I knew that I’d need to get the 75 shot “enduro” magazine, the “motor sound” barrel and the big dollar ceramic stock. You know, that’s the one that alone costs as much as some other guns and may develop a network of cracks if the gun is fired but can be identified day or night from at least 100 yards away. There’s no point to being subtle when you’re exercising your constitutional rights!

The last few days have been discouraging, I must admit. First I learned that the Kalashnikov factory seems to have pulled out of active participation in large scale international firearm use. Sure, some committed independent revolutionaries can be seen on TV news nightly, Kalashnikovs raised skywards, but its not the same. Second there are rumors that Kalashnikov North America won’t honor your warranty if they find out that you’ve fired your AK-47 on full automatic mode even though the ads cry out for this. AND, some people who have been observed taking part in even the most low key, just-for-fun activities with their AK’s or whose names have merely appeared on local police reports about automatic weapons fire claim to have received notices from the factory that their warranties have been cancelled altogether. Finally, when I went to the AK-47 website I saw that Kalashnikov is focusing its new model effort on a SHOTGUN – the “Saiga” - I kid you not.

As I pointed out above, my weapon-owning interests are focused on maintaining a safe environment for me and my loved ones and not missing out on any of my constitutional rights, both totally laudable goals. While I really didn’t have any plans for firing bursts of automatic weapon fire though my neighborhood or taking part in an armed insurrection, it’s really important to me to know that my firearm is equipped to do this, if I wanted to. Right now I’m not sure that the Kalashnikov AK-47 will fit my needs.

**ZONE 7 AWARDS BANQUET - JANUARY 15, 2005**

Cocktails at 6:00pm, Dinner at 7:00pm. Location: Pleasanton Hilton, 7050 Johnson Drive, Pleasanton, CA. Cost is $35.00/person. Please reserve in advance by calling Tim or Sue Fleming at (916) 985-4142. Make checks payable to “PCA-Zone 7,” and mail to 107 Cobb Court, Folsom, CA 95630.

All checks must be received by January 10, 2005.
Two for the road...

Jim Bauman
Tom Pickett

27 Issues, no successful libel suits, and a lot of fun!
We’re done, so next month welcome the new
Nugget Editor, John Celona. Cya around! Jim & Tom

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Competition Corner

Well, the election is over, and I am writing my first column as GGR Competition Director. It was a close vote, with the write-ins for Dan Gurney, but after we managed to get some of the Ohio votes thrown out, youth prevailed, and we are in for the next 2 years, barring a recall. I thank you for your support.

As we look forward to the 2005 competition season, things are shaping up quite nicely. By the time you read this, the Beginner’s Autocross school should be on the calendar and open for registration. Check the other pages of this issue and www.pca-ggr.org for the latest information. On the Time Trial front, the Annual Techs are approaching fast, and drivers will be preparing for the Feb. start to the season.

As I stated in my campaign speech, I intend to rely on the AX and TT chairs, who are in their second seasons, to continue the fine effort and accomplishments they had in their inaugural seasons. Joining the Ambriskos and the Parks will be Larry Adams, as Rally and Concourse chair. I imagine his son Greg, will be his right-hand man, as all of these chairmanships require a multi-person team. The DEC (Driver’s Events Committee) is shaping up, and the committee members will probably be known by the time you read this. With all of these teams in place, I expect 2005 to be a banner year.

New for 2005, I am planning on establishing an online forum for members to discuss issues, ask questions, and share ideas in the areas of GGR competition. I think this will be an excellent place to be involved in the activities and decisions that take place throughout the year in your club.

So get your signups in for the beginner school, (a great event for that other driver), your annual TT techs complete, and we’ll see you on course.

---

Driver’s Education and Time Trial Series Event #1
Infineon Raceway: February 19 - 20, 2005

New for 2005: 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 1995 or later Snell SA rated), and gloves. 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, 2005 Time Trial Chairman, (510) 530-3996 evenings (7pm-10pm), kenp911@aol.com

Time Trial Tech Dates (see Page 8 for more details):
Don’t forget - January 22nd at Kahler’s and David Loop European
February 5th at RennWerks
# GGR Event Calendar

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<tr>
<td>15</td>
<td>Zone 7 Awards Banquet</td>
<td>Pleasanton Hilton, Pleasanton</td>
<td>Tim Fleming</td>
<td>916.985.4142</td>
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<td>15</td>
<td>Activities Day</td>
<td>Harry’s Hofbrau, 390 Saratoga Ave, San Jose</td>
<td>Susan Angerbranndt</td>
<td>650.340.0360</td>
<td><a href="mailto:ggrweb@dino.com">ggrweb@dino.com</a></td>
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<tr>
<td>21</td>
<td>Friday Night Social 6 - 9 pm</td>
<td>Harry Hofbrau’s Canvery 1297 Chess Drive, Foster City</td>
<td>KC Sharp</td>
<td>925.371.2258</td>
<td><a href="mailto:kcsharp@comcast.net">kcsharp@comcast.net</a></td>
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<tr>
<td>22</td>
<td>Time Trial Technical Inspection, 8:30 - 11:30</td>
<td>David Loop European, 160 Calle Del Oaks, Monterey</td>
<td>Jim Calzia</td>
<td><a href="mailto:jcalzia@usgs.com">jcalzia@usgs.com</a></td>
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<td>22</td>
<td>Time Trial Technical Inspection, 8:30 - 11:30</td>
<td>Kahler’s, 6117 Dougherty Rd Dublin</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 Technical Inspection, 8:30 - 11:30</td>
<td>RennWerks, 1911 Plymouth St Mountain View</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 10:00am to 4:00pm</td>
<td>Paradise Pizza, 46600 Mission Blvd., Fremont</td>
<td>Gary Dorighi</td>
<td><a href="mailto:gdorighi@comcast.net">gdorighi@comcast.net</a></td>
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<td>19-20</td>
<td>Time Trial/DE #1</td>
<td>Inline 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>12</td>
<td>GGR Autocross #1</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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<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>Gary Dorighi</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>
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<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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<td>14</td>
<td>GGR Autocross #3</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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<td>Time Trial Ground School 10:00am to 4:00pm</td>
<td>Paradise Pizza, 46600 Mission Blvd., Fremont</td>
<td>Gary Dorighi</td>
<td><a href="mailto:gdorighi@comcast.net">gdorighi@comcast.net</a></td>
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<td>11</td>
<td>GGR Autocross #4</td>
<td>TBA</td>
<td>The Ambriskos</td>
<td>650.903.0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
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<td>25-26</td>
<td>Time Trial/DE #3</td>
<td>Buttonwillow</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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**Time Trial Chair**, Ken Park
510.414.8004  
kenp911@aol.com

**Time Trial Registrar**, Lori Hageman
2723 Hillcrest Ave., Antioch, CA 94509  
925.252.0206  
GGRRegistrar@aol.com

**Autocross Chair**, Doug Ambrisko
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autox@ambrisko.com

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Good bye Tim-Hello Larry

by Tim Fleming, Outgoing Zone 7 Rep

As you read this column, it is a New Year (or close to it) for you and PCA. It is also the end of my term as Zone 7 Representative. It has been a lot of work, but a very worthwhile experience. I have spent the last four years traveling across Northern California and up to Reno-Carson City area, having a great time, and meeting great Porsche people. Zone 7 has ten regions and over 4,000 people. Each region is a bit different, and in the last four years I’ve seen each region try new activities, welcome new members, and transition new leadership.

It’s been my privilege to work with 26 different Presidents, and many more region officers, editors, and webmasters. In these four years we’ve had a number of new National policies and procedures, and we’ve tried different things in the zone competition series. The regions’ leadership has been very creative and cooperative, and I thank them. I have made great friends, and I hope they’ve enjoyed the experience as much as I have.

I also would like to thank the Zone chairpersons for their efforts, particularly the team that has been active over the past two years, including Dean Tanaka as Concours, Dean Thomas for Autocross, Al Armellini for Rally, Ken Short for webmaster, and Masuo Robinson and Doug DeVetter for running the Club Race. These folks did a great job, please thank them personally if you get the chance.

Finally, I’d like to thank my family for understanding when I missed a few basketball games, scouting trips, etc. Thanks especially to Susan, my better half, for taking a number of phone calls when I was working late or traveling, and for taking the lead on the Zone 7 banquets. The ZR position has been a two position job, and Susan certainly deserves credit and thanks for a job well done.

Deadlines being what they are, my replacement has not been formally confirmed yet by the PCA executive council. However, barring hanging chads or a major scandal, Larry Sharp from Golden Gate Region will be the next Zone 7 Representative. Larry has been GGR President multiple terms, and has been an active participant in the Zone 7 competition series, even doing some concours events this year. Larry is experienced and knowledgeable with respect to drivers’ education, which will continue to grow in importance to PCA and Zone 7. Please welcome Larry in his new assignment!

The Year 2005 will be a fun year for PCA with several events of note. The highest profile event will of course be the 50th Porsche Parade in Hershey Pennsylvania. Two other west coast events of distinction will be Marque Madness, a gathering of car clubs at the US Sports Car Invitational at Laguna Seca, plus the first ever “PCA Escape to Wine Country”; the “PCA Escape to _____” event is a new National program that will offer a four day social weekend, rotating around the country, with the very first event to be hosted by Redwood Region. Mark your calendars for August 25-28, 2005 (week after the Monterey Historic Races). All in all, 2005 promises to be a great year for Zone 7.

While I won’t be your Zone Rep, I will be attending events, and hope to see you there. Thanks again for allowing me to serve you. See you soon!

Larry Sharp
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ATTENTION TO DETAIL

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

Questioning the Porsche Paint

As we move into the holiday season and the end of the calendar year, there will be an onslaught of year-end deals on new and used cars. With the introduction of the new 911 (a.k.a. 997), more and more people are buying Germany’s finest, new and old. With this surge, more owners-to-be should be asking questions regarding whether the Porsche they are considering to purchase is completely original… or has part of it (or the entire car for that matter) been repainted? Let me start by saying just because some part of a pre-owned car has been refinshed, it’s not the end of the world. A door may have been keyed and re-sprayed, so no big deal. But in a worse case scenario, the car may have been in a serious accident.

Knowing whether any repainting was done is a good start in discovering a car’s history. However, don’t assume that only used cars get repainted. I’ve seen more than my share of brand new cars that have had panels repainted directly from the factory. It’s a long trip from Finland or the Rhineland to the showroom, and accidents do happen. However, if you are paying for a brand new car, I believe you deserve one; and if any part of it has been repainted, you should be given some sort of consideration for it.

Now that we know why, let’s discuss how we can determine if a car has had aftermarket paintwork. Although I’ve seen a few repaints that were close to indiscernible from the original, in most cases, there are certain visual clues to look for:

Color Mismatch: Most noticeable on reds and colors with pearl effect in them. It’s very challenging to match the right amount of pearl/metallic flake to add to paint and have it lay down right. The lights that provide the toughest visual test for this are metal halides (usually at gas stations and hospital parking lots).

Orange Peel Mismatch: This is a mottled look on a paint’s surface, like the texture of the skin of an orange. Remember that there is orange peel in the OEM paint. Look for a difference in the orange peel between adjacent panels.

Overspray: The most common giveaway of a repaint is caused by the improper masking of adjacent panels and back-taping of crevices. A surface of overspray will feel rough. Especially check doorjambs, glass, tires, wheel wells and other crevices. If the overspray is clearcoat, there is going to be no color but just a rough finish. So don’t be afraid to feel the paint also.

Paint on Rubber Trim, Emblems or Door Handles: This is the second most common clue to repainting. It occurs when rubber trim and emblems (i.e. the Porsche "Carrera", Turbo” emblem on a 911 engine cover) are not removed, but rather taped. Another sign of a possible repaint is misalignment or mislocation of the Porsche Carrera, Turbo, 968, etc.

Paint Thickness: Unless all paint was removed prior to repainting (it is seldom), paint thickness is obviously going to increase. You need a paint thickness gauge to check (this will also detect any body filler). The thickness of OEM primer, plus paint, plus clearcoat is usually four to five mils (0.004 to 0.005 inches). If you’re unsure what thickness your car should be, check on another car of your model.

Wet Sanding and Buffing Marks: Body shops may have to sand out dirt specs or runs in the paint; then use a high speed buffer and usually wool pads to buff out their work. These marks should especially set off an alarm if they are observed on one panel on a brand new car.

Improper Taping: This is usually evident when the painter just wanted to paint the top of the panel for the sake of laziness. Let’s say he painted the door, in that case he wouldn’t paint the portion of the door in the doorjamb. Always run your fingers around the edge of a suspect panel. It should be smooth.

Just realize that these characteristics are only as evident as the expertise of the person looking for them. If possible, put the car in question on a lift and look at the car from the bottom (or just lay on the ground). If you haven’t developed an eye for seeing these imperfections, invite along someone who has. Even if you have to compensate a professional for the trip, it’s worth it. It may save you a LOT more in the long run. Remember, just because you didn’t see a repainted panel, doesn’t mean the future buyer of your car won’t. I even have one occurrence with a customer who leased a new Mercedes with the bumper already repainted and was willing to live
with it; but when he returned the car at the end of the lease the dealership wanted to charge him for the repainted bumper. Obviously he didn’t lease another car from them.

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!

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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 over-steering and an understeering car. It is a lot of fun!! Them 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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January 2005
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Porsche
THE LITTLE CAR THAT COULD ... AND DID!

1974 Porsche 911 with 178K miles set up for autocrossing/street driving + borrowed parts + a devoted crew of friends and drivers = 25-hour endurance racer? HUH???

Team "Lost 'N Spaced Racing" finished second in class (ES), but most surprisingly, second overall at the 25 Hours of Thunderhill endurance race, December 4 & 5, 2004. Second overall! We could not believe it and we still can't believe it. The name of our race team came from Masuo "Robin-son" and Peter "Smith." Hmm. Robinson and Smith. Hey, that's Lost in Space, the television series from way back. Dr. John Robinson and Dr. Zachary Smith, along with Major Don West (Rich Walton) and Will Robinson (Neil Jackson) made up the four drivers for the race.

The "Jupiter II" has 178,000 miles on it (not the engine/transmission). It's a 30-year old 911 that you can drive on the street (it has a license plate, interior trim, power windows and a heater that still works!) and on the track. It is truly not race ready. Certain items were needed to prepare the car for the 25-hour enduro. The car that arrived at the track utilized many borrowed parts. Our "sponsorship" to the event was provided by a coalition of friends with either their parts or their services. The race seat and shifter (Wevo) were borrowed from another racecar. The wing was borrowed as well as the fuel cell (SmartRacing Products), prototype brake calipers/rotors (Wevo-Windrush Evolutions), wheels and bumper. Spare parts were provided by Sporthaus Inc. from Reno, Nevada. Additional help was provided by StrasseUSA.com

Story: Louise Sousoures   Photos: Dave Leong

Drivers Neil Jackson, Peter Smith, Masuo Robinson, Rich Walton
We went into this race with the goal of finishing. Never in our wildest dreams did we think we would finish second overall. Even more amazing was that we beat several factory sponsored teams! Just goes to show you that with determination and planning, you can accomplish anything. In true 911 spirit, we didn't have to turn a wrench the whole 25 hours, except to replace two sets of front brake pads.

That's it. The car ran smoothly and effortlessly throughout the entire race, the engine strong and reliable.

As we were on grid and knowing that their car was new, we asked them how many miles the car had. Their response was "How many miles did we put on it yesterday (testing on Friday)?" We stayed 2 laps ahead of them for the final 2 hours. Incredible racing. As luck would have it, we were pitted next to each other. We knew that Team Honda Research had two more pit stops to make.

Our crew had been keeping track of their pit stops, tire changes and when they needed to come in for fuel. Advantage to Lost 'N Spaced Racing? We needed to make a final pit stop for one right-front tire and fuel. Just as we made the decision to pit, there was a full course yellow. Peter Smith knew what to do which was to stay on track. NASA rules state that in the event of a yellow, you cannot work on the car in the pits. Once the track went green, we made our pit stop.

We were on the same lap as Team Honda Research, but we knew they had to make another pit stop. As all this was going on, we realized that we had moved into 2nd place!

Team TSR-Tool, in their Radical SR3, had experienced a problem and endured a lengthy pit stop. We were able to make up the 11-lap difference and stay ahead of them to the checkered flag.

It's an incredible feeling when you can put together a team of friends who enjoy racing, put together a car from borrowed parts, run a 25-hour race and finish second overall. Just amazing.

Thanks to all!
Some interesting stats:

Car: 1974 911 with 3.6 liter engine, rebuilt transmission, power windows
Total laps: 651 (Thunderhill Raceway w/bypass configuration)
Fastest lap: 2:04:40
Stint per driver: Approximately 1 hour 45 minutes
Pit stop average time: 4.0 to 4.5 minutes

Drivers:
Masuo Robinson (Dr. John Robinson)
Peter Smith (Dr. Zachary Smith)
Rich Walton (Major Don West)
Neil Jackson (Will Robinson)

Crew:
Louise Sousoures (Maureen Robinson)
Susan Smith (Judy Robinson)
Patty Stark (Penny Robinson)
Neil Yonk (Robot)
Gary Trudeau (Anti-Matter Man)
Jim Stark
Jim Lane
Larry Sharp
Mat Lowrance (master engine builder)
Special help from RS Motorsports crew
Team photographer: David Leong
Getting Up To Speed

by Dave Leong, GGR Competition Director

Porsches were meant to be driven fast. By fast, I don't mean illegal speeds down the freeway, or even cruising your favorite mountain road. When I say fast, I mean a controlled 4 wheel drift, using every inch of available asphalt, and it doesn't matter if it is 30Mph on an autocross course, or 100Mph plus, around some of our local race tracks. Since our club of almost 2,000 members, has only a few hundred participants in our AX and TT speed events each year, it is clear that a lot of you are missing the fun. GGR offers many opportunities to learn and experience this addiction. Here is how you get started.

Autocrossing is our cheapest and safest entry into experiencing our cars at their limits. Quoting from the GGR web page; "Autocross is a sport where you try to drive around a course in the shortest possible time. The course is laid out in a big empty parking lot and outlined by pylons. The rules are simple: go as fast as you can but don't knock down any pylons". The chances of doing any damage to your car are next to none, and you'll learn the basic principles of car control that should be a requirement of all Porsche drivers.

GGR sponsors or participates in 2 Autocross schools most years, and we'll be doing 2 schools this year. You are not required to attend a school in order to participate in the regular season autocrosses, but these are opportunities to get different and additional practice before an actual event. The Porboys Beginner Autocross School is on February 26, 2005 at Monster Park (Candlestick). Check the website or the calendar section of this issue for specifics. The other school, the Zone 7 School, is a 2 day event, and is scheduled for June, this year. GGR is also one of the sponsors this year.

The Beginner Autocross School does a skid pad exercise after the course walks in the morning and then the rest of the morning and afternoon is spent driving or working the Larry Sharp designed course which is made with beginners in mind, and you'll have an instructor in your car with you. School enrollment is limited to ensure much more driving time than a series event.

The Zone School is a 2 day event, with exercises on Day 1 and two autocross courses on Day 2. If you wait for the Zone School, however, you'll have missed out on 4 autocrosses, as the Zone School is not until June. It can be helpful to have run a few autocrosses, in order to maximize the benefit of the exercises, so try to get to few regular autocrosses first. Although other regions are welcome and do participate in the Beginner's School, the Zone School brings students and instructors from throughout Northern California and Nevada, so it is a great way to meet people from other regions as well. Do bring plenty of gas and rubber for this event.

With 2 schools to choose from, what should you do? The schools are not mutually exclusive. If you can do both, by all means get your registration in early and go to both. If you can get to the Beginner's School next month, then it will make your first few autocrosses that much easier. If you can't, don't let that dissuade you from attending a regular season autocross. There are always plenty of instructors, and other beginners at all of the autocrsos, so you'll get plenty of help and instruction, but you may not get as much seat time and you'll have much more to think about.

What about the big track? Driving on a real race track is driving on steroids. The speeds are higher, and the risks are higher too. Our Time Trial and DE events take place on real race tracks, such as Mazda Raceway Laguna Seca, Infineon (Sears Point), and Thunderhill. Whether your hero is Mario Andretti, Helio Castroneves, or Jeff Gordon - they've been there. Just because the potential to do damage, both mechanical and bodywork is there, it doesn't mean that with common sense and preparation, it is unavoidable. One of the key words here is preparation. While most cars in good running condition can just show up at an autocross, triple digit speeds of a race track, require that you are sure your car is ready, and maintained above normal street standards. Tires, brake fluid, etc. must be in better than good working order in order to be safe on a track.

While it is a logical progression from autocross to track driving, it is not a requirement. Some drivers are actually more comfortable on the race track than an autocross course, as things usually develop more gradually. An autocross course may have 15 turns in less than a mile, and they come very quickly one after another. A race track has straightaways, and you may have a quarter mile or more, to get ready, and plan ahead. Because of the consequences of a mistake, you'll take smaller steps toward your performance goals. You should go all day at your first
few race track days, without ever experiencing an out of control situation, or sliding the tires. In contrast, one of the first lessons you’ll practice at an AX school will be sliding all 4 tires on a skid pad. Another difference is that a race track stays the same, and you’ll get 40 or more laps per day to learn your way around. An autocross course is never the same from event to event, and you usually get 8 runs. Track driving allows you to visualize between events, watch video, read track guides, and come back to try the same course again.

In years past, GGR has had one day dedicated to a High Speed Driving School, but new this year, every Time Trial, will have a Driver’s School opportunity. A Time Trial is a competitive event, and requires special equipment, ground school, and certification. The Driver's School, only requires OEM Street legal safety, a rollbar, only for convertibles without factory rollover protection, and an autocross helmet. We are starting this program at our first event of the year, Infineon Raceway in Feb. (Check the website or the calendar section of this issue for specifics.) The Driver’s School is on Saturday only, of each 2 day Time Trial event, and you’ll have an instructor riding with you the entire time, plus classroom time.

A High Speed Driving School does not have any exercises like an AX school. You start by driving substantially below the limits, and gradually, with the help of your instructor, increase speed and proximity to the limit. The emphasis of the Driving School is on high speed driving techniques, such as line, smoothness, and balance, while not exceeding safe boundaries. We expect that error recovery techniques will not be required and are considered advanced car control skills.

The Driver School is not a requirement to enter the Time Trial Series, however the Time Trial Series has its' own prerequisites and does require more preparation, and planning. Participants in the Time Trial Series are in a competitive environment, and will be pushing their cars and attempting to extend their own personal limits as their skill or willingness, allows. The rules and regulations of Time Trialing, reflect this increase in competitiveness. All passing and opportunities for cars to be close, happen under strict guidelines, and control. There is no wheel to wheel racing. (PCA does have Club Racing, which is wheel to wheel racing, but that is beyond the scope of this article.) Since the Time Trials are all 2 day affairs, there is much more opportunity for social events, including a participant dinner Saturday night. Cars are grouped together according to driver speed and each group has about 6 20 minute sessions on the track, spread out over a day and a half. The last half of the second day is dedicated to the competition, as each car takes their turn at posting their best elapsed time around the track. Not all drivers choose to partake in this portion of the weekend, preferring to treat the entire weekend as more of a Driver's School weekend. These Time Trial weekends can be more of a zone event than any other, as drivers come from all regions in Zone 7 and beyond.

With so many opportunities, how does one decide what to do? If it is car control you want, one of the AX schools is the best place for this. If you want a competitive event, where you can push to 100%, then the Autocross Series is for you. If you misjudge and exceed 100%, the consequences are likely to be benign. If you want a high speed Walter Mitty experience, or want to see if Time Trialing is for you, the High Speed Driving School, held on Saturdays of the Time Trial weekends may be what you are seeking. If you are ready to develop the necessary skills and control to drive at high speed in a competitive environment, or be on the track with drivers who are in a competitive mind set, then the Time Trial Series may just what you are looking for.

For more information:
The Autocross FAQ: http://www.pca-ggr.org/autocrossinfo.html
The Autocross Main Page: http://pca-ggr.org/calendar.cgi?page=autocross
Time Trial and Driving School FAQ: http://pca-ggr.org/timetrialinfo.html
The Driver's Handbook has more: http://pca-ggr.org/tthandbook/
The Time Trial Main Page: http://pca-ggr.org/calendar.cgi?page=timetrial

FRIDAY NIGHT SOCIAL!

January 21, 2005, 6 to 9pm
Harry Hofbrau’s Carvery
1297 Chess Drive, Foster City

Need more info? Email our new Social Director, KC Sharp, kcsharp@comcast.net
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 _________
2004 Awards Banquet

Bill Benz presents the Perc Bliss Award to Ken Park and Harold Williams

Junior MC
Ashley Ambrisko

Karen Neidel - Winner of the Don Lang Memorial Award

Alfred Abken - Social Event of the Year - Yosemite Tour

Ken Park and Harold Williams receive the award for Competitive Event of the Year from GGR Treasurer Claude Leglise

Karen Neidel presents the Perc Bliss Award to Ken Park and Harold Williams

Dana and Doug Ambrisko

Lori Hageman and the newest GGR Member

Neil Librock - Enthusiast of the Year

I now pronounce you...

January 2005
GGR Activities Day
January 15, 2005!

Our Annual GGR Activities Day will take place on Saturday January 15 from 11am-2pm at Harry’s Hofbrau in San Jose (390 Saratoga Ave, San Jose). Come out and have some lunch and meet new and old friends.

What we do during Activities Day is plan out the club events calendar for the entire year. If there is an event that the club currently doesn’t offer or if you want to help out organizing an event, please come and share your ideas.

If you don’t know how to organize an event, we’ll pair you up with another member to help guide you. Remember, events don’t just get organized themselves! Hope to see you on the 15th.

We promised to publish the winning caption... here it is, courtesy of Sergio Meza...

“Who ever comes up with the best caption needs to remember - Paybacks are a bitch.”
CALL TO ORDER
The meeting was called to order at 8:45 on 12-11-04 at the Bamboo Island Restaurant, Pleasanton, CA. This meeting coincided with the "Joint-Board Social Meeting."

Board members present were Bill Benz, Andrew Forrest, Louise Sousoures, Claude Leglise, Paul Seidel-Smith, Nugget Editors Jim Bauman & Tom Pickett and Webmeister Susan Angebranndt. Also present were incoming board members David Leong, KC Sharp, John Celona, Tchie Tao, as well as numerous other revelers and hangers on.

A. APPROVAL OF MINUTES
Approval of the Minutes from the Board of Directors Meeting for November of 2004 was deferred.

B. POSTMORTEM OF EVENTS
1. Postmortem of GGR events deferred to next meeting.
2. Budget 90 DAYS, none.
3. Past due financial, none.

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

VICE PRESIDENT, Jeff Williams
1. Nothing to report.

TREASURER, Claude Leglise
1. Nothing to report.

MEMBERSHIP
1. Nothing to report.

COMPETITION, Dan Thompson
1. Nothing to report.

SECRETARY, Andrew Forrest
1. Election results: Competition Director: David Leong; Social Director: KC Sharp; Membership Director: Louise Sousoures; Vice President: Susan Angebranndt.

SOCIAL, Paul Seidel-Smith
1. Nothing to report.

PAST PRESIDENT, James Ohl
1. Nothing to report.

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

WEBMEISTER, Susan Angebranndt
1. New webmaster selected: Tchie Tao.

D. OLD BUSINESS
1. Deferred.

E. NEW BUSINESS
1. Deferred.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 8:49 PM. The next Board of Directors meeting will be held January 6th, 2005 at 7:00 p.m. at the residence of the President, Palo Alto, Calif. Call the President at 650.328.4221 to add items to agenda.

Respectfully submitted,

Andrew Forrest
GGR Secretary 2004

Outgoing Nugget Editors Tom Pickett and Jim Bauman at the December Board meeting. Next month: John Celona becomes the new Editor!
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 Yellow/black, 11k miles. $92,900. Contact Larry Kushner at lawence.kushner@carlsenporsche.com or 650.701.9200 x120.

2003 Cayenne S Jarama beige/tan, 12.5k miles, 19”, wood trim, htd sts, moonroof & more. $52,900 . Contact Larry Kushner at lawence.kushner@carlsenporsche.com or 650.701.9200 extension 120.

1983 928S Black Ext, Black Leather Int, 5 Spd, 76.7K miles, PW,PS, Auto Climate, Alarm, Radar, MP3, K&N, Polished OEM wheels and lug nuts, all maint. records. $10K More info and pictures at http://www.detailingdynamics.com/webgallery/porsche/pages/porsche928_02.jpg.htm. Contact Mike Lee at mike@detailingdynamics.com or 408.249.1017.

1970 914-6 Factory 6, 2.4 ltr Guards Red/tn int, custom body and interior, ideal for street, autox or time trial. Owned since 1982. $12,500/offer. Contact Rich McGlumphy at muppet@jps.net or 916.725.9828.

1982 930 VIN WPOZZZ93ZBS000134. 68100 miles. crank repair/ overhaul at 56K by GD racing. new tires, alternator, starter, clutch. Silver repaint over burgundy. Must sell, too many cars… $18K OBO. Contact Butch Meyner at gmeyner@trane.com or 408.481.3746.


1974 911 Sunroof Fantastic TT, AX, Race. Built and maintained at JWE, 3.2L, cage, fuel cell, fire system ready to run. Toyo Cup class PRC. Pics/Build Sheet available. Contact Stephen Silver at quikstuf@pacbell.net or 831.295.2871.

1973 914/6 2.0 FL. Runs well, needs minor work and cosmetics (some rust). New clutch and some performance parts. Plus 1975 project 914. All there, in pieces. $2500/ obo Contact Matt Griffin at mygriff@sbcglobal.net or 714.829.0575.

1969 912 Maroon/black interior. 116,000 original miles with 27500 mi. on rebuilt engine. Carbs, Brakes, Starter rebuilt or replaced. car always in garage, exceptionally clean $8400 firm. Call for appt. Contact Richard W. Blanz at 707.874.3538.


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@nhkint.com or 408.234.4381

1991 C2 964 Will trade for early model plus cash. RS Euro-look, chrome BBS wheels, sway bars, Alpine, tiptronic, 88K miles. Contact Grant Tee at karate1110@aol.com or 925.377.2329.

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 Provinces 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 Steve Midgett at skm@skmidgett.com or 610.296.7479.

2004 911 GT3 Speed Yellow, Black Leather, Blk Mats w/Lettering, sport seats w/ylw stitching. Added 3M full mask, race seats, 5pt belts, rollbar, Halon system. Private $104,000, at S-Car-Go San Rafael, CA Contact David C. Smith at jcmcds@aol.com or 415.924.5251.

Parts & Miscellaneous

996 hardtop, unused, with a cover and a 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 Adjustable 22mm front and rear Kokeln sway bars for 911’s, 930’s and 912’s. $500/for both front and rear with mounting hardware. More info and pictures at http://964.timucin.net. Contact Sitki Timucin at carrera@timucin.net or 650.833.0556.

Sheepskin Seat Covers  Pair black custom sheepskin seat covers for 74-89 highback seats (911, 944 etc). VG quality used 2 years & < 10k miles. No fading, matting. $95 pr. Contact Andrew Miller at an6drew@hotmail.com or 415.812.0765.

Harness Mount for 996  Brey Krause Brey Krause harness mount. Used 3 times. Fits all 996 cab/coupe. No drilling required, uses all factory mounts. Retail new at $549.95. Price $175.00 Contact Erik Smith at ecropsey@hotmail.com or 408.888.9780.

993 - Kinesis Wheels—Go faster! 17x8.5 and 10. Style K5. Reduce unsprung weight and improve handling, $1,400 with Hoosiers mounted. This is a $2,900 value. Contact Gary Hamilton at ghamilton@ictv.com or 408.364.9233.

Suspension Upgrade!  Weltmeister bars front (19mm) and rear (22mm) plus Cambermeister all for $475. This is a $1,100 value. Contact Gary Hamilton at ghamilton@ictv.com or 408.364.9233.

Unused Trailer Tires & Rims  Set of 2 - New unused Goodyear Marathon Radial trailer tires, size ST205/75R15. Mounted on new white American Racing rims, 6-bolt pattern. $200.00. Contact Ken McLaren at kmclaren914@comcast.net or 650.369.0599.

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/~rosenzwieg/center-caps.html. Contact Steve Rosenzweig at center-caps@comcast.net or 510.701.8998.

Parts for Sale 1-Interstate Batt. 750cca, 940cca, 60 months-new 06-02 $50. MoMo shift knob, leather $35. Contact Parker Merrill at parkermerrill@sbchlobal.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.

1998 993 Black Leather Heated Power Seats. Black supple leather front seats. Excellent condition, Driver’s 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

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.

Co-Driver Wanted 2005 One Lap 4/27 - 5/9! I provide 2002 996 (C2), tools, spares; split costs for entry fee, gas, food. Be tired for 8 days! Contact Jim McClelland at jmcclelland@mdm-architects.com or 925.941.5450.

Fuchs alloy wheels 8 J x 16, offset 10.6, forged aluminum alloy (black star). Feel free to email or call. More info and pictures at http://i21.ebayimg.com/02/i/02/c3/2f/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.

List of Advertisers

- Action Trailer Sales, Inc.
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- GD Racing (Gary Dielacher)
- High Performance House (Rich Bontempi)
- Jerry Woods Enterprises
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