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AROUND THE BENZ

It’s Your Club

We need you to volunteer to serve GGR next year! We need a bunch of new officers and new chairs for Autocross and Time Trial. We also need people with new enthusiasm to step up and run new events for us in 2006.

There’s no reason why we can’t have a second tour. We need to think about ways to bring back the GGR swap meet. (You were probably among the mob at Partsheaven, so you know people want this sort of event.)

What, you say? Has he lost his mind, again? It’s only July! We expect this whining, bullying and general carrying on to start in October, maybe in September, but NEVER in July.

Here’s why July is the perfect month for you to decide to help out next year.

1. It gives you a good time frame to observe the current operation of the various positions and determine how you’d do the job. For example –
   - President - Currently operated in the King Karl Gustaf of Sweden mode – no authority but the rest of the organization does a fine job without him and periodically lets him act important. To quote Mel Brooks, “I t’s great to be the governor!”
   - Treasurer - The incumbent has completely cleaned up the books so the next two years should take at most a few hours a month on the computer, in the comfort of your home, at your computer with a glass of fine white burgundy at your side. Now doesn’t that sound inviting?
   - Secretary - Next year should be great. All of the past two years’ problems will be gone. You’ll have a Board who will actually read and thoughtfully critique your minutes prior to the Board meeting. Next year’s president will actually read some (and maybe even most or all) e-mails and will run meetings in perfect Robert’s Rules of Order manner rather than the “herding cats” approach currently favored.
   - Autocross Chair – No humor here. The current chairs are busting their chops and
giving us a great series. We need two or three people to step up out of the autocross community to jointly pick up this job. It's an awful lot for one person. There is a core of veteran assistance (think Miles, Neal, and Dave, to name but three, and Ashley Ambrisco who we all hope will be available to continue her program of red flag etiquette training) who can be counted on to help. WE DO NEED ONE, TWO OR THREE AUTOCROSSERS TO STEP UP.

Time Trial Chair – As we saw two years ago, this is a position that can engender real passion. Time trailers do care about this series. We have had the good fortune of a string of chairs that have worked well with the time trial community and delivered a series that's been safe, fun and cost effective for the entrants and for GGR. Again, there is a core of assistance available, and we do have a good template available as to what to do and when to do it. We do need someone to step up to chair this series.

But wait, there's more reasons to volunteer in July!

2. It gives you plenty of time to set up your political action committee, hold your fund raisers and get out your attack ads against the other candidates, in the grand tradition of all tightly contested, multi-candidate elections. (Semi-seriously, it would be great to have multiple volunteers this year. Remember, the Board seats are elected by GGR's membership and the various chairs are appointed by the Board before the end of the year.)

3. It gives you the opportunity to mess with the minds of the current Board. You hint you'll volunteer, everyone goes crazy happy. Back off, everyone gets glum. Hint again, happy. Back off, glum. You can get in three or four iterations, easy. It's like playing with a golden retriever. The Board will play this game forever as long as there's hope you'll really volunteer. If you step up, say in October, you lose this chance for real manipulative power.

Please let any of the Board members or the current Chairs know that you can help. Please come to a Board meeting – FREE FOOD!! We need YOU, in July.
LETTER FROM THE EDITOR

The summer season is in full swing for GGR. As I write this (June 20), this past weekend saw the Boxster brunch happening concurrently with the Zone 7 Autocross School, followed next weekend by Driver's Ed and a time trial at Buttonwillow, then the next Autocross two weeks after than. Lots to do if you're so inclined. We'll try to cover events as space permits, and would welcome any volunteer reporters to tell us what went on. We promise to keep your sources confidential, print your picture, and provide extra copies for your mom.

Also, we've decided to implement a 1/3 increase in advertising rates. This should bring us to the point where the ad rates just about cover the cost of printing and postage for the ads themselves. New rates appear on the masthead page. We certainly appreciate all the support our advertisers provide, most of which is reflected in sponsorship of events rather than ad dollars. Hopefully, they find The Nugget an attractive way of reaching our members, especially considering GGR is not making a profit on the ads.

31st Annual
CARLSEN PORSCHE CONCOURS

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Porsche Club of America

Sunday, July 24, 2005 • 8:00 A.M. to 3:00 P.M.
Carlsen Porsche Dealership, 3636 Haven Avenue, Redwood City, CA

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Food: Hot Dogs, Chips, Cold Drinks, Etc.

Directions: From Highway 101, exit East onto Marsh Road and turn left onto Haven Avenue. For Information, call Larry or Greg Adams at (650) 345-2232 or e-mail OldCarNut@aol.com
We are also kicking off next month our featured advertisers program. Each month, we will work with a particular advertiser to highlight aspects of their business of interest to our readers. Several prospects are in the works for next month, so we'll see which one we pull together for then.

Also, this month we are making up the Q&A section once more. Given the popularity of this section in publications such as Panorama, I tend to think more questions are lurking out there! Send them in! We promise to correct any possible grammar or spelling errors in the questions before printing them.

Lastly, if you have an idea for a feature article, please feel free to contact me at n@nugget-ed@sbcglobal.net. Last month's feature on The Race Across America came out of one such member contact. We'll work with you to develop the piece. For folks who have done this, it's a lot of fun, and you get a nice memento.

Hope you enjoy perusing this issue.

COMPETITION CORNER

Aloha. This month's article is coming to you from the paradise island of Maui. I know I am missing the Zone School, and the Buttonwillow Time Trial, but sometimes, if you don't do a good job of balancing family and driving, you could find yourself doing even less driving. Better still, is to make your next GGR event a family affair. I plan to do exactly that, as I alluded to in last month's column, and bring my daughter to autocross events.

Speaking of which, last month, I mentioned the teen driver program, and this brought some e-mails and requests to elaborate on this topic. For a few years now, PCA and GGR have had a program that allows 16 to 18 year olds, with a valid minor's provisional driver's license, to enter our autocross events. (For Time Trials,
they must be at least 18 years old) The rules are simple. The teen must have a parent who is a current PCA member. There is a Parental Consent form, which must be completed in advance. (It's probably a good idea to let the chair(s) know you are coming also) The thing that most people miss, is that both parents must sign this form, unless one parent has sole custody. Lastly, the member parent must be present at all times. 

You shouldn't be worried about hanging around and competing. I doubt Junior will beat you too badly the first few times out. After that, you may have to invoke one of the excuses of the day. “I was warming the tires for her” or “teenagers have better reflexes.” There is no better safety program than to autocross with your teen driver. More members should take advantage of this wonderful opportunity.

The new bulletin Board is going strong. We're getting a good number of people signing up, as we develop this new community for discussion and questions. I think this will be an excellent forum for us to communicate between events, get information, and smack your buddy around a little bit before the next event. If you haven't joined up, be sure to do so. In case you've lost the URL, it is http://pca-ggr.aegsys.com/phpbb/index.php, or better yet, go http://www.pca-ggr.org and navigate to it from there.

Autocross #4 was a blast. It was Sturdy McKee's first course design, and he laid out a challenging course of fast chicanes, tricky gates, and compromise problems to solve. The day started out as a test of dedication, and priorities, as John, Howard and I were divvying up the students. We had a choice of a couple of pretty ladies, in nice cars, and a Lamborghini Diablo. As John and Howard went off with their students, I took Rod and the Lambo. Remember Rod, it's the cars...I mean not the cars....the people's cars.....oh well.

The Provasi's were out tuning for Parade, where TTODs have become routine, but they weren't able to dislodge Andrew Blyholder's blue smurfmobile, who has a clean sweep of TTOD for every event so far. John Beck, who is always fast, was the top
911, 3rd overall, a tenth over Greg Adams, who keeps getting faster each event. John Seidell rounded out the top 5, in his purple 914, which was still running at the end of the day! Speaking of John, many of you may remember John always mentioned a certain green 912, back when he was autocross chairman. Well, that green 912, driven by Bill Newton and Gary Bayliss, returned from a hiatus in Arizona, and it was good to see it around these parts again. John may bring out the other 914, just to play with the green 912 again.

A couple of pleas for someone to step forward and volunteer for autocross chairperson was made during the driver’s meeting, and I’ll make a 3rd one here. We are a volunteer organization of 1800 members, and we could use a few more volunteers from the ranks. Both the Time Trial and Autocross event chairs are resting, next year, before finding a new job, and we need folks to step up for these positions. It may seem like a daunting task, but they both have excellent foundations, and your predecessors have made it easy for the next chairs to do their jobs. If you think it may be more than you want to handle, volunteer anyway, and we’ll help find someone to co-chair with you. Without volunteers, such as yourself, the club could not go on, including our signature AX and TT series.

We’re into the 4th AX comparing the current class system with the points proposal, and some interesting results are starting to show themselves. In AX #4, for example, there were approximately eighteen of the current classes with only one driver. With only a couple of exceptions, of the remaining, not very many of them were close. As a consequence, most participants found their competition outside of their class. Within the points proposal, I’m seeing many clusters of cars in the same class, separated by less than a second. Even with cars not in the same class, you can clearly see who is driving their cars to the limit. Boris Teksler (AX06), Monty Pack (AX06), Larry Sharp (AX09), and I (AX04), were separated by 2 tenths, 3
thousandths, and 12 hundredths. Here we have a couple of AX06 cars fighting it out, Larry, is clearly making his lower rated AX09 car go much faster through superior driving, and then my AX04 car.......oh wait a minute, lets find another example. Not only that, the only reason I was in this group at all, was because Larry was giving me pointers!

**ZONE 7 AUTOCROSS SCHOOL**

Dawn barely broke through the heavy clouds and occasional, unseasonal rain. Looks like the Zone 7 two-day Autocross School Sponsored by GGR was going to start off a little wet. All the better, I thought: I could blame my driving on slick conditions. Far better than admitting almost no experience.

In truth, last year I did the one-day GGR autocross school, followed by one autocross. Then my home remodel started and my weekends were spent fetching lumber and learning Spanish. Having accomplished my goal of finishing the remodel before I died, went broke, or went crazy, it was time again to start grinding through my now somewhat aged but almost unworn set of tires.

I had carefully reviewed the information packet, read the book, and prepared as directed. All loose items were removed from my car, helmet sticker checked for currency, water bottles packed, and tires inflated cold over the recommended pressure pending a promised tire advise at the site. And I brought a pressure gauge.

For upcoming events, we have an Autocross on July 9th, and the next Time Trial Ground School on the 23rd. Be sure and visit our various sponsors, let them know you appreciate their support of GGR, and we'll see you in paradise, in cyber, and on course.

**ZONE 7 AUTOCROSS SCHOOL**

John Celona

**ZONE 7 AUTOCROSS SCHOOL**

The school was full at around 100 students and fifty instructors. Kudos to Doug and Dana Ambrisko for the enormous amount of work to make it happen. Folks came from as far away as Fresno and Nevada, plus lots of local folks from GGR, LPR, etc. It was, of course, a great deal to get two days of instruction for $130. As Bill Benz pointed out, some schools charge $750 to drive around a wet skid pad for 2 hours. Motion then made and seconded that, if it rained, the skid pad exercise would now cost $750.

Well, you follow the directions, then things begin to unfold in a manner all their own. Never did get a tire pressure consult, so I ended up running the whole first day on hard tires. Pretty much prevented my Boxster from oversteering no matter how much instructors told me to do a complete throttle lift-off to bring the back end around. I innocently suggested this had to do with the European sports suspension,
which lowered the car about 1.5 inches from
stock. Who knew?

The first exercise was the skid pad: drive hard around a circle of cones to prac-
tice inducing understeer or oversteer with
the throttle. Oh, dear.

Next was the braking exercise: drive hard around a triangle of cones to practice
pushing the gas all the way down, then
braking really hard in a straight line, then
get around the turn and hard again on the
gas. Mostly for getting really familiar with
your ABS but, there were the bonus aspects.
Like starting to figure out late versus early-
apex turns, throttle oversteer to bring the
back end around, and a tap on the brakes to
settle the suspension before getting on the
gas. Some of which I am probably describ-
ing incorrectly. Oh, well; I was doing it the
same way!

On to the chicane. In this, you drive
around a course shaped roughly like a jigsaw
puzzle piece. This requires you to put to-
gether throttle, brake, steering, and
finding a good way through lots of turns right after
each other. And it was put together so that
one side was fast (wide turns), and the other
slow (tight turns). This was the first chance
to feel like you were driving something not
so circular as to make you dizzy. I think at
this point we were all beginning to get a
little feel for taking your car to the limits
while still being able to control it. Some
folks went past those limits and spun the
car, taking out lines of cones to huge ap-
plause each time. I suspect that, if one has
lived a particularly bad life, you are reincar-
nated as a GGR cone.

Then came to slalom: a line of cones
tightly spaced in one direction, then a hair-
pin turn, then a more widely spaced line
coming back. Again, an exercise using throt-

dle control to steer the car, hopefully going
closer on the way back. The fastest runs
seemed to come maneuvering so close that
the cones disappeared under the corner of
your car as you went around them. I’m con-
vinced that some stepped out of the way
then stepped back because they were still
standing after my run.

**GOODIE STORE GOODIES**

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[http://www.pca-ggr.org/goodie.cgi](http://www.pca-ggr.org/goodie.cgi)

“Red flag the course, DNF the 996, rerun
for the 912, plus-1 for 951, then grid
white run group. Got that?”
We finished the day with three more exercises: the oval (great practice if you're still thinking NASCAR), the figure 8 (a big skid pad glued onto a little one), and The Double Box. The latter really pushes you to figure out that the fastest line around the course is often shaped very differently than the course itself. As in negotiating a square course by driving a circle around it. You don't stay in a “lane” at all—much the way most people drive while talking on a cell phone.

Thankfully, my instructors were all very helpful, enthusiastic, and supportive. They kept telling me I was doing great, my own impressions notwithstanding. I think they were honest in saying they enjoyed riding with me. At least neither of us got ill.

I was not one of the lucky folks who got to drive the brand new 987 Boxster S Carlsen Porsche kindly provided for the event. I didn't even know who you needed to know to get in it.

Day 2 was dry and sunny as I drove up to Candlestick. As I pulled in, before me lay the entire parking lot turned into two seemingly very big and complicated courses, including starting grids. I managed to join up with the two prior Nugget editors to walk both courses (thanks, Jim and Tom for taking the time.) They helpfully talked me through possible lines through turns and various sections of the courses. Two thoughts occurred: first, it be very helpful to memorize both courses; and, second, there was no way I was going to be able to do that. I debated running back to my car for paper to draw the course as I saw some folks doing, then decided that a piece of paper did not look very much like pavement punctuated by a myriad of cones.

Though I had hoped my first work assignment would be resetting knocked over cones (a.k.a. “cone aerobics”) so I could study the course further, instead I drew “running the clock.” Someone seemed to think I was a “computer person” and therefore qualified. How silly.

That meant sitting in a trailer hunched over an ancient computer with a dim LCD screen trying to keep track of which set of numbers corresponded to which car on the course. A particular teeny running time jumps around to different places on the screen as cars begin and end, and there are different numbers of teeny times jumping around depending on how many cars are running. Other than that, it was a breeze.

Finally, I got to drive the shorter, tighter course. The first time through, I lost track of where the course was going and drove off of it, then back on as my instructor said “Over there!” That was good for a DNF. If I'd been thinking, I would have driven back over the cone I missed and just gotten the one second penalty instead. I imagine these sorts of things occur in a more timely fashion with experience.

With practice, I managed to find the course and make my way around it in progressively faster times. All too soon, I’d completed my six runs and it was time for lunch and a chance for my pulse to drop below 200.

In the afternoon, I ran the newer clock on the fast course. It has large, red, illuminated numbers which can be seen without special equipment. You
just have to remember that, if three cars are running and car two drives off the course without finishing, one needs to wait until car three finishes, then press “manual stop” as the time for car two jumps down a spot. At least that’s my theory.

One more thing: if you ever up running this GGR-owned clock, it has a sticker on it which says “DO NOT PRESS 4!” Well, when folks were shouting to reset the clock, I pressed 4 before spotting the sticker. It did not explode. Better yet, it seemed to start up again before folks noticed what I had done.

Then came my chance to drive the fast course. Sitting in the timing trailer, I had noticed a pattern repeating: people had a good run, then on the next run spun out on the fast, long sweeper in the back. I figured I’d have to watch for that section.

Turns out that section, a long steady turn, was a real test of how much belief you had your car’s ability to stay on the course while on full throttle. My instructor kept telling to give it more gas, but I must confess to never making the leap of faith to more than about 3/4 throttle. Still managed to get down from a 1:16 lap time to :55 and far more decimal places than I needed. Not down there with the folks turning :49’s, but fast enough to avoid drawing attention. And, in my nine runs, I only took out one cone. I may not having been blazingly fast, but I was neat.

I finished, and my instructor offered me a ride around in his car. I instantly accepted, and resolved to grip the car firmly and focus on the line to see if I could ride along without getting ill. Either my instructor was very smooth (not!) or my technique worked. An alternative, of course, is Dramamine. And to top it off, my instructor had trouble trying to use full throttle on the long, back turn. Heh, heh, heh.

I finished, parked my alarmingly hot car, and remarked upon the peculiar smell hard-driven Porsches give off. Some sort of hot metal and brake pad smell with hints of rubber and oil. Similar from both the newer and older models. I think to get it that way on the road you’d end up killing yourself, someone else, or both.

A little time to relax, then time for the graduation ceremony and door prizes. No, none of the door prizes required a key, but I was coveting one of the Parts Heaven hats. Didn’t get called, though. I could probably buy one for less than the cost of the gas I burned that day, but it wouldn’t be the same.

I was highly gratified, though, that my diploma awarded me a Doctorate of Autocross. And it looked much more official than anything you could get from the University of Phoenix.

Then it was time for the drive home on 101. I toodled along at a very leisurely 75 while folks in Mustang convertibles and souped up Acura’s zoomed all around me. I chuckled to myself and let them go. They think they do, but they just don’t know. There is nothing like the real thing.

Collecting beer, then diplomas

Did not go to autocross school.
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<tr>
<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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<td>Aug 19-21</td>
<td>social</td>
<td>Monterey Historic races (corral parking)</td>
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<td>Boxster Brunch</td>
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<tr>
<td>Thu Sep 1</td>
<td>ggr</td>
<td>Board Meeting, 7 PM</td>
<td>The Benz’s</td>
<td>Bill Benz</td>
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<td>Zone AX #5</td>
<td>Stockton Fairgrounds</td>
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<td>time trial</td>
<td>Ground School</td>
<td>Round Table Pizza, Fremont</td>
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<td>High Speed Driving School</td>
<td>Thunderhill</td>
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<td>Rik Larson</td>
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<td>Sat Oct 1</td>
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<td>Competition Rules Meeting, open to all members</td>
<td>TBD</td>
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<td>concour</td>
<td>Zone Concours #8</td>
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ATTENTION TO DETAIL

Finally, it's spring; the P-Cars come out and many Porscheniks are like children at Christmas time. What a glorious time spring is. About once a year or so, I like to take some of the most frequently asked questions and answer as best I can. Here they are:

Q. I seem to get streaking and hazing on my paint since I switched to a different wax, even though the new wax was supposed to be better. Why is this?
A. Most likely because of a chemical reaction between your old and new waxes. Try using a true pre-wax cleaner (as opposed to glaze) to remove the previous wax coating completely. This will prevent any possible incompatible reaction between the two waxes.

Q. I always seem to get white, dried wax residue in the crevices of my black Turbo emblem. How can I avoid this?
A. The simple answer is not to wax into the crevices. A simple trick: When waxing along edges and crevices, go parallel to them. Repeat this when buffing off the wax. This is especially important when working along the felt lining around sunroofs.

Q. The touch-up paint I get at the dealership seems to dry faster than I can use it. What can I do to prevent this? Is there anything I can do to make the dried paint reusable?
A. Most factory touch-up paints are lacquer and dry much faster than enamels (with which all cars are painted these days). I wrap electrical tape tightly around my cylinders, while others swear by keeping their paint in the refrigerator. If the paint is only slightly thick, put the canister into a cup of hot tap water for a few minutes. If the paint is very thick, a small amount of lacquer thinner usually does the trick.

Q. I seem to get frequent water spots on the rear wing of my Bi-turbo. Why does this happen? What can I do to prevent it from happening?
A. The design of the Bi-Turbo tends to pool water like a dish and this promote water spotting. I suggest waxing the wing more
frequently than the rest of your Porsche. Another tactic is to open the engine cover after washing or after the rain, when you aren’t able to dry, and promote water drainage.

Q. After I wash and dry my Porsche, there still seems to be endless water draining from the crevices. Is there anything I can do to get rid of the excess?
A. The best way is to blow water out with compressed air. As an alternative open and slam the trunk, engine cover, and doors several times to remove most of the trapped water in the crevices. A shop vac with a blower will also work. Don’t use a gas-powered blower as the two-cycle contaminated air will add a film on your newly washed paint.

Q. How can I remove water spots from my paint without using anything abrasive?
A. While there are special chemicals for this purpose, a home remedy is to use a soft 100% cotton cloth/towel dampened with a little white vinegar, but this is only effective if the water spots are new. Then wax the area. Some “water spots” are actually acid rain etchings and will require abrasive measures. Also, water spots left sitting for a while require special chemicals to remove and in some cases can not be fully removed.

Q. When I took my Porsche to the track, I marked the numbers on my windows with white shoe polish. After taking the numbers off, white specs remained all over my paint. How do I get them off?
A. Asking tape will work. As an alternative, use a foaming aerosol glass cleaner, a sharp razor blade and paper towels. Spray the glass cleaner liberally over the shoe polish and carefully scrape it off the glass, wiping the blade on the paper towel after each stroke. (The purpose of the glass cleaner is to keep the shoe polish flakes off the paint, not just to clean the glass.) If you already have these flakes on your Porsche’s paint, good luck! The procedure to take care of this is too involved to explain here, but you’re welcome to call and ask me.

Q. I want to remove the Carrera logo from my car’s engine cover. Can I do it without damaging the paint?
A. These signs are held on by double-sided tape. First soak the tape with a quality tar remover/adhesive solvent that is safe for paint. After adequate dwell time, slide some dental floss under the letters’ edges, tighten

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with your fingers and run it underneath, holding it flat against the paint. Remove any remaining adhesive with solvent and wax the area. If marks remain on the paint, you may have to polish them out. This method also works on glass (for cellular antennas).

**NEW MEMBER SOCIAL**

Brilliant sunshine, moderate temperatures and not too much wind graced the new member social on May 21, kindly hosted by Jerry Woods Enterprises in Campbell (check out their ad in The Nugget).

Arrivals were greeted by the biggest assortment of speed machinery GGR could muster, ranging from Bill Benz’s totally cherry 356 (which he used to autocross!) to a 908 race car which was on display fully disassembled so folks could view all those very expensive innards. Carlsen Porsche kindly brought a new, blue Boxster and a GT3 for folks to check out. GGR Treasurer Monsieur Leglise was in close attendance on the GT3, faithfully promulgating the totally unfounded rumor that the treasurer was entitled to receive one in appreciation for his services.

As the reader can see from the photos there were a number of other race and street cars present. The one above was identified by one of the event organizers as an “Oh, what is that?”, a model with which we must confess scant familiarity.

Following a video of such age as to provide ongoing amusement to longtime GGR members, attendees were treated to a barbecue and talks by assorted Board members on the club’s various activities. The message may perhaps not totally unfairly be summarized as (1) come have a lot of fun with us; and (2) we need you! After all, the events generally require live bodies to make them happen, and this is an all volunteer club. No one is compensated. Not even the treasurer. And we don’t want to hear another word about the GT3.

Even better, all this took place in the shade and leeward side of a tent kindly provided by Bob Stefano, who even towed it there in his trailer and then hauled it away at the end. Many thanks to Bob. We award him a gold service star of no monetary value whatsoever.

If you missed this event, there are many others to choose from. You could even attend a Board meeting. Yes, we realize everyone is very busy. That’s why we make sure the events are worth our time as well!

Thanks if you attended. It meant a lot to Louise, and she is such a dear.

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.

**JOHN CELONA**
**Question & Answer**

Please email your questions to NuggetQA@sbcglobal.net. We will answer questions of general interest on a space available basis. You can also try the Topica discussion list on the GGR website.

For this month, in the stubborn belief that more questions really are out there and because we are still working on Jessica’s other questions, we are going to make them up!

Despite being restricted to wheat grass and tofu, my cholesterol has been stubbornly high. My doctor finally pinned this on breathing the fumes from my air (oil) cooled 993. Can I run it on olive oil? Is there a synthetic version available?

The answer to both questions is a resounding “yes.” Bertolli makes a fine 20-50 grade synthetic olive oil which will work perfectly. It is available at Draeger’s. That plus a few bay leaves and garlic cloves tucked in your exhaust pipe and you’ll think you’re driving an antipasto!

I read in *The Wall Street Journal* that the “new black” is...black. But, when orange was the “new black,” I purchased a complete flameproof driving suit in this color, with matching helmet and shoes. Is this ensemble still wearable?

Definitely not, and don’t whine about it. If it were easy to be fashionable, everyone...
Total members: 1740
Transfers in: 3
Transfers out: 7

New Members:
Barry D. Alhadeff Saratoga, CA
Dominic & Eleanor Antonelli South San Francisco, CA
David & Christine Carlisle San Jose, CA
Arlen & Keiko Chou Los Altos, CA
Gerry & Aliso Crema San Jose, CA
Chris Diskin Los Gatos, CA
Frank Dominguez & Lora Eichner Menlo Park, CA
Ronald L. Valmassy San Francisco, CA
Ray & Jesse Wabe San Jose, CA
William H. Walker Redwood City, CA
Joanne S. Wang Belmont, CA
Bob & Joni Williamson Half Moon Bay, CA

Anniversaries:
35 YEARS:
Kenneth L. Mack San Jose, CA

20 YEARS:
Greg A. Orton Oakley, CA

would do it. Thankfully, Porsche makes a special flameproof black dye which can be safely applied to your entire outfit. It is available as a special order through your dealer. The bigger problem is why you are reading The Wall Street Journal for fashion guidance.

I was reading about the new Cayman S, which apparently is equipped with a 3.4-liter 295 bhp engine. Sounds like a first-generation 996 engine. Since it lacks the rear seats of a 996, could it be faster?

Possibly. The one design principle the Wizards of Weissach follow unfailingly is “Mehr Fastenzeit ist mehr Geld.” It is therefore an absolute certainty that the Cayman S is slower than a new 997. However, it could do well compared to a used 996. Check the resale prices for 996’s in your area. If they are less than the cost of a new Cayman S, then the Cayman is faster.

I’m interested in doing some GGR events, but I’m concerned it will hurt my car. Will it?

Absolutely not. Driving your car hard (under safe conditions) is what it was designed for. But, if you get to liking it, your wallet is highly at risk.

L O U I S E S O U S O U R E S
M E M B E R S H I P
San Bruno, CA

Anniversaries:
35 YEARS:
Kenneth L. Mack San Jose, CA

20 YEARS:
Greg A. Orton Oakley, CA

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What more could a Porsche lover ask for? Great roads, Porsche friends, and the beautiful scenery of Wine Country! We invite you to join us for four days of fun.

The schedule is as follows:

Thursday Evening
Welcoming Party and Registration
Sign in, pick up your goodie bag, then relax with plenty of food and wine.

Friday Tours
Redwood Region boasts that we have the best roads in PCA.
We have six different tours that will allow you to find out that we’re right!

Because this is “Escape to Wine Country” We’ve arranged for six different bus tours, so you can sample the wines without the driving risks. We’re supplying PCA member/docents to help you enjoy the experience.

Saturday Car Show
We’ve arranged for historic cars, rare cars, and we have a place reserved for your car as well. Because this is not a concours, we hope to have everyone’s car on display. Additionally, we’ll have vendor displays, wine tasting, and lunch available.

Saturday Night Banquet
Because there are no competitive events, this is not an awards banquet. As a keynote speaker, we have, none other than Alois Ruf. It promises to be an evening you won’t want to miss!

Sunday IRL at Infineon Raceway
We will have a special Porsche Corral at the IRL race at Infineon Raceway. This will be the first road race for IRL. Anyone else interested in whether these guys can turn right?

Registration starts at $25! All event fees can be added a la carte.
Registration opens April 15, 2005. For details and registration form go to red.pca.org/escape.html
Call To Order
The meeting was called to order at 7:34 PM on June 2nd, 2005 at the residence of the President, Palo Alto.
Board members present were Bill Benz, Susan Angebranndt, Andrew Forrest, Claude Leglise, Louise Sousoures, David Leong, K.C. Sharp. Also present were Doug Ambrisko, Harold Williams, Ken Park, Larry Sharp and Ruth Benz.

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

B. Postmortem Of Events
1. May 14th Autocross: over 100 people attended.
2. May 20th Friday night social was held.
3. May 21st New Member social was extremely successful.

C. Directors Reports
President, Bill Benz
1. “I promise to be on time for the next autocross school mailing”

Vice President, Susan Angebranndt
1. Insurance: regarding the zone 7 autocross school, MonsterPark have asked that attendees show their proof of insurance. It is not clear how effective the suggestion that the waiver should be sufficient has been to date but it is believed progress is being made towards a more satisfactory arrangement.

Treasurer, Claude Leglise
1. Motion to approve Treasurer's report was itself approved unanimously.
6. Time Trial: Candidates to succeed current chair still being sought.

7. Autocross: Need tow vehicle assistance temporarily.

8. Autocross: Zone school: preparations continue. Final envelope stuffing party is on the 12th.

9. Autocross: The course for the last LPR autocross was designed by our own Doug Ambrisko. Tom Provasi discussed new safety requirements for autocross at that event. The biggest concern is that the final slow down area before course exit needs to be spectator/hazard-free. This is potentially an issue for us at Alameda when running CCW.

Secretary, Andrew Forrest.
1. Nothing to report.

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

Past President, James Ohl
1. The Vancouver, Washington contingent of GGR -- James and Jean Ohl (formerly Hershey Parade Wait List #9 and now Entrant #725) and Chet and Lyn Martin (formerly Hershey Parade Wait List #3 and now Entrant #712) -- will be RV caravanning to Hershey PA. We will be traveling slow as we intend to visit historic places, parks, colonial sites, civil war battlefields, etc. on our way East and also returning West.

Nugget Editor, John Celona
1. Nothing to report.

Webmeister, Tieie Tao
1. Nothing to report.

D. Old Business
1. Succession planning continues.

E. New Business
1. The Perc Bliss award was transferred from Ken's possession to Harold's.
There being no further business to come before the Board, a motion to adjourn was approved at 9:16 PM. The next Board of Directors meeting will be held July 7th, 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

Not much good for groceries.

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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**

**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 E hinger 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. May be an original RUF car. Only 28K on rebuilt 3.3L engine. $39K Contact Tom Roebuck at tomr63@sbcglobal.net or 408 202-1146.

**1973 RS clone**
R blt in 03, new suspension, turbo brakes, Eng 93 RS am to 3.8. Cage Built to GGR L M cls specs. $29k obo. Contact Terry Eaton at tjeaton@sbcglobal.net or 925-698-5955.

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

**1990 944S2**
Red. 97K miles, recent valve job with chip and cam regrind. Great street/track car. See complete details at web site. $8500 obo More info and pictures at http://home.earthlink.net/~rlofgren. Contact Rick Lofgren at rick_lofgren@earthlink.net or 408 515 1446.

**1978 930 Turbo**
Engine built by ImagineAuto. 440 H P at the crank, 373 at the RW. M any up-

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1964 356 1600 SC Coupe (Karman) VIN
#218564 (M id-year) Engine #812247 (616/16)
Solid body, good mechanicals, needs pans, bat-
tery tray; minor nose damage $18K Contact Ron-
ald Feinstein at leila@akassoc.com or 916-619-
6598.

1990 944 S2 Cabriolet, 5-speed, Guards red/
black with cloth inserts, 94kmi, chip, front & rear
adjustable K onis. Owned since 1998, a nice clean
car. Rich McGlumphy (916) 725-9828; muppet@ips.net

1986 944 Turbo Beautiful 951 owned by 20 year
PCA member, 76k, pampered, all services and
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l ink, my location is Martinez Contact Steve Vest
at 925-323-2750.

1979 930 Upgraded factory 930 Slantnose.
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1973 911E Targa 9113210694. Excellent condi-
tion. Special order color: beige/gray. Came w/S
front spoiler and gauges. Purchased 4/96 from
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at harold@dino.com or 650 340 7017.

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$39,500. More info and pictures at
ell at 916 223 8730.

1988 911 Carrera Cabriolet - 6 cyl, 3.2L. 55.3K
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top. Power windows, locks, top.
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tion ( no cracking ). Window sticker.
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1992 968 Tip Coupe 968 coupe with
60k miles, just got tune-up SO 3s,
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or 510-453-2253.

1990 928 GT Rare, 5 spd, 380 hp/370
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 DeMartini 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 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 5035, 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 Don Switzer at uscanvas@sbcglobal.net or 713-270-6153.

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

1977 935/930 3.2L Turbo #930 780 0274. Race ready, fresh engine and gearbox. Dyno sheets and technical specs available. 610+hp $89,000. Debbie Bergman (408) 259-4529.

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.

1986 944 NA Coupe Bad 2nd Rod Bearing. Upper end engine rebuild 3 months ago. Great project, fun autocross car. Call if interested in car or parts. Contact Sturdy McKee at sturdy@rocketmail.com or 415.350.3663.


1995 993 3.6L 6-speed, W hite with black interior, 18" turbo twists, CD player, New pirelli P-Zero tires, new brakes, runs and drives perfect, excellent condition, 105K $27,995 Contact Edward Holley at ted@h-hmotors.com or 408-369-0123.

1970 orange Porsche 914-6 and 1975 red Porsche 914-4, many extras (contact for all details). Both are beautiful cars, exquisitely cared for. Offered together only; $25,000 firm. Hawaiian
Relocation prompts sale. ‘6 Fahrer’ at matterhorn@lanset.com.

**Parts & Miscellaneous**

15” Fuchs Wheels W T B (4) 15” x 6” fuchs for track car. Contact Michael Sondel at jmsondel@sbcglobal.net or 925.351.4837.

18 inch wheels and tires Factory Turbo looks, 7.5” et 50, 9” et 52, Dunlop SSRs -60%, 225x40, 265x35 More info and pictures at http://pg.photos.yahoo.com/ph/docdanracy@sbcglobal.net/album?.dir=/50f8. Contact Dan Thompson at docdanracy@sbcglobal.net.

Race items 996/986 mirror bras, 25; 996 lug bolts and locks, 80; BKR 9001 belt mounts, $40; 993/996 orange corner lights, $20; Sabelt 5pt harness, one set, $80. Contact Joe Ramos at jmramos@gmail.com or 650 464-5801.

3.0L Twin-Plug race eng-290H P.$10,500 Qty 312x15in centerlines, 24L core eng., set of 93M Mahle Race P/C for 3.0L case, 906 Cams, RSR sprint Cams, Two-Permatune CD boxes. Contact Bob Barnes at robertwbarnes@msn.com or 408-888-9396.

**914/4 2.0 Liter Engine** Complete 2.0 Liter engine with everything included plus clutch and flywheel. Passed smog when removed from service. Receipts and history available. A deal at $2,600. Contact Gary Dorighi at 510.657-7543.

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**996 18” Factory Wheels and Tires** Wheels and tire options. Contact LPR Autocross Chairs: Cathy Carlson, Ph. 831-728-3190, 3acres@redshift.com Logan Murray, logan_murray@csumb.edu.

**GGR Autocross Chairs:** Doug & Dana Ambrisko Ph. 650-903-0652, autox@ambrisko.com
911 engine & torsion bars 3.2 liter engine & brain from 89 911 with 79k mi. $6200 or first good offer. Sway-away tubular torsion bars 28 mm & 22 mm pair: $100 per pair obo. Contact Harry Prest at hprest@cruzio.com or 831-423-2714.

Lots of free Panos Almost all Panos from present back to 1969 - tired of storing them - free. Also many copies of more recent Christophorus. Contact Richard Wallace at rwwallace@sbcglobal.net or (650) 948-9203.

17” 911/Boxster Track/AutoX Wheels 996/Boxster factory take-offs. F: 17X 7 ET 55; R: 17X 9 ET 55. Used on a 964. Good (but not concours) condition. $700 for set. Pictures available. Contact Mary Beth Wilson at merbmailbox-ads@yahoo.com.

Porsche Factory Calendars Selling collection of Porsche Factory Calendars. 11 Calendars from 1979 to 1999, many with rare Porsche Medallions. Best offer. Contact Stuart Cain at stuart_cain@yahoo.com or 408 847-9770.

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1989 911 Speedster, Clubsport, Coupe, Targa, Convertible, excellent original condition only, any color, Georg K onradshem office@rsr.at, phone +43-1-699 24 06, fax +43-1-699 24 07


993 Baby Seat, for ‘97-’98 model year. Good condition with airbag delete strap. $125 obo. Contact James Gassel at gassel_james@hrp.com or (415) 305-4773.

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Recaro Pole Position Need one seat. Aluminum side mount desired as well. Contact Patrick Wong at pwattpmg@pacbell.net or 916-549-3126.

69-73 911T Minimal to NO Rust. If the motor is not running that is fine - Prefer local Ca. purchase - coupe only, no sunroof. Contact Jon SyCip at jtkkz@comcast.net or 510-494-8504.

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