Blurs the line between love and lust.
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For more information, see
Visit the GGR website at http://www.pca-ggr.org

Join GGR and Get The Nugget at Home!

To get The Nugget mailed to your home each month (sorry, no plain brown wrapper), go to http://www.pca.org and click Join PCA. When you get to the part on the form that says Preferred PCA Region, make sure you enter “Golden Gate Region.” For a grand total of $42/year (so cheap!), The Nugget will be mailed to you along with the PCA National magazine, Porsche Panorama. Plus you’ll have the option of joining GGR in any of its way-cool club activities:

- Driver Education: either in a parking lot (autocross) or on a track (DE), it's just as good as the professional schools, but way cheaper. And you get to drive your own car.
- Autocross: totally fun and totally safe. Instruction available. And it's happening in a parking lot near you.
- DE and Time Trial: more instruction and car preparation is required, but you get to drive your car on a real race track. Vroom.
- Tours: drive your car along a beautiful route and stay somewhere nice. Yes, someone will have a radar detector. Non-competitive.
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- Concours: compete for the cleanest, nicest car. Multiple levels if Q-tips are not your thing.

Join Now!
New Cars

Two stories, a store full of collectibles, a full wet bar, accessories galore, and the entire car line-up on display, including the first public showing of the new 997 Turbo and GT3. Porsche has a well-deserved reputation for doing things first class and the booth at the Geneva auto show was no exception. I had not planned to be in Switzerland but there I was, at the Geneva airport with an hour to wait until my flight boarded, and the convention center was connected to the terminal by a covered walkway. That was enough time to make a beeline for the Porsche booth.

The booth was packed with prospective customers, eager fans, and regular visitors checking out the dream machines, so I had to weave my way carefully towards the new cars. The pictures had been all over the Internet for some time, but seeing the Turbo and the GT3 in the flesh for the first time was definitely worth the effort. The sheetmetal looked much more muscular up close than in the photographs, and the turbo engine stood there on a stand like a piece of sculpture. A little schmoozing got me past the ropes and onto the rotating platform where the GT3 was on display. The GT-inspired seats were real snug and comfortable; every aficionado will want them. If PCNA cannot bring them here, I am thinking of starting a smuggling operation. Porsche reported record sales for January; my guess is that with new models this record won’t last long. This is all good new for us certifiable Porsche crazies. Too bad the engines were not running inside the hall, I will have to wait until our members bring the new cars to a GGR event to hear them, and bum a ride.

Bring their new cars to the events they do. Over 100 drivers enjoyed the first Time Trial week-end of the year at Infineon, more affectionately known as Sears Point, in the February sunshine. Well, at least until the timed runs were rained out on Sunday afternoon. Among the familiar faces there were also many newcomers, with sixteen High Speed driving students and a dozen aspiring Time Trialers. And there, in the middle of the crowd of regulars, for the first time at one of our track events, was a brand new silver Cayman: living proof that the Porsche spirit is alive and well among new owners, and that some will drive in their cars’ natural environment.

As happens every year, the Beginners Autocross School sold out early. The 50 students brought a wide range of Porsche hardware, and the paddock at Candlestick looked like a sea of new cars: Boxsters, 996s, 997s and Caymans. Picture 50 members getting connected with their inner...
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speed demon and practicing the fine art of cornering without lifting.

Fear of rain kept many folks away from the first Autocross at Candlestick. That’s too bad because wet pavement certainly adds to the fun of going around cones, and in the end the weather was perfect anyway. The new Autocross volunteer team put on a great event, and the brave souls who went enjoyed many runs due to the smaller number of cars than normal. Again, there were many new faces and new cars on the grid.

The 2006 season is off to a strong start. There are eight more autocross days on the calendar, four time trials, myriad tours, concours, dinners and brunches. If you missed the AX school, watch for registration to open for the next school on July 22-23. Our sister regions also have calendars full of events, including the return of Crab to Sacramento, track days with Coastal, concours all over the state, and tours to picturesque locales. There are Porsche events happening every weekend. Check out the website for details.

Best of all, with our club’s emphasis on safety and skill, there are no better venues to learn and to enjoy driving your new car a little closer to its limits.

Come out and play.

Claude

**LETTER FROM THE EDITOR**

**Busy busy busy!**

Spring may be only just springing, but GGR’s season of activity is definitely into full leap. This past month saw time trial #1 at Infineon (sneaking in at the end of February), beginner’s autocross school at Monster Park, autocross #1 one week later at the same venue, and the Yosemite tour.

Following tradition, the time trial at Infineon (a.k.a. Sears Point) was rained out on Sunday, but Saturday was a good driving day and, after all, it wasn’t that far to drive home early afterwards.

Beginner’s autocross school was predictably full, and I was actually signed up to go, but had to cancel because work has been trespassing onto the weekends. How dumb is that? Well, as my great aunt says, you have to make hay while the sun shines. And, since she’s in her nineties and still saying it, I guess I had better listen.

We’ve not heard back from the crew attending the also sold-out Yosemite Tour, but neither have we been required to post bail. We’ll perhaps get a debrief once folks have defrosted and see if we can get something into the May issue.

And the calendar coming up is full, full, full! More things than one person can do with a Porsche.

**Thanks to Contributors**

Thanks very much to any of the folks managing to put together a few paragraphs on an event which we can run along with photos. Picture-takers we have a-plenty, but writers seem to be rarer than rust-free early Z’s. Take your pen to paper, scan it, then email the jpeg and we’ll run items as space permits.

This month, you’ll note an article by Jim McClelland. Jim actually wrote and emailed the article in last November, and we’ve been holding it until we had a spot for it. Thanks to Jim for writing it, and for patience pending its eventual appearance. Some items need to run when they need to run (elections, coverage of events, etc.), so I hope contributors understand the constraints on running things.

**Survey Still Coming**

Last month, we mentioned a member survey was in the works. Since it’s not in this issue (gosh darn), we’ll just have to say it’s still in the works. Look at the bright side: there’s still time for member input if there are particular items you would like to see covered.

Should we run autocrosses in Stanford Shopping Center so half the family can shop while the other half drives? Or make some of the driving events half-days rather than full-days? How do you feel about having to drill holes in your car to comply with safety rules? And should we limit the allowable car colors? Perhaps all or none of which are burning issues to members, and we hope to find out at some point.

**A Note on Classified Ads**

You may not think so, but the classified ads in Marketplatz seem to be the source of more monthly controversy than any other section in The Nugget. Certainly, we can understand that members are anxious to sell their items. I would ask members to understand that the ads are free to members but not, unfortunately, free to the club. Printing and postage costs for The Nugget are one of the largest club expenses.

So, in the interest of using precious page space to report on club events, we only run ads in The Nugget as space allows. Please note that all ads can run on the website because extra space there is much cheaper.

Lastly, ads are a service for GGR members. I received a request this past month from a member asking if I could run an ad for “a buddy.” Oh, come on. Have the person join for all of $42/year and they can run their ad for a whole year at far less cost than advertising in The Chronicle.

Thanks for reading.
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nugget-ed@sbcglobal.net

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<td>Bill Daly, Glynn Dennis, Brian Lay, and Paul Smith</td>
<td><a href="mailto:autox@pca-ggr.org">autox@pca-ggr.org</a></td>
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<td>Autocross Timing &amp; Scoring</td>
<td>Dave McGuigan</td>
<td><a href="mailto:mcguigan@us.ibm.com">mcguigan@us.ibm.com</a></td>
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<td>Autocross Timing &amp; Scoring</td>
<td>Andrew Blyholder</td>
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<td>Autocross Registration</td>
<td>Eugenie Thomas</td>
<td><a href="mailto:Eugenie959@yahoo.com">Eugenie959@yahoo.com</a></td>
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<td>Concours Chairman</td>
<td></td>
<td><a href="mailto:oldcarnut@aol.com">oldcarnut@aol.com</a></td>
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<td>Tour Chairman</td>
<td>Rob Neidel</td>
<td><a href="mailto:rob@neideldesign.com">rob@neideldesign.com</a></td>
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<td>Rallye Chairman</td>
<td>Larry Adams</td>
<td><a href="mailto:oldcarnut@aol.com">oldcarnut@aol.com</a></td>
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<td>2006 Time Trial/DE Chairman</td>
<td>Andrew Forrest</td>
<td><a href="mailto:ggrttchair@gmail.com">ggrttchair@gmail.com</a></td>
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<td>2006 Time Trial/DE Chief Instructor</td>
<td>Gary Dorighi</td>
<td><a href="mailto:gdorighi@comcast.net">gdorighi@comcast.net</a></td>
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<tr>
<td>Time Trial/DE Ground School Instructor</td>
<td>John Seidell</td>
<td><a href="mailto:johnseid@astound.net">johnseid@astound.net</a></td>
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<td>Lori Hageman Dean</td>
<td><a href="mailto:GGRRegistrar@aol.com">GGRRegistrar@aol.com</a></td>
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<td>Time Trial/DE Tech Chief</td>
<td>Jim Calzia</td>
<td><a href="mailto:jcalzia@usgs.gov">jcalzia@usgs.gov</a></td>
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<td>Time Trial/DE Safety co-Chairman</td>
<td>Harry Demas</td>
<td>hdemahotmail.com</td>
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<tr>
<td>Time Trial/DE Safety co-Chairman</td>
<td>Pete Pressley</td>
<td><a href="mailto:pete@pressley.com">pete@pressley.com</a></td>
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<td>Goodie Bag Manager</td>
<td>Mike Lee</td>
<td><a href="mailto:mike.lee@detailingdynamics.com">mike.lee@detailingdynamics.com</a></td>
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<td>Fri Oct 20</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>Mountain Mike's Pizza in Redwood City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Sat Oct 21</td>
<td>social</td>
<td>Boxster Brunch</td>
<td>10am at Alice's Restaurant, Hwy 35 &amp; 84, Woodside</td>
<td>George Grialou 650-363-1211</td>
</tr>
<tr>
<td>Sat Oct 28</td>
<td>autocross</td>
<td>AX #9</td>
<td>Alameda Point</td>
<td>AX Chairs</td>
</tr>
<tr>
<td>Sun Oct 29</td>
<td>autocross</td>
<td>Zone AX #7 (SVR)</td>
<td>Stockton Fairgrounds</td>
<td></td>
</tr>
<tr>
<td>Sat Nov 4</td>
<td>rally</td>
<td>Rallye</td>
<td>Rector Porsche, Burlingame</td>
<td>Hubert Lee 650-368-5258</td>
</tr>
<tr>
<td>Sat Nov 11</td>
<td>maintenance</td>
<td>Dent-Pro Day</td>
<td>Santa Clara</td>
<td>Joe Ramos</td>
</tr>
<tr>
<td>Fri Nov 17</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>Mountain Mike's Pizza in Redwood City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Tue Nov 21</td>
<td>ggr</td>
<td>Board Meeting. 7 PM</td>
<td>The Leglise's</td>
<td>Claude Leglise</td>
</tr>
<tr>
<td>Fri Dec 15</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>Mountain Mike's Pizza in Redwood City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Sat Dec 16</td>
<td>social</td>
<td>Boxster Brunch</td>
<td>10am at Alice's Restaurant, Hwy 35 &amp; 84, Woodside</td>
<td>George Grialou 650-363-1211</td>
</tr>
<tr>
<td>Sun Jan 21, '07</td>
<td>social</td>
<td>Activities Day</td>
<td>Mountain Mike's Pizza, Redwood City, 11AM</td>
<td>Susan Ange-branndt</td>
</tr>
</tbody>
</table>

GD Racing
Gary Dielacher
1168 Montgomery Ave
San Bruno, CA 94066
Tel: 650-742-9322 FAX 650-742-0869
http://www.gdracing.com
Beginner’s autocross school convened in the graciously large and lumpy parking lot at Monster Park (a.k.a. “the Stick”) on Saturday, March 4. Sold out well in advance, the fifty lucky students checked in by about 7:30 a.m. and readied for the day.

First off is the tech inspection: no loose items, a new enough Snell helmet, and nothing spurting too vigorously from the car. Then on to a series of exercises showing drivers how to work their cars when pressing the various pedals all the way while working the steering wheel: hard brake and steering exercise, skidpad, slalom, and the like. All the sorts of things one can’t do on the street without severe hazard to one’s life, property, or license status. The worst that can happen is you run over a few oranges cones or spin the car. Then you just continue on and note the scuff marks you’ll
need to wax off later.

Finally, in the afternoon, timed laps around a course laid out with orange cones—all the while coached and encouraged by a G GR instructor in the passenger’s seat.

Certainly, the school is a good way to start if you’re interested in trying out G GR’s autocross series (coming to a parking lot near you!). Even if you’re not, autocross school is one of the best ways to build skill and ability in driving your Porsche. You will learn much better how to handle your car if an emergency situation arises. Even if not, spouses have reported attendees driving more better on the street after having “gotten it out of their system.” Until the next autocross, that is!

Try one if you haven’t already. It’s the best cheap thrill this side of Sterno. And much, much safer than commuting on 101.

“Your’re perfect! Stand at the apex of turn 2.”

GGR’s Autocross #1

Despite forecasts of thunderstorms, 64 drivers showed up at Monster Park on Saturday, March 11 for Autocross 1. They were rewarded with sunny but cold weather. The course, designed by Fiid Williams, was laid out around the puddles. All types of Porsches were represented, including one Cayman.

The blue smurfmobile, driven by Andrew Byholder, continues to dominate taking T T O D by almost three seconds.

“Sure, you can autocross a 928...”

“Remember, you are NOT parked in Mickey.”

Terry Zaccone demonstrated his usual driving skill in taking P A X.

T T O D L was M onica K ost.

This was the first autocross under the new autocross co-chairs and thanks to the work of the dedicated core of workers things went remarkably smoothly.

“We’re perfect! Stand at the apex of turn 2.”

“Sure, you can autocross a 928...”

“...or a brand-new Cayman. Why not?”

We look forward to seeing all of you at Alameda on April 22 for Autocross #2.
Following a series of raids by the Foster City Police Vice Squad, the Friday Night Social has been permanently ejected from The Carvery in Foster City and will henceforth hole up at Mountain Mike's Pizza in Redwood City on Friday evenings (mostly).

Presided over by Shirley “Big Momma” Niedel, the Friday Night Social has been a target of police investigation for some time. Long suspected of being a conduit for numerous illegal items like Porsche parts designed to circumvent and subvert GGR’s AX and TT rules, numerous sting operations have nonetheless failed to uncover so much as a single doctored carburetor spring.

Nevertheless, after this latest raid nabbed the miscreants with a suspiciously large cache of bratwurst and an assortment of Volkswagen dampers, Foster City Police had had enough. Detective Lance Duster stated to The Nugget: “The whole thing stinks like motor oil. We've just not been able to figure out where they're hiding the drugs and pirated DVD's.”

In this latest raid, Big Momma herself was nearly arrested for refusing to cooperate with a peace officer when she was ordered out of a back room in which she was locked with three young, male Porsche drivers of undetermined marital status for the asserted purpose of “fitting driving suits.”

When asked for a statement, the token front for this activity, GGR’s anti-social chair KC “the Sharp” responded: “No subpoena? Buzz off!”

Other participants claimed to be discussing the best way to approach turn 5 at Thunderhill (clockwise) when the police burst in. Carvery personnel refused repeated requests for comment.

With jurisdiction passing to the Redwood City Police Department, The Nugget will keep our readers posted as the situation develops. Any tips may be emailed anonymously to Nugget-ed@sbcglobal.net.
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On February 25-26 we had our first Time Trial of the season. SVR was there on Friday, providing an extra day to shake off the rust of winter, and get a few extra miles in. For many, it was the debut of a new car, and we saw 997s, Caymans, and cars from last year, that had winter makeovers. I had a chance to ride in both the new Cayman and a 997, and I can report that they are both extraordinary cars. Potential buyers have a tough decision to make. We should all be faced with such dilemmas.

We had 16 HSDS students, and 6 new Time Trial students, all the result of Andrew Forrest’s efforts to grow the series, and bring in fresh faces. We want to especially acknowledge the 12 instructors who came without cars, just to work, making this all possible.

The garage and paddock was filled with cars sporting their new class designations. TT08 seemed to be the most well represented class. On Saturday, the track was ideal, with cool air, and sunny asphalt, leading to several personal bests and fast times.

“Gentlemen, start your engines...—er, yes, ladies too!”

Room for more.

Candice Olsen would not approve.

“You start off almost straight...  ...then take a right...”
Infinion is a tricky track, with many secrets, and you cannot expect to find them all by coming here only once a year. Blind hills, treacherous esses, and high speed turns are its trademarks, and it was fun experiencing them after a long winter. We were looking forward to timed runs on Sunday, and in spite of the predictions of mid-day rain, many thought this might be the year we don’t get rained out.

It was not to be, however, as spring turned back into winter, overnight, and the weatherman picked a bad weekend to be dead on with the prediction of rain. As most were packing up for an early trip home, only a few die-hards were still out on the track testing the high-speed capabilities of their windshield wipers. We look forward to seeing folks for the next high-speed driving school and time trial at Thunderhill on April 29-30.

“...then take a left, then right, then left..."

“And this year’s classic color is... well, we’re not quite sure.”

“...then left, then right, then left, then a right. Got it?”
The 2006 competition season is well under way, and it looks to be a good one. We’ve had a Time Trial/High Speed Driving School, an Autocross School, and the first autocross of the season is in the books. The 2 competition events were the first for their respective chairs, and they look to have things well in hand.

See my preceding story for what happened at Time Trial #1 at Infinion (still fondly known as Sears Point to some!)

On March 4th, Howard Yao and John Seidell put on their annual Beginner’s Autocross School. As in years past, the weather gods shined upon them with sprinkles before and after, but not during the event. We had about 45 instructors and double that many students wearing out some tires.

The cars keep getting newer and newer, and at the same time, harder and harder to demonstrate over and under steer. You just can’t get them to misbehave. Everywhere you looked, there was a brand new black helmet with the Carlsen logo on it, as a dozen or so lucky students got to be the first ones to wear the new loaner helmets donated by Carlsen Porsche in Redwood City. Carlsen even sent over a Cayman, and the lines of students waiting for rides was only rivaled by the line of instructors hoping to take them for rides in the new coupe.

For the last several columns, you have been reading about how this was going to be the debut for my 16 year old daughter, and I am happy to report she did well. My car, being an ‘87, has no trouble demonstrating under and over steer, and she got to see it all. I am reminded that every pylon hit (there were plenty), could’ve been a telephone pole, out on the street, and as a parent, I am grateful for these opportunities.

Stephanie was not the only teen out there, as Dave McGuigan brought his son, Robert too. After a few spins, he set a pretty fast time, and I think has got dad looking in the rear view mirror. Stephanie reported to me, that all the talk I gave her about lifting in the corners, did not mean as much as the time she tried it, out on course. These are 2
young adults who, between them have only been driving for a few months, yet already know more about handling an automobile than 80% of the drivers on the road. I can't think of a better way to save lives.

This is always an excellent way to start the Autocross season, and lets hope John and Howard continue the tradition. If you missed out, don't procrastinate for the two-day zone school in July. This always sells out early, and you don't want to be on the wait list.

March 11th was the opening day of the 2006 Autocross season and the forecast was for snow! Because of this, many folks, who believed their local television reporter, stayed home, and missed out on a great day of driving. About 50 non-believers were rewarded with sunny skies and a dry track all day. With so few drivers, everyone got extra runs, and 10 official runs were the order of the day.

Fiod Williams designed the course, and made it a long one, so a lot of mileage and track time was there for all.

Taking a queue from Fernando Alonso, another blue car wasn't treating this like the first autocross of the season, but rather the 10th of the 2005-2006 season. Andrew Blyholder left off right where he was last year, setting TTOD.

Other drivers took a different tact, and gambled on a wet track, showing up with their full tread street tires. That didn't seem to slow Larry Sharp, however, as he turned in a time competitive with the rest of the pack on R tires. It's too bad so many drivers were scared off by the pessimistic forecast. It means the first event was run at a loss, and we are hoping for good turnouts for the rest of the season to help get us back in the black. Even had the forecasts been correct, wet driving is a great experience, and an excellent and extremely fun learning opportunity. Better to slip off course here, than out on Highway One.

Whew! We've had a busy few weeks since the last Nugget, April also looks pretty full, There are lots of

---

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Fee includes a copy of *Secrets of Solo Racing*, a 192-page autocrossing handbook and two days of driving. You must be 18 years old to attend. (Persons 16-17 years of age please call or e-mail for more information.) **Preregistration is required.** All Porsche drivers welcome: you do not have to be a PCA member. For further information and preregistration, e-mail Dana or Doug Ambrisko at autox@ambrisko.com or call (650) 903-0652.

More information can be found at [http://www.ambrisko.com/ax/z7axsch.html](http://www.ambrisko.com/ax/z7axsch.html)
I would imagine that most of us car folks, having long established interests in driving, have at one time or another believed that we were better drivers than we really were. One of the great aspects of GGR’s Time Trial Series is its ability to leverage a significant calibration of those prior beliefs. I used to think I was better than most other drivers. I used to think I was “fast.” And all such conclusions were produced without one single lap turned on a race track. Does this sound familiar?

At the behest of Howard Yao, I joined GGR in late 2002. I went to my first HSDS at Thunderhill in March of 2003. Claude Leglise was one of my instructors, and my first ride with Claude introduced me to another universe of automobile dynamics. Why, through two 25 minute sessions as a passenger in Claude’s C4, had we not broken free of the earth’s gravitational power, was beyond me. Claude was patient as my instructor, more so that I was only dialing up all of 0.5g through the turns than doing silly things. He even risked going with me in the last session of the day - in pouring down rain.

After a year of being Jay Dugan’s gofer (not a bad way to spend a weekend at all), and tired of just watching everyone else having fun with their Porsches on the tracks, I anted up for the required safety gear and set of for Laguna Seca in May of 2004, where I spent the weekend under the tutelage of Laura Thomas and Gary Dorighi. The common themes were “doesn’t brake deep enough” and “too far from apexes.” Understandable, for a first time rookie chicken wee-wee on Yokohama street tires.

Fast forward to Thunderhill in August, 2005. With several Time Trials and a One Lap of America under my belt, the above mentioned calibration was in full effect. At the time, and even with better tires and more negative camber, I was still plowing a 996 around in the yellow group. I understand, now, how fast I’m not. As I gridded my car for Saturday morning’s second run session, my water polo comrade Dan Thompson mentioned that I was leaving “a lot of speed” in Turn One. I feigned disbelief, inquiring of his suggestions. “Brake later. Brake harder. Full throttle at the apex.” Sounded familiar. (“I’ll bet Laura and Gary had been spreading rumors.”)

This is harder than it looks, folks. I began to learn about the mental rhythm that repeated laps attain, and that you just can’t change the rhythm because you want to. Accused of braking at the phantom “4” marker, Dan encouraged me to brake at the “3” or even “after the 3.” Buoyed by the blind faith that Thompson knows a lot more about this stuff than I do, I mustered up the cojones to brake at the 3 marker. I distinctly remember clenched teeth. I was so concerned about getting slowed down to my comfort level by the 1 marker, my brain went completely dial tone about looking for the apex, and it was about a block away as I somehow stayed on the pavement. I kept at it that whole session, with minimal improvement. My rhythm was shattered. Through the course of two more sessions Saturday, and the continuing encouragement of Mr. Thompson, an altered rhythm seemed to settle in, along with the clenched teeth. I had not yet resorted to extra underwear, but that option had been considered.

Fully rested on Sunday morning, and with one foot stepped on the head of this slain dragon of Turn One, the false security of smugness had taken root. (Refer to the earlier statement of “I thought I was fast.”) At the first session of the morning, I had convinced myself that I could make one more rhythmic adjustment to brake at “2.75.” “Piece of cake” was the phrase I sang to myself as I strapped in.

The first two laps saw a solid and confident commitment to brake at 3. On the third lap, all doubt flooded in, right about at the starter’s tower, but with the well trained clenched teeth and a resolve to pursue graduation to the white group, my right foot stayed planted for one more
blink. Rhythm shift. My metronome brain went right to dial tone again, and blew the apex, wide by half the track. On the gas to keep the car pointed forward, I had determined that, really, the track was too narrow. Yes, four off. I had never driven in the dirt at 100 before.

Back in the grid, as the safety crew shook down my car, Dan just kneeled down, patted me on the arm and said, “Try it again.”.

### April Report

Total members: 1688
Transfers in: 9
Transfers out: 7

### New Members:

- **Tom Adams**
  - Menlo Park, CA
  - 2000 911

- **Christie Bacchus**
  - Larkspur, CA
  - 1999 911

- **Fred & Mary Ann Bierbrauer**
  - San Mateo, CA
  - 1972 911

- **Martin Bloes & Marjory Graue**
  - Oakland, CA
  - 1998 986

- **Chad Brivkalns**
  - Fremont, CA
  - 2005 986

- **Karl Brown**
  - Mountain View, CA
  - 2001 911

- **Steven Denys**
  - San Mateo, CA
  - 2003 911

- **Gabriel & Kan Donohoe**
  - San Francisco, CA
  - 2003 911

- **Rober & Sherry Harley**
  - San Jose, CA
  - 2000 986

- **Geoffrey & Kevin Hathaway**
  - Saratoga, CA
  - 1986 911

- **Don H roch & D ara Bazzano**
  - Pleasanton, CA
  - 1985 911

- **John Hutnick**
  - Half Moon Bay, CA
  - 1975 911

- **Rod Jacobs**
  - Oakland, CA
  - 2004 911

- **David & Willian Lowther**
  - San Francisco, CA
  - 2001 911

- **Douglas & Katherine M cLean**
  - Redwood City, CA
  - 2004 986

- **Marvin M endelsohn**
  - San Francisco, CA
  - 2005 911

- **Regan Mitchell & M att Landau**
  - San Jose, CA
  - 2001 986

- **Doug & Julie Stotlar**
  - Palo Alto, CA
  - 2006 911

- **A anand Varanasi**
  - San Mateo, CA
  - 1971 911

- **Ronald & Alice Wong**
  - Los Altos, CA
  - 2005 911
Anniversaries:

45 Years:
- Karl Keller, Sonora, CA, 1961 356
- Frank Nocera, Alameda, CA, 1973 911

40 Years:
- R. W. LAUFFER, Mountain View, CA, 1952 356

35 Years:
- Arthur Brenes, San Jose, CA, 1986 911

30 Years:
- Dale Dorjath, San Jose, CA, 1986 944
- Harlan Halsey, Woodside, CA, 1959 356

20 Years:
- William & Ruth Benz, Palo Alto, CA, 1956 356

15 Years:
- Martin P. McGuire, Brookdale, CA, 1968 911
- Pirooz Tooyserkani, Saratoga, CA, 1995 911
- George Van Kian, Napa, CA, 1988 924

10 Years:
- Henrik Eriksson, Palo Alto, CA, 1990 911
- Richard Francoz, San Francisco, CA, 1973 911
- Chris Lanzatella, Oakland, CA, 1970 914
- Neil & Laurie Yonk, Alameda, CA, 1984 911

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2003 Carrera Fully Loaded, 6 speed, orient red, gray interior, new tires, 23k miles. Will trade for Cayenne Turbo. Contact Jon Wactor at jonwactor@ww-enflaw.com or 510.465.5750 x1.

1997.993 narrow-body 45,000 miles. Polar white/dark gray supple leather interior, 18" technology-look wheels. New Bridgstone S-03s. All maintenance done by local Porsche dealers; I have all records. $49,500. Original owner. Contact Natalie Anaston at natalie.anaston@hotmail.com or 650-347-7271.

1976 Carrera 3.0 Targa Euro VIN # 9116610467 Brown with brown leather interior. Everything is in very good condition. Crank windows and no AC. 2470 pounds. motor/ clutch overhaul at 117743 miles, current 133K. Contact Butch Meyner at gmeyner@trane.com or 408-258-6503.

1972 914 2.0L Racecar Fully prepared, solid, sorted, reliable and fun to drive 914. Extensive GGR TT and AutoX experience. See webpage for all the details (too much to list) More info and pictures at http://www.brakingpoint.com/Racecar/index.html. Contact Kevin Crozier at kevin_crozier@yahoo.com or 408-910-119.

1982 928 $4,000 Vintage, 928, owned by jazz musician leaving the country on tour. Platinum color, good condition, Brand new...
1997 Carrera 993 4S Guards Red-Cashmere; 24,500 miles; 4 time first place winner 2005 PCA Concourse; Motor Sound; Litronics; Hi-Fi Sound; Wood Shifter / Handbrake; Rear Wiper; Power Seats; 55,000. WPOAA2992VS322133 Contact David Roseman at david.roseman@pillsburylaw.com or 415-246-6300.

1997 993 Widebody GT 2R Race Car w/wing, 3.8L, 380 HP, <5 hr, 915 trans w/ Robotek, 1950 lb, by Matt L., sub 1:55 at T-Hill, $48k. 20ft TPD trailer, $8k. Contact Glen Brooksby at brooksby@win1irst.com or 916-974-7006.

1989 Carrera 4 velvet red/black 1 N. CA Owner, all records, books etc. ZERO leaks, recent paint, H & R Coilovers, 17" Cup alloys, teardrop mirrors, sport seats, absolutely gorgeous, email for pics. Contact Steven Scott at psportoveloce@aol.com or 510-693-9118.

1987 944 Turbo production class track car extremely well prepped LSD, charliearms, M AF, 249 RW H P. M any new parts. Tons $$$ spent. 3 time class champion. M ust sell BRO Contact M ichael W helan at porcharacer@netscape.com or 916-783-9447 x 104.

1986 911 Cabriolet Chiffon Cream / D ark Brown Full Leather; 48,000 miles; Short Shifter; N O Accidents or Paint Work; Always SF Bay car; Perfect Original Condition. $27,000. Contact David Roseman at david.roseman@pillsburylaw.com or 415-246-6300.

The Nugget April 2006
Lynn Pennington at lpdc1@sbcglobal.net or 831-475-2343.

2001 Boxster S 18,000 M iles, 6-Speed, PSM, 030 suspension option, 18” Porsche Design W heels, H eated Seats, Sport Package, All records. Perfect Car, $33,995. Contact Kim Nelson at kim356@directcon.net or 916-933-4282.

1991 444 T urbo go od cond 6 out of 10 white/tan, sport seats, alpine stereo, ac, new clutch, pp, water pump, runs good, needs some work and TLC, sold as is $5500 firm Contact James at protrader6@jcis.net or 707-477-6885.

2001 Boxster S 18,000 Miles, 6-Speed, PSM, 030 suspension option, 18” Porsche Design Wheels, Heated Seats, Sport Package, All records, Perfect Car, $33,995. Contact Kim Nelson at kim356@directcon.net or 916-933-4282.

1986 944 Turbo go od cond 6 out of 10 white/tan, sport seats, alpine stereo, ac, new clutch, pp, water pump, runs good, needs some work and TLC, sold as is $5500 firm Contact James at protrader6@jcis.net or 707-477-6885.

1987 930 T urbo Coupe Black-Black, 38K M ile, Excellent Condition, Completely Stock, Alpine FM/AM/CD, Sunroof, 930S Steering W heel, J ack, Tool K it, Compressor, Upgraded Lockable W heels, Toyo RA-1 Tires. $36,900 OBO. Contact Ron P roqli at rproqli@napanet.net or 707-254-1600.

1991 911 Sc Trackcar (street legal) 17k obo 30k mi motor red/tan, whale tail, 32 twinplug ssi and b & b 7x8 fuchs toyo ra-1, cage, sparco seats, rs carpet, 20k invested many extras. Contact Larry Burgess at larryburgess1@earthlink.net or 650-359-7914.

1982 911 SC Trackcar (street legal) 17k obo 30k mi motor red/tan, whale tail, 32 twinplug ssi and b & b 7x8 fuchs toyo ra-1, cage, sparco seats, rs carpet, 20k invested many extras. Contact Larry Burgess at larryburgess1@earthlink.net or 650-359-7914.

1987 930 Turbo Coupe Black-Black, 38K Mile, Excellent Condition, Completely Stock, Alpine FM/AM/CD, Sunroof, 930S Steering Wheel, Jack, Tool Kit, Compressor, Upgraded Lockable Wheels, Toyo RA-1 Tires. $36,900 OBO. Contact Ron Proqli at rproqli@napanet.net or 707-254-1600.

1979 914 2.0 W/High Performance House Bp engine. Point Champion both years campaigned 2000/2002. Cage, Panasports, etc Over $20,000 spent, $8,500 obo. Contact Eric Hansen at edared@yahoo.com or 415-310-2472.

1986 944 Turbo Track car (street legal), charlie arms, autopower full cage, sparco seats, D M E & K L R chips, strong engine & smooth drive train, extras. $12,500. Contact Ted Phillips at twpmgp@value.net or 530-622-2992 days 530-644-0980 eves.

Parts & Miscellaneous
911 Leather Seats - Tan Front and Rear Tan Leather seats from a 1982 SC. Good condition. Will sell on the cheap: I want to get my garage cleaned out! Contact M ichael Sondel at michael.sondel@symmetry-hp.com or 925.351.4837.

944 Roll Bar Autopower, perfect for T T, D E or P C A club racing, bar has custom support for seat back brace, $125 Contact Mike Lommatzsch at mpl@ix.netcom.com or 408-369-1515.

Parts & Miscellaneous
911 Leather Seats - Tan Front and Rear Tan Leather seats from a 1982 SC. Good condition. Will sell on the cheap: I want to get my garage cleaned out! Contact M ichael Sondel at michael.sondel@symmetry-hp.com or 925.351.4837.

1979 914 2.0 W/High Performance House Bp engine. Point Champion both years campaigned 2000/2002. Cage, Panasports, etc Over $20,000 spent, $8,500 obo. Contact Eric Hansen at edared@yahoo.com or 415-310-2472.

1986 944 Turbo Track car (street legal), charlie arms, autopower full cage, sparco seats, D M E & K L R chips, strong engine & smooth drive train, extras. $12,500. Contact Ted Phillips at twpmgp@value.net or 530-622-2992 days 530-644-0980 eves.

Parts & Miscellaneous
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944 Roll Bar Autopower, perfect for T T, D E or P C A club racing, bar has custom support for seat back brace, $125 Contact Mike Lommatzsch at mpl@ix.netcom.com or 408-369-1515.
Tan 911/944 seats Regular (not sport) seats, tan leatherette. Purchased for project which did not happen. Supposedly from 911SC, should also fit 944s. Contact Dave Darling at dave@pelicanparts.com or 408-242-5387.

tif 7050 temp sensor “Racing Kit” tif 7050 temp sensor “Racing K it" with tire probe and case. $50 Contact Sergio Meza at sgmeza@sbcglobal.net.

Cup II wheels and near new pilot sport cup tires Track wheels with M PSC tires used for 1 day. Cup II wheels (7 & 9" x 17") and 225 & 255 tires. $3250 Contact Tom Weber at tomilama@comcast.net or (650) 522-5693.

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