



The Nugget

Porsche Club of America--Golden Gate Region

December 2006

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Greetings!

Welcome to the email Nugget. If you have any problems with this email, you can download the PDF version [here](#).

Place d'È Leglise

So long 2006.

--by Claude Leglise, GGR President

So this is it, the last Nugget of 2006. This year was another event-filled one for GGR members. In no particular order: the tour to Yosemite kicked off the year in fine style; the Autocross series offered 9 competitive events and 2 sold-out schools; the July Concours at Carlsen attracted 45 cars from as far away as Yosemite and Nevada; the Time Trial series introduced a record number of new drivers to the joys and challenges of driving at speed on a big track; rallye enthusiasts enjoyed the annual Coyote Run; and certain Saturdays found the Boxster crowd at Aliceis Restaurant for brunch. All of these events were organized by tireless, dedicated volunteers. They booked the venues, they brought food and drinks, they managed safety, they judged, they kept scores, they photographed, they taught and generally did whatever had to get done. We owe all of them a big iThank youi.



With the end of the year comes the changing of the guard on the board of GGR. I want to thank Susan Angebrannt, KC Sharp, Louise Sousoures and David Leong, who served as Vice-President, Social Director, Membership Director and Competition Director respectively, and whose terms are ending this month. They contributed their wisdom, their enthusiasm and their hard work throughout the past two years. Their participation on the board has been invaluable in continuing to make GGR the club that it is. Presuming that the election results get confirmed in the coming days, and that no one starts a recall drive, Robert Murillo will join the board as Vice-President, Jeff Kost as Membership Director and Neil Librock as Competition Director. They all have ideas to improve our club further. Please give them your thoughts and your full support in 2007.

Not all is good news, though, and I cannot help but express my disappointment that no one has yet stepped up to be Social Director. Does it mean GGR is not a social crowd? Should we change the job title to attract candidates? (The pay remains the same.) As a practical matter, we will start the year with less than a full board, and may have to make an exception to the club rules to make sure we have a quorum at every meeting. If you feel the urge to get involved, please do come forward. In the meantime, we will do as the computer guys and turn the bug into a feature. Arranging the social events will be distributed

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across several members, and anyone who wants to set one up is welcome to do so. Let the board know, and we will help you with budget and planning.

And then there is the Nugget. It is a labor of love for John Celona to publish this fine magazine every month. In addition to the countless hours of writing, editing, cropping, page setting and coordinating, John has pushed forward a number of new ideas. It started with the addition of color and new features and culminated with the move to this electronic publication which is ecologically friendly, timely and cost effective. I hope you all enjoy reading the Nugget regularly. Thank you, John, for your leadership and commitment.

Happy Holidays and see you all next year.

Claude

Letter from the Editor

Emailing onward...

Welcome to the December issue of the email Nugget. This issue marks the end of our official experiment with an email version of the The Nugget. As probably everyone realizes at this point, going to an email version has its advantages and disadvantages. Let's start with the disadvantages, just so we all know we're on the same page:



Σ You have to read it on your computer and can't take it with you to the bathroom (unless you print it out!).

Σ You can't put it on your coffee table (unless etc. etc.).

Σ You can't receive it unless you furnish an email account to us or to PCA (either will work: see the 'Join our list' box).

Okay, this is a short list, but, all the same, point well taken. I prefer to read paper also. That's why I still get the Wall Street Journal delivered each morning even though I have an online subscription also and could read it online. I, like many people, have a lot I need to read on the computer as it is. And, yes, I do have a special box in the bathroom to hold the accumulated Journals until I've finished leafing through them.

If it was simply a choice of medium and there were no other consequences associated with that choice, I also would prefer to receive a printed Nugget each month.

Unfortunately, there are quite a lot of consequences associated with the choice of medium. Here's what the email edition has to offer:

Σ It arrives within minutes. The print edition takes a month between the submission deadline and when copies start to arrive in the mail.

Σ We can include as much content as we like. When printing, we are limited by page count and didn't have space for a lot of things people wanted to include. Most of the feature articles we've been running over the past few months would not have fit into the printed Nugget.

Σ Links provide current information. For example, you click on the 'Calendar' link, you go to exactly what is there now—not a snapshot of what was there a month ago. Members used to frequently complain that, by the time they received their issue, events had already taken place.

Σ You and your significant other can both receive their own copies. A number of members have already done this.

Σ You can forward it to someone else interested in joining the club.

Σ Producing it doesn't turn someone into a Nugget editor's widow.

Σ The club saves \$30,000 per year which can go to other activities.

A further word on the last two points.

First, regarding the iNugget widow, i members may or may not realize that producing a printed Nugget required 40 to 80 hours of time **each month**. And, like all work club members do, this is volunteer, unpaid work which has to come out of the rest of one's life. I leave it to the reader to debate whether this is fair to ask of one or two club members, and to speculate on why people agree to do it in the first place.

In contrast, producing the email edition requires around 8-10 hours of time. The difference comes from not having to do page layouts, and from eliminating the printing and mailing processes (each of which was a whole project in itself each month).

The finances are fairly straightforward. Printing and mailing 10 issues of The Nugget costs the club \$40,000 per year. Advertising (after greatly increasing the ad rates), contributes \$10,000, for a net cost to the club of \$30,000. Historically, producing The Nugget has consumed the entire amount of member dues sent to GGR by PCA National (about \$20,000 per year). The \$10,000 shortfall has been made up by taxing the autocross and time trial series for any shortfall.

The email version costs around \$35 per month (\$420 per year for 12 issues) for the email hosting service. So it would save the club about \$30,000 per year of funds which can go to other uses, or to lowering entrance fees for autocross or time trial or both.

The issue of whether to continue in email format or not was taken up at the November board meeting. The consensus was to continue with the email edition. We will, of course, continue working to improve it, so feel free to keep sending in suggestions or alerts of problems. For those who have not or do not wish to provide their email address to PCA National (the source of our email addresses each month), you can enter an address just for The Nugget in the iJoin our listi box.

Lastly, I would like to offer my continuing apologies for the nagging issue some readers experience regarding text wrapping around or going under photos. Frankly, this issue is driving me nuts.

The problem appears to stem from the dynamic nature of the HTML coding the email Nugget is written in (the same as what web pages use). If you open a web page and change the width of your window, things on the page move around. The same thing appears to be happening with the email Nugget. Depending on the browser, screen size, screen resolution setting, etc., things appear differently on readers' computers than on the two computers I use to test the email edition on. It gets to be really difficult to resolve a problem that only occurs on certain computers (and not on mine!).

I did receive one suggested fix from the email hosting service, and it has likewise proved to be unstable. I'll be trying a different one this month which I devised myself. I'm keeping my fingers crossed. Do let me know if you are one of the lucky people still experiencing this problem.

As another alternative, we have finally figured out how to make a fully functional PDF version of the email Nugget. The link to access these is [here](#), or under Quick links.

That's it for this month. Thanks for reading.

Competition Corner

A Swan Song

--by David Leong, Competition Director



The time has come for my swan song. The idea of a swan song comes from the mute swan, which is believed to sing one last song before it dies. Well, I'm not planning on dying, but this is my last column as GGR Competition Director. For this song we'll talk about the year in review, and how you can be part of the future, so let the singing begin!

The Time Trial year, which ran from February at Infineon (Sears Point), to September at Thunderhill, was a year of new ideas, expansion of some, and continuation of others. Andrew Forrest debuted as Time Trial Chair, and by all accounts, including this writer, did an outstanding job. Andrew's mission #1 was to grow the series, and his main tool was the HSDS program, with record numbers of new entrants. Combined with innovations like the guest driver program, he was successful in bringing in many new faces, to be part of the future of the series. Of course Andrew does not act alone, and he heads a very capable team of many volunteers. The Time Trial series remains very dynamic, and more change and new ideas are probably needed in order to keep the series viable, and in the black. Andrew will be back for another year, and is always looking for feedback and innovations to bring even more new faces, and keep the veterans coming back for more. I know he wants your help, and your voice.

The autocross series saw the debut of not one new chair, but a team of four. I want to thank Bill Dally, Glynn Dennis, Brian Lay, and Paul Smith, for their outstanding work in 2006. This series is responsible for bringing in the most new people to competition, and over 300 drivers created more than twelve hundred entries in 2006. This is not even counting the zone and beginner's schools, which adds even more new drivers. I think some changes are forthcoming in this series, for 2007, as venues change, fees go up, and the gang of four may be a gang of two or three, or a slightly different composition. Stay tuned.

Larry Adams continues his fine job as Rally and Concours chair. We typically have 2 rallies, and a concours each year, and in 2006, we were typical. The concours is at Calrsen Porsche in Redwood City, where you can have a hot dog for charity. The 2 rallies have various Porsches, and sometimes the other car, wandering the back roads of Northern California. Bring the kids. They make great navigators, and can mediate arguments over left, right, or not far enough. I am happy to report that Larry will be back for 2007, so things are looking good.

2006 was the first year the new car classification system was officially on the books. It ran in parallel for 2 years previous, officially one year, and less officially the previous year, but now, people get a chance to really take a close look, and see where they stand. As expected, the GGR brain trust, (that's you), is going to come up with ways to make it better, so I'm going to leave you with some suggestions, and food for thought.

First off, the proposal process has not changed. If you have an idea for a proposed change, submit the revised wording, to the 2007 DEC, and it will be discussed and voted upon by the DEC. There are deadlines to meet, and formalities to follow. Most committees are pretty lenient, but the better you do, the easier it is for them to evaluate your proposal, so follow the syntax, provide clear and concise reasoning, and be sure to look at the big picture.

If you feel 2 cars should not belong in the same class, be sure to take a hard look at how they got there. There are three approaches, maybe more, that you can take to remedy the situation. You can move one car down, which is what

comes to mind for most people, but also think about moving the other car up, and lastly, think about changing the class cutoff line. All three of these solutions will accomplish a similar result, but may have very different results in the big picture.

Be sure to analyze, carefully, how a car totaled to their point value. Look at what significant modifications were able to be made for little or no point increases, and maybe this is where you should base your changes. Analysis based upon perceived fairness, or theoretical values usually do not work too well. Sometimes what seems to be unfair, or theoretically incorrect, work out pretty well, in the real world. For example arguments like ino way this car can be faster, etc. are not nearly as good as ihere are the times for this car with driver A. Here are the times for another car and driver Bi

When you are thinking about a change, be sure not to just focus on the car you are changing, but the other cars affected too. If you make a change that moves a certain car down a class, you may be taking that car out of a class where it does not belong, but be sure and look at who is in the new class, and that you are not simply putting it in another class where it will not belong because now it is too far above the top of the class.

I could go on, but this swan has sung, and it is getting time to drive off into the sunset. If you want more, catch me on the GGR online community bulletin board. You get there from main page of the GGR website. I hope your winter projects go well, and youill be ready for that first spring event. That especially goes for the 1300 of you, who have yet to participate in a GGR competitive event. Make 2007 the year you take the plunge. I guarantee youill be hooked, and wish you had done it sooner. Be sure and visit our various sponsors, let them know you appreciate their support of GGR, and weill see you on course.....oh, and on the BBS too.

Membership Report (I)

November 2006

--by Louise Sousoures, Membership Director



Total members: 1663
 Transfers in: 9
 Transfers out: 6

New Members:

William Athas	San Jose, CA	1998 911
Brian Boeggeman	Mountain View, CA	1987 911
Trista Chen	Santa Clara, CA	2002 986
Krishna Rama Chitta	Sunnyvale, CA	1997 986
David Cram	San Francisco, CA	2006 986
Robert & Melissa Henderson	Palo Alto, CA	2006 911
Jerry Isaak & Asaf Matatayou	San Mateo, CA	1978 911
Jaewon Kim	Saratoga, CA	2003 986
Michael Lentini	Redwood City, CA	2007 911
Michael & Gina Levy	Tiburon, CA	2004 911
Joan Linehan	Clayton, CA	2007 911
William Lloyd	San Francisco, CA	2006 911
Jim Loucks	Walnut Creek, CA	1972 911
Keith Lui	San Mateo, CA	2006 987
Neal Murphy	Pleasanton, CA	2006 911

Ivan Oplanic & Shaana Rahman	San Francisco, CA	1978 911
Corey & Danelle Oravetz	Mountain View, CA	2005 911
Ray Pajek & Jamie Brooks	Oakland, CA	2006 987
Gary & Karen Patou	Los Altos, CA	2007 911
Gregory Reschke	Daly City, CA	2006 955
Robert Sachs	Walnut Creek, CA	2006 955
Jay & Manuel Salazar	Daly City, CA	1982 911
Pedro & Shari Santos	El Granada, CA	2003 911
Mike & Jennifer Seadler	San Jose, CA	1974 914
Jonas Sicking	Mountain View, CA	2001 986
Jeffrey & Tamara Smith	San Francisco, CA	2007 911
Daniel Sullivan	San Francisco, CA	2007 911
Jose Villarino & Monica Lucero	Cupertino, CA	1994 911
Tim Whitteridge	Oakley, CA	1984 911
Bob & Joanie Winters	San Carlos, CA	1999 986
Ron Wolfe	Alameda, CA	1968 912

Anniversaries:

35 Years:

Clay & Judith Reding	Dallas, TX	1996 911
Dennis & Charlot Singleton	Atherton, CA	1970 911

30 Years:

W & Lynne Bell	Woodside, CA	1979 911
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25 Years:

John Sr. & John Jr. Fumia	Los Gatos, CA	1964 356
Allen & Patricia Grossman	San Francisco, CA	1964 356

15 Years:

Gordon Finwall	San Jose, CA	1970 914
E.J. & Susan Fontaine	Placerville, CA	1974 914

10 Years:

Paul Gill	Honolulu, HI	1974 911
Jay & Jayson Glanville	San Jose, CA	1976 911
Nicholas & Patti Stenn	Morgan Hill, CA	1986 911

Membership Report (II)

December 2006

--by Louise Sousoures, Membership Director

Total members: 1662

Transfers in: 3

Transfers out: 12

New Members:

John Arthur	Belmont, CA	2001 911
James Badger	Atherton, CA	2006 911
Dennis & Joanne Esguerra	San Jose, CA	1999 911
Paul & Joy Fazzino	San Jose, CA	2007 987
Robert Feichtmeir	Mountain View, CA	1989 911
Valoran & Vanessa Hanko	Palo Alto, CA	1991 911
Frederick Houston	Los Altos, CA	2006 955
Eric Keune & Kim Kubinne	San Mateo, CA	1987 911
Peter & Mary Ellen Kittel	Palo Alto, CA	2006 987
Mogens Mathiesen	Berkeley, CA	2007 911
Scott & Rebecca McMullan	San Francisco, CA	1973 911
Alexander & Dragana Miksak	Sausalito, CA	2002 986
Matthew Nelson	Santa Clara, CA	1981 911
Julian Nino	San Jose, CA	1985 911
Anthony Okeefe	Cupertino, CA	2005 911
Bob & Cindy Pester	San Francisco, CA	2005 911
Douris Reed	San Francisco, CA	2005 955
Tracy & Sandy Sakai	San Jose, CA	2007 987
Anthony Shen	Burlingame, CA	1988 911
Michael Spanier	Los Gatos, CA	2006 955
David & Joni Sperow	South San Francisco, CA	1967 912
Lee & Misty Tyree	San Francisco, CA	1987 911
Steve & Deborah Viegas	San Jose, CA	1978 911

Anniversaries:*30 Years:*

Michael & Frances Costa	San Leandro, CA	1972 911
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20 Years:

Raoul & Mark Proctor	Los Gatos, CA	1991 944
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15 Years:

Noah & Mary Anglin	San Jose, CA	1964 356
Jim & Melissa Bauman	Santa Clara, CA	1986 911
Andre Chenoweth	Napa, CA	1978 911
Bruno Combe & Aline Caranicolas	Suresnes, France	1992 911
Stephen & Pam Stallings	San Ramon, CA	1973 914

10 Years:

Joel & Anne Marie Rothman	Moss Beach, CA	1996 911
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"Old Timers" Reunion

Hosted by Dick and Mary Wallace



--by Ms. Shirley Niedel, a.k.a. "Mom"

On Saturday August 27th over 50 "Old Timers" gathered at the Los Altos home of Dick and Mary Wallace. Some of those attending had moved out of the area but enjoyed the opportunity to attend and reminisce about the old days and catch up on current events. Though many years have passed other than the grey hair, it seemed as if time had stood still. A beautiful summer evening at which all seemed to enjoy. Looking forward to trying it again next year.

[Photos by Ron Leppke here...](#)

Porsche Motorsports North America Open House

A Visit by GGR Members

--by Volante Verborracho

On November 11, 2006, Porsche Motorsports North America (PMNA) invited guests to an open house for their new chassis facility which joins the existing engine shop and parts warehouse. The day's activities provided a look behind the racing scenes at the newly expanded facility.

Located in a business park in Santa Ana, CA, the buildings are unassuming from the outside, but there was plenty of eye candy to see inside the work bays. Usually, there isn't a new 997 parked up front.



Presented for the open house in the chassis shop was an RS Spider, a familiar looking cup car, a 997 GT3 Cup tub, and a vintage 962. The entire area was antiseptically clean, a virtual operating room for Dr. Ing. f.c. F. Porsche technicians. Eric Bloss, [Special Project](#) manager is in charge of this department.



The new chassis facility has been developed to maintain and support vintage Porsche race cars and through the current series of 997 variants.



A walk across the central parking area takes visitors and staff to the preexisting engine shop. There are separate engine work stations, a machine shop, dyno room, and a parts cleaning room. Five motors in various phases of the rebuilding process were on display.

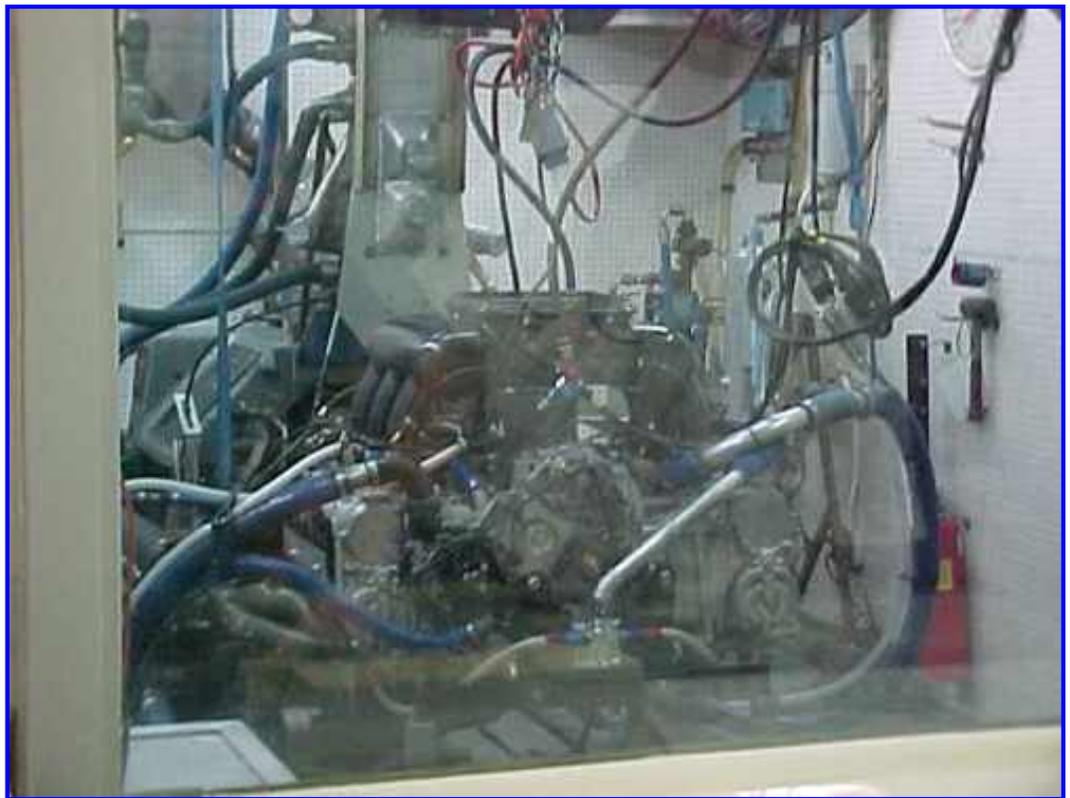


During the rebuild, a single technician is assigned to a specific one of these jewel boxes. They are responsible for that unit from start to finish. The technicians could be heard switching between German and English, as they explained their work to visitors.

On arrival, engines are uncrated, photographed and prepared for disassembly. A written record and a floppy disc are created and updated as each motor is attended to. Each engine is disassembled and an estimate is prepared for the customer. Approximately sixty hours is required to complete an engine rebuild. One interesting item present at each engine work station was an internal parts matrix that listed the common components among the latest series of water cooled race engines. The shop only sees street car motors in very rare circumstances. According to the technicians, while the new street car motors do have some components in common with the race motors, street and race engines are not identical, as some folks tend to believe.



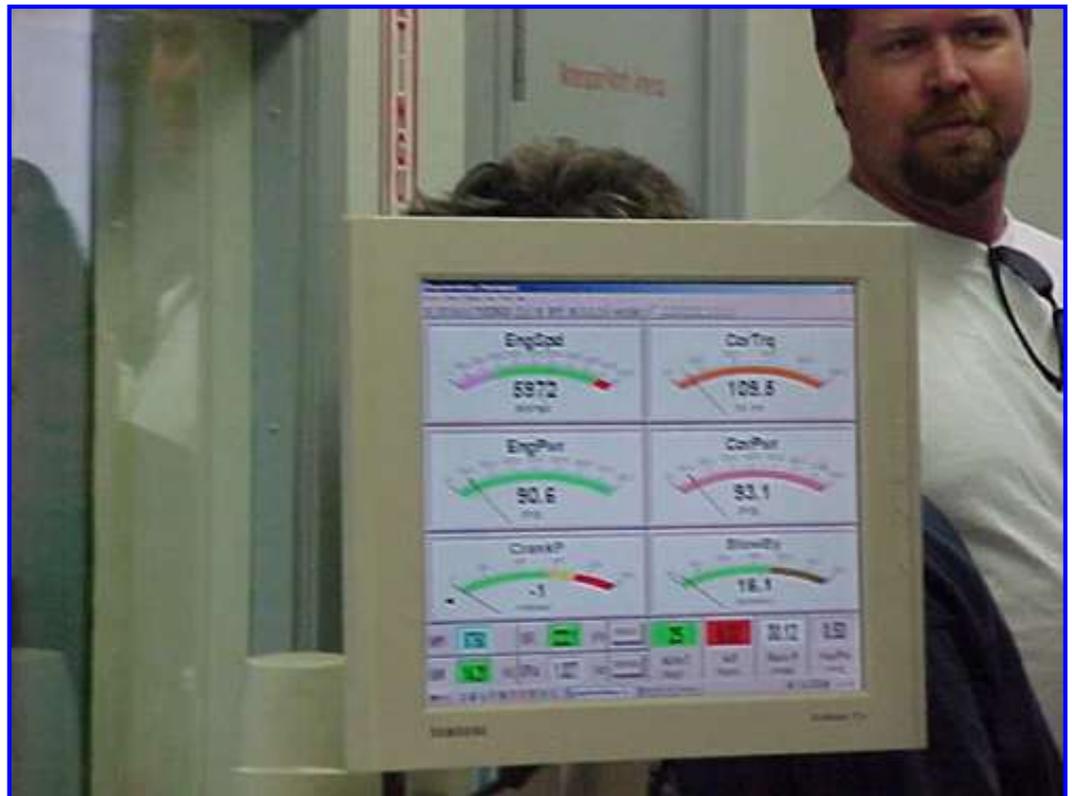
The engines, once assembly is complete are taken to the dynamometer room. There they are put through a 20 to 30 minute test protocol. On the dyno for the visitors visual and aural pleasure was a Daytona prototype 3.8 liter unit. PMNA treated guests to a short run of this motor numerous times during the day.



The sound of the DP engine, as the dyno technician pushed forward the throttle control stick on the control consol was impressive.



The readout at 9000 RPM and 505 to 510 horsepower was surpassed only by the muffled scream of the engine. Full throttle for up to six seconds is enough to make the exhaust headers glow red. The newer engines are tested with 98 octane fuel and can be hooked up to either the customers ECU or a Porsche calibrated engine control module. The recorded results are available to the customer.



Between dyno sessions, guests were treated to a very nice catered lunch. The Porsche branded drinking water demonstrates the attention to detail seen everywhere at the facility.

Mingling with the guests were the entire PMNA staff and professional drivers. All this to demonstrate that Porsche Motorsports *î* strives to provide racing customers who field 911 GT3 R and GT3 RS cars, 911 GT3 Cup cars and 935 and 962 vintage race cars with complete racing services.*î*

Yosemite Tour Signup

Sign up now to avoid disappointment...

A scenic photograph of a snow-capped mountain peak, likely Half Dome, with a steep cliff face on the left. The text 'Announcing the Return of' is centered over the image. At the bottom, a dark banner contains the text 'THE YOSEMITE TOUR' and 'MARCH 24-25, 2007'. In the bottom left corner of the image, there is a small signature 'Mike Keel © 2006'. At the very bottom of the banner, there is a line of text: 'Are the Curry cabins too quaint for you? Well, this year you have a choice'.

Are the Curry cabins too quaint for you? Well, this year you have a choice for accommodations. You can choose to stay in the Curry Cabins, with bath; or, you can choose to stay in the Yosemite Lodge. Again, a reception and buffet dinner will be in Curry Village Saturday evening. Space is limited, to avoid disappointment, book early. Payment in full will hold your reservation.

Payment must be received by January 31, 2007. Sorry, no refunds can be made after February 14, 2007. Cost per couple, or single in the Curry Cabins will be \$280. Cost per couple, or single in the Yosemite Lodge will be \$295. If more than two people per cabin or room are going, additional costs are \$14 per person per room, \$47 for each additional adult dinner, and \$12 for each additional child dinner.

Make check payable to: PCA/GGR, and mail to: Alfred Abken, 555-24th Ave, San Francisco, CA 94121-2977. (415) 387-9351 before 9 p.m., please.

Name _____ Adults in Party _____
 Address _____ Children in Party _____
 City _____ State _____ Zip _____
 Evening Phone _____

GGR Board Election Results

The count is in...

Following a hotly contested election which culminated in a flood of last-minute negative campaign ads, the GGR Board of Directors last night announced results of the balloting for board of directors positions. Open positions were: competition, membership, social, and the vice presidency.

The official count was delayed for almost a week while a UN team led by former president Jimmy Carter investigated reports that some of the electronic ballots were corrupted by hackers working out of Nigeria. Those reports proved to be unfounded. As expected, Neil Librock edged out Republican, Democratic, Libertarian, and Socialist candidates to take the Competition Director position. Exit polling had predicted that a determined get-out-the-vote effort would make the difference. Neil totaled 31 votes in his favor. The challengers received no votes at all.

Interviewed after his lopsided victory, Librock was asked to comment on the most contentious issue in the campaign, the initiative by animal rights activists to gain equal access for other species in the time trial series. Neil was adamant: "We absolutely will not allow other species to compete in the time trial series, no matter who they've been certified by. Except, of course, those who are already grandfathered in."

New membership director Jeff Kost quickly added his own views. "Of course, we welcome all other species as dual members. If they pay their \$21, we really don't care if they can't reach the pedals. Or even if they have feet. Redwood Region has a seal autocrossing and last I heard he's tied for first in class AQ."

Thankfully, our intrepid Nugget correspondent was also able to corner new GGR vice-president Rob Murillo just before he ducked into his waiting limousine to begin making the rounds of the inaugural balls. We asked him what it felt like to be one heartbeat away from the presidency of GGR.

"Claude seems in pretty good health," he answered. "Say, do you know if Trader Joe's has polonium?"

As always, The Nugget will keep the reader informed as the new directors get in the harness and begin formulating their policy initiatives.



Another Murillo Supporter

Upcoming Zone 7 Banquet

Your chance to zone out...



Zone 7 Awards Banquet
Saturday, January 13, 2007
Sheraton Pleasanton Hotel
(Formerly Wyndham Garden Hotel)
5990 Stoneridge Mall Road, Pleasanton CA
(925) 463-3330

Come celebrate Porsche Club of America Zone 7 2006 champions in
Autocross, Rally, and Concours

Guest Speaker: Prescott Kelley, Incoming PCA President

No host cocktails at 6:00 P.M. • Dinner at 7:00 P.M.
Dinner choices include London Broil or Chicken Piccata
\$50.00 per person (includes wine)

Indicate your dinner choice on your check, made payable to "Larry Sharp - Zone 7 PCA," and send to:
Larry and KC Sharp, 1119 Megan Road, Livermore CA 94550, Telephone 925-371-2258

The deadline for reservations is January 6, 2007.

Rooms have been set aside at a special rate.
Ask for Porsche Club when making room reservations.

If you wish to spend the day in San Francisco, there is a shuttle to BART from the hotel.
For a day of shopping, Stoneridge Mall is within walking distance.

2007 Time Trial Dates

Here they are:

The dates for the 2007 Time Trial Series are:

1. Infineon: Feb 24/25
2. Thunderhill: March 30-April 1 (3 days!)
3. Buttonwillow: June 2/3 (tentative); June 9/10 (backup)
4. Thunderhill: August 4-5
5. Thunderhill: September 22-23

Mark you calendars and start pondering what the car needs (New tires! You *always* need new tires.)

Return to Thunderhill

Team Lost'N'Spaced Gives it Another Go

--by Louise Sousoures, GGR member

Team Lost 'N Spaced Racing is at it again! The team will be defending its 2005 title of overall winner of the 25 Hours of Thunderhill ... NOT! We are going to compete, have fun and hopefully finish the longest endurance race in North America this weekend, December 2-3, 2006.



For all you insomniacs out there, timing and scoring throughout the race will be posted at [here](#). Tune in to see how your friends on Team Lost 'N Spaced as well as the other teams are holding up. Of special interest, Car & Driver will be campaigning two diesel BMW 335 race cars.

Thanks for reading through this month's issue. Still definitely a work in progress! Hopefully an improvement on last month. Please do let us know about any technical issues or glitches with receiving or viewing this. We are sorting them out as we go along.

Cheerios,

John Celona
Porsche Club of America-Golden Gate Region

Email: nugget-ed@sbcglobal.net

Web: <http://www.pca-ggr.org>

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