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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.
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- DE and Time Trial: more instruction and car preparation is required, but you get to drive your car on a real race track. Vroom.
- Tour: drive your car along a beautiful route and stay somewhere nice. Yes, someone will have a radar detector. Non-competitive.
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Join Now!
Happy New Year

The French gave us Bordeaux wine, the 24 Hours of Le Mans (soon to be won outright by another Porsche prototype), and the famous kiss. They also have a wonderful tradition that we ought to emulate; they customarily give themselves until January 31st to present their holiday wishes. This being the January issue of the Nugget, my wife Cindy and I wish all the GGR members and their loved ones a very happy and healthy 2006. In the coming year, we hope your personal lap record goes down, your Concours beauty shines brighter, and you find new twisty roads to tour.

On December 4th, over 100 GGR members attended the Year-End Banquet at the Blackhawk car museum to celebrate another great year of friendship and Porsche driving. Awards and trophies were presented to deserving competitors and outstanding club members. None of our club’s activities would be possible without the volunteers who dedicate their energies and their time to make them happen, and I want to offer a great big thank you to all of you who made 2005 possible. I also want to recognize our outgoing President, Bill Benz, who has guided the GGR with a steady hand for the past two years, who has spent countless hours assisting with all the club activities, and who has coached me extensively on the duties of the president to ensure a smooth transition. Andrew Forrest will be missed for the insights and levity he brought to the board meetings and for his ability to summarize convoluted circumlocutions into readable board minutes. Andrew has re-enlisted already as the Time Trial chair, and I trust Bill will be around at every event.

This issue of the Nugget is special. John has created a catalog of activities planned for the coming year that should serve as every member’s bedside reminder of all the wonderful ways to experience the company of other Porsche owners and the performance of their cars. Read it early and often. By next December, it is likely to have become the most dog-eared publication in my household. While all our main activities already have chairpersons in place, there are still many volunteer positions to fill. Contact the appropriate event chair and raise your hand to help. If you have not participated in a GGR event recently, we want you back. Come and try one of the many activities described in this Nugget. And if there is no event you like, go out and make one of your own. Seriously. Contact the
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board with your idea and we will help you get started. Last year, George Grialou started the bi-monthly Saturday Boxster brunch at Alice's restaurant, and there are now a dozen regular participants. Thank you, George, for this new initiative.

For the Blackhawk brunch, we were lucky that Carlsen was able to bring the first Cayman in the Bay Area to the event for all of us to admire. It took some serious negotiating on their part to get Porsche Cars of North America to agree, and we were among the first non-journalists to see the new beast in the flesh. This reminded me of the special relationship that exists between the GGR and our sponsors and advertisers. Without their contributions you would probably be paying $100 to read this fine publication, and spending hours surfing the Internet to locate a reliable supplier for your vehicular needs. When you patronize these enlightened businesses, please do take a minute to thank them for their support.

Finally, with the New Year, we have restarted the monthly board meetings. These meetings are open to all members, so if you are curious about how the club is run, plan to join us for an evening in the near future. It would help if you could email or phone to let Cindy or me know you are coming so that we can be sure to have enough delicacies from “Chez Costco” or similar high brow culinary establishment to nourish you properly.

Claude

The GGR Club Directory

Welcome to GGR’s Club Directory Issue. To include it, we combined January and February and made it a double-issue. In it, you’ll find information on a host of club activities. Whether your interest is in driving your Porsche hard, driving it to a beautiful place, or just driving it somewhere to have fun with other Porsche enthusiasts, we have something for you. Your car can be clean or not clean, numbered and classified or not—all is good. This is your club and these activities are for the members. And, if there’s something else that sounds fun to you and is not currently in the line-up: suggest it! That’s how the Boxster Brunch got started.

Hold on to your club directory. Pull it off the shelf when you have a question about a club activity. Or pass it along to a friend interested in the club. We’ll replace your donated copy, or even to mail a copy to someone directly. Just drop me a line at nugget-ed@sbcglobal.net.

The Importance of the Web Site

All that said, the good part about The Nugget is you don’t have to turn on a computer to look at it. The disadvantage is that we’re limited to a monthly printing and distribution. So, for the most up-to-date information (especially on schedule changes!), do check out the GGR web site at http://www.pca-ggr.org. Our webmaster (and vice-president!) Susan Angebranndt does a remarkable job of keeping it and the Zone 7 web site up to date. Barely a day goes by that there isn’t something I need and find on it. Just last week I was wondering about the meaning of life and voila! There it was among the autocross rules.

Where Did it All Come From?

All the stuff in the Club Directory, that is. I wrote it all! —Oops, actually, not. It came from all over the place. From things members had written and posted on the web site, for example. From photos members had taken, then let our webmaster know about so Susan could post a link on the GGR site.

The point is, if you’ve ever had a hankering to write something or take pictures, The Nugget is your opportunity for immortality. Between the paper-and-ink printed copies and the online edition, chances are your contribution will achieve as near to immortality as we can do without building a pyramid. All contributions from the members are highly welcomed (you don’t want to read my writing all the time, do you?), and we do our best to work them all in—if not in the current month’s issue, then in the next one.

Call for an Ad Manager

Lastly, we’re sending out a renewed call for a Nugget ad manager. You don’t have to know anything about advertising; we’ve already prepared an information package for prospective advertisers. You don’t have to find advertisers; inquiries tend to come in by themselves. All you would need to do is keep up with the communication: responding to inquiries, following up for ad copy and payments, and so forth. It will take about a half-hour per week. You’ll love it.

The benefits of being Nugget ad manager are legion. You will become more highly known at all the local area Porsche dealers and at many service and parts locations catering to Porsche owners. Your name will be printed in The Nugget each month. Between that and the online edition, your Google ranking will skyrocket. You’ll be overwhelmed by the gratitude of The Editor. You may even be able to garner press credentials at Laguna Seca events. Hard to believe something this good is still legal.

Do drop me an email if you’re interested, and thanks for reading.
Welcome to the Golden Gate Region of the Porsche Club of America. We're old. We're big. And, as this directory shows, we have a lot of activities related to Porsche cars like yours and Porsche people, like you.

We're the original San Francisco Bay Area Porsche club region and date back almost to PCA's founding in the late 1950s. Our 1800 members range from original owners of concours-winning black 356 Speedsters to factory-trained 4-cam Carrera technicians, to hard-core current endurance-winning racers and their teammates, to families who schedule their entire year (but not the birth of family babies) around PCA's national Porsche Parade, to others who just enjoy the camaraderie and the sharing of a common interest in the Porsche experience.

Our substantial size allows us to serve the needs of this wide range of members. We are able to put together one of the most extensive driving programs in the country...
with five or six race track time trials, an on-track driver’s education program and nine to twelve parking lot auto-crosses each year. Our members take part in a series of rallies and concours events put on by Golden Gate Region and by the other nine Northern California Regions which make up PCA’s Zone 7. You can pick up valuable technical information and other advice at formal tech sessions. Our membership will provide the full spectrum of opinions and recommendations on all things Porsche and non-Porsche whether you ask for them or not. Our monthly magazine, The Nugget, has an up-to-date calendar and an extensive classified advertising section. It’s also a valuable source of information about our members and the Porsche-related services they provide.

Please hang on to this directory. Trust me; you’re going to need it. Any day now you’re going to say to yourself, “I have an insatiable urge to clean the suspension of my twin turbo with a Q-Tip and enter a Golden Gate Region concours.” or “I’ve always wanted to impress everyone by wearing a bright red driving suit and cruising around a race track at a Golden Gate Region time trial...and this is NOT a midlife crisis!” or “What I need is 6,000 calories of Harry’s Hofbrau food and an evening of shared Golden Gate Porsche experiences!” If you’ve saved this directory, you’ll be ready to jump into action, Golden Gate Region style. If, on the other hand, you’ve tossed it out nothing good will come of you. You’ll be lost and adrift. You’ll be confused. Almost for sure, even your dog won’t like you. So there! --
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<tr>
<td>2006 Autocross Chairmen</td>
<td>Bill Dally, Glynn Dennis, Brian Lay, and Paul Smith</td>
<td><a href="mailto:autox@pca-ggr.org">autox@pca-ggr.org</a></td>
</tr>
<tr>
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</tr>
<tr>
<td>Autocross Timing &amp; Scoring</td>
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<td>Autocross Registration</td>
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<tr>
<td>Concours Chairman</td>
<td>Larry Adams</td>
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<tr>
<td>Tour Chairman</td>
<td>Rob Neidel</td>
<td><a href="mailto:rob@neideldesign.com">rob@neideldesign.com</a></td>
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<tr>
<td>Rallye Chairman</td>
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<tr>
<td>2006 Time Trial/DE Chairman</td>
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<tr>
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<td>Time Trial/DE Chief Steward</td>
<td>Chet Martin</td>
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<tr>
<td>Time Trial/DE Registrar</td>
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<tr>
<td>Time Trial/DE Safety co-Chairman</td>
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**ZONE 7 FOLKS**

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<tr>
<td>Zone Representative</td>
<td>Larry Sharp</td>
<td><a href="mailto:larrysharp@comcast.net">larrysharp@comcast.net</a></td>
</tr>
<tr>
<td>Autocross</td>
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<tr>
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Autocross is a sport where you try to drive around a course in the shortest possible time. The course is laid out in a big empty parking lot and outlined by pylons. The rules are simple: go as fast as you can but don’t knock down any pylons (one second time penalty per pylon). Every autocross is also a driver education class, as there are qualified instructors available at each one. Check out our calendar of upcoming events. Following is part of the autocross FAQ on the GGR web site.

Who can participate?
Anyone with a Porsche. You do not have to be a member. If you would like to become a member, applications are available at the event, or there is more information here. GGR members can use their other car, with prior arrangements and permission of the event chair. (For PCA members, we allow their minor children with a driver’s license and parent present to participate. Find out more by clicking here.)

Do I need to attend a school first?
No. This is the ideal event for first-timers. The schools are a good way to improve, or an introduction, but they are not required. You can follow these guidelines, and just show up to your first event.

Where Is It?
We use primarily parking lots and airfields in the greater Bay Area. See the events calendar for locations, and the directions page for descriptions and directions.

What Does It Cost?
$30.00 per driver.

Is there Pre-registration?
No. You just show up and register at the event, however this does not apply to special events, such as the schools. The schools do all require pre-registration, and often fill up within weeks and sometimes days, of the announcement.

What Time Should I Show Up?
Registration is open from 7:30 AM - 8:30 AM. Afternoon registration is 11:30 AM - 12:00 PM.

What Do I Need To Get Ready?
Your Porsche should be in good mechanical condition. No cord showing on tires. Brakes in good condition. No loose wheel bearings. (Grab the top of your wheel and tug in and out. There should be minimal play.) No parts about ready to fall off. Fill with oil and inflate tires according to your owner’s manual. Try to show up with 3/8 tank gas—more is okay, but it’s extra weight.

What Should I Bring?
Wear comfortable clothes and shoes suitable for driving/walking/running. Bring food and drink, many sites do not have amenities nearby. A hat, sunscreen, and sunglasses are advisable as it’s usually pretty sunny and warm toward mid-day. If you have an Auto(SA) or Motorcycle(MX) helmet with a Snell 1995 or later sticker, bring it. If you don’t have a helmet, we have a limited number of
loaners. (Need Credit Card or Driver’s License as a deposit)

Will I Hurt My Car?

No. Porsches were engineered to be driven this way. Your car has a racing heritage and if you listen, it is begging you to take it autocrossing. Courses are laid out so they do not come close to light poles and other immovable objects. You will wear out tires and brakes faster, but the wear is not significant from a single autocross.

Is It Dangerous?

About as much as crossing a busy street. When you are working course, the most important thing is your safety. Always keep your eyes on the car on course. Always double check that no cars are coming before you run to pick up that pylon.

How Do I Find Out About Events?

Watch the calendar on this web site, or this magazine for upcoming events. Other PCA regions, the SCCA and other car clubs all hold events if you get really hooked on the sport.

The Boxster Brunch

The Boxster Brunch is the newest addition to the GGR activity roster and was the brainchild of George Giralou. George’s original idea was to gather new PCA members with entry-level Boxsters to share their newfound Porsche experiences. The Boxster being the smallest model in the Porsche line-up, the brunch corresponds with the morning feeding time for most young Boxsters.

The Boxster brunch meets at 10 a.m. on the third Saturday every other month at Alice’s Restaurant, located at the intersection of highways 35 and 84 on Skyline Boulevard in Woodside. This woodsy setting is a favorite location for watching cars, motorcycles, bicycles, and the locals. Plus it’s a fun drive up the hill for most people (watch for the cyclists!).

To George’s surprise, this gathering attracts a variety of Porsche owners, some PCA members and some not, and driving a variety of Porsches. Typically, more than a dozen show up in air-cooled, water-cooled, and just plain cool transport.

George and Carol welcome all comers. Just kick back, meet some people, and have some fun.
A Concours d' Elegance is an event during which owners of cars compete to determine which entry is the cleanest. Concours d' Elegance is said to have begun in the late 1800s as an event for the social elite. Back then, the car and the entire family were judged. Competition in the Rolls-Royce category in England became so stringent that beautiful models were hired to wear specially designed dresses that matched the interiors of the cars. In addition, some competitors set up picnic tables nearby with linens and accessories made to complement the color of the cars. Eventually, the purpose of these events became blurred, with the cars being overshadowed. Today, Concours d' Elegance events are held all over the world. In the United States, the interest and participation in these events has increased over the past several years.

There are essentially two types of concours competitions. The first and most involved is the “full” concours. In these events, everything on the car is judged: body, paint, underbody, engine compartment, interior, and luggage compartment. Parts and crevices in your car that you may never have taken notice of before will be judged. Obviously, this category involves the very serious concours enthusiast; because who else would actually attempt to disassemble their Porsche, clean everything very thoroughly and then reassemble it? Yes, most of these people actually do this. A new car, right off the showroom floor, would have a tough time winning the show. Most experienced concours judges will tell you that a new car never driven may, on average, score half the points of a concours winner! In this type of competition, the entrants trailer their prized possessions to the site, unload them to be judged, and then load them back up to go home.

The other type of competition is the “topside only” or “street” concours. This is the type we usually hold in Allegheny Region. In this event, you are essentially seeing judging based on what one would see if they were just viewing your car; specifically, the exterior, interior, and luggage compartment. Some events may include the engine compartment in that list. Essentially, everything except for the underbody may be judged. People who enter this type of concours are those who generally drive their vehicles on a regular basis. Consequently, there is also a real challenge in this kind of competition to see how well you can maintain a car that you do drive. For example, how clean and well-maintained is your 1987 911 with 75,000 miles on it? It is amazing to see a car like this that looks as though it is still brand new.

For judging, each car is placed in a class according to model and/or year. Each car is then evaluated by a team of judges, each concentrating on one area of the car, using a point system. For example, wheels and tires may have a maximum of 5 points. The points are then totaled in each class and the car with the highest number of points in that class wins.

Many people may look at those who participate in Concours d' Elegance events as being fanatical cleaning nuts. I find it a great and enjoyable hobby and passion. It’s such a great feeling to finish your car and just stand back and admire the sheer beauty of your automobile.

For all of you who are new to this type of event, do not be intimidated. I have spoken to many who don’t feel they can enter concours events because their car is not “perfect” enough to be judged. Wrong. Indeed, there is a challenge in having a car that is both driven and shown successfully. Everyone can participate. These events can be low-key and fun. I believe that no one ever loses in a concours, because just prepping your Porsche for a show will get it cleaner than it may have ever been and even bring to your attention potential problems that otherwise may not have been uncovered.

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

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

GGR sponsors or participates in 2 Autocross schools most years, and we’ll be doing 2 schools this year. You are not required to attend a school in order to participate in the regular season autocrosses, but these are opportunities to get different and additional practice before an actual event. The Porboys Beginner Autocross School is on February 26, 2005 at Monster Park (Candlestick). Check the website or the calendar section of this issue for specifics. The other school, the Zone 7 School, is a 2 day event, and is scheduled for June, this year. GGR is also one of the sponsors this year. The Beginner Autocross School does a skid pad exercise after the course walks in the morning and then the rest of the morning and afternoon is spent driving or working the Larry Sharp designed course which is made with beginners in mind, and you’ll have an instructor in your car with you. School enrollment is limited to ensure much more driving time than a series event.

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

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

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

While it is a logical progression from autocross to track driving, it is not a requirement. Some drivers are actually more comfortable on the race track than an autocross course, as things usually develop more gradually. An autocross course may have 15 turns in less than a mile, and they come very quickly one after another. A race track has straightaways, and you may have a quarter mile or more, to get ready, and plan ahead. Because of the consequences of a mistake, you’ll take smaller steps toward your performance goals. You should go all day at your first few race track days, without ever experiencing an out of control situation, or sliding the tires.

In contrast, one of the first lessons you’ll practice at an AX school will be sliding all 4 tires on a skid pad. Another difference is that a race track stays the same, and you’ll get 40 or more laps per day to learn your way around. An autocross course is never the same from event to event, and you usually get 8 runs. Track driving allows you to visualize between events, watch video, read track guides, and come back to try the same course again.

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

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

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

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

The Nugget—well, this is The Nugget. All the club news that’s fit to print and then some. We basically run a little magazine here, with feature stories, club news, advertising and classified ads.

If you’ve ever had a fantasy of being William Randolph Hearst without the money, you should get involved with The Nugget. We’re always looking for feature stories, cover photos, coverage of club events, and even help keeping up with advertising. Write, take great pictures, let your inner liberal arts major emerge: you’ll be surprised how much fun it is to do something where there is no possibility of math mistakes.

If getting involved with all this really strikes your fancy; set your sights high: it will be time for a new Nugget editor at the end of ‘06.
Rallying is a sport which generally involves 2 people driving on normal, public roads. There are a number of different sports gathered together under this banner.

Sometimes you will see the word spelled Rallye. While this spelling is generally used internationally, some people use it to differentiate this event from some political gathering. A rally is generally a competitive event, normally run over public roads, and except for PRO Rally, do not require specialized equipment or licenses.

Many SCCA regions and Porsche Club Regions have rally programs. Zone 7 of Porsche Club holds a year-long rally series with an end of year awards at the Annual Zone Banquet. Porsche Club rallys will generally be either Gimmick or Time-Speed-Distance, also called TSD Rallys.

Gimmick Rallys

Gimmick Rallys vary widely; the topic is far too broad to cover in a brief note. Generally these are low key events where the primary object is to have fun, rather than serious competition. A Gimmick rally is a very good way to introduce yourself to the sport of Rallying. Normally a Gimmick rally will have some puzzle to solve. Perhaps the contestants must search for answers to questions. These answers may provide clues to where the rally route goes, or you must answer questions about signs and buildings on the route. The Gimmick may be to draw a playing card at each checkpoint, also known as a control, and the best pokerhand wins. Most, but not all, Gimmick Rallys are won by luck or chance, rather than skill. That is why they are not considered competitive.

TSD Rally

TSD Rallys are generally thought of as “more serious” than Gimmick Rallys. They are called TSD because of the three variables in the equation:

- D is the distance to travel,
- S is the speed to travel, and
- T is the time to travel in.

Normally the variable given is S which is usually 10% below the posted speed limit. This is the \textbf{AVERAGE} speed you must travel. If you slow down for a corner, or stop for a sign, you will have to go faster than that average to make up the time you lost. The Checkpoints, or controls as they are also called, will note the time you arrive at their location. Generally for every 0.01 minute (0.6 seconds) you are early or late, you receive one point. (Porsche Club Rallys are normally timed in seconds.)

The team (Driver and Navigator) who scores the lowest total points for all legs (minimum error) wins their class. This would be easy if you knew where the controls were. That is a carefully guarded secret. You are provided instructions which will take you along a very specific route. Normally this lets you do some scenic driving out in the country, as most rally routes try to avoid congested areas as much as possible. This distance is carefully measured, and since the rate (S) is known, the perfect arrival time is known. However your team must not only calculate your perfect arrival time, but you must drive it as well.

The type of route instructions also determines whether you are participating in a tour or course rally. Tour Rally instructions give you specific and clear instructions as to the rally route. Course Rally instructions may include...
traps that will if taken cause you to travel either shorter or longer than the intended distance. This will cause you to enter the control either earlier or later than your perfect arrival time, thereby affecting your score. Essentially in Tour Rallies, you only need to concentrate on staying on time. Course rallies require not only staying on time but on course as well. Sometimes rallies are advertised as being “brisk”; this means that the average speeds given are very close to the speed limit, and the roads are twisty or offer the driver some other challenge. This adds an additional dimension, since driver ability comes into play as well. TSD rallies are offered on a low key basis by many Porsche Club regions and car clubs, including GGR. The photos here are from the Coyote Run V this past October. This rally ran from the headquarters of Carlsen Porsche in Redwood City out to the coast and back. Among the participants were many first-time rallyists, including competition director David Leong. Dave assured us later that—at all times—all posted speed limits were “observed.” But where were the striped berms marking the braking points?

People are forever accusing GGR of being a “social club.” This is simply not true. The longstanding persistence of these heinous insinuations notwithstanding, GGR members go to great lengths to stamp out any hints of social activity as they arise.

For example, board member KC Sharp is specifically tasked with this crusade for eradication. She is only titled “Social Director” because the former title of “Anti-Social Director” was raising too many questions with her therapist. Every Friday night, a group under KC’s aegis convenes at The Carvery in Foster City specifically to ponder what further measures to take to eliminate any possible trace of social activity.

And that’s not all. Regular meetings of GGR members and the wider Zone 7 and PCA National community are convened to ensure that social distractions do not hinder the unbridled pursuit of Porsche ownership and driving.

Below, for example, the Redwood Region sponsored folks from all over the nation in the “Escape to Wine Country.” Note how the setting discourages frivolity, avoids distraction, and aids focus on the grim task of eliminating unnecessary interaction.

Plenty of space in between the tables to avoid people engaged in mere conversation. And, if the temptation to stray proved too strong, it could be easily avoided with another sip of the fine vintage wines stationed at all the tables.
dant food and wine encouraged application of the palate in more meaningful pursuits than the mere generation of sound.

And, should anyone still not understand the need for discipline, an array of fine automobiles reminded them that creating these beautiful machines is not the product of idle chatter.

This iron resolve does not come easily, but new members are quickly initiated in the need to avoid idle discourse. Below you see a photo taken from one of the new member socials, in which new members are initiated into the order.

Clearly, abundant chips and beer signal the seriousness of the task at hand.

No, eradicating the social stigma around GGR is not a task for the faint at heart. But we are hard at work on it. Check the GGR calendar for announcements of these non-“social” planning events, and come by prepared to contribute to the battle plan.

Perhaps you have just acquired your first Porsche. And now you just know that you’ll want to drive fast, the way your car is designed to be driven. Maybe you’ve searched out some back roads for a little spirited driving, and come away thirsty for more. But you know you’ll eventually find trouble in one form or another with the self-taught, trial and error, back roads approach. Maybe you’ve always wanted to be on the other side of the fence at Sears Point or Laguna Seca as you’ve watched the professionals drive by.

Or maybe you’ve been actively autocrossing for a year or so, enjoying the company of excellent people, the competitive aspect and the skills you’ve been developing, but find yourself hungering for more seat time. In either case perhaps time trialing is for you.

A GGR Time Trial event is both drivers education and a competitive event. The focus for the first day and a half is on drivers education. The objective is to learn and practice precision and performance driving in an environment which has been made as safe as possible.

Cars are divided into run groups with similar lap times, giving everyone an opportunity to practice with their peers on the course. Thirty or so cars practice at a time for four to five sessions of about 25 minutes on Saturday and 2 sessions on Sunday.

The time trial portion of the event is held on Sunday afternoon and provides an opportunity to compete via individual timed runs. This competition is similar to the qualifying rounds of professional racing, where the winning car in each class is the one with the fastest single lap time in its class.

**Goals and Attitudes**

The time trial driving program offered by Golden Gate Region of the Porsche Club of America was devel-
oped by and for people who want to explore the limits of their Porsches in the environment where these studies belong—on a race track. Time trialers seek a controlled environment where they can learn high speed driving skills while minimizing risk to themselves and their cars. These are not wild-eyed speed demons playing bumper cars, but sensible people who share a common goal: to get the most from their Porsches by learning to drive at the limit, and to share the Porsche experience.

Club Environment, Driver’s Education, Competition

Comraderie runs high at a GGR time trial event. In the midst of adrenaline-charged driving sessions, there is a strong family spirit. People share laughs, food, car parts, and even cars. Newcomers are quickly welcomed, meeting the veteran members as in-car instructors through the mandatory student program. In-car instruction is always available to any driver. In fact, instructors are commonly seen teaching each other a new line or technique.

It is key to understand that this is a club undertaking, not a professional enterprise. Rather than offering track-time in exchange for entry fees, the basic foundation of the Time Trial series is an assembly of club members who are working together to create an opportunity to learn and have fun. Because of this, the new entrants should focus on what they can contribute and how they can help the event run smoothly, rather than being focused on what others should be doing for them. When you observe the many jobs and roles necessary to make the event function and realize that essentially everyone doing the various jobs is a volunteer you’ll have a clearer perspective on the importance of trying to help as much as possible. You will also find that being fully engaged in the event enhances your overall experience as well.

Emphasis: Safe, Fun, then Fast

The primary objective of the time trial program is to provide a safe environment for high speed driving. This is achieved through attending the ground school, the in-car instruction, the presence and use of track safety personnel and vehicles, the driving safety equipment, and most of all from the attitudes of the members. But the safety concerns rarely get in the way of a good time, and the secondary objective—fun—is easily attained. The third objective—developing fast driving skills—is a key reason for time trialing, but is pursued within the boundaries of safety and fun.

It is absolutely not required that drivers attain any particular speed or laptime objectives. All drivers should always drive within personal comfort levels (and within levels demonstrated to be safe by allowing the driver to stay on the track at all times). There are drivers who routinely attend the time trials and drive laps that are, compared to the capabilities of their cars, rather conservative. These drivers are as welcome as anyone at the events, as long as they remain safe and have fun. It is important that the beginning time trialer not feel pressured to step beyond his or her reasonable comfort level, no matter what that level is.

Who Time Trials?

Driving through the gates and into the paddock on the morning of a time trial, you will be amazed at the magnifi-
cent array of beautiful Porsche automobiles. It is por-
schephile heaven, with representation from every model.
You will find everything from $5k 914s to $125k 996 Turbos
fresh from the dealer showroom. There are frequent ap-
pearances by Porsche race cars as well, fielded by some of
the clubs more “lucky” owners. The paddock is a great
place to gather information about virtually any aspect of
Porsche cars. Examples of the latest performance parts and
accessories abound. And everyone - barring an occasional
driver having a “bad car day” - is happy to discuss Porsches
and trade advice. The paddock at a GGR time trial is not
filled with bumped out, welded-up stock cars heading out
for another round of sheet metal bashing, but with beauti-
ful, lovingly prepared Porsches. And each of these Por-
sches, be it 914, 996 turbo, or something in between, is
cherished by its owner.

Yes, you can safely drive your Porsche on a real race
track, with highly qualified instruction, then drive home to
tell about it. That’s what GGR’s time trial and driver edu-
cation program is all about.

Tours

A tour is simply a road trip organized by the club along a
very scenic route. Here’s a write-up of last year’s Yosemite
Tour. -Ed.

It’s said “never start with an apology” but I do owe one
to John our NUGGET editor for the lateness of this col-
umn. It would be somewhat face-saving if I had some sort
of excuse such as being kidnapped by our rogue former
NUGGET editors who, rumor has it, have slipped back
into the Bay Area. But no, actually Ruth and I were having
a wonderful time, thanks to GGR.

We spent the last two days on the GGR Yosemite
Tour, put on by Alfred Abken. It was great in any number
of ways. First, after the rainy winter we’ve had, getting to
drive in the sun through the hills of California when they
are in that unreal bright green color accented with pop-
pies, mustard and blossoms was really moving. Ruth and I
got to see a way cool bobcat and super bright stars and a
spectacular crescent of moon against a pitch black night-
time sky.

We took the back roads out of Livermore and went
into Yosemite via Route 140. Alfred had cleverly littered
his driving instructions with specific information (to the
nearest hundredth of a mile) concerning speed traps. We
did see others, who apparently chose to rely upon obvi-
ously inferior electronic speed trap detection, pulled over
exactly where Alfred predicted. It had to be confusing to
other drivers (and to Officer Friendly) to see a line of Por-
sches moving along at a good clip, slow dramatically and
pull into the right lane at selected passing lanes. It cer-
tainly worked.

We were a nice collection of cars, including a new
turbo cab and seemingly every wing and aerokit ever avail-
able for 996’s and 993s. We even had a Ferrari 328 in our
midst. This car was allegedly bought because of reliability
issues with a Boxster! You forget how cool our cars are
until you saw storeowners and others getting out their
video cameras to film us when we stopped for breaks.

Speaking of breaks, I learned a fundamental difference
between men and women, which it appears all women fun-
Women share information concerning the availability of superior rest stop facilities for example, the HOME DEPOT on North Livermore Street with one another and it appears virtually all take advantage of this information. This may prolong certain stops but is far superior to the totally disorganized free lance, every male for himself, any time, any place approach which we men live by. In groups like ours this leads to innumerable stops by individual cars (with associated high speed catching up) or the whole group, depending upon male whim. Legal Notice and Disclaimer: No men were injured or destroyed in the carrying out of this scientific study although it may have been frustrating to the more organized contingent.

The time in Yosemite was wonderful. Alfred had contracted with the park to provide us diner in the Curry Village campground. A booking conflict arise and the park asked if they could move us to the Grand Hall of the Ahwahnee Hotel. The hotel could not have been more gracious, offering us their renowned food and ambiance at the original campground price. It was an unexpected bonus.

From the point of view of serving our membership, Alfred, you did us proud. We had about fifty people in our party. We ranged in age from six to maybe even eighty. We had at least six hard core time trailers. More importantly, six people mentioned to me that they had belonged to PCA for from four to eighteen years and that this was the first GGR event they had taken part in. At dinner, Terry Zaccone thanked Alfred on behalf of the group. He said, and he is certainly in a position to know, that this Yosemite tour was as successful as any tour in GGR history. All of us who were able to take part absolutely agree.

### The Yosemite Tour

**March 18-19, 2006**

Once again, we will be staying in the Curry Cabins, with bath. A Buffet Dinner will be in the Curry Village Glacier Point Room on Saturday evening. Space is limited. Payment in full will hold your reservation. Payment must be received by January 27, 2006. Sorry, no refunds can be made after February 17, 2006. Cost per couple, or single, will be $275. If more than two people per cabin are going, additional costs are $12 per person, per room. $45 for each additional adult dinner, and $11 for each 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 ____ | Phone ______________________ |

Please let us know the number of people in your party who would be interested in a snow shoe hike early Sunday morning______. There would most likely be an additional charge for this.

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The web site for GGR is at [http://www.pca-ggr.org/](http://www.pca-ggr.org/)

Check it out. Maintained by our vice president and intrepid webmaster Susan Angebranndt, it has an incredible assortment of information, event results, pictures, and an up-to-date schedule of everything going on with GGR. It will answer most of your questions, and was the source for much of the information in this club directory. Spend hour perusing it; I do!
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<td>Jun 24-25</td>
<td>drivers ed</td>
<td>Time Trial #3</td>
<td>Buttonwillow</td>
<td>Andrew Forrest 650 387 4019</td>
</tr>
<tr>
<td>Sat Jul 8</td>
<td>autocross</td>
<td>AX #5</td>
<td>Alameda Point</td>
<td>AX Chairs</td>
</tr>
<tr>
<td>Sun Jul 9</td>
<td>concour</td>
<td>Zone Concours #4</td>
<td>Carmel Valley Village Park</td>
<td>David Alioto</td>
</tr>
<tr>
<td>Sat Jul 15</td>
<td>drivers ed</td>
<td>Ground School</td>
<td>Round Table Pizza, Concord</td>
<td>John Seidell</td>
</tr>
<tr>
<td>Sun Jul 16</td>
<td>concour</td>
<td>GGR Concours (Zone #5)</td>
<td>Carlsen Porsche, Redwood City</td>
<td>Larry Adams</td>
</tr>
<tr>
<td>Fri Jul 21</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>The Carvery in Foster City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Jul 22-23</td>
<td>autocross</td>
<td>Zone Autocross School</td>
<td>Candlestick</td>
<td>AX Chairs</td>
</tr>
<tr>
<td>Jul 29-30</td>
<td>drivers ed</td>
<td>Time Trial #4</td>
<td>Thunderhill</td>
<td>Andrew Forrest 650 387 4019</td>
</tr>
<tr>
<td>Fri Aug 18</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>The Carvery in Foster City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Sat Aug 19</td>
<td>social</td>
<td>Boxster Brunch</td>
<td>10am at Alice's Restaurant, Hwy 35 &amp; 84, Woodside</td>
<td>George Grialou</td>
</tr>
<tr>
<td>Sat Aug 26</td>
<td>autocross</td>
<td>Zone AX#3</td>
<td>Marina</td>
<td>Cathy Carlson</td>
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<tr>
<td>Sun Aug 27</td>
<td>autocross</td>
<td>AX #6 (Zone AX#4)</td>
<td>Marina</td>
<td>AX Chairs</td>
</tr>
<tr>
<td>Sat Sep 9</td>
<td>autocross</td>
<td>AX#7</td>
<td>Alameda Point</td>
<td>AX Chairs</td>
</tr>
<tr>
<td>Sat Sep 9</td>
<td>drivers ed</td>
<td>Ground School</td>
<td>Round Table Pizza, Concord</td>
<td>John Seidell</td>
</tr>
<tr>
<td>Sun Sep 10</td>
<td>concour</td>
<td>Zone Concours #6</td>
<td>Reno, Nevada</td>
<td>Rich Wyett</td>
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<tr>
<td>Fri Sep 15</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>The Carvery in Foster City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Sun Sep 17</td>
<td>concour</td>
<td>Zone Concours #7</td>
<td>Heather Farms, Walnut Creek</td>
<td>Rob Haitsma</td>
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<tr>
<td>Sep 23-24</td>
<td>drivers ed</td>
<td>Time Trial #5</td>
<td>Thunderhill</td>
<td>Andrew Forrest 650 387 4019</td>
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<tr>
<td>Sep 23-24</td>
<td>rally</td>
<td>Zone Rallye #5</td>
<td>Carrera de Sierra</td>
<td>Richard Wetzel</td>
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<tr>
<td>Sun Oct 1</td>
<td>concour</td>
<td>Zone Concours #8</td>
<td>Ledson Winery, Santa Rosa</td>
<td>James Heisey</td>
</tr>
<tr>
<td>Sat Oct 14</td>
<td>autocross</td>
<td>AX #8</td>
<td>Alameda Point</td>
<td>AX Chairs</td>
</tr>
<tr>
<td>Fri Oct 20</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>The Carvery in Foster 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</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>Fri Nov 17</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>The Carvery in Foster City</td>
<td>KC Sharp</td>
</tr>
</tbody>
</table>
**Making a Good Club Great**

GGR covers a huge territory in Northern California and has over 1600 members. What makes the club great is the people (and their cars). But for a club our size, our non-competition calendar is rather skimpy, and we could use few people to help out with coordinating advertising and sponsorships. There are myriad ways to contribute to the club, such as:

- organizing a brunch or driving tour
- working on the yearly scrapbook
- writing an article for the Nugget
- judging at a concours

You'll meet other Porsche owners, and get the satisfaction of helping to make your club great. Here are some suggestions on what you can do, as well as contact information.

**Talking Porsche**

Meeting other Porsche owners to talk about and admire our cars can of course be as easy as attending one of our monthly Friday night socials or an autocross. Organizing and putting on an event can be almost as easy — ask George Grialou, who started the bi-monthly no-host Boxster Brunch in Woodside last year. All he had to do was pick the dates, contact the webmaster and Nugget editor to get them on the calendar, and show up at the brunch. Or, ask your Porsche mechanic if he'd be willing to host a tech session. For the past two years, Joe Ramos has put together a session at the Dent-Pro in Santa Clara. Usually the shop will provide donuts and coffee, so all you have to do is arrange the date. Contact KC Sharp at 925-371-2258 or kcs@comcast.net if you'd like to host an event or want to know more.

**Coordinating the Numbers**

Our competition series for time trials, autocrosses, concours and rallyes, as well as the Nugget, solicit sponsors and advertisers. We need someone to help coordinate the sponsors for our various events as well as the advertising for the Nugget. You won't have to find sponsors or advertisers yourself (that's the job of the event chairs, and the Nugget advertisers come to us, for the most part). Your job will be to keep a master list of sponsors or advertisers. For the Nugget, you'll also answer questions and help the Editor keep track of who's paid up and who isn't. Contact Susan Angebranndt at 650-340-0360 or ggrweb@dino.com if you're interested in finding out more.

**Feeling Creative?**

If you're a creative sort, how about putting together a scrapbook of the club's activities? And you can submit it to the annual scrapbook competition at Parade. Three years ago, four of us put together a book for the competition. Club members pitched in photographs and information about the events. We spent several fun Saturday afternoons titling and arranging everything into a book. At Parade that year, our book was the most popular. Contact Louise Sousoures to show you the book we did or for more information (650.361.1331 or lousies@netgate.net).

**Dip a Toe in the Water**

If you're not sure whether you want to drive at a time trial or track day or show your car at a concours, there are several non-competitive ways to check out the events. For a time trial or track day, you can attend the event and work on the grid directing cars. That's what Jim McClelland did. He wanted to be around the track but wasn't sure he wanted to prepare his Porsche for driving. “I had a thought that if I could show up and help anywhere, I could watch some Porsches zoom around all weekend and learn how this time trial stuff works,” Jim says. About his job on the track grid, he says, “I whistle at five minutes and two minutes (before sessions begin), checking numbers and windows gave me tons of opportunity to get know most of the other drivers in the club, which couldn't have happened as quickly if I just showed up and started driving.” Contact the time trial chairman, Andrew Forrest at 650-387-4019 or ggrttchair@gmail.com if you're interested in helping out with our time trials.

If you've enjoyed attending our annual concours at Carlsen's, why not be a judge this year? There's a judging school in April where you'll learn everything there is to know about how to prepare cars (including proper use of q-tips), and about the requirements of the various show classes. Contact Gary Leiber at gleiber@gjlenterprise.com about the upcoming school.

**Help Get the Word Out**

At several local dealerships, mechanics and parts stores, we have a bulletin board with club information and Nuggets. We need people to make sure these boards are up-to-date and stocked with Nuggets. Contact Louise Sousoures at 650.361.1331 or lousies@netgate.net for more information.
This is the start of my second year as your zone rep. You may be wondering what a zone rep is and what I do. The first part is easy. A zone rep is appointed by the National Board of Directors of PCA to link between the national office and the local regions. The person considered for the zone rep position has normally been a regional president during his or her membership. The region presidents use me as a sounding board for ideas, and I am an information resource for the region presidents and the general membership.

To become a zone rep you must volunteer to the National Board by filling out a form on the national website. Sometimes people seek out the job and volunteer for it; others are asked by a regional president or an outgoing zone rep. The National Board of Directors of PCA then ask advice from the regional presidents regarding potential candidates. The PCA Board of Directors then appoints the person they see as the best fit to the zone and to the national board.

The term is for two years and there are no term limits. People wishing an additional term must fill out the forms and go through the nomination process just like an initial applicant.

That's the part on how to become a zone rep. The fun part that is once you become the zone rep, you discover it is the best job in PCA. I am supposed to go out to the regions and attend as many events as possible to make sure that PCA is serving the memberships as best they can. So darn I must attend Crab or go to Laguna Seca to attend the Porscheplatz. I also try to attend regional board meetings when possible to be of help to the volunteers running your region.

My national duties include attending the two national board meetings each year as a regional president proxy just in case some items need to be voted on at the board meeting. The zone reps also meet twice a year and develop new ideas for events to meet the needs club members. One such idea was our own local “Escape to the Wine Country” event last year in Redwood Region. This idea started among the national zone reps, then the local regions made it happen.

That's a brief description of what my position is and what I am supposed to do. I will be out there attending events so if you want to say hi or ask me a question feel free to do so—that's my job.

---

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What an absolutely beautiful day it was. November 12, 2005 was a day for cut-offs, Bermudas, shorts of any sort; t-shirts, tank-tops, anything without sleeves. Of course, coming from Half Moon Bay, I had on a long-sleeved Polo (cotton, not wool, one saving aspect) and jeans. I was plenty warm all day long. Some folks looked at me funny when I came up to them, saying, “Hi, I’m Joe Ramos, coordinator of this event, please sign in, and we’ll get to you as soon as we can. Oh, BTW, do you happen to have an extra t-shirt I could borrow?” Alas, no one did.

DentPro Day, 2005, was a resounding success. We had more participants at this year’s event than in any other, that is, more cars were made beautiful this year than in any of the past 12 years. We had 31 cars serviced, and would have had 32 but DentPro had closed up shop by the time Jim Kruse came for his 4 PM appointment. Sorry, Jim. In addition, 4 cars were what Roger Scala, owner of the DentPro franchise, called “projects” that would require hours of close attention. These were scheduled for appointments after the event itself (along with Jim’s car). Alas, my newly purchased ‘94 RX-7 is one amongst these “projects.”

Frankly, there were no miracle cures this year as in last year’s event. We had no “I don’t believe you can repair this, but thought I’d check it out, nonetheless” repairs. Most were run of the mill dings, and creases of different types. However, it’s still an amazing bit of magic, in my opinion, that Roger and his technicians perform on the sheetmetal. First, you see it, then you don’t. And at a fraction of the cost of a body repair shop.

For any who don’t want to wait for next year’s event (I do this annually in October or November), please give DentPro a call to get that ugly ding repaired. Roger has two facilities, Santa Clara, 408-987-0700, and Campbell, 408-370-9500. It’s well worth the time.

More Porsche-Related FAQ’s

Every so often, we compile a collection of Porsche-related questions we’ve been asked, ranging from common sense to esoteric. Here’s the newest crop.

Q. Why does my paint stop beading water a short period after I’ve waxed it?

A. I presume there is still wax on your paint. Water forms circular beads on smooth surfaces to take up the least amount of surface area for a given volume. That’s why paint that has just been polished but not waxed will still bead water. Paint that is waxed but dirty will not bead water because the surface is not smooth. Another reason why a wax surface will bead water is that wax has hydrophobic properties: it repels water.

Q. You previously wrote about distinguishing leather surfaces from vinyl by testing to see if they will absorb a drop of water. The original owner of my 993 tells me that the interior is leather. However, it does not absorb the drop and is slippery and shiny, like vinyl. So, whom should I believe?

A. That depends. The reason why leather absorbs water is that it is porous. But if the pores are closed or clogged, water won’t be absorbed. The most common reason that the pores are closed is that a vinyl dressing has been used (i.e. Armor-All). As mentioned this several times before: Never apply a vinyl dressing to leather, even though the directions on most of the dressings say it is safe to do so! This practice leads to the drying out and eventual cracking of the leather. Once the pores are closed, leather conditioners can no longer penetrate the leather.

To determine for sure whether your interior is leather, you must locate the edge of the material and feel the other
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side of it. If it’s leather, you should feel suede. If so, remove the vinyl dressing with a safe degreasing type cleaner. Gentle leather cleaners probably won’t be strong enough for this job. Then condition with a quality leather conditioner which will penetrate the leather.

Q. On my 993 Carrera, I am missing a rubber bumper which covered a bolt head underneath my rear spoiler. What can I do about this?

A. Underneath the electric rear wing of the 993 are six rubber bumpers which fit on top of the bolt heads. Unfortunately, at the factory, they are just pushed on. They eventually fall off during washing or because of vibrations. Occasionally, they cause damage when they get lodged in the mechanism that raises and lowers the wing. It has been suggested by several mechanics that it would be smart to put a dab of glue under them to prevent this problem.

Q. I want to replace my hood crest, but it won’t come out because the two prongs seem to be misaligned with the holes. Why can’t I get the hood crest off?

A. The most common reason for your dilemma is the “cupping” of your badge. This happened because someone closed your front cover by pushing on the badge. Don’t do this, even though the owner’s manual tells you to. You should close the lid by pushing on the very front of it at the very edge. This is where it is the strongest (because the edge is rolled and, thus, double the thickness). Use both hands or your forearm (your forearm works great if you are wearing long sleeves, because you will leave no fingerprints). Another symptom resulting from closing the lid by pushing on the badge is the denting of the lid itself. Now that you are aware of what is happening, you’ll begin to notice how many other people’s badges are cupped and don’t sit flush.

If you have any questions or comments, please feel free to contact me at 1-866-DET-DyNA (866/338-3962) or email us at tech@detailingdynamics.com. May the wind be always at your back and may you achieve your pursuit of detailing perfection!
Announcing the Famous Annual GGR Porboys Beginner Autocross School!

It is that time of year to start thinking about all of the great Porsche driving opportunities in 2006. On Saturday, March 4, 2006, Howard Yao and John Seidell will again run this school. It is really for beginners or people who have autocrossed only a few times. If you have ever wondered what it is like to experience driving your Porsche on the edge (but safely in control) then this is for you. This is a good safe place for drivers to learn about the handling of their Porsche.

The school will be on the large parking lot of Candlestick Park (Monster Park) in South San Francisco. The day begins at 7:30 AM with registration, teching of cars, and then a driver’s meeting at 8:15. Students will then walk the course with their morning instructors. After that, students will be driving on skidpads in order to learn the feel of an oversteering and an understeering car. It is a lot of fun!! The day will proceed with students running the Autocross course with their instructors while half of the students learn to work the course. As in the past, Mr. Larry Sharp, who is a famous course designer and our Zone 7 Rep., will make up the course for this year’s event.

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

The school is sponsored Joe and Annie Zeiph, the owners of Porboys German Automotive Service. They are located at 3640 East 9th St. in Oakland. Joe and his technicians are experts in the repair of all German makes, but they specialize in the maintenance and repair, including complete rebuilds of 911, 944, 914, 928, and Boxster cars. If you have questions or need repairs, call Porboys at 510-437-9400. They do excellent work and are highly recommended. If you sign up and pay the $95 fee, you get:

- Instruction from the best and most experienced instructors in the west!! (Really)
- A lunch including sandwiches, chips, cookies, sodas and water.
- A Porboys Autocross School T-shirt.
- A knowledge of how an Autocross is run, and how to work different jobs.
- A basic knowledge of car control and you will learn tips on how to handle your car.
- You will drive home with a big smile on your face!!!!

If this sounds really good then call the event registrar Howard Yao at 650-652-5775, or e-mail at howard@aberrance.com. If you have questions you can also call John Seidell at 925-938-9531 or e-mail at johnseid@astound.net. We do limit the number of students so that there is plenty of driving time. Advance signup and payment is required.

See you there!!!!!!!
January Report

Total members: 1686
Transfers in: 9
Transfers out: 8

New Members:
- Glenn Bothwell & Valorie Auger
  Morgan Hill, CA  1961 356B
- Marc Costantino
  Livermore, CA  1973 911T
- Sean Englestone & Kim Kalune
  San Jose, CA  1985 911
- John Grounds
  Los Gatos, CA  2001 911
- Marc Korody & Alan Canas
  Burlingame, CA  2006 9PAS
- Stuart Langager & Lolita Amica
  San Francisco, CA  1979 911SC
- Glen Lawson
  San Jose, CA  1965 356C
- James & Ryan Lee
  San Jose, CA  1969 911
- Edward Malyez
  Saratoga, CA  2003 996
- David Merchant & Sally Taylor
  San Jose, CA  1999 911
- Jeff Ogi
  Santa Clara, CA  1999 911
- Lubor Ptacek
  San Jose, CA  1968 912
- Harry & Carmen San Miguel
  San Jose, CA  1998 993
- Otto Schuback
  Rio de Janeiro, Brazil  1974 911

William Zaslow
Palo Alto, CA  2001 911

Anniversaries

35 Years
- Rodney Chin
  San Francisco, CA  1967 911S
- Thomas & Linda Foster
  Jackson, CA  1958 356
- Elizabeth & William Klear
  Saratoga, CA  1969 911T

25 Years
- Douglas & Jade Shirachi
  Oakland, CA  1984 944

20 Years
- Andrew Blyholder & Lee Hamilton
  Richmond, CA  1972 914

15 Years
- Tim McDonald
  Portola Valley, CA  1974 911
- Kenneth & Kris Moore
  Los Altos Hills, CA  1988 930
- David & Suzan Thietje
  Redwood City, CA  1971 911T

10 Years
- Max & Nancy Gisko
  Belmont, CA  1991 911
- Joe Guerra
  San Jose, CA  1982 911S
- John & Clairene Petersen
  San Jose, CA  1956 356
- Jerry Pretti & Mary Beth Wilson
  Mountain View, CA  1991

911C 2

February Report

Total members: 1653
Transfers in: 6
Transfers out: 7

New Members:
- Jodi Benassi
  San Jose, CA  2006 986
- Carrie Byles
  San Francisco, CA  2003 911
- Ken & Kathie Corsello
  San Jose, CA  2000 986
- Anthony & Harriet Girdley
  Los Altos, CA  1997 911
- Robert & Colleen Greenfield
  Alamo, CA  2006 911
- James Hurst
  San Francisco, CA  1971 911
- Ronald Kahn & Julia Rowe
  San Francisco, CA  2006 911
- Richard Kolomejec
  Redwood City, CA  2006 911
- Patrick & Mari Kuhn
  San Jose, CA  1997 911
- Gregg M ayer
  El Cerrito, CA  1987 911
- Kirk Morrison
  Sausalito, CA  1988 911
- Walter Nieder
  Redwood City, CA  2005 9PA
- Jimmy & Teresa Ojeda
  Gilroy, CA  2006 911
- Travis Pipes
  San Francisco, CA  1986 951
- Kevin Pribyl
  Foster City, CA  2002 911

John & Sara Thearle
Hartshorne Derbyshire  1963 356
- Ming Sun Wang
  Palo Alto, CA  1995 911
- Henry Wu
  San Francisco, CA  1996 911
- Bill Zack
  San Carlos, CA  1976 930

Anniversaries

35 Years
- Len Peterson
  Cameron Park, CA  1983 911

30 Years
- Allen & Lena Henderson
  Los Gatos, CA  1999 986

20 Years
- Tom & Andrew Amon
  Campbell, CA  1979 911
- Chuck & Rosemary Davis
  San Carlos, CA  1976 912
- Ralf & Candi Gester
  Alamo, CA  1986 911
- Robert & Gisela Norwood
  Gilroy, CA  1984 944

10 Years
- Fred & Dawn Campbell
  Redwood City, CA  1975 911
December Board Meeting
Golden Gate Region
Porsche Clubs of America
Board of Directors Meeting Minutes

Call To Order

The 2005/2006 joint board meeting was called to order at 11:50 AM on December 11th, 2005 at Scott’s Seafood of Oakland, CA.

Departing board members present were Bill Benz and Andrew Forrest. Returning board members present included Susan Angebranndt, Louise Sousoures, John Celona, David Leong, K.C. Sharp, and, in a new role, Claude Leglise. New board member Tracey Morris was also present. Numerous guests of the boards were also present.

A. Approval Of Minutes

Approval of the Minutes from the Board of Directors Meetings November 2005 was not discussed.

B. Postmortem Of Events

1. No postmortem of events was held.

C. Directors Reports

No directors’ reports were taken.

D. Old Business

1. None.

E. New Business

1. The weighty matter of on which evening future board meetings should be held was discussed. After a contentious and bitter partisan fight it was decided to settle on Tuesday evenings. Except for the first one (Tuesday being too close to 2006's inaugural hangover).

Adjournment

There being no further business to come before the Board, a motion to adjourn was approved at 11:59 AM. The next Board of Directors meeting will be held January 5th, 2006 at 7:00 p.m. at the residence of the President, Portola Valley, Calif. Please call the President at 650 851-4537 to add items to the agenda.

Respectfully submitted,
Andrew Forrest
GGR Secretary 2005

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491 McGlincey Lane, Campbell, California 95008
Call To Order
The meeting was called to order at 7:35 PM on January 5, 2006 at the residence of the President, Portola Valley.

Board members present were Claude Leglise, Bill Benz, Susan Angebranndt, Laura Mercier, Tracey Morris, Louise Sousoures, David Leong, and K.C. Sharp. Also present were Larry Adams, Bill Dally, Andrew Forrest, Cindy Salisbury, Larry Sharp, and Harold Williams.

A. Approval Of Minutes
Approval of the Minutes from the Board of Directors Meetings December 2005 was unanimous as written.

B. Postmortem Of Events
1. Month and day, Friday night social
2. December 4th Award Banquet; well attended, well organized by Paulette Johnson – 2006 3. 2006 Banquet will be organized by Social Director, KC Sharp possibly for New Year Eve
3. December 13th, 2005/2006 Joint Board meeting
4. December 17th, Boxster Luncheon

C. Getting organized for 2006
1. Reaffirmation of “Statement of Policy” was unanimous.
2. Appointed Positions:
   - Nominating Committee Chair – Louise Sousoures
   - Historian – Larry Sharp
   - Panorama Reporter – Bill Benz
   - Dealer Reps – Louise Sousoures
   - Tech Chair - Susan Angebranndt will report on finding a volunteer in February
   - Zone 7 Autocross Representative – Bill Dally
   - Preparer of Scrapbook, Nugget Ad Manager, Donation Manager, Tour Chair - Open
   - Membership Directory Manager, Dinner Meeting Chair, Swap Meet Chair, Publicity Manager - N/A
3. Red Book updates will be available for review by the Board in July 2006.

D. Directors Reports
Past President; Bill Benz
1. Attended the Joint Board banquet and pleased to see the 2006 Board moving forward.

Vice President, Susan Angebranndt.
1. Insurance for January and February is ordered

Past Treasurer; Claude Leglise.
1. As of December 31, 2005 PCA GGR Cash Balance was $44,237.
2. After review of the Treasurer’s report it was agreed Advertisers for the Nugget must submit checks prior to running their ad in the Nugget

Membership, Louise Sousoures
1. There were 9 transfers in December, 8 transfers out, 15 new, total: 1686
2. There were 6 transfers in January, 7 transfers out, 19 new, total: 1653
The membership report was unanimously approved

Competition, David Leong
1. Autocross – Bill Dally
   a. Carlsen Porsche will sponsor the 2006 Autocross including 12 helmets which allows the fee for autocross to remain at $30.
   b. All venues except one have been confirmed.
2. Time Trial – Andrew Forest
   a. Thunder Hill and Button Willow contracts are complete – Neon is being finalized

Social, KC Sharp
1. Will investigate venues for New Year’s Eve Social

Nugget Editor, John Celona
1. January and February issue will be combined into a single issue

Richard Bontempi’s
High Performance House

Now that Automation is gone, rely on us for all your local parts needs.
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http://www.highperformancehouse.com
CRAB 32 ENTRY FORM  
April 7, 8 & 9, 2006

Register by March 10th and take a $10 discount.  
Registration deadline April 1, 2006 • Cancellation deadline April 1, 2006  
Headquarters is the Towe Auto Museum, 2200 Front Street, Sacramento

<table>
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<tr>
<th>ENTRANT (must be named to participate)</th>
<th>CO-ENTRANT (must also be named)</th>
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| Couple (incl. Crab* dinner & B&B) | $150    | *Number of “non-crab” chicken dinners |       |
| Single (or add'l family entrant) | $ 80    |                                       |       |
| Box Lunches - Saturday each        | $ 9     |                                       |       |
| Add'l Guest - Sat. Crab* dinner    | $ 50    |                                       |       |
| Add'l Guest - Sun. B&B             | $ 15    |                                       |       |
| Add'l Guest - Sun. B&B under 12    | $ 12    |                                       |       |
| Sub Total                           | $       |                                       |       |
| Deduct if mailed before 3/10/06    | $ 10    |                                       |       |
| Grand Total Enclosed               | $       |                                       |       |

Please let us know in which of the following events you plan to participate (show number of entrants in each).

Autocross      FunKhana       Rally      Concours        Driving Tour    Beer & Brat  Walking Tour

Please indicate the Porsche you plan to enter:
Year_____ Model_____ Color_______

Please enter your car number preferences:
First Choice_______ Second Choice_______

Mail your check, payable to PCA - SVR, to:
Rik Larson, CRAB 32 Registrar
2120 Maddox court
Carmichael, CA 95608-5615

Your CRAB 32 registration includes the Friday night Welcome Party, Registration, fun; the Saturday Autocross, Driving Tour, FunKhana, Walking Tour, CRAB 32 Banquet (2½ pounds per person), more fun, Sunday Rally, Concours, FunKhana, Beer & Brat Picnic, and still more fun. Plus the camaraderie of great Porsche people and door prizes!!

CRAB 32 Polo and T-Shirt Information: Contact Andy or Diana Leight at (916) 984-9624, e-mail vicepresident@svr.pca.org. Deadline for shirt orders is March 10.

Lodging in Sacramento (Ask for the Porsche club rate when booking your room.)
Holiday Inn Capitol Plaza • 300 J St. • $124 single and $134 double • $10 per night parking fee • (916) 446-0100
BW Sandman Motel • 236 Jibboom St. • $73 single or double • (916) 443-6515

For further information, visit the SVR website at www.derporsche.net or contact Kim Nelson at (916) 933-4282, email kim356@directcon.net or Kim Kinder (530) 306-4372, e-mail kim.kinder@oes.ca.gov.
Webmistress, Susan Angebranndz.

1. Nothing to report

E. Topics for Discussion

2. Time Trial series changes and tweaks
   a. A survey is being sent out to some members to help understand how to increase the participation of HSDS and Time Trials.
   b. GGR is finalizing the logistics of track day for Carlson Porsche dealership customers.
   c. Changes to 2006
      i. Ground School will now have a $20 fee
      ii. HSDS will be 1 1/2 days allowing six sessions for the drivers
      iii. No demo rides on Sunday

3. 2006 Budget and Treasurers report was approved unanimously

4. Proposed board schedule for 2006 – discussion continued

5. Goodie Store purchase request was approved unanimously

Adjournment

There being no further business to come before the Board, a motion to adjourn was approved at 10:30 PM. The next Board of Directors meeting will be held February 7th, 2006 at 7:00 p.m. at the residence of the President, Portola Valley, Calif. Please call the President at 310-418-0163 or email ggrpresident@gmail.com to add items to the agenda.

Respectfully submitted,
Laura Mercier
GGR Secretary 2006

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. For the amusement of our members and to promote good writing, ads are run as submitted and are not edited. 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


2003 Boxster Meridian Metallic/Navy, 9,500 miles, Tiptronic, "S" wheels, cover & bra. First year with glass rear window, this Boxster is flawless, Email for pix, $31,900. Contact Ken M ack at kenmack@sbcglobal.net or 408-268-4369.

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 psportovelco@aol.com or (510) 693-9118.

1988 924S Club Sport M 030. LSD, sunroof. Metically cared for last 9 yrs. Recent belts, rollers, water pump, etc. 88k miles. Set up for autocross. PCA series and Parade winner. $6,500. Contact Mike Leuty at leuty@nwlink.com or 253-874-5203.


1987 944 Turbo production class track car extremely well prepped LSD, charilearmms, M AF, 249 RW H P. M any new parts. Tons $$$ spent. 3 time class champion. Must sell. Contact Michael Whelan at porsharacer@netscape.com or 916-783-9447 x 104.

1973 914 2.0L Original owner is moving & must sell. Zambezi Green, approx 165K mi. Fuchs wheels, bra/cover. Virtually stock. SF Bay Area car. $6500 OBO Contact Bill Lucas at blucas0557@aol.com or 415-897-5428.

1993 Beck 550 Spyder Each $50 Spyder
2275cc Volkswagen Type 1 engine (165 hp) Dual D e llorto Carbs, Deep Sump Oil pan, Heavy Duty Oil pump, Front oil cooler w/ electric cooling fan, Adjustable rev limiter, (currently set at 6000 rpm) Headers (Jet Hot coated), Contact Fred Brubaker at brubakerr@rcn.com or 610-434-2656.

2000 B oxster 42k mi. white w/black leather interior, black top, manual. sport design pkg - 18" wheels - red brakes - cd changer Excellent condition. Garage kept, $25,500. Contact Joe at iyang723@yahoo.com or (510) 415-3223.

2002 911 T win Turbo, Black/beige, 26.6K miles. Near mint condition, stock and correct, one-owner, always garaged and covered car. Comes with all records, books, keys, cover, custom mats, and original window sticker. $79,900. Contact Brad Zucro at brubakerr@rcn.com or 600-00-8669.

1977 930 3.2L Turbo #9307800274. Race ready, fresh engine and gearbox. Dyno sheets and technical specs available. 8,950 Contact 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 Wheels. Heated Seats, Sport Package. All records. Perfect Car. $33,995. Contact Kim Nelson at kim36@directcon.net or 916-933-4282.

1986 944 turbo good 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@jicis.net or 707 477 6886.

1982 911 Sc Track Car (street legal) 17k obo 30k mi motor red/ tan, whale tail, 32 twin plug ssi and b&b 7x8 fuchs toyo r a-1, Cage, Sparco seats, rs carpet, 20k invested many extras. Contact Larry Burgess at larryburgess1@earthlink.net or 650-399-7914.

1987 930 Turbo Coupe Black/Black, 38k Mi, Excellent Condition, Completely Stock, Alpine FM /AM /CD, Sunroof, 930S Steering W heel, Jack, Tool K it, Compressor, Upgraded Lockable W heels, Toyo RA-1 Tires. $36,900 OBO. Contact Ron Profi at rprofili@napanet.net or 707-254-1600.

1973 914 2.0 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, 2 D M E & K LR chips, strong engine & smooth drive train, extras. $12,500 Contact Ted Phillips at twpmgp@value.net or 530-622-2992 days 530-644-0980 evens.

Premier Auto Tops & Interiors
(408) 241-7090
3457 El Camino Real, Santa Clara CA 95051
www.premierupholstery.com
1973 914-5 2.0 Alaskan Metallic Blue, 148K miles, excellent Black interior, S-package with center console & Fuchs forged alloy rims, strong tranny & 2 liter engine, new rotors & brake rebuild, all records, very clean with no rust on body but needs new paint & battery tray. $4500.00 Contact K en McLaren at kmclaren914@comcast.net or (650) 743-1794.

1975 Carrera/Targa good mechanical condition, custom blue shot at factory needs to be stripped & repainted. New top & rotors 7 & 8x15s recently polished/painted. Best offer. Contact M ike Becker at mbecker911@astound.net or (925) 930-7762.


1976 914 2.0 Alaskan Metallic Blue, 148K miles, excellent Black interior, S-package with center console & Fuchs forged alloy rims, strong tranny & 2 liter engine, new rotors & brake rebuild, all records, very clean with no rust on body but needs new paint & battery tray. Great project car $4500. Contact Ken McLaren at kmclaren914@comcast.net or (650) 743-1794.

1978 930 4speed 930transmission less than 10,000 since overhaul absolutely ok extra 2nd3rd4th gear not ltd.slip bought trans with ltd & short gears Contact myron krupp at gt3krupp@charter.net or 817 284 8271.


1996 911 993 4S My well-maintained and upgraded black/ black 993C4S is for sale. More info and pictures at http://tinyurl.com/d8ef4. Contact Rob Woollen at rob993c4s@gmail.com or 4154871705.

2001 RUF 3400S Handbuilt, RUF 3.4L engine & suspension, silver, blue leather interior, GT3 seats. Only 12 worldwide. RUF V IN, US Spec, CA Lic and Reg. 11,800 mi concussion condition. $79,500. Contact Bob Peake at bbayou@jps.net or (916) 985-2269.


1973 914-5 2.0 Alaskan Metallic Blue, 148K , console & Fuchs, new rotors & brake rebuild, no rust on body but needs new paint & battery tray. Great project car $4500.00 Contact K en McLaren at kmclaren914@comcast.net or (650) 743-1794.

1978 930 4speed 930transmission less than 10,000 since overhaul- absolutely ok-extra 2nd3rd4th gear-not ltd.slip/bought trans with ltd. slip and short gears Contact myron krupp at gt3krupp@charter.net or 817 284 8271.

2001 996 turbo met blue/tan 15K miles. Perfect cond. All options. New P-0s. Ask 85K obo Contact mike jordan at mjordan@wagnerprocess.com or 510-303-1804.

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1978 race car with 930 turbo 10hrs new 3.3 turbo engine mahle, corillo, full cage, firesafe, fuel cell, 290 lb fibreglass RSR E/m electronics. Racers group comp susp upgrade. Fully sorted and reliable. Ask $40K obo $100K invested. Contact Mike Jordan at mjordan@wagnerprocess.com or 510-303-1804.

1993 RS America Black/Black, Fikse 18” wheels, B&B exhaust, Autotority Air Flow Sensor, Eibach, Big Red Front calipers, 68K miles, A/C, sunroof, never tracked, CD, third owner, new clutch, rear tires, $36,500. VIN # W POAB 3418164. Contact Kenny Tse at kennyjr748@yahoo.com or 415 359 7482.

2001 996 Cab w/ Hard Top All Options Original price $104,995.00. Contact Yobie Benjamin at yobie@acm.org or 415 548 3333.

1993 928 GTS, 5 speed rare, black/black, 102K miles. DEVEK serviced: clutch/coilovers, tb/wp, plugs/wires, cats/exhaust, caps/rotors, thermostat, tires, tint, smog. Contact Mike Leon at akitamike@yahoo.com or 650 346 5167.

1989 944 turbo S Velvet Red; 99K mi; well prepped; 6 pt. cage; Suspension; Recaro’s, Fikse; Big RedS; K27 turbo; Promotive; driven very little in last 8 yrs.; must sell. $14K/BO Contact Michael Lye at mlye@aurora.com or 650 619-9862.

1997 C4S Black/Blk., sunroof, PSS9 package, front Strut Brace, 10 speaker sys. Excellent car that has incredible handling. 72K. Last of the great air cooled. $46,000. Contact Gary Hamilton at gghconsult@yahoo.com or 650-450-0087.

2001 Black on Black Boxster Perfect w/ Sprt pkg, 18” Michelin’s, full leather. One meticulous owner 23K miles. Contact Lou at l.felsher@comcast.net or 650 576-7838.
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 Don Ehinger 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 (936) 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 Wayne Neylan at wayne1293@netscape.net or 650 222-2262.

1997 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.

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.

1976 911 S Fresh track prepped 911 on 76 tub fresh 3.0ltr rebuild, upgraded brakes,suspension wheels,paint. Call for spec sheet and photos. At Thunderhill 4/8-10th. $24k obo Contact Bill Fergus at fergicc@yahoo.com or 775 721-7761.

The Nugget January/February 2006

Walnut Creek Fund-
1850 lbs. Race ready fresh car. $30K/BO. Email for specs and pictures. Contact Lloyd De Martini at lloyd.j.demartini.jr@lmco.com or 925-606-8543.

**Parts & Miscellaneous**

**Custom Bra for 993**

Colgan Custom Bra and Mirror Covers for 1995-1998 993 Carrera 2. Black. Used only once. Sell for $75 OBO. Contact Jerry Gladstone at jglad@sonic.net or 707-525-8623.


993/964 twin distributor belt replacement Replace Belt, Inspect Bearings and Replace as Necessary. All Parts Cleaned and Lubed. $50.00 plus shipping. Contact mark cohen at markc123@bellsouth.net or 770-365-1601.

Brekkrause harness bar for 944. 1 year old. $275 obo. Contact Michael Sondel at michael.sondel@symmetry-hp.com or 925-351-4837.

7x16 fuchs & 9x17 HREs w/ SO3s #951. 362-115. 4-7/8" backsapcing. 225/50/16 Bridgestone S0 3s. 9x17 H RE 3 pc. Fuchs centers, 6.5"-backsapcing. 255/40/17 Bridgestone S0 3s. Tires have ~, 5K miles. Used on my ‘73 Targa w/R S flairs. $1500 +shipping. More info and pictures at http://there.dino.com/harold/index.cgi?page=7and9s. Contact Harold Williams at harold@dino.com or 650 340 7017.

**Recaro Pole Position**

New in box Recaro Pole Position seat. Includes all the hardware for a 911. $850. Contact Ross Johnson at yuma_st@sbcglobal.net or 510-581-8456.

**‘69-’73 911 Seats Concours condition, original black leatherette with headrests. $800. Contact Neil Jackson at nsja@earthlink.net or 925-258-9384.**

**Fuchs W rims (6x15s)**

Set of (4) 6" x 15" Fuchs with 205/50ZR/15 Avon Tech R Tires. Best $5 offer. Contact Michael Sondel at michael.sondel@symmetry-hp.com or 925-351-4837.

**Fuchs W wheels (7x16, 6x16)**

Set of (4) perfect Fuchs: (2) 7" x 16" with near-new 225/50ZR/16 Yokohama ES 100 and (2) 6" x 16" with near-new 205/55ZR/16 ES 100 Yokohama. Best $5 offer. Contact Michael Sondel at michael.sondel@symmetry-hp.com or 925-351-4837.

**Boxster wheels, clear lights, bra, parts**


Recaro Pole Position New in box Recaro Pole Position seat. Includes all the hardware for a 911. $850. Contact Ross Johnson at yuma_st@sbcglobal.net or 510-581-8456.
928 car cover Indoor/outdoor car cover fits all models of 928. Very good condition. Protect your car with winter coming. Would be $125 new. Selling for $25. Contact John Andrews at isa68@hotmail.com or 650 295-5045.

Wheels. One Fuchs 5 spoke, 6”x15”. Fair to good cosmetically, straight & true, no curb rash. $150. Buyer pays shipping. Wayne Graner, 919 Foothill Dr., W indor, CA 95492. (707) 836-2504.

2.2E core and F1 2.2E core motor disassembled and cleaned. Reconditioned Mechanical F1. Motor from Johannes van Overbeek’s first track car. $350. Contact Tom van O verbeek at tvanoverbeek@shoretel.com or 425 985-2139, 408 929 7357.

Track W heels, GT 3 Forgeline SX 3-R. 9” front, 11” rear. Offsets for GT 3. Mounted with Hooiser Grand Am Cups, 2 track days. 245/40-18, 305/30-18. $350 O OBO. Contact Rich Bontempi at RBontempi@aol.com or 650-464-5801.

New Yokohama Road Race Slicks Brand new yokohama road racing slicks. 335/65R 17, fits 12” to 14” wide rims. $250.00 each! Sold in pairs! Contact Rich Bontempi at RBontempi@aol.com or 650-364-6234.

8 X 15 Fuchs and Tires Two, polished and painted 8 X 15 fuchs, straight and gorgeous. Mounted and balanced are BRAND NEW 245/50/ZR 15 D unlop sport 8000 tires.$ 800.00 Contact Rich Bontempi at RBontempi@aol.com or 650-364-6234.

930 kn Air Filter I have a brand new kn drop in filter for a 930 turbo; pay just 55 buks and I’ll split the shipping! Contact Grant Tee at karate1110@aol.com or 925-337-2329.

911 Rear Clip Rear body section from 91Targa to middle of door. Near perfect condition. Make reasonable offer. Photos on request. Contact Jim Housman at jjhman@comcast.net or 707-823-7664.


911 Books and Service Manuals Books by Frere, Dempsey, Anderson, Zimmerman; manuals by Bentley and Haynes. Excellent to new condition, -50% off cover price. Email for titles and prices. Contact Leigh Cagan at lcagan@us.ibm.com or 408-922-0622.

944: (2) Cookies, Harness Bar, Flowmaster & Dash Cover 2.15x7 Cookies w/ BFG tires $300. Weltmeister Harness Bar in Exc-Cond $125. New Plastic Brown 944 Dash cover $70. Cat-Back Flowmaster for NA 944 $100. Contact Hank Brown at henrydbrown@aol.com or 831 402 8993.

Suspension Springs 2.25 inch diameter, 8”, $350 lb/in. 2.25 inch diameter, 8”. $500 lb/in. $70 per pair. 2.25 inch diameter “helper” springs for use with 968 M 030 shocks. $50 Contact Mike at Mahler9th@aol.com.

Wanted

Trailer Need trailer for track car. Dual axle, open trailer preferred. Contact Jeff Roberts at jrober@sbcglobal.net or 925-200-0849.

WTB 964 tub Looking for a 964 tub or roller. Any color will do, as long as it’s straight enough to rebuild and turn into a race car Contact Terrance at terranceseto@gmail.com.

92-94 C2 Coupe Hunting for a 92-94 C2 Coupe for D E/T T. Salvage Title okay. LSD important, any track prep ideal. Thanks for any leads or suggestions! Contact Don on Plumley at don@plumleyorg or 707-206-1538.

1993-94 RS America Looking to buy a’93 RS America, blue, silver or black. Prefer stock or near stock. Contact Harold Williams at harold@dino.com or 650-340-7017.

1990-94 944 S2 or 968 968 or 944 S2 coupe manual, less than 100K miles, would also consider unmolested low miles 88-89 944 turbo Contact Gary Williams at Gwillard@btcommercial.com or 650-998-9349.

93-95 928 GT S WANTED: 928 GT T 5speed White, Silver or Blue Excellent condition All Original Contact Steve at crossworth@aol.com or 510-773-7126.

Porsche 911 Track Parts Looking to buy for a 1974 911 Coupe, RollBar or Cage, Camber Plates, Shocks, Suspension Parts for track use, Smart Racing or Elephant parts a plus. Contact Dan Tsuchiya at dantsuchiya@yahoo.com or (408) 483-5224.

1967-1994 911 Wanted, 911 Coupe Track or Race car that could be made street legal. Reasonable prices please. No dealers and no projects. Contact Dan Tsuchiya at dantsuchiya@yahoo.com or (408) 483-5224.

15X 6 Fuchs, Original Finish. As stated in title, set of 4 15X 6 Fuchs, in good original condition. Contact Martin Baker at martingbaker@sbcglobal.net or 707 425 9144.
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Since 1995 TRG has been your proven resource for performance parts, tuning and service for high performance street enthusiasts, club racers and professional motorsports. We offer race-developed and race-winning parts and service, along with the expertise that it takes to win at the 24 Hours of Daytona and the 24 Hours of Le Mans. From full-on fabrication to the street upgrades that transform your car, TRG offers the highest-quality parts at competitive prices.

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One of the most drastic improvements you can make to your car’s performance is upgrading its brakes. TRG offers race tested brake components and kits to stop your car with more authority.

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