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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:

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Imagine the following hypothetical situation. It is a sunny day in Northern California; you are cruising down the highway in your favorite Porsche. You checked the tire pressure this morning; the gas tank is half full; the engine is purring at 3200 rpm; the oil pressure is right where it should be; the traffic is flowing nicely, and the road ahead is clean. A perfect day to drive a perfect car on a perfect road. And then it happens. A black and white Ford Crown Victoria with blue and red lights on its roof comes up behind you. You immediately change lane thinking “I wonder who is the poor bastard he’s after?” But the Crown Vic changes lane too. And then it hits you: “He’s after me!!! What did I do?”

Officer Friendly – not his real name—asks if you know why he pulled you over. Your first guess (“You are part of a major homeland security operation conducting random car searches looking for Osama Bin Laden”) turns out to be wrong. Your second guess (“You want to compliment me for actually driving without talking on the phone, drinking coffee, reading the morning paper or typing on my Blackberry”) is no better. Officer Friendly alleges that you were traveling over 70 mph in a 65 mph zone and you say: “Huh? I don’t think so. And what about all the cars who were passing me and obviously going faster? This is so unfair.”

While I live in semi-permanent fear of Crown Vics on my daily commute to and from The City, I had never really pondered why the Highway Patrol insists on ticketing random cars on the road. It is like shooting fish in a barrel. Show me anyone going 65 at 8:00 am on 280 and I will show you a rusty, smoky, prehistoric heap with bald tires. It is now a well-documented fact that the death toll on our nation’s roads and highways decreased after the 55 mph limit was raised, and anyone who has ever participated in an autocross or a track day knows that what really matters is driving attention and training. So if speeding tickets are not about safety, why do they still exist?

A couple of months ago, I had the opportunity to meet with a very senior member of the San Francisco police department. Let’s not start a rumor; this was for professional reasons, not because of a ticket. In the course of our conversation, this fine gentleman described traffic enforcement as a “revenue generating activity” of the department. He proceeded to explain that the funds generated by the tickets are used to fund other city programs. I could not get a crisp answer to the question of whether officers have productivity goals or revenue generating targets, but I would be extremely surprised if the old adage about following the money did not apply.

A quick Internet search uncovered the following interesting statistics. In 2005, San Francisco police issued 101,552 moving violation citations – a 13% increase over the previous year – plus 11,500 red light camera tickets, for a combined revenue of $10 million. The city keeps about 60 percent of the money and sends the remainder to the state. By directing the police to issue more tickets, the city “earned” another $715,000 to spend on various projects. By the way, tickets issued by the CHP fund the local county where they are issued. In Santa Clara County, the number of traffic citations increased 24% between 2003 and 2005, while the number of registered vehicles increased 1.7% during the same period. Either a quarter of the residents became horrible drivers in a matter of a couple of years, or the revenuers found a better way to fill the coffers. Do you care to venture a guess?

So next time you see Officer Friendly, and he asks you why you think he pulled you over, don’t act surprised; tell the truth: “I am traveling through an impoverished part of the state, and you are collecting revenue for these poor folks.”

Drive safely and keep an eye on your mirrors,

Claude

PS: The views expressed in this column are strictly my own. They do not represent the views of any member of GGR, PCA, Porsche, PCNA or anyone I might once have claimed to be my friend.
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Enjoy the Ride
Calling for a New Nugget Editor!

How time flies when you are having fun, and busy to boot! My two-year tenure as Nugget editor is coming to a close at the end of this year. That means it’s time to start looking around for who will take up the reins next. As you may have noticed in columns throughout this magazine, a number of positions are looking for new people. The Nugget editor is one of them.

Have you ever wanted to put out your own publication? This is your chance. The Nugget editor (and it could be more than one), gets to put the Nugget together each month. You have almost total discretion in what you want to do. Cover photo? Pick your favorite. Feature story? Write or solicit what you like, and what gets top billing or how many photos. Include the Zone 7 concours ad? It’s your call, depending on whether you want to make space given everything else competing for a page.

If you have any creative, artistic, or literary impulses, here’s the chance to let them run.

The process of putting out The Nugget is thankfully a lot easier with the progress in hardware and software—nothing like hand paste-ups, or even the first desktop-published book I did two decades ago(). I use Apple’s Pages program to lay out the magazine. The previous editors used Adobe’s FrameMaker. You can pretty much use what you like. Submissions come in the form of Word files, pdf files, or jpeg images—all of which can be copied and pasted into pretty much any page layout program on the market. Quark it, if you like.

Once all your pages are laid out, you need to produce a pdf file of the magazine, which will require Adobe Acrobat if you don’t already have it. Then, the entire pdf file gets transferred to the printer over your (hopefully broadband) connection using the printer’s FTP (file transfer protocol) web site. For big issues with a lot of pictures, it takes me about twenty minutes to send an 80 m.b.-ish file over a DSL line. So much easier then when I used to have to email the PDF in pieces.

The membership chair forwards to you this month’s membership file from National, which you then forward to the mailing service. The printer delivers the printed magazines to the mailing service, which prints addresses on them and mails them. They UPS the leftover copies to you, and the bills go to the treasurer.

That, in a nutshell, is the monthly process. For online-only issues (two per year), you can skip all the printing and just email the pdf file to the webmaster.

Interested? Send me an email at nugget-ed@sbcglobal.net. The new editor will start in January then everyone will know who you are.

Thanks for reading.
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Contact Info: mcguigan@us.ibm.com

Autocross Timing & Scoring: Andrew Blyholder

Autocross Registration: Eugenie Thomas  
Contact Info: Eugenie959@yahoo.com

Concours Chairman: Old Carnut  
Contact Info: oldcarnut@aol.com
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<td>Rob Neidel</td>
<td><a href="mailto:rob@neideldesign.com">rob@neideldesign.com</a></td>
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<tr>
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<td>John Seidell</td>
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<td>Pete Pressley</td>
<td><a href="mailto:pete@pressley.com">pete@pressley.com</a></td>
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<tr>
<td>Goodie Bag Manager</td>
<td>Mike Lee</td>
<td><a href="mailto:mike.lee@detailingdynamics.com">mike.lee@detailingdynamics.com</a></td>
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## Zone 7 Folks

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<td>Autocross</td>
<td>Tim Stewert</td>
<td><a href="mailto:kmat@pacbell.net">kmat@pacbell.net</a></td>
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<td>Al Armellini</td>
<td><a href="mailto:alarmelini@aol.com">alarmelini@aol.com</a></td>
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<td>Gary Lieber</td>
<td><a href="mailto:glieber@gjenterprise.com">glieber@gjenterprise.com</a></td>
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<td>Web Page</td>
<td>Susan Angebranndt</td>
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<td>Ad Contact</td>
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Welcome to the mid-summer edition of this column. As your faithful scribe types away, it is not feeling very summery-like, yet. Overcast skies and a heavy marine layer are dominating the weather pattern as I write, but I’m sure things have changed by the time you are reading this. We've only had one event since our last column. You can read about it in my separate article on Autocross #4. In this column I’ll relate the conclusion to our ongoing conversation with Tom and Johannes van Overbeek—but, first, the matter of the Dummkopf award.

The Dummkopf award was brought out in hopes of finding a deserving recipient. The board is determined to find it a suitable home so if you know of any worthy candidates, please let us know. I am down to my last few columns, as my term as Competition Director is winding down, and I am sure you would rather be reading someone else’s words, besides mine every month. If you are inclined, or know of a good candidate for this board position, please notify a board member right away. It would not be unprecedented, for both positions to be filled by the same person.

A couple of issues ago, we started a conversation with Tom van Overbeek, long time time trialer, former Chief Driving Instructor, and his son Johannes, professional LeMans competitor, and principle in the Flying Lizard race team. In our first installment, we talked about how Tom and Johannes got started in the early days. We conclude the conversation here.

Q. After Time Trail ing, you went wheel to wheel racing

Johannes: After Time Trail ing, I really started an obsession to go racing. I was lucky enough to figure out that you have to create opportunities for yourself.

Tom: from the time he was a little kid, he wanted to be a professional racer. He was always fast in anything with wheels and a motor.

Johannes: SCCA was the next challenge, and competition on the west coast was a lot greater than other parts of the country. In 1995 I went to the runoffs in Ohio. I finished 3rd, but was the highest finishing Kuhmo guy, and the next highest Kuhmo was 23rd. Later we were able to get the first professional win for Kuhmo tires

Q. Sometime during this period, you also graduated from college

Johannes: Going to college was a backup, even though a degree and skills in marketing might have some commonality with racing.

Tom: You're going to think I am making this story up, its’ such a great story, but I swear it's true. He graduates from high school and he really wants to race cars. All summer we are having arguments about whether he should go to college, and he wants to go racing. He is mother and I want him to go to college, and he wants to go racing. It comes down to the morning of leaving for college, the car is all packed up, and we're getting ready drive him to school. Then he announces “I don't want to go” and we're thinking now what? We're having this conversation trying to get him to go, when the phone rings. I answer the phone and the guy on the other end says “this is Hurley Haywood, and I want to speak to Johannes”. I said “The Hurley Haywood?” and it is, so I get Johannes. It turns out Johannes had written him a letter and Hurley called him back at that critical moment in his life. They talk on the phone for 15 minutes, and Johannes comes back and says “I’m going to college”. Hurley Haywood told him to go to school, so now that guy's my hero. I needed somebody to help me get my kid in the car, and Hurley Haywood helps me out.

Johannes: I graduated in 95 and went to work for a little startup company. I was able to combine my traveling job with the racing, and it all worked out pretty well. I took a lot of red-eye flights.

Q. What makes a professional race car driver?

Johannes: You need that component of your brain that allows you to function under pressure and in tight situations, without panicking.

Tom: It’s that ability to get into situations where you are not quite sure what is going to happen, but have the confidence that you’ll figure it out. The sketchy passing move, that marginal stuff, that you get away with, is what wins races.

Johannes: If you’re running second or third, and you have a chance to win, you have to start thinking about taking some chances to make it happen.

Q. W hat makes a professional race car driver?

Johannes: If you’re running second or third, and you have a chance to win, you have to start thinking about taking some chances to make it happen.
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you're trying to break it the entire time.

Q: How about the fitness aspect of it

Johannes: My normal heart rate is about 130 beats per minute in a 24 hour race, except for a few spikes if there is an incident. I love cycling, and try to get in as much as I can to stay in shape.

Q: What kinds of things did you learn from early BMW teammates Bill Auberlen, Boris Said, Hans Stuck, and Peter Cunningham?

Johannes: It's not one big thing, but a lot of little details. I asked questions of everybody. I was never shy about asking people their opinion. Boris Said and Hans Stuck were two guys who were willing to share a lot, and really helped me. Little things like how to release the brake, get on the throttle, and upshift without losing time. Learning how to drive 100% all the time rather than 100% some of the time is really the difference between a good club racer and a professional driver who does this for a living.

It isn't until you put another driver in the exact same car, under the same situations, that you find out how good you are. Doing that with BMW North America in ALMS was like drinking out of a fire hose. I had my first race in Sebring, and won the second race in Atlanta. You still have to go to people like Hans and do more. One time at Sebring, which is 17 turns, and very bumpy, I was losing time in the last corner. It may be one of the hardest turns in motorsports. I followed Hans Stuck around, and I'm on his bumper going into the last corner going 165mph. You slow to about 60mph, for this bumpy, 180 degree corner, and I'm waiting for him to brake. He just kept going and going, and I said I can't do that. Then I asked Boris, and his technique worked for me, which was to brake less, and use the turning to scrub off speed.

Q: What did you learn in time trials that help you as a professional driver

Johannes: The difference between being good and great is the last 5%. It's not how fast you go, but how little you slow down. Little nuances with the brake and throttle can subtract from a lap time. In pro level racing the world revolves around the stop watch. During testing, qualifying and races attempting the perfect lap, every lap, is important. Of course the perfect lap is elusive and hard to capture but time trialing was the first look into the pressure and mental exercise of attempting the perfect lap in a relatively relaxed environment.

Q: The last question is for Tom. What is it like being a parent, and knowing how dangerous this sport can be.

Tom: Of course it's always in the back of my mind but usually I don't think about it unless there is some unusual circumstance such as a problem with the car or at night in the rain. I wouldn't go to the race if I were overly concerned about the risk because I would communicate that apprehension to Johannes and that would distract him. Auto racing is perceived as being very risky, but in fact today, sports car racing is reasonably safe. Skill, experience and judgment seem to be the driver factors that determine the probability of incidents and Johannes has these attributes to a very high degree, also, he is always driving the very best prepared cars possible so the risk of mechanical failure is minimized.

This is really a question about your philosophy of life. Some famous race car driver from the 50's was quoted as saying that when he was driving the race car he was truly alive and the rest of the time he was just waiting. Everyone I know who drives a car competitively, whether at an autocross or the 24 hours of Daytona finds that this sport makes you feel "alive" in a very powerful way. To me, the biggest risk in life is getting to the end of your life and realizing that you just existed instead of really lived because you made "safe" decisions.

We want to thank Tom and Johannes for spending time with us, and wish them all the best going forward. Who will be the next teenager to come out of the GGR program and make a name for him or herself? We have Autocross # 5 in a few days, (July 8th) the zone school later this month, and close the month with a TT/HSDS at Thunderhill on the 29th-30th. Get out and join the fun. Be sure and visit our various sponsors, let them know you appreciate their support of GGR, and we'll see you on course.
Autocross #4 was at Alameda Point on June 10th. A cold, overcast day on the bay, greeted the drivers, along with a course designed by 25% of the Autocross chair by commit-tee team, Bill Dally. We had a tight course whose features included loops, mushrooms, and fingers.

If you shuffle-steer, like I do, you had some fast movements to make, and wondered why hadn't you installed that speedball, before the event. We saw lots of windshield wipers running on dry windshields, and even a few horns going off, as hands struggled to stay untangled.

Over one hundred drivers followed a familiar blue 914 across the finish line. Next in line, behind Andrew Blyholder's 914, was SCCA regular Rob Boynton in his GT2.

Over one hundred drivers followed a familiar blue 914 across the finish line. Next in line, behind Andrew Blyholder's 914, was SCCA regular Rob Boynton in his GT2.

This car should not be doing as well as it did, as it poiseed over undulations in the pavement, and the turbo boost kicked in just as the short straights ended, and Rob did a great job to get P2.

Third on the podium, was another car that shouldn't be there, with its engine at the wrong end, but is beam-

Dana Ambrisko returns to running in the AX instead of running it.

Eugenie Thomas represented the old school...

...whilst in the new school the lingerie competition was simply fierce.
Deb Pressley shows a real woman doesn’t need tacky lingerie…

…while Monica Kost tears it up in classic black.

The Jeff Reitmeir-mobile

Someone came all the way from Dearborn.

Rob Boynton demonstrates Porsche’s Turbo Wheel-Lifter

The new Boxster S can corner at extreme angles.

ing a familiar sight, as Jeff Reitmeir brings his 924 out more regularly, and shows us why he’s a national champ. So for 2 out of the 4 events in 2006, air-cooled, rear-engined cars have been kept off the podium.
The new member social was held on Saturday, May 20th at Devek’s new location in Redwood City.

Members were welcomed with information packets on GGR, then Zone 7 rep Larry Sharp guided them through two-person indoor balloon autocross. One person was seated in a rolling chair to provide direction and had to guide a standing, blindfolded person around the course to deposit water balloons in buckets. Larry kept time. Members played for pink slips.

The members were then treated to a barbecue dinner laced with sodium pentathol. As the speeches and presentations went on, the drug took hold and new members were required to sign all their assets over to GGR before leaving.

All in all, the event was a great success.

Getting instructions.

The team makes their way around the course using Secret Balloon Autocross Technique #7: giving directions in german. And the person giving instructions in german is french!

Louise takes her turn.

That’s a dunk.
“I said ‘right.’ No, the other right.”

“You’re very close. That is the edge of the bucket.”

On to the dosing, er, food line.

Administration proceeding.

Watching for signs and symptoms.

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Bursch Headers, European Racing Headers, SSI Headers, Sweepco,
Hawk Brake Pads, Woodward Power Steering, Fox Shox, GKN CV Grease,
Bilstein Shocks (New/Revalved),
GUARD Transmission/Differentials

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491 McGlincy Lane, Campbell, California 95008
**June Report**

Total members: 1643

Transfers in: 8
Transfers out: 7

**New Members:**

Philipp Basil
United Kingdom 1973 911

Marc & Daniel Blatt
Alameda, CA 1985 928

David Bogart
Menlo Park, CA 2000 986

Michael Buchanan
Menlo Park, CA 2002 911

Scott Cohon
San Francisco, CA 1995 911

Matthew & Katherine Darling
Menlo Park, CA 2006 911

Frank Doonan
San Francisco, CA 1987 911

Yue & Rui Zhang
Sunnyvale, CA 2006 986

Ronald Ferreira
San Francisco, CA 1997 986

Courtlandt Gates
Ross, CA 1987 911

Michael & Mary Ann Gaynor
Santa Clara, CA 2006 987

William Greene
San Carlos, CA 2006 987

Mary Hill
San Francisco, CA 1999 911

Diane Hsiung
San Francisco, CA 2004 986

Joel Jones
San Jose, CA 1974 914

Melissa Kelton
Palo Alto, CA 1983 911

Adam Kersgard
San Francisco, CA 1985 911

Vinay Krishnan
San Francisco, CA 2001 986

Ken Lee
San Francisco, CA 1987 944

Frank & Sherwood Moseley
Menlo Park, CA 2006 911

Michael & Kathy Nagy
San Jose, CA 1970 914

Theodore Nelson & Chris Brodrick
Burlingame, CA 2003 911

Neil & Julie Scott
Menlo Park, CA 2006 955

Eric & Jonathan Shand
Lafayette, CA 2006 986

Felmir Singson
Menlo Park, CA 1992 911

Greg & Jenny Stimpson
San Ramon, CA 1999 911

John Wainwright
Los Gatos, CA 2006 987

Sean Wolfe
San Francisco, CA 1992 968

Christopher Zang
San Carlos, CA 2002 986

**Anniversaries:**

35 Years
Albert & Elizabeth Kasch
San Mateo, CA 1957 356

30 Years
Leonard & Steven Cutler
Los Altos, CA 1976 911

25 Years
Michael & Nikolaus Becker
Walnut Creek, CA 1974 911

20 Years
Ernest & Kimberly Iaconetti
San Anselmo, CA 1956 356

Michael & Patricia Lue
San Jose, CA 1996 911

15 Years
John & Lynn Chakel
San Mateo, CA 2002 911

Paul Otis & Anne Myers
San Francisco, CA 1965 356

10 Years
David & Karen Backer
Palo Alto, CA 1995 911

Michael & Markel Bernamonti
Brentwood, CA 1980 911

Brad & Cora Davidson
Walnut Creek, CA 1976 912
March Board Meeting
Golden Gate Region
Porsche Clubs of America
Board of Directors Meeting Minutes

Call To Order
The meeting came to order 7:25 PM on May 16, 2006 at Club Sportiva in San Francisco on 840 Harrison between 4th and 5th.

Board members present were Claude Leglise, Bill Benz, Susan Angebranndt, Laura Mercier, Tracey Morris, Louise Sousoures, David Leong, K.C. Sharp, and John Celona. Also present were Doug Ambriko, Andrew Forrest and Larry Sharp.

A. Agenda Changes
Added in Additional Items
1. Annual End Party
2. 2007 GGR Board Calendar Additions/Changes
   Rescheduled October 14 GGR Autocross to September 30 to eliminate schedule conflict with Zone 7 Autocross in Millerton Lake.

B. Approval Of Minutes
   Approval of the Minutes from the Board of Directors Meetings April 2006 was unanimous as written.

C. Postmortem Of Events
1. April 21: Friday Social was well attended with over 20 people.
2. April 22: Autocross #2 at Alameda had over 100 cars.
3. April 29 – 30: Thunderhill Time Trials with approximately 105 cars; 4 run group format went well – new records were set by all the winners for each class.
4. May 13: Autocross #3 at Alameda had over 120 cars.

D. Directors Reports
   President, Claude Leglise:
   1. Zone 9 has a new rep –
   2. After some discussion it was determined Larry Sharp will act on Claude Leglise's behalf during Parade on the Executive Committee of the National Board of Directors.
   3. Reminded the group the Old-Timer Grand Prix in Nurburgring Germany will be on Aug 11-13, 2006.

   Vice President, Susan Angebranndt:
   1. All insurance has been ordered and is up to date

   Treasurer, Claude Leglise for Tracey Morris:
   1. Discussion ensued about GGR's budget for Time Trial, Nugget, and Autocross. It was agreed an updated budget would be presented and reviewed at the next board meeting in June 2006. Discussion included reviewing estimates for the first two Time Trials versus actual.
   2. Further discussion about the cost to print the Nugget and mail concluded it costs GGR approximately $4,000 per month.
   3. The board discussed the possibility of having one month with an electronic issue and/or combining two months as done for the January/February issue.
   4. As of April 30, 2006 PCA GGR Cash Balance was $35,039.51.
   5. Approval of the Treasurers report was unanimous as given.

   Secretary, Laura Mercier:
   1. Board members submit Red book comments ASAP.

   Membership, Louise Sousoures:
   1. There was 5 transfer in March, 3 transfer out, 22 new members total: 1651
2. New Member Social is on May 20, 5:00 p.m. at DEVEK in Redwood City; current count for attendees is 60.

3. The Board unanimously approved the membership report.

Competition, David Leong

1. Time Trial – Andrew Forrest
   a. He is seeing positive results from working with students the last two HSDS; some of the students are taking the next step to install five point system and high performance brakes.
   b. GGR requested a quote for logbooks; instead of receiving a quote, received 500 logbooks with an invoice. Discussion ensued amongst the board concluding GGR to contact the printer and negotiate final price since GGR never received a quote.
   Further discussion about the value and use of the logbook led to changing Time Trials to Drivers Ed. Andrew Forrest stated he was close to a comprehensible plan and would be able to present the proposed changes to the board in June. The board would then discuss the process of incorporating these changes.
   c. People are actively using the bulletin board – board members should check it out.

2. Autocross – Doug Ambrisko
   a. July 22 & 23 at Monster (Candlestick) Park, San Francisco has 70 students register – only 20 spots left open.
   b. They still need about 10 more instructors but Doug has contacted some people and they have verbally committed.
   c. There are 15 door prize sponsors so far for this event.
   d. Board agreed to promote the Autocross School at the New Member social on May 20, 2006.

Social, KC Sharp
1. None

Nugget Editor, John Celona
1. Last issue GGR used the new printer and mailing service and found it to be economically better and quicker in delivery by as much of 3 weeks. He is working on getting GGR approved Periodical postage for the Nugget making postage less expensive.
2. He has been receiving filled surveys and recommends for all board members to submit their surveys.

Webmistress, Susan Angebranndt
1. None.

Additional Items:
1. Meeting with Coastal:
   a. Claude Leglise, Andrew Forrest, and Gary Dorighi met with Coast Driving School to discuss driver certification and safety rules. The discussion concluded GGR and CDS will share the ground school, both organizations will accept drivers who have been checked out by GGR or CDS, and jointly promote events. It was also pointed out...
CDS stated their goal is to have a series of five events per year and will continue to accept non-Porsche cars.

b. Andrew confirmed they are sharing information about upcoming events and he has sent next year’s TT dates to CDS.

c. Claude concluded to the board the intent of having these discussions with other regions and schools to make sure we do not put each other out of business.

2. Dummkopf award: discussion ensued about getting it back into circulation. Claude is researching the history of this award.

3. The President reviewed with the Board that Joe Wong, PCA member who lives in Redding, called him and offered to set up something at his place for GGR members who are going to Parade in Portland. Joe evidently has about 30 cars in his collection, including 15 Porsches. He recently bought a Carrera GT. He offered to have a barbecue and tour of his collection. He can probably get good prices on hotels in Redding.

After some discussion, the board concluded this would be a great place for a Tour on November 4-5, 2006.

4. Annual End Party: After reviewing past Annual End Parties the board concluded on December 9, 2006 at the residence of John Celona in San Carlos, CA.

Social Director agreed to investigate venues and activities.

5. 2007 Board: list of potentials were discussed – tabled for next meeting.

Adjournment

There being no further business to come before the Board, a motion to adjourn was approved at 9:25 PM. The next Board of Directors meeting scheduled for June 20, 2006 at the residence of John Celona in San Carlos, CA.

Please call the President at 310-418-0163 or email ggpresident@gmail.com to add items to the agenda.

Respectfully submitted,
Laura Mercier
GGR Secretary 2006.

Loma Prieta and Golden Gate Regions Present

**Zone 7 Autocrosses #3 and #4**

Saturday, August 26th hosted by Loma Prieta Region
Sunday, August 27th hosted by Golden Gate Region
Marina Airfield, Marina, CA

Morning registration starts at 7:30 A.M. and closes at 8:30 A.M.
Afternoon registration starts at 11:30 A.M. and closes at 12:10 P.M.
Fee per driver is $30.00 per day • There will be some loaner helmets available
For directions go to: http://www.pceagr.org/show.cgi?id=avenues#marina

Lodging in Marina – Trailers O.K. at each
Comfort Inn • 140 Reservation Rd. • 831-883-4000
Holiday Inn Express • 189 Seaside Ave. • 831-884-2557
Super 8 Monterey Beach Dunes • 3280 Dunes Rd. • 831-384-1800
Laguna Lodge • 430 Reservation Rd • 831-384-5248

There will be a casual Saturday night dinner, time and location to be announced later.

For questions please contact:
LPR Autocross chairs
Alan Gale at <calgs911@yahoo.com>
Logan Murray at <mailto:ways@mindspring.com> or <logan_murray@csumb.edu>
GGR Autocross chairs
Bill Dally, Glynn Dennis, Brian Lay, and Paul Smith at <autox@pca-ggr.org>
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

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1992 928 Coupe 212K miles, $20,500. Excellent condition. As is. No issues. 928s can be driven daily.


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1983 911 SC Targa 137K miles, Black, new Targa top & leather burgundy interior. Outstanding automobile, A/C, skid plates, bra. No accidents nor damage. $17,000. Contact Ken Olsen at kenolsen@jps.net or 415-664-8496.

1964 356 SC Almost completely restored very straight, White w/ black/gray. New engine 1740cc kit, trans, brakes, suspension, 12V, Auto Int. interior. Only needs paint. E-mail for info/pics.

Contact R. Blain at r.blain@worldnet.att.net or 831-479-4384.

1988 Anniversary Carrera 3.2 Coupe Only 875 made; Diamond Blue; all options; 160,000 west coast miles; everything original; owner since 2000 with most service records from Redmond European/John Walker. $17,500 before mid-May. Contact Rob at rhmlau@hotmail.com or 206.355.7131.

1984 Carrera, Cabriolet Excellent, shown at Hillsborough, only 78.6K miles. Euro version (more power), smog legal. Side signal lights, W hite with black leather. Fully serviced. Always stored inside. $21,500. Contact H arold Schuette at Harold355@comcast.net or 650-364-6234.

1986 911 (Carrera) Targa Only 65,000 miles, Champagne color; 2 owners, meticulously maintained; new top, tires; full leather, CD radio, changer, cruise control, alarm system; manuals, maintenance history $18,250. Contact Roger Bohl (Sr.) at rhbohl@aol.com or 415-751-3447.

1973 914-6 3.0 engine with CIS, street legal and track prepared. Tangerine orange with nice black interior. Calif referee sticker! Many extras in suspension, etc. $25,000 Contact Rich Bontempi at rbontempi@aol.com or 650-364-6234.


1988 Carrera 3.2 Coupe Excellent, shown at Hillsborough, only 78.6K miles. Euro version (more power), smog legal. Side signal lights, White with black leather. Fully serviced. Always stored inside. $21,500. Contact H arold Schuette at Harold355@comcast.net or 650-364-6234.

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1976 Carrera 3.0 Targa Euro VIN # 9116610467 Brown with brown leather interior. Everything is in very good condition. Crank windows and no AC. 2470 pounds. motor/ clutch overhaul at 117433 miles. current 13K. Contact Butch Meyner at gmeyner@trane.com or 408-298-6503.

Just about everything is news. Beautiful car, fun to drive. $15,000. David Kuhlmann PO Box 7322, Spreckels, Ca. 93962 831 455 8576 KUHL912@aol.com

2004 Boxster 8,800 miles. Bought new. Silver/black. Absolutely perfect. Illness forces sale. Sacramento. Contact Mike Folena at m.folena@comcast.net.

1971 911T/RS clone TT/Street 2.2S MFI 1971 911T. Rust free, new Koni sports, new 22F/29R torsions. Runs perfect, needs nothing, current GGR time trial tech certification. $25k obo, located in Livermore. Contact Doug Roberts at roberts_doug37@hotmail.com or 925-413-3670.

2005 911 Carrera Stick Shift, Arctic Metallic, Black Interior, 19” Sport Design W heels, Bi-Xenon, Power Seat Package, Heads Up, Navigation, CD Changer, Fabspeed Sport Exhaust, 5168 miles, Price reduced to $74,990 Contact Petra McRae at petra@petramcrae.com or 408-332-2992.

2003 Carrera FullyLoaded, 6 speed, orient red, gray interior, new tires, 23K miles. Will trade for Cayenne Turbo. Contact Jon Wactor at jonwactor@ww.envlaw.com or 510.465.5750 x1.

1999 993 narrow-body 45,000 miles. Polar white/dark gray supple leather interior, 18” technology-look wheels. New Bridgestone S-03s. All maintenance done by local Porsche dealers; I have all records. $49,500. Original owner. Contact Natalie Anaston at natalie.anaston@hotmail.com or 650-347-7271.

1976 Carrera 3.0 Targa Euro VIN # 9116610467 Brown with brown leather interior. Everything is in very good condition. Crank windows and no AC. 2470 pounds. motor/ clutch overhaul at 117433 miles. current 13K. Contact Butch Meyner at gmeyner@trane.com or 408-298-6503.

2004 Boxster 8,800 miles. Bought new. Silver/black. Absolutely perfect. Illness forces sale. Sacramento. Contact Mike Folena at m.folena@comcast.net.
1972 914 2.0L Racecar Fully prepared, solid, sorted, reliable and fun to drive. Extensive G&R T T and AutoX experience. See webpage for all the details (too much to list) More info and pictures at http://www.brakingpoint.com/Racecar/index.html. Contact Kevin Crozier at kevin_crozier@yahoo.com or 408-910-1197.

1982 928 $4,000 Vintage, 928, owned by Jazz Musician leaving the country on tour. Platinum color, good condition, Brand new timing belt, need installation, garaged for more than 2 years. Contact Prince Lasha at wdasssoc@sbcglobal.net or (510) 253-7441.

1986 911C abriolet Chiffon Cream / Dark Brown Full Leather; 48,000 miles; Short Shifter; No Accidents or Paint Work; Always Contact Prince Lasha at wdasssoc@sbcglobal.net or (510) 253-7441.

1993 Beck 550 Spyder pump, Front oil cooler w/electric cooling fan, Adjustable rev limiter, (currently set at 6000rpm) Headers (Jet Hot coated), Contact Fred Brubaker at brubakers@rcn.com or 610-434-2656.

Parts & Miscellaneous

1991 944 S2 Transaxle (NON Limited Slip) This is a good transaxle from my 1991 944S2. The car had 148K on it when I removed it. This item is available for LOCAL PICK UP ONLY. $1000 OBO. Contact Miles B Smith at miles@macintek.com or 650 591-5373.

2 Corbeau Forza race seats good used condition, sold as pair. $300. Includes mounting brackets. See here http://pg.photos.yahoo.com/ph/docdanracy@sbcglobal.net/album?dir=b899scd Contact Dan Thompson at docdanracy@sbcglobal.net.

Schroth 6-Point Safety Harness Schroth Safety Harness. Hybrid 3 model. Comfortable 6-point set up. FIA rated, expire 2009. Excellent condition. $200 obo. All mounting HW included. Contact Mike Mitchell at Mahler59th@aol.com or 510-713-9248.


Two Brand New Bridgestone Tires for $295! 50-3 Pole Position 275/40 ZR 18 99Y located in Napa. Stickers still on tires. Contact Ron Prosi at rprosi@napanet.net.

Wheels Two 7.5 x 18 and two 10 x 18 turbo twist wheels - $1000.00. Correct offset for narrow body. Email for photos. Contact Jim McLeod at jmcclelland@mdm-architects.com or (925) 941-5450.

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Brake Pads Pagid Orange pads for 996 turbo. Hardly used. Contact Jim McClelland at jmcclleland@mdm-architects.com or (925) 941-5450.

225/45/17 Michelin PS2s Used for a short period. Plenty-of-rubber left. $160. TIRE RACK new would be $358. Contact Ken Jones at aloha02@sbcglobal.net or 925 941 5450.

225/40/18 Michelin Pilot Sport Cup. 225/40/18 Michelin Pilot Sport Cup. 1 has the outer worn slick, around 30% tread left. The other looks to have 40 or 50% tread left, but retains the outer tread. More info and pictures at http://www.justracing.com/classified/273.

Brey Krause Harness Guide Bar Model R1010 harness guide bar for a 911 Coupe. Fits all 911 coupes '74 - '98. Asking $135. Contact Art Firebaugh at marty618@comcast.net or 650 464 5801.

993 Cup II wheels and tires. 18 x7 and 9 x17 Yokohama ES100s. Rear tires have around 60% tread left, fronts have 80%. More info and pictures at http://www.justracing.com/classified/272.

Wanted

18" 993 or 996 Wheels Looking for 18x8/18x10 factory wheels for narrow body 993, ideally 993 twists, 996 5-spoke or 996 Sport Classic II. I am open to other ideas. Contact Carl Switzer at cswitzer@m.com or 408 206 0615.

Bypass Pipe Looking for a bypass pipe for a 93 Carrera. Replaces the secondary muffler. Contact Ken Mack at kemack@sbcglobal.net or 408-268-4369.

Wanted for 84 911 Carrera SSI exhaust, 15 fuchs and black interior. Contact Paul Canton at 650-238-2906.

SSI Exhaust Looking for SSI system for 3.2L Carrera engine. Contact Paul Canton at 650-238-2906.

2x16 Fuchs I have 2, perfect condition 9x16 black Fuchs to trade (+$) for a pair of 8x16s. Contact david stomp at dstomp@shb.com or 415-613-8042.

1987-1994 944S2 or 964 Seeking a PCA/SCCA prepped car with cage and LSD. Either 944S2 or 964/911. Not necessary to be competitively modded or classed, just properly safetied and teched. Contact Antoun Nabhan at 415-640-8884.
Sierra Nevada Region Presents
Silver State Concours
Event #6 in the 2006 Zone 7 Concours Series
Saturday and Sunday, September 9th and 10th 2006

Meet & Greet/Tech Quiz - Saturday, 4:00 to 6:00 P.M.
Sponsored by Sport Haus
Ponderosa Suite, Carson Valley Inn, Minden NV
Meet and greet friends and members from other regions in Zone 7.
Hosted Hospitality (beer, wine, refreshments & snacks) • Prizes awarded to Tech Quiz winners

Basque Dinner - Saturday from 7:00 to 10:00 P.M.
JT’s Basque Restaurant in Gardnerville, NV
Cost: $32.00 per person (all inclusive, including dinner, wine, dessert, tax and gratuities)
Program includes introductions, after-dinner raffle and other gifts

Zone 7 Concours #6 - Sunday from 7:00 A.M. to 3:00 P.M.
Co-sponsored by Bill Pearce Porsche & Sport Haus
Lampe Park on Waterloo Drive in Gardnerville, NV
Fee for Judged Cars: $25.00 per car • Fee for Display-Only Cars $10.00 per car
Display-Only will be awarded prizes based on the vote of attendees
BBQ luncheon served by Sierra Nevada Region • Cost is $12.00 per person
For information, contact Rich Wyett at or (775) 771-8599 or e-mail wyett@charter.net

Friday and Saturday night lodging is available in Minden at the Carson Valley Inn at a special rate for PCA members.
For information, call (800) 321-6983, Ext. 1 and mention group number 500630. Or go to www.cvinn.com and click on “Online Reservations” under the “Accommodations” tab. The Sierra Nevada Region Porsche Club online reservations group number is 913526. Deadline for discounted rate is August 18, 2006. Reserve early; limited number of rooms at this rate. RV parking with hookups is available; contact the hotel directly for details. There will be parking available for those who trailer their vehicles.

Silver State Concours Registration Form
Deadline: September 2, 2006

Name _______________________________ Telephone _______________________________
Address _______________________________ E-mail _______________________________

Judged Car(s) @ $25.00 ea. $_________ Saturday Dinner(s) @ $32.00 ea. $_________
Display-Only Car(s) @ $10.00 ea. $_________ Sunday BBQ(s) @ $12.00 ea. $_________

Total Amount Enclosed $_________

Enter my car(s) in (circle): Display Only Wash & Shine Full Concours Preservation Competition

Make your check payable to “SNR-PCA” and send it to
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www.sonnenporsche.com
The Dummkopf is going to be passed on shortly. The history behind this award has never been written down so therefore lost in minds of the past members. I would like to research this so if you have ever had the pleasure of being awarded the Dummkopf please send me an email describing who you received it from, why you got it, who you passed it onto. This information and about what year will help put together a small history about it and let the membership now know funny things that have happened it the past.

My email address is gsneidel@yahoo.com.
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