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The Cayman S is here.
Join GGR and Get The Nugget at Home!

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

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

Join Now!
GGR: Who Are We?
Every month, Louise Sousoures brings to the board meeting the list of recent applicants to the club. The board dutifully glances at the names and votes to admit the new members and transferees from other regions. I suppose if someone were trying to sneak in with a Corvette or a Honda, we would decline their application, but to my knowledge that has never happened. A few weeks later, the names are published in The Nugget, along with the total number of GGR members, which as of this writing is 1688. This is a big number, and I recently started wondering who all of us are. Where do we live? What do we drive? So, here are a few fun facts I was able to extract from the membership list.

Simple calculations lead to a description of the “average GGR member” as someone who joined PCA in 2000, lives in Redwood City and drives a 1987 911. The database does not say whether she has 1.2 dogs. As usual, averages do not tell the real story.

There is no precise definition of the geography of the Golden Gate Region that I could find, but the members’ addresses give a pretty good picture of our reach. The Peninsula, from San Bruno to Mountain View, is the area of choice of 37%. The South Bay, from Sunnyvale to Hollister, is next with 23%. The City and the East Bay are neck-and-neck with 220 members each. 75 members hail from points north of the Golden Gate Bridge, and 32 from foreign countries (Australia, Austria, Belgium, Canada, France, Germany, Hong Kong, Japan, Singapore, Switzerland and the UK). Only 6 members live in Southern California. I presume Zone 8 offers many alternative Porsche opportunities.

When it comes to cars, the air cooled 911 is the most popular ride, with 490 members reporting owning one. The 966 is second with 245 owners, and ahead of the 993 in club popularity, proving once again that water cooling is not a genetic defect. Boxsters are almost twice as numerous as 914s, which makes sense given the age difference (of the models, not the owners). Among the rarer models, GGR members own 89 356s, or more than there probably are in all of England, 33 930s, 16 GT 3s, 2 GT 2s and 5 (five!) Speedsters. No one listed a Carrera GT as their primary car, but I know of at least two in the region, so the proud owners must have multiple Porsches. One for fun and one for commuting. You guess which is which. There are also 16 owners of Cayennes. Does anyone want to start a “special interest group” to get these drivers together and maybe organize off-road activities?

The most senior member of GGR joined PCA in 1956 and drives a 914; his name will remain a secret until a proper feature article can run in this fine publication. A full quarter of the members joined more than 12 years ago and half more than 6 years ago. The periods from 2000 to 2002 and 2003 to today are equally represented, with over 400 members each.

One more tidbit: 1174 have reported having email. I know the number is higher because I have the address of at least one person who did not list it in the National database. You know who you are.

So, there you have it; there is no such thing as an “average GGR member”. There are over 1600 individuals, plus their families and friends, who own and enjoy driving a Porsche. Some pamper the earliest examples of the marque, some parade in the latest models, and some just drive one every day. It does not matter what our individual preferences are, the one thing in common is Porsche. Come to a club event and meet some of these folks who, however different they may be, all share the same passion.

Finally, some time this summer, we hope to publish an updated version of the membership directory. Now is a great time to visit the National web site at www.pca.org and make sure your personal profile is correct.

See you on the road,

Claude
Send In Your Survey!
As you saw in last month’s Nugget, after a year of discussion we actually did get out what may be the first ever survey of the GGR membership. A number of you have already clipped yours out and sent it in. Thanks very much for that. If you’re looking for an easy way to get a survey copy to send in without tearing pages, you can download the online edition of the May Nugget and just print out the survey pages. You can download the file at www.pca-ggr.org

The Survey Matters Because Your Voice Counts

GGR is a club run by the members and for the benefit of all the members. Change is never easy, but the choices are change or decline. The survey is a way to reach out to all the members—those we see at events and those we don’t—to include them in the discussion about setting direction for the club. People in the club inevitably move on eventually; they move, change jobs, or just decide it’s time to hang up the helmet. GGR’s future depends on it remaining a great club to belong to and for new members to join.

Some folks may interpret even asking questions as a criticism of the current state of affairs. This is surely not what is intended. GGR is a club run by the members and for the members. Is everything perfect right now? It’s possible, but not likely. You never know if you don’t ask.

I especially wonder about the 75% of GGR members whom we don’t see at events. Are you folks just happy receiving your Nugget and Panorama each month? The people you see listed in these pages put an awful lot of time and energy into organizing and putting on the club activities. The only real reward for this is seeing members attend and enjoy themselves. If more people do that, that’s the real measure of the club’s success.

And if most members only want to receive their magazines, I would not presume to argue with that. But what would you like to see more or less of? Hence the long section in the survey on The Nugget. I have to confess: I immediately opened the first survey returned to see what they said about this magazine. That person said they never read this column and it should be omitted. Oh, dear. We’ll take that under advisement and see if it turns out to be a majority opinion.

You Have Until June 15th!

Surveys need to be mailed by June 15 to enter the drawing for the utterly fabulous prizes: Goodie Store chatchka’s and an autoross entry! Autocross—in case you don’t know—is a chance to see safely just what your car can do, and without hurting you, it, or anything else. Who could ask for anything more? Thanks for reading.
On Apr 29-30 we had Time Trial #2 at Thunderhill. April is an ideal time to be at the track, but especially Thunderhill. You have green hills, and snow in the surrounding mountains. The cool air and sunny track can add up to some of the fastest times of the season. We saw several personal bests on this weekend due to the aforementioned conditions, and several drivers coming to terms with their winter changes. Attendance was on the light side, which is not especially good for the GGR finances, but meant additional track time for the 100 drivers that were there. Run groups were reduced to 4, resulting in an interesting teal run group and 30 minute sessions, up from the usual 20 minutes.

Dinner at the track, consisted of chicken cordon bleu, and tri-tip! If Paulette Johnson keeps this up, we’ll soon be dressing for dinner, instead of showing up in our driving suits. This is just one of the many things our TT chair Andrew Forrest is doing to encourage more participation this year. If you have been on the fence about joining us, this season is an especially newbie friendly atmosphere. It’s time to take the plunge.

You know, you really have to go a long ways to make our group any more welcoming than it already was. You may be hearing some talk or being asked to participate in various surveys about what is good, and what needs improvement in our series and club. As I looked about the paddock, it was pretty clear to me what sets us apart, and makes this a great group to run with. Everywhere I turned, I saw someone who helped me along the path from wide-eyed newcomer to old-fart racer. I remember my first time trial, and all of the friendly help I got. That hasn’t changed a bit, and if it is possible, it may have gotten better. The examples, I saw, of people helping other drivers, would fill multiple columns. There are a lot more clubs putting on track days now, but none can boast the camaraderie that you get when everyone has similar cars, and has been together for the...
numbers of years and cars, that some of our folks have. Throw in the fact that most Time Trial events also have a big group dinner, and you see what makes these GGR events special.

**Results for Time Trial #2**

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Our sunny California weather finally returned for AX #2 and our first event of the year at Alameda Point. Co-chair Glynn Dennis was at the reins as event chair for the first time. Operations ran smoothly all day, allowing enough time for fun runs for the die-hards at the end of the day.

With Andrew Blyholder away for this event, TTOD was up for grabs to a new face. Jeff Reitmeir stepped up to take the TTOD in his fast 924, with Nathan Breitling's 914 just behind. They were both apparently driving the wheels off those cars because the results were the same for PAX: Jeff first, Nathan second.

Sharon Neidel was TTOD Ladies in her 968. We look forward to seeing all of you again at Alameda on May 13 for Autocross #3.

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<table>
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<tr>
<th>What</th>
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<tr>
<td>2006 Autocross Chairmen</td>
<td>Bill Daily, Glynn Dennis, Brian Lay, and Paul Smith</td>
<td><a href="mailto:autox@pca-ggr.org">autox@pca-ggr.org</a></td>
</tr>
<tr>
<td>Autocross Timing &amp; Scoring</td>
<td>Dave McGuigan</td>
<td><a href="mailto:mcguigan@us.ibm.com">mcguigan@us.ibm.com</a></td>
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<tr>
<td>Autocross Timing &amp; Scoring</td>
<td>Andrew Blyholder</td>
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<tr>
<td>Autocross Registration</td>
<td>Eugenie Thomas</td>
<td><a href="mailto:Eugenie959@yahoo.com">Eugenie959@yahoo.com</a></td>
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<tr>
<td>Concours Chairman</td>
<td></td>
<td><a href="mailto:oldcarnut@aol.com">oldcarnut@aol.com</a></td>
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<td>Rob Neidel</td>
<td><a href="mailto:rob@neideldesign.com">rob@neideldesign.com</a></td>
</tr>
<tr>
<td>Rallye Chairman</td>
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<tr>
<td>2006 Time Trial/DE Chairman</td>
<td>Andrew Forrest</td>
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<tr>
<td>2006 Time Trial/DE Chief Instructor</td>
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<td><a href="mailto:gdorighi@comcast.net">gdorighi@comcast.net</a></td>
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<tr>
<td>Time Trial/DE Ground School Instructor</td>
<td>John Seidell</td>
<td><a href="mailto:johnseid@astound.net">johnseid@astound.net</a></td>
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<td>Time Trial/DE Registrar</td>
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<td><a href="mailto:GGRRegistrar@aol.com">GGRRegistrar@aol.com</a></td>
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<tr>
<td>Time Trial/DE Tech Chief</td>
<td>Jim Calzia</td>
<td><a href="mailto:jcalzia@usgs.gov">jcalzia@usgs.gov</a></td>
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<td>Harry Demas</td>
<td><a href="mailto:hdemas@hotmail.com">hdemas@hotmail.com</a></td>
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<tr>
<td>Time Trial/DE Safety co-Chairman</td>
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<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><a href="mailto:larrysharp@comcast.net">larrysharp@comcast.net</a></td>
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<tr>
<td>Autocross</td>
<td>Tim Stewert</td>
<td><a href="mailto:kmat@pacbell.net">kmat@pacbell.net</a></td>
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<tr>
<td>Rallye</td>
<td>Al Armellini</td>
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<tr>
<td>Concours</td>
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<tr>
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<td>Susan Angebranndt</td>
<td><a href="mailto:ggrweb@dino.com">ggrweb@dino.com</a></td>
</tr>
<tr>
<td>Ad Contact</td>
<td>Bud Behrens</td>
<td><a href="mailto:Budnmmaryann@cs.com">Budnmmaryann@cs.com</a></td>
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491 McGlincey Lane, Campbell, California 95008
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<tr>
<td>Tue Jun 20</td>
<td>ggr</td>
<td>Board Meeting, 7 PM</td>
<td>The Leglise's</td>
<td>Claude Leglise</td>
</tr>
<tr>
<td>Fri Jun 23</td>
<td>drivers ed</td>
<td>Driver’s Ed (with Central Coast Region)</td>
<td>Buttonwillow</td>
<td>Paul Fasching 805-542-9982</td>
</tr>
<tr>
<td>Sat Jun 24</td>
<td>rally</td>
<td>Zone Rallye #1 (Summer Solstice)</td>
<td>W. Sac to Woodland</td>
<td>Helen Ashuckian</td>
</tr>
<tr>
<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>Tue Jul 18</td>
<td>ggr</td>
<td>Board Meeting, 7 PM</td>
<td>TBA</td>
<td>Claude Leglise</td>
</tr>
<tr>
<td>Fri Jul 21</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>Mountain Mike's Pizza in Redwood City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Jul 22-23</td>
<td>autocross</td>
<td>Zone Autocross School</td>
<td>Candlestick</td>
<td>Doug &amp; Dana Ambrisko</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>Sun Jul 30</td>
<td>rally</td>
<td>TSD Rallye School</td>
<td>Starts in Dunnigan</td>
<td>J. Toney</td>
</tr>
<tr>
<td>Sat Aug 5</td>
<td>social</td>
<td>Caravan to Parade</td>
<td></td>
<td>Bud Behrens (209) 477-6496</td>
</tr>
<tr>
<td>Aug 6-11</td>
<td>social</td>
<td>Parade</td>
<td>Portland, Oregon</td>
<td></td>
</tr>
<tr>
<td>Fri Aug 18</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>Mountain Mike's Pizza in Redwood City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Sat Aug 19</td>
<td>social</td>
<td>Boxer Brunch</td>
<td>10am at Alice's Restaurant, Hwy 35 &amp; 84, Woodside</td>
<td>George Grialou 650-363-1211</td>
</tr>
<tr>
<td>Sat Aug 26</td>
<td>autocross</td>
<td>Zone AX #3</td>
<td>Marina</td>
<td>Cathy Carlson</td>
</tr>
<tr>
<td>Sun Aug 27</td>
<td>autocross</td>
<td>AX #6 (Zone AX #4)</td>
<td>Marina</td>
<td></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>
</tr>
<tr>
<td>Date</td>
<td>What</td>
<td>Event</td>
<td>Location</td>
<td>Contact</td>
</tr>
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</tr>
<tr>
<td>Fri Sep 15</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>Mountain Mike's Pizza in Redwood City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Sun Sep 17</td>
<td>concur</td>
<td>Zone Concours #7</td>
<td>Heather Farms, Walnut Creek</td>
<td>Rob Haitsma</td>
</tr>
<tr>
<td>Tue Sep 19</td>
<td>ggr</td>
<td>Board Meeting, 7 PM</td>
<td>The Leglise's</td>
<td>Claude Leglise</td>
</tr>
<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>
</tr>
<tr>
<td>Sep 23-24</td>
<td>rally</td>
<td>Zone Rallye #5 (Carrera de Sierra)</td>
<td>Niello Porsche, Rocklin</td>
<td>Richard Wetzel</td>
</tr>
<tr>
<td>Sat Sep 30</td>
<td>autocross</td>
<td>AX #8</td>
<td>Candlestick</td>
<td>AX Chairs</td>
</tr>
<tr>
<td>Sun Oct 1</td>
<td>concur</td>
<td>Zone Concours #8</td>
<td>Ledson Winery, Santa Rosa</td>
<td>James Heisey</td>
</tr>
<tr>
<td>Sat Oct 7</td>
<td>rally</td>
<td>Rallye (Coyote Run)</td>
<td>Carlsen Porsche, Redwood City</td>
<td>Larry Adams</td>
</tr>
<tr>
<td>Sun Oct 8</td>
<td>concur</td>
<td>Zone Concours #9</td>
<td>Silver Star Recycling, Ranch Chordova</td>
<td>Kent Brandon</td>
</tr>
<tr>
<td>Sat Oct 14</td>
<td>autocross</td>
<td>Zone AX #5 (SqR)</td>
<td>Millerton Lake</td>
<td></td>
</tr>
<tr>
<td>Sun Oct 15</td>
<td>autocross</td>
<td>Zone AX #6 (Yos)</td>
<td>Millerton Lake</td>
<td></td>
</tr>
<tr>
<td>Tue Oct 17</td>
<td>ggr</td>
<td>Board Meeting, 7 PM</td>
<td>TBA</td>
<td>Claude Leglise</td>
</tr>
<tr>
<td>Fri Oct 20</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>Mountain Mike's Pizza in Redwood City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Sat Oct 21</td>
<td>social</td>
<td>Boxster Brunch</td>
<td>10am at Alice's Restaurant, Hwy 35 &amp; 84, Woodside</td>
<td>George Grialou 650-363-1211</td>
</tr>
<tr>
<td>Sat Oct 28</td>
<td>autocross</td>
<td>AX #9</td>
<td>Alameda Point</td>
<td>AX Chairs</td>
</tr>
<tr>
<td>Sun Oct 29</td>
<td>autocross</td>
<td>Zone AX #7 (SVR)</td>
<td>Stockton Fairgrounds</td>
<td></td>
</tr>
<tr>
<td>Sat Nov 4</td>
<td>rally</td>
<td>Rallye</td>
<td>Rector Porsche, Burlingame</td>
<td>Hubert Lee 650-368-5258</td>
</tr>
<tr>
<td>Sat Nov 11</td>
<td>maintenance</td>
<td>Dent-Pro Day</td>
<td>Santa Clara</td>
<td>Joe Ramos</td>
</tr>
<tr>
<td>Fri Nov 17</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>Mountain Mike's Pizza in Redwood City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Tue Nov 21</td>
<td>ggr</td>
<td>Board Meeting, 7 PM</td>
<td>The Leglise's</td>
<td>Claude Leglise</td>
</tr>
<tr>
<td>Fri Dec 15</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>Mountain Mike's Pizza in Redwood City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Sat Dec 16</td>
<td>social</td>
<td>Boxster Brunch</td>
<td>10am at Alice's Restaurant, Hwy 35 &amp; 84, Woodside</td>
<td>George Grialou 650-363-1211</td>
</tr>
<tr>
<td>Sun Jan 21, '07</td>
<td>social</td>
<td>Activities Day</td>
<td>Mountain Mike's Pizza, Redwood City, 11AM</td>
<td>Susan Angebranndt</td>
</tr>
</tbody>
</table>
The spring events are now in the books, and as we move into the summer season, we have 3 competition events to report. Also summer is the season when the 2007 Rules Proposal deadlines hit, so we’ll spend a few words talking about that.

We’ve had 2 autocrosses since we last spoke. On April 22nd, autocross #2 was held at Alameda Point. Sunny weather was on hand for a hundred drivers or so to test the mettle at the former air station. TTOD did not go to a car with the engine in the middle this time, as the blue smurf was on sabbatical, but it was still at the wrong end, as Jeff Reitmeir, in his front engined 924 took the honors. TTOD Ladies also went to a front-engined car, for Sharon Neidel. Maybe its time to soften the points on those rear-engined pendulums, or get the national champ to offer driving lessons. The gang of four continue to do a great job, and this time the job was handled by Glynn Dennis.

New to our Autocross scene are little white placards with numbers on them. They’re used to indicate where the worker stations should be. I’m not sure whose idea this was, (SCCA has been doing this for a while), but I understand the manufacturing glory goes to Ken Jones. Thanks Ken, for stepping up, and showing us yet another example of the club membership improving the breed.

Autocross # 3 was also at Alameda Point. Another beautiful day, (you know what they say about the worst day at an autocross vs. the best day at work), and attendance is on the rise. Thanks to the efficient work of the chairs, we continue to get our full compliment of runs, and more, for those with rubber left. Another number on the rise, is the number of Caymans at each event. As new owners take possession, they are coming out in force. AX #3 saw the appearance of a low slung sports racer, as Ken Shahonian brought his Radical out to play. Ken is a former board member, and I think he’s been getting tired of sitting in the garage making zoom-zoom noises and needed a release. An autocross is an excellent avenue for this, and his little racer gave a pretty good run for the top time, with its’ 1300cc Suzuki power.

The end of this month is the deadline for submitting proposals for rule changes to the 2007 rule book. I have a deadline to get these published in the August Nugget, and that deadline is July 10th, so your deadline is July 1st. As of this writing, we only have one proposal, but I think a few more are in the works. You still have a few more weeks to submit proposals. Just be sure to do your homework, provide clear and convincing examples, and be prepared to do a little lobbying to get your point of view across. Our online community is getting much more active, as the word

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- Horsepower upgrades,
- Custom Intake and Exhaust

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Check out our new website [http://www.scargoracing.com](http://www.scargoracing.com)
gets around cyberspace, and this is a great place to get your ideas discussed and refined. The URL is still very dynamic, so best to reach the BBS via the main GGR web page.

Finally, remember, I am in my lame duck year, and am actively seeking a successor. If you have any interest in being Competition Director for 2007/2008, please contact me @ david@dleon.org, or catch me at an event. Even if you are not sure, but want to know a little more about what it is like to be Competition Director, or any other board position, see any board member for more information. A lot of good things have been happening lately, all due to people who asked why not? There is a great need for some forward thinking, and a lot of important decisions to be made.

We have Autocross # 4 in a few days and TT # 3 in a few weeks. Now is the time to act. 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.

June Report

Total members: 1650
Transfers in: 5
Transfers out: 3

New Members:
Angus Barnett  San Francisco, CA 2001 986
Edward Barosky  Orinda, CA
Theresa Biagi & Rob Kreb  Los Gatos, CA 2006 AE1

Walther & Linda DePetris  San Francisco, CA 2006 911
Matthew Duven  San Francisco, CA 1990 911
Alex Farr  San Francisco, CA 1996 911
Charles Gee  San Jose, CA 2002 911
Cal Gin  San Francisco, CA 1995 911
Eric Jacobs  Los Altos, CA 2005 911
Dan Lorenzo  San Francisco, CA 1979 911
Ryan Lucio  Sunnyvale, CA 2002 911
Jason & Rudy Merrick  San Jose, CA 1991 911
Robert & JeanAnn Nichols  Milpitas, CA 2001 911
Brandon Paulson  San Francisco, CA 1996 911
Kathryn Phillips  Mill Valley, CA 2000 911
Fred Reynolds & Annie Chiu  San Francisco, CA 1999 911
Emory Ruiz  San Francisco, CA 1987 911
Donald Toy  San Francisco, CA 1968 911
Sherman Tran & Matt Jefferson

Los Gatos, CA 2006 911

Walther & Linda DePetris  San Francisco, CA 2006 911
Matthew Duven  San Francisco, CA 1990 911
Alex Farr  San Francisco, CA 1996 911
Charles Gee  San Jose, CA 2002 911
Cal Gin  San Francisco, CA 1995 911
Eric Jacobs  Los Altos, CA 2005 911
Dan Lorenzo  San Francisco, CA 1979 911
Ryan Lucio  Sunnyvale, CA 2002 911
Jason & Rudy Merrick  San Jose, CA 1991 911
Robert & JeanAnn Nichols  Milpitas, CA 2001 911
Brandon Paulson  San Francisco, CA 1996 911
Kathryn Phillips  Mill Valley, CA 2000 911
Fred Reynolds & Annie Chiu  San Francisco, CA 1999 911
Emory Ruiz  San Francisco, CA 1987 911
Donald Toy  San Francisco, CA 1968 911
Sherman Tran & Matt Jefferson

Los Gatos, CA 2006 911

Bradley Walden  San Jose, CA 2003 911
Alex & JoAnna Watson  San Mateo, CA 1999 911

Anniversaries

45 Years
D.H. & Lois Lollich  Concord, CA 1961 356

35 Years
Ursula Grunfeld  Mountain View, CA 1973 914

30 Years
Dennis & Cindy Kahler  Dublin, CA 1989 911
Quincy & Helen Dong  Piedmont, CA 1990 911
Rick & Patti Jeffery  Diablo, CA 1974 914
Barton Lane  Los Altos, CA 1987 928
Aubrey & Heather Bout  Los Gatos, CA 1983 944
Olen & James Creeck  Burlingame, CA 1983 911
Kent & Marcus Lim  Hillsborough 1982 91
March Board Meeting
Golden Gate Region
Porsche Clubs of America
Board of Directors Meeting Minutes

Call To Order
The meeting came to order at 7:39 PM on April 18, 2006 at the residence of the Larry and Linda Adams, Foster City.

Board members present were Claude Leglise, Susan Angebranndt, David Leong, K.C. Sharp, John Celona. Also present were Alfred Abken, Larry Adams, Linda Adams, Bill Dally, Andrew Forrest and Larry Sharp.

A. 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 March 2006 was unanimous as written.

C. Postmortem Of Events
1. April 6: Driver's Education Event at Thunderhill Raceway hosted by Diablo Region: well attended with lots of new cars and drivers.
2. April 7-9 CRAB: well attended and fun was had by all
3. April 8, Ground School; well attended
4. April 15: Boxster Brunch well attended.
5. April 15-16: Drivers Ed with Coastal Driving School went well at Button Willow
6. March 18/19, Yosemite Tour: 17-18 cars attended – Alfred Abkin did a great job leading the tour. Bill Benz agreed to write an article about the tour for the next issue of “The Nugget”.

Next board meeting will be held at Club Sportiva in San Francisco on 840 Harrison between 4th and 5th.

Approved Yosemite Tour for March 24-25, 2007

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D. Directors Reports

President; Claude Leglise
1. Commented he would like to see other regions newsletters

Vice President; Susan Angebranndt
1. Insurance has been ordered for the next upcoming events

Treasurer; Claude Leglise for Tracey Morris
1. Alfred Abken reviewed the Yosemite 2006 expenditures and submitted the proposed budget for Yosemite Tour March 24-25, 2007. Approval of the proposed budget for Yosemite Tour 2007 was unanimous as written.
2. Discussion concluded the updated club budget would be reviewed at the next board meeting.
3. As of April 18, 2006 PCA GGR Cash Balance was $43,550.41.

Secretary, KC Sharp for Laura Mercier
1. Board members submit Red book comments ASAP.

Membership, Claude Leglise for Louise Sousoures
1. There was 5 transfer in March, 5 transfer out, 17 new members total: 1651
2. New Member Social is on May 20 at Devk in Redwood City; Larry Sharp and Larry Adams agreed they would take care of the tour.
3. Larry Adams and Louise Sousoures have agreed that the new boards are not correct for Carlsen or Rector. Larry noted he is checking with Carlsen to see if they have any ideas.
4. Canyon Inn is interested in the Sunday AX school lunch at $10 per person.
5. The membership report was unanimously approved.

Competition, David Leong

1. Time Trial – Andrew Forrest
   a. Sponsors are doing a good job supporting TT
   b. 107 drivers have registered for Thunderhill scheduled for April 29-30, 2006.

Social, KC Sharp
1. None

Nugget Editor, John Celona
1. For the May issue, we are conducting a test run of a new printer and mailing service.

Webmistress, Susan Angebranndt
1. None.

Adjournment

There being no further business to come before the Board, a motion to adjourn was approved at 9:19 PM. The next Board of Directors meeting will be held May 16, 2006 at 7:00 p.m. at Club Sportiva, 840 Harrison Street, San Francisco. 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**

2002 carrera coupe 6spd. seal grey, blk heated spt seats w/ crests, aero rockers, pasm, porsche factory cert. warranty to 100k. showroom perfect at 46k miles. email for pics. $54,500 Contact steve grove at sgrove@greenroomcomedy.com or 916-833-5510.

1969 912 Coupe excellent condition, beautiful leather interior, 5-speed, Webers, Bilsteins, CD player, German wool carpet, under 34k on engine. $10,500 OBO. Contact Gene Poole at PooleDC@sbcglobal.net or (559) 313-8478.

2005 Carrera Coupe 2005 Porsche Carrera Coupe One Silver on Black very nice options. One Midnight Blue on Black very nice options as well. 7218 miles and 6834 miles. Contact M ike Pardini at MichaelSteadPorsche@hotmail.com or 925-330-3475.

1982 911SC Coupe Rosewood Metallic/Tan. Well maintained. Runs and looks nice. Pulls hard and shifts smooth. 190k with recent top end. All power equipment. $12.9k Contact Aubrey Wing at aubwing@hotmail.com or 408-592-2253.

1980 911SC coupe Non sunroof coupe. Runs and shifts well. White exterior ok; no dents. Interior rough, great candidate for TOYO CUP racer. Contact for details & pics. Contact David Loop at loopeuropean@sbcglobal.net or (830) 393-9995.

1989 951 Race Car PCA GT2 Class or POC V1/R2 Class. 340hp Vision Built 2.5L and only 2300lbs. Please e-mail me for all details and Pics. $21,000.00 obo. Contact Chad Armstrong at caarmstrong@epicor.com.

1989 944 turbo Very well developed 951 race car. Fun, fast, and durable. Go to link for photos and long list of mods. Best bang for the buck. $15,000. Contact Greg Stowe at gregstowe@comcast.net or 408-554-6500.

2001 Boxster S 18,000 miles, 6-Speed, Speed Yellow/Black, Porsche Tuned Chassis (M 30 Option), PSM, 18" Sport Design
Wheels, Heated Seats, Zone Concours Winner, $31,995. Contact Kim Nelson at kim355@directcon.net or (916) 933-4282.

2000 Boxster S 12,600 miles, all black, 8610x18 real hollow spokes, new tires, itronics, carbon fiber, custom stereo, interior excellent, exterior very good, just serviced. Sacramento. best offer Contact Michael W helan at porsharacer@netscape.com or 916-783-9447.

1983 911 SC Targa 137K miles, Black, new Targa top & leather baurgundy interior. O standing 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 Al most completely restored very straight, W hite w/ black/gray. New engine 1740cc kit, trans, brakes, suspension, 12V, Auto Intl. interior. Only needs paint. E-mail for info/pic’s Contact R. Blain at rblain@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-M ay. Contact Rob at rhlau@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)595-2806.

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@comcast.net 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.


Just about everything is new. Beautiful car, fun to drive. $125,000. David Kuhlmann PO Box 7322, Spreckels, Ca. 93962 831 455 8576 K U H L 912@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.

1967 911T /RS clone T T/Street 2.25 M F I 1971 911T. Rust free, new Koni sports, new 22F/29R torsions. Runs perfect, needs nothing, current GGR time trial tech certification. $22k obo, located in Livermore. Contact Doug Roberts at roberts_doug37@hotmail.com or 925-413-3670.

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

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

1997 993 narrow-body 45,000 miles. Polar white/dark gray supple leather interior, 18” technology-look wheels. New Bridgestone S-03. 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 A/C. 2470 pounds. motor/ clutch overhaul at 117743 miles. current 133K. Contact Butch Meyner at gneyner@trane.com or 408-259-6503.

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

1982 928 $4,000 Vintage, 928, owned by jazz musician leaving the country on tour. Platinum color, good condition, Brand new

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timing belt, need installation, garaged for more than 2 years. Contact Prince Lasha at wdassoc@sbcglobal.net or (510) 253-7441.

1986 911 C cabriolet Chiffon Cream / Dark Brown Full Leather; 48,000 miles; Short Shifter; No Accidents or Paint Work; Always SF Bay car; Perfect Original Condition. S$7,000. Contact David Roseman at david.roseman@pillsburylaw.com or 415 246-6300.

1997 Carrera 4 993 4S Guards Red-Cashmere; 24,500 miles; 4 time first place winner 2005 PCA Concourse; Motor Sound; Litronics; Hi-Fi Sound; Wood Shifter / Handbrake; Rear Wiper; Power Seats; Turbo; No leaks, recent paint, H&R Coilovers, 17" Fuchs wheels. Contact Glen Brooksby at brooksby@winfirst.com or 916-974-7006.

1992 993 Widebody GT 2R Race Car w/wing, 38L, 380 H P, <5 hr, 915 trans w/ Robotek, 1950 lb, by M at L, sub 1:55 at T-H ill, $48k. 20ft TPD trailer, $8k. Contact Glen Brooksby at brooksby@winfirst.com or 916-974-7006.

Parts & Miscellaneous

993 Cup 2 wheels and tires 993 Cup II wheels. 17"x7"s and 9"s with Yokohama ES100's 225s and 255s. Rear tires have around 60% tread left, fronts have 80%. W heels are not perfect. More info and pictures at http://www.justracing.com/classified/272. Contact Terrance at terrance@theight2009.com.

911 Race Car GT 2R, 1972 993 Widebody w/wing, 38L, 380 H P, less than 5 hr., 915 trans w/robotek, 1950 lbs, by M att L., sub 1:55 at T-H ill, $48k. 20ft TPD trailer, $8k. Contact Glen Brooksby at brooksby@winfirst.com or 916-974-7006.

1993 B eck 550 Spyder 2275cc Volkswagen Type 1 engine (365 hp) Dual Dellorto Carbs, Deep Sump Oil pan, Heavy Duty Oil pump, Front oil cooler w/electric cooling fan, Adjustable rev lim-iter (currently set at 6000rpm) Headers (Jet Ht coated). Contact Fred Brubaker at brubakers@rcn.com or 610-434-2656.

Contact Prince Lasha at wdassoc@sbcglobal.net or (510) 253-7441.

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

1987 944 Turbo production class track car extremely well prepared LSD, charliearms, M AF, 249 RW H P. M any new parts. Tons $$$ spent. 3 time class champion. Must sell BRO. Contact M ichael W helan 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 O BO. Contact Bill Lucas at blucas0557@aol.com or (415) 897-5428.

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7x16's w/SO - 3 tires One pair of 7x16 951 Fuchs with Bridges-tone SO - 3s 225/50/16's. Tires have less than 5K $450 for wheels & tires, +shipping. Contact Harold Williams at harold@dino.com or 650-340-7017.

17" HRE wheel halves Straight, look great, 1 track season. $50 ea. Contact Tom van O verbeek at tvanoverbeek@shoretel.com or 408 929 7357.

17" Yokohama AVS ES Tires (2) Yokos 255/40/ZR 17 tires. 75% tread remaining. $70 each. Contact John at jvalhalla@aol.com or 925.284.2844.

914 Trailer Custom built trailer for 914's. Light weight. Coil springs & shocks. Aluminum ramps. W. inch. $3150. Contact Kenneth Mack at kmack@sbcglobal.net or 408 268-4369.

912 Goodies 1966 engine $1500, Four Fuchs 6" x 15" wheels painted and polished $700, Autopower roll bar fits 63-89 911 & 912 $200, Autopower six point harnesses rewebbed November 2004 $200, Yakima roof rack for race tires $300, Tow Pilot tow bar with adapter and cables $300, Bursch exhaust $150, K & N Air filter set $100, Deep sump plate $100, new shift coupler $30. David Kuhlmann PO Box 7322, Spreckels, C. a. 93962 831 455 8576 K U H L 912@aol.com

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914 Headers 914 4 bolt wheel spacers 1/4 - 1/2 inches wide or thereabouts. What ya got? Contact Dan Thompson at Docdanracy@sbcglobal.net.

SSI Exhaust Looking for SSI system for 3.2L Carrera engine. Contact Paul Canton at 650-346-9316.

2 8x16 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.

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So what do you do in the middle of February when you have been inundated by rain at the start of the year and suddenly you’re blessed with beautiful mid-60’s weather? Well like most of you I am sure, my wife (Katye) and I jumped into our Porsche and hit the open road! Thankfully we got our fill because no one knew that soon after that we were all going to see Seattle-like weather for the better part of two months that would cause our Boxster to sit forlornly in the garage!

We headed up to the Napa Valley to combine many of our passions including wine, cars and photography (I have a small side business taking pictures in the wine country—www.ingosimages.com). We always love that area because of the many great drives we get to take. Some of them I can certainly recommend to anyone looking for a good run.

Knights Valley: The run up Hwy 128 past Calistoga into the Dry Creek area of Sonoma features two lane pretty straight fast roads with just enough curves to keep your attention.

Spring Mountain: I you have never tasted any of the Spring Mountain Cabernet’s, I highly recommend a drive up this road to many of the small, mostly family owned wineries. If you take the road right up and over into Sonoma you get a great tight twisty mountain experience.

Calistoga East: There are a bunch of great roads running east out of Calistoga including Petrified Forest, Franz Valley and Calistoga. If you take Petrified Forest to Calistoga, you can hook into the Spring Mountain run.

All these roads are west and north but if you want a real wine country ‘Porsche’ experience, you MUST stop by one of our favorite wineries – Buehler Vineyards. Located in the mountains east of St. Helena above Lake Hennessey (It’s on Conn Valley off the Silverado Trail) Buehler is a family owned winery that makes very highly rated wines that are an absolute steal of price when compared to other Napa wines. Their regular and estate Cabs are tasty, the reserve Chardonnay is amazing and the Zinfandel at only $16 a bottle is to die for (It was rated the 31 on Wine Spectator’s Top 100 wines last year).
So what makes this a truly great experience for the Porsche-phile? Well other then the great road and unbelievable scenery driving in is the fact that the Buehlers are true Porsche fanatics. Proprietor John has driven Porsches for years and his wife still drives a Cayenne Turbo. For the true fanatic though, ask for son Page Buehler when you make your tasting & tour appointment. He currently drives a C2 but was looking at all the new models to decide on his next ride. We even had a lengthy discussion on the merits of the Cayman and what it will or won’t do to Porsche and the 911. A Porsche might not get you a free bottle of wine, but it will certainly put a smile on any of the Buehler’s faces.

I would be happy to get together with a bunch of GGR’s to get in some great drives in wine country. You can reach me at 415.730.5352 or ingo@ingosimages.com. Now that summer is finally here again, let’s get out and drive!

June 2006

32nd Annual
CARLSEN PORSCHE CONCOURS

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Sunday, July 16, 2006
Carlsen Porsche Dealership, 3636 Haven Avenue
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Entry Fee: $20.00 per Car
Car placement from 7:30 A.M. to 8:30 A.M.
Food: Bavarian Buffet includes Sausage, Chips, Cold Drinks, etc.
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Directions: From Highway 101, exit East onto Marsh Road and turn left onto Haven Avenue. For Information, call Larry or Greg Adams at (650) 345-2232 or e-mail OldCarNut@aol.com
Few people realize it, but our mild-mannered membership director Louise Sousoures is one of the world’s foremost court reporters. Fluent in 28 languages, able to transcribe up to 650 words per minute and eerily accurate, Louise is unflappable in even the most tense situations.

As a result, she is frequently called on around the world for the most high-profile prosecutions and litigations, often working anonymously and behind one-way glass. She has reported depositions and testimony ranging from Dennis Kozlowski to Saddam Hussein.

Consequently, Louise was not particularly surprised by a phone call late one Sunday night for a critical deposition in Osaka, Japan. A large American law firm involved in the case needed Louise desperately, they said. The next day, she was on the plane to Japan.

Little did she suspect the nightmare about to unfold.

The trip started innocently enough, with a stay at a five-star hotel in Osaka, visits to see the cherry blossoms and local sights, and dining at some of the finest sushi restaurants. Not until much later did Louise learn that this portion of the trip was to put off the protective CIA agents trailing her until they were returned to tracking North Korean operatives.

Later, “Then someone grabbed me from behind and put a cloth over my nose and mouth.” That’s all I remember.

Chloroform, no doubt. “When I awoke, they started asking me all these questions about ‘secret Porsche technology’ I had no idea what they were talking about.”

As the interrogation proceeded, it became clear to Louise a big mistake had been made.

“They thought I was part of some secret Porsche R&D operation. They wanted to know the secrets of how Porsches could continue to race even after critical items like cooling lines and brake lines had been crushed. I finally figured out they must be talking about our car at the 25 Hours of Thunderhill. Then they began screaming at me and battering me with a copy of the March Nugget.”

Indeed. It turned out poor Louise had been lured to Japan and abducted by the evil Dr. Toyoda Toyoda, scion and leader of the Toyota Motor Car Company.

“They were sure Masuo and I must have had secret support from the factory,” Louise continued, “and wanted to know all about the secret experimental technology we were using. I told them there was nothing secret and that we did it on our own. That only made them angrier. They said they had seen us on TV. I told them I didn’t really know that much about cars; I just drove them. And I never
work on them because once you get motor oil under your nails you can never get it out.”

As the grilling continued, Louise realized she was going to have to call for help. Using the opened clasp on her bracelet, she cut enough of the cords binding her hands to free two fingers and activate the satellite transponder in her ring. The signal was relayed to GGR World Headquarters, where an automated system called GGR President, Claude Leglise on his cell phone. At the time, Claude was somewhere in China. It was the middle of the night.

“I was awake anyway, because of the time change.” Claude recalled. “My phone rang and I started saying ‘Hello! Hello!’ before I realized it was the automated system calling. It just kept repeating ‘035 distress. 035 distress,’ which is Louise’ code number. I pressed *9 to acknowledge, then hung up.”

That was Claude’s cue to summon the GGR Emergency Response Team.

“It took me almost an hour to get everyone on the phone. I told them to bring their hostage rescue kits and meet me in Taipei. That took almost a day. In the mean-

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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 <alg911@yahoo.com>
Logan Murray at <mailtoways@mindspring.com> or <logan_murray@csumb.edu>
GGR Autocross chairs
Bill Dally, Glynn Dennis, Brian Lay, and Paul Smith at <autox@pca-ggr.org>
We departed the coast of Taiwan at 10 p.m. and navigated via GPS. With outriggers, spinnakers, and a spoiler of an old 914 we were able to make landfall at Osaka before dawn.

By then, things were becoming desperate for Louise. They got more agitated at my not answering and started pounding the table and shoving me around. Finally, they took me into a room where the had a totally cherry 1973 Porsche Carrera RS/RSR 2.9 Lightweight up on blocks. They blocked the radiator, started the car, put it in first gear, then jammed the accelerator at full throttle. They said if I didn’t talk, I was going to burn up along with the car. I was so upset at them ruining that beautiful car I was ready to cry. I tried to think of what a geisha would do under those circumstances.”

Thankfully, at that moment the GGR team burst into the room. Claude stunned and confused Louise’s captors with commands in Imperial Japanese long enough for them to spirit her out of the room.

After a day of recuperating and debriefing at the U.S. Embassy, the team brought Louise home.

Thinking back over her horrifying captivity for this article, Louise is ever stoic. “It wasn’t so bad, really,” she mused. “All my time in captivity was billable.”

She tried to warn.

“We departed the coast of Taiwan at 10 p.m. and navigated via GPS. With outriggers, spinnakers, and a spoiler of an old 914 we were able to make landfall at Osaka before dawn.”

By then, things were becoming desperate for Louise.

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