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T he opinions expressed are those of the authors. The Editor reserves the right to edit all contributions. Business and classified ads are provided for the convenience of the membership and are not an endorsement from GGR. GGR cannot take any responsibility for the quality of the products or services provided.

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Porsche Roads

I love Google maps. The satellite pictures are very cool and the road overlays give a really good idea of the geography. If you have not tried yet, visit maps.google.com, and click on the hybrid button. One thing I would change, though, are the routes the maps supply. When I asked for directions from San Francisco to Los Angeles to go visit family, the answer came back: Interstate-80 East, 7 miles; Interstate-580 East 63 miles; Interstate 5 South, 292 miles. Have you ever driven 292 miles on I-5? What a bore! There should be a special option, accessible by PCA members only, to select “Porsche Roads.” The search algorithm would minimize the number of freeway miles and maximize the number of turns. The advanced version would grade the quality of the road surface and offer the best combination of traction, visibility, increasing radius curves and scenery.

Porsches, modern or otherwise, are wonderful road cars. The earlier varieties provide simple ventilation, mechanical aural pleasure, and a sporty ride. The latest models have air conditioning, excellent audio systems, comfortable seats, and compliant suspensions. It is possible to drive them for hours on public roads and arrive at the prescribed destination in fine physical shape. But what about the driver’s mental health? Is there a way to prevent the anguish and agony created by endless strings of left-lane bandits, rolling phone booths and moving fast food chicanes? A detailed search of the available medical literature reveals that the only known preventive therapy and cure consists of copious doses of twisties, preferably CHP-free to minimize the risk of anxiety attacks.

The old fashioned AAA maps came in really handy when I was planning the trip to LA with a priority on finding the best curves. They soon yielded a better alternative to I-5. From San Francisco, take highway 1 to admire the ocean on the way to Half Moon Bay, then Skyline through the redwoods to Eureka Canyon Road on to Watsonville, the self-proclaimed artichoke capital of the world. Turn east on 129, and take 156 to Hollister (sorry, there are about 2 miles of freeway along the way). The real fun starts on 25 South past Pinnacles National Monument and Parkfield, and continues all the way down Indian Valley Road to San Miguel for 125 miles of uninterrupted back roads, nestled in the Coastal Range between the Pacific Ocean and the Central Valley. Best of all, there is NO cell phone coverage. River Road takes you to Creston Road and La Panza to 58 over the mountains to the Valley.

Near Simmler, watch out for the bumps; there is a stretch of road where Larry (he knows who he is) tested the flying abilities of a Boxster. In Taft you can visit the West Kern Oil Museum and discover where the high octane stuff comes from. Then it’s off to one of the juiciest bits along the way—Highway 33—which goes through Los Padres National Forest over the Santa Barbara Mountains from Maricopa to Ojai. It was resurfaced a year ago, and the grip is excellent. I quit counting the turns at 200. Getting from Ojai to the Mulholland Highway without entering a freeway might be possible, but I confess I didn’t try; I got onto 101 until Agoura Hills. Mulholland stays near the top of the Santa Monica Mountains until Topanga Canyon for a timely arrival onto the Pacific Coast Highway in the outskirts of LA, refreshed, reinvigorated, and out of gas. (On a side note, driving in Los Angeles is like driving in England, the fast lane is on the right.)

After a long and very wet winter, the sun is back. I think I will drive to Tahoe without getting on a freeway, for therapeutic purposes of course. And I’m sure there are GGR members who work at Google; could you please implement the “Porsche Roads” feature?
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The GGR Survey

Well, this issue we finally did it: the long promised GGR survey. It’s our attempt to ask our club members what they want or don’t want, like or don’t like about The Nugget. And—editorial license being oh so tempting—we just couldn’t resist asking about lots of other things, too.

That said, we do take sole blame for the content of the survey. It’s really not the fault of the other board members, the autocross chairs, the time trial chair, or anyone else you might suspect. So, if you happen to find anything in the survey objectionable, please: add it to your feedback in the survey! We are genuinely curious about the opinions and preferences of all the club members: those who we see at events, and those whose only contact with the club is receiving The Nugget and Panorama each month. Perhaps surprisingly, the majority of members fall into the latter category. If you are one of these folks, we commend your choice, or course. Consider this your chance to shape The Nugget. The odds of strong reader sentiments being implemented are quite high. After all, there’s nothing an editor wants more than to be read.

Thanks for reading, and even more for filling out and sending in your survey.

If, on the other hand, cutting up The Nugget is something you’ve longed for, do have at it.

Sending the survey in will also require the reader to provide an envelope, a stamp, and for you to address it and mail it in (Nugget Survey, 505 Vista Ave, San Carlos, CA 94070-1933).

Perhaps this sound like a lot of trouble. We are trying to save the club the money it would have cost to do something fancier, such as enclosing a survey and envelope separately. Possibly it will be some consolation to consider how much more trouble it will be to tabulate the surveys!

Please send your survey in!

Granted, it may take you ten or even thirty minutes to fill out the survey, cut it out, and put it in an envelope. We haven’t done any practice laps to find out.

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Mike Pardini
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The days since our last column have been eventless. By the time you read this, there will have been a Time Trial and an Autocross, but these come after the Nugget deadline, and you'll have to wait for the June issue to read about them. I'll use this time to remind you that the deadline for proposed rules changes is 2 issues away. We'll have one more column as a reminder, and then it will be time to publish the proposals for 2007. If you have ideas in mind, please send them to the DEC @ dec@dleong.org or post them to the GGR Bulletin Board. You can find that link on the GGR website.

Speaking of DEC, the Driving Events Committee members for 2006 are as follows:
- David Leong, Competition Director and Chairman.
- Andrew Forest, Time Trial Chairman
- Bill Dally, Glynn Dennis, Brian Lay, and Paul Smith; Autocross Chairs
- Bill Benz, Time Trial Representative
- Mark Powell, Autocross Representative
- Larry Sharp, Zone 7 Representative

The primary responsibility of this committee is two-fold: 1) Arbitrate any disputes and protests if they get escalated past the first 2 levels of the protest ladder and 2) vote to accept or reject any rule change proposals that are submitted for 2007. Thanks to this group for stepping up to this responsibility.

Earlier this year, anticipating some extra column space, I had the privilege of sitting down with Tom and Johannes VanOverbeek. For those who don't know, Tom has a long history with GGR, serving a stint as Time Trial Chief Driving Instructor. Johannes is a household name in Porsche racing circles, being a principle in the Flying Lizard ALMS team. His credits include podiums at LeMans, Daytona, and Sebring. He has finished in the top 3 of the ALMS championship multiple years. What you may not know, is that Johannes also spent time as a GGR Time Trialer. This was the topic of our conversation, earlier this winter, just prior to heading to Daytona. Here is the first installment, with more to come as space allows. Keep in mind that the conversation was not this chronological, or organized. I did a liberal amount of editing for the purpose of clarity. Any context that may have been changed, as a result, is purely unintentional.

Q: When did you get started?

Tom: He was very fast right away. Our car was pretty similar to the instructor's car, and he immediately went faster than his instructor.

Johannes: Yes, but even though there are distinct similarities between karts and cars, the first time you are on the track in a car, it is a different experience, especially when it is your father's car.

Tom: He was very fast right away. Our car was pretty similar to the instructor's car, and he immediately went faster than his instructor.

Johannes: My first Time Trial was at Laguna, using the same format as today. A ground school, out with an instructor for the first few sessions, etc. We lived in the Oakland hills, and I had a license for 2 years before time trialing. I drove on curvy roads going to school, all the
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time. Even though I was pretty comfortable in the car, there is something psychological about being in a car, on a track. Everything is bigger, and getting over that intimidation took some time.

Q: How long did it take to beat your dad.

Johannes: It took a while.

Tom: Initially, I went faster, but pretty soon, whoever went last, was the fastest, and then after a while, he was just faster all the time. There was one time trial, where I really wanted to beat Glenn Hills' track record of a 1:49 and I got down to a 1:46. But Johannes came along and did a 1:45.

Q: What was it like in those days.

Tom: It was pretty serious. Everybody did timed runs, and it got pretty competitive.

Johannes: This was before Buttonwillow and Thunderhill. The main tracks were Sears, Laguna, and occasionally Crows Landing, which I didn’t like, but my dad did.

Tom: I could always beat him at Crows, which was why I liked it. I was a real fast track. They even had Pro Trans-Am races out there. I remember seeing Parnelli Jones, and the Mustang out there.

Q: How long did you Time Trial.

Johannes: I did it for a couple of years, but I was chomping at the bit to go wheel to wheel racing.

Tom: You did some vintage racing too.

Johannes: Yeah, I did some of that, but I time trialed for 2 and a half years.

Q: How long did you evolve into more serious racing.

Tom: My goal was like everyone else, to have a good time and not embarrass myself.

Johannes: I was also looking to have a good time, and it wasn’t until 95, when I was doing SCCA racing that it became clear, that under the right circumstances, you could make a living racing, and it was at that point, I realized that if you work hard, you could make a career of this.

Q: Tell me about your first race.

Johannes: I had a Datsun 510 from Larry O’ka. ITC was a very popular class at the time, kind of like spec miata is today, and I qualified on the pole for a new track record, at the first Thunderhill grand opening. That record stood for a couple of years.

My dad offered to pay for a year of racing, and I had to select a car. I had driven a formula ford, the ITC car, and an American sedan Camaro. I liked the challenge of it, as I had a hard time in that Camaro, and it was a car that I really didn’t understand.

We’ll have more of this conversation in upcoming issues. In the meantime, you may be getting this issue early enough to still support TT #2 at Thunderhill in the last weekend of April, and Autocross #3 is on May 13th. Be sure to visit our various sponsors, let them know you appreciate their support of GGR, and we’ll see you on course.
Saturday evening, March 18, I won the grand door prize at dinner for this year’s Yosemite Tour. The grand prize being the chance to be published in the Nugget, so here are my accounts of this year’s Yosemite tour.

Saturday morning under bright and clear skies, we met in Livermore to begin our drive up to Yosemite National Park. Colm & Geri Campbell, and James & Deborah Bower did not call to cancel, nor did they show up in Livermore, or Curry Village. I hope they had a nice weekend, as they certainly missed a fabulous trip to Yosemite (if I do say so myself)

We drove through Livermore to Tesla Road, and continued to Interstate 580. While driving on Tesla Rd, we passed quite a large group of people driving Model A Fords in the opposite direction. It certainly was a perfect day to be out driving the hobby car of your choice!

From Interstate 580, we took California Highway 132 east. From the connector overpass on 132, cumulus clouds were clearly visible above the Sierras. East of Modesto, we made a rest stop at the intersection of 132 and J14 at the Fruit Market. Those of us that had not brought along their lunches, were able to purchase something to eat.

We continued up 132. In La Grange, there was one plant of Red Bud that I saw blooming. It turned out to be the only such plant that was blooming. Spring is coming late to the Sierra Nevada foothills this year. Highway 132 ends in Coulterville, and we turned south on Highway 49 towards Mariposa. We finally began to catch up to the clouds we had seen from the west side of the Central Valley.

In Mariposa we turned onto Beautiful Highway 140. Past Midpines, after we joined the road along the Merced River, we finally got into a light rain. Most of us stopped for lunch at Indian Flats. This former camp ground, is now a day use only area. After the flood of 1997, camp grounds have been removed from the flood plain of the Merced
River. I found out later that Phil Eskildsen and his wife did not want to stop for lunch in the rain, so they drove into Yosemite Valley and had lunch at the Ahwahnee Hotel. Hmmm.

After lunch, we continued on into Yosemite Valley. At this point, the rain had pretty much stopped. Most of the group drove up the Wawona Road to the parking area with the view overlooking the Valley. Although we could not see into the Valley beyond Bridalveil falls, and that wasn’t all that clear a view, it was rather spectacular just the same. While we were there, it began to snow! Carol Gri-alou took great delight in this and showed it by tossing a couple of snow balls.

Prior to dinner, we had a reception in the Curry Pavilion. Walking to the Pavilion from the cabins was a winter wonderland! Big fluffy snowflakes were falling gently to the ground. What a wonderful sight! We were in the main central location of the Pavilion, with the fireplace. It was quite a comfortable room. I had the new DVD to play of the Escape To The Wine Country from last August, and Ron Leppke set up his lap top to show photos he had taken from the mornings drive into Yosemite. The two entrees for dinner were Prime Rib, and Salmon.
After dinner, we had two of the Park Naturalists give a presentation on the Geology of Yosemite Valley. Were there any party animals along on the tour? As I had hoped of getting up early to have breakfast at the Ahwahnee Hotel before catching the 8:00 A.M. bus to Badger Pass, I went to my cabin and was soon asleep.

Sunday morning broke clear, but cold. How cold was it? It was so cold that the lock to the rear hatch on my car (1982 924 Turbo) was frozen, and I could not turn the key to open it. I ended up putting my belongings in my car through the right door. As I did not feel like putting chains on my car to drive on ice, I decided not to go to the Ahwahnee Hotel for breakfast. I walked around Curry Village and took a few photographs, then caught the bus to Badger Pass.

At this time, I would like to thank William Disser for suggesting going to Badger Pass for a snow shoe hike. He suggested this last year. Not being a winter sports sort of person myself, I never would had thought of doing this on my own. So, thank you very much William, it turned out to be quite an experience. On the bus I joined Jerry Povse and Laurie Craise. It was bright and clear when we got to Badger Pass. As the bus arrives well before the departure time of the Park Ranger led snow shoe hike, we wandered about a bit and enjoyed the sights. Mostly white sights. Our hike was led by Ranger Dick. He has quite the sense of humor, and was encouraging people to fully experience snow shoeing by tramping through virgin snow. After a very short time it was clear that the walking was much easier to follow in the foot prints of the person in front of you. We hiked (snow shoed?) up to the location where Badger Pass earned its name. A little bit further up the hill, and we had a remark-

able view of the peaks of the Sierra Nevada Mountains in Yosemite National Park.

On our return trek down the hill, Ranger Dick stopped and showed us some of his "pets" (you had to be there). It had gotten cloudy while we were on our walk. At 7700 feet elevation, and starting out going up hill, it was a challenging walk, but it was a lot of fun none the less. After lunch at Badger Pass, Jerry, Laurie and I took the bus back to the Valley. By then, my car lock had thawed out, and I had no problem getting into the back of my car.

I certainly had a wonderful time, and I hope everyone else on the tour can say the same thing. Memo to Rich Grialou: I hope the rock you encountered did not do any damage to the alignment on your car, and that the damage can be repaired quickly, and satisfactorily (Ouch!) See you next year!

**Yosemite III: The Drama**

Door locks frozen! Don’t Cadillacs come with lock heaters?

It was going to be the tour that all Californians dread. Fear gripped the intrepid travelers. Reports of possible rain - rain measured in levy-bursting HUNDREDTHS or even old testament style TENTHS of inches - passed through their numbers as they waited in the Home Depot parking lot. Hushed rumors of possible DUSTINGS or even fearsome FLURRIES of snow were heard. This Yosemite tour was going to involve travel on secondary roads, sometimes as much as miles from coffee shops and service stations. The Donner party came to mind at once. This was going to be tough.

We seventeen car loads of tourers looked to our seasoned tour veterans for calming assurances. There were
Alfred Abken, our tour organizer, reported that he had had to carry out his predrive of the route a few weeks earlier in a Volvo. A VOLVO! The Wallaces were there in a huge new Mercedes obviously equipped with all sorts of weather-defeating Teutonic technology which Porsche owners could only dream about. The Zaccones were auctioning off the two rear seats of their four door Infinity to the highest-bidding Porsche owner for use when all Porsches were overturned in snowdrifts somewhere East of Livermore. None of this was good.

We set out. Hour 1: great clear roads, wonderful driving and sunshine. Hour 2: more of the same. Hour 3 - all the way through Mariposa with more lovely driving and no drama (other than a $3.48.9 per gallon gas sign). But there were CLOUDS in the sky. On to lunch there was a bit of dampness but moments later we were at the Park entrance.

Yosemite was waiting for us. A mile in we had heaps of snow bounding our path but a clear dry road to drive on. When a “Deer Crossing” sign appeared there were Bambi AND Bambi’s Mom in a meadow posing for photographers. Clouds and spots of rain were mixed with blue skies and rainbows. Water was cascading from each of the falls.

Dinner was a wonderful beef and salmon extravaganza. Alfred arranged for a team of naturalists who not only gave their planned presentation on the geology and grandeur of Yosemite Valley but also shared the history of the Curry Company, camping in Yosemite and Yosemite’s bid to host the 1948 Winter Olympics - fascinating and great for putting our Curry Village cabins in perspective.

So, what started out with such promise of being a trip of legend, a trip to be spoken of in sagas of hearty Californians versus the brutal forces of nature, a trip of epic to be passed down from generation to generation of Golden Gaters, alas, turned into simply a great tour which shouldn’t be missed next year. Thank you, Alfred.
May Report
Total members: 1651
Transfers in: 5
Transfers out: 5
New Members:
Jack Damato
San Rafael, CA 1969 911
Angelo & Kim de Stephano
Concord, CA 1982 911
Shawn DeLuna San Mateo, CA 1989 911
David DeTienne La Honda, CA 1977 911
Alexander & Alyssa Helmke San Francisco, CA 1996 911
Sean & Jill Hudson San Mateo, CA 1987 911
Edward Hugo San Francisco, CA 1979 911
John Jessup Atherton, CA 1982 924
Danny Keh Millbrae, CA 2002 911
Sabir & Sana Khan San Jose, CA 1990 944
Iver Lyche Burlingame, CA 1997 911
Jim & Sharon Molinari San Jose, CA 2006 AE1
Tom Oddycke & Carol Brost San Francisco, CA 1998 911
Eden Weber San Francisco, CA 1964 356
Drew Westcott Saratoga, CA 2005 986
46 Years
Karl & Susan Keller Sonora, CA 1961 356
Frank & Norma Nocera Alameda, CA 1973 911
43 Years
George & Shirley Neidel San Jose, CA 1972 914
42 Years
Margrit Nieslonoy San Carlos, CA
41 Years
R.W. & Robert Laufer Mountain View, CA 1952 356
35 Years
Dennis & Jo Ann Winters Los Gatos, CA 1993 911
25 Years
Robert & Patrick Devlin San Francisco, CA 1989 911
Jeffrey & Patricia Mauerman Tres Pinos, CA 1974 911
20 Years
Steve Young & Betty Jeong San Mateo, CA 1968 911
15 Years
Jim Biesemeyer & Vanessa Owyang San Jose, CA 1974 914
LaVan & Louise Bock Discovery Bay, CA 1969 911
David & Nancy Howell Foster City, CA 1977 911
Nils & Janice Kjell Moraga, CA 1969 911
Michael & Ellen Malone San Mateo, CA 1969 911
Steve Mathes & Mary McGrath San Francisco, CA 1990 911
Kenneth & Pam Park Oakland, CA 1973 911
Chris & Casey Reinking Los Altos, CA

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March Board Meeting
Golden Gate Region
Porsche Clubs of America
Board of Directors Meeting Minutes

Call to Order
The meeting came to order at 7:10 PM on March 21, 2006 at the residence of the President, Portola Valley.
Board members present were Claude Leglise, Bill Benz, Laura Mercier, Tracey Morris, Louise Sousoures, David Leong, K.C. Sharp, John Celona. Also present were Larry Adams, Bill Dally, Andrew Forrest, Cindy Salisbury, and Larry Sharp.

A. Calendar
Additions/Changes: None

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

C. Postmortem of Events
1. February 11, Ground School; over 30 students attended
2. February 17, Friday Night Social
3. February 18:
   a. Boxster Brunch well attended considering the weather.
   b. Annual Tech Inspection at S-CAR-G-O Racing
4. February 25-26, TT/DE #1/In neon Raceway: well-attended - 105 drivers with over 30 receiving instruction - 16 High Speed Driving School: there were no timed runs due to weather. Andrew Forrest stated instructors were very supportive with more than 10 instructing despite not driving themselves.

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5. March 3rd, GGR’s 2006 Beginner’s Autocross School Candlestick – 52 students: Howard and John Seidell did a great job leading instructors.

6. March 11, GGR Autocross #1 – well attended with a count of 65 considering the weather

7. March 17, Friday Night Social was well attended at the new location: Mountain Mikes in Redwood City

8. 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”.

D. Directors Reports

President; Claude Leglis
1. None

Vice President, Susan Angebranndt
1. None

Treasurer; Tracey Morris
1. As of February 28, 2006 PCA GGR Checking Balance was $27,333.12 and Savings Balance $11,888.12; Total $39,221.24.
   a. Income from National $5,110
   b. Autocross Beginners School with 52 students: Profit $717.00
   c. Money raised at Time Trial #1 from Taste of the Track for Child Advocates: $240.00
2. Approval of the Treasurers report was unanimous as written.

Secretary, Laura Mercier

Membership, Louise Sousoures
1. There was 1 transfer in March, 1 transfer out, 17 new members total: 1663
2. New Member Social is on May 20 at DEVEK in Redwood City.
3. Discussion ensued about connecting other Zone 7 regions to the electronic version of “The Nugget”. It was agreed Bud Behrens would be sent the link via email and he would distribute to all the appropriate parties.

4. The membership report was unanimously approved

Competition, David Leong
1. Point system is in production.
2. Time Trial – Andrew Forrest
   a. Goal for new drivers to get involved is off to a good start. There have been some changes made in High Speed Driving School.
   i. HSDS will participate in the Yellow and White group.
   ii. After two events and equivalent sign off as required for Time Trial – subject to Instructor Approval, HSDS drivers can drive alone on the track. They will still be required to have new track instruction.
   b. Applications are available on the web site for Thunderhill April 29-30, 2006. Prior to making an online registration available, the behind the scenes system for Time Trial needs requires some revision.
   c. Surveys have been given out at the TT#1 50 submittals
3. Autocross – Bill Dally
   a. Zone 7 Autocross on April 1 and 2 has been coordinated including use of GGR and LPR’s trailers to support the events.
   b. Zone 7 Autocross school:
      i. Larry Sharp stated GGR must include Zone 7 rebate in the overall Fee for the Autocross school. For each car, a Zone 7 fee is charged and submitted to Zone 7.
      ii. The Board agreed they would like to have instructors from other regions not just GGR instructors supporting this event.

Social, KC Sharp
1. None

Nugget Editor, John Celona
1. Louise Sousoures has agreed to Chair as the Ad Manager!
2. Presented the March 2006 issue; noted the magazine went out in the mail two weeks ago and he has not received his copy.
4. He is currently evaluating alternate printers.
5. The board discussed and agreed for GGR to supply 10 prizes from the Goody Store and one Autocross entry
for a drawing made up of the people who respond to
the survey in “T he N ugget”.

Webmistress, Susan A ngebrannd.
1. Claude Leglise confirmed GGR’s website has been
submitted for the Annual Website Competition.

E. Prior unresolved topics
1. Progress on collecting advertising revenues
Treasurer and Chair Ad Manager confirmed they have
resolved the collections of advertising revenues.

F. Major Topics for Discussion
1. Region cooperation; meeting with SVR;
   Claude Leglise and Andrew Forrest met with Sacra-
   mento Valley Region – Matt Deter and Fredrick Rauch
to discuss track events. The intent is to coordinate dates 
   with the different regions and standardize technical inspections, 
   drivers sign off, point system, and instructors so drivers can 
   cross from one region track event to another region with 
   minimum headaches. SVR is currently piggy backing with
   Track Master.
   The next couple of organizations GGR will meet with
   are Coastal Driving School and the Diablo region after 
   their first track event.

G. Additional Topics for Discussion
1. Zone 7 National comments
   Larry Sharp stated National PCA is looking at chang-
   ing policies towards the “Taste of the Track” and Low
   Speed Drive Arounds. This is just a heads up for possible 
   changes affecting Golden Gate Region.
2. Zone Autocross Numbers
   Discussion ensued about the upkeep of Autocross and
   Time Trial numbers for Zone 7. David Leong and Larry
   Adams agreed they would discuss this and get numbers
   updated to reflect current assignments.

Adjournment
There being no further business to come before the
Board, a motion to adjourn was approved at 8:30 PM. The
next Board of Directors meeting will be held April 22,
2006 at 7:00 p.m. at the residence of the Larry Adams.
Please call the President at 310-418-0163 or email
 ggrpresident@gmail.com to add items to the agenda.
Respectfully submitted,
Laura M ercier
GGR Secretary 2006.

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12V , Auto Intl. interior. Only needs paint. E-mail for info/pic’s
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signal lights. White with black leather. Fully serviced. Always stored inside. $21,500. Contact Harold 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 rbbohl@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.

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 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.

1997 Carrera 993 4S Guards Red-Cashmere; 24,500 miles; 4 time first place winner 2005 PCA Concourse; Motor Sound; stone S-O-3s. 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.

1997 Carrera 3.0 Targa Euro VIN # 916610467 Brown with brown leather interior. Everything is in very good condition. Crank windows and no AC. 2470 pounds. Motor/ clutch overhaul at 117743 miles. Current 133K. Contact Butch Meyner at gmeyner@trane.com or 408-258-6503.

2005 Carrera Stick Shift, Arctic Silver Metallic, Black Interior; 19" Sport Design Wheels, Bi-Xenon, Power Seat Package, Heated Seats, Navigation, C D Changer, fabspeed 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 510.465.5740 x 1.

1997 Carrera 993 4S Guards Red-Cashmere; 24,500 miles; 4 time first place winner 2005 PCA Concourse; Motor Sound;

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1972 993 W idebody G T 2 R Race Car w/ wing, 3.8L, 380H P, <5 hr, 915 trans w/ Robotek, 1950 lb, by M at L , sub 155 at T H , many T T O D’s, $48k, 20ft T PD Trailer $8k. Contact Glen Brooksby at brooksby@winfirst.com or 916-974-7006.

1989 Carrera 4 velvet red/black 1 N . CA Owner, all records, books etc. ZERO leaks, recent paint, H & R Coilovers, 17” Cup alloys, teardrop mirrors, sport seats, absolutely gorgeous, email for pics. Contact Steven Scott at psportovele@ao.com or 916-783-9447 x 104.

1987 944 Turbo production class track car extremely well prepped LSD, charliearms, M AF, 249 RWHP. M any new parts. Tons $$$ spent. 3 time class champion. M ust 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. $5000 O BO. Contact Bill Lucas at blucas0557@aol.com or (415) 897-5428.

911 Race Car GT 2 R, 1972 993 W idebody w/ wing, 3.8L, 380 H P, less than 5 hr, 915 trans w/ robotek, 1950 lbs, by M att L, sub 155 at T-H III, $48k. 20ft T P D trailer, $8k. Contact G len Brooksby at brooksby@winfirst.com or 916-974-7006.

1993 Beck 550 Spyder 227Sc Volkswagen Type 1 engine (165 hp) Dual Dellorto Carb, 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 H ot coated). Contact Fred Brubaker at brubakers@rcn.com or 610-434-2656.

Parts & Miscellaneous

Safety Devices Rollbar New Safety Devices Bolt In Roll Bar (SD - P 32R) including bolt in harness bar and diagonal brace. PCA Club Race Legal. Fits 911 Coupe to 1989. $750.00 Contact Lee M lejnek at lamjr@sbcglobal.net or 9258204387.

Cleaning out 3L eng, align rack w/dig scales, newer 40 -1 DA’s, 911 f&r bumpers, 1-5/8” 911 headers, 914-6 headers Contact Lawrence Farmer at ed.ducey@gmail.com or 408.483.9085.

Goodyear Race Slicks 23.5X10.5X16 T hree total; 1651 compound. Purchased from Roger K raus late last year. G ood condition, approx. 0.175” rubber depth. Make offer. Possible delivery in Bay Area/Sears Point. Contact J ohn M anelis at manelis@netzero.net or 707.254.9000.

7x16’s w/SO - 3 tires One pair of 7x16 951 Fuchs with Bridgestone SO - 3s 225/50/16’s. Tires have less than 5K $450 for wheels & tires, + shipping. Contact H arold W illiams at harold@dino.com or 650-340-7017.

17” H RE wheel halves Straight, look great, 1 track season. $50 ea. Contact T om van Oerveek at tvanoverbeek@shoretel.com or 408.929.7357.

17” Yokohama AVS ES Tires (2) 255/40ZR 17 tires. 75% tread remaining. $70 each. Contact J ohn 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. $1,500. Contact K enneth M ack at kenmack@sbcglobal.net or 408-268-4369.

1992 Goodies 1966 engine $1,500, 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 with alloy sump plate $100, new shift coupler $30. D avid K uhmann PO Box 7322, Spreckels, Ca. 93962 831 455 8576 K UH L 912@aol.com

Wanted

28x16 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 safeted and teched. Contact A ntoun N abhan at 415-640-8884.
The GGR Survey

Directions: Please complete the survey, then remove pages and mail to: GGR Survey, 505 Vista Ave, San Carlos, CA 94070. All entries received by June 15 will be entered in a drawing for prizes: 10 people will win an item from the GGR Goodie Store, and 1 grand prize winner will receive a free autocross entry. Anyone can complete the survey; you don’t need to be a GGR member! Feel free to make copies for your friends, if you like. All survey results will go anonymously to the GGR Board of Directors.

(Optional for drawing) Name__________________________________________ Phone or email:__________________________

Background

1. Are you a member of the Porsche Club of America? Yes □ No □
2. Are you a member of the GGR Region of the Porsche Club of America? Yes □ No □
3. How long have you been a Porsche Club member (in years)? N/A □ 0-2 □ 3-5 □ 6-10 □ 11+ □
4. How many Porsches do you presently own? 0 □ 1 □ 2 □ 3 □ 4+ □
5. Is one or more of your Porsches a dedicated racing, track, or autocross vehicle? Yes □ No □
6. Do you ever tow your Porsche to events? Yes □ No □
7. Do you participate in events with a non-Porsche vehicle? Yes □ No □
8. Comments or suggestions:

Autocross

9. Are you familiar with what an autocross is? Yes □ No □
10. Approximately how many autocrosses have you completed? 0 □ 1-5 □ 6-20 □ 21-50 □ 51+ □
11. Around what percentage of the autocrosses you’ve done were put on by GGR? 0 □ 1-25% □ 26-50% □ 51-75% □ 76+% □
12. Have you modified your car specifically to compete in autocrosses? Yes □ No □
13. Are you aware that GGR and Zone 7 put on driving schools to teach car handling and participating in autocrosses? Yes □ No □
14. Have you ever completed an autocross driving school? Yes □ No □
15. Was the school put on by GGR or Zone 7? Yes □ No □ Did not complete a school.

Level of Importance (0=None, 10=Huge)

16. Please rate how important each of the following would be in getting you to a GGR autocross or to more of them:
   a. if I had more free time ______
   b. a closer location ______
   c. lower cost ______
   d. simpler format and rules ______
<p>| | | | |</p>
<table>
<thead>
<tr>
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</thead>
</table>
e. less worry about car damage or safety |   |   |   |
f. knew someone else who was going |   |   |   |
g. half-day instead of full-day commitment |   |   |   |
h. more driving time and less waiting |   |   |   |
i. less competitive |   |   |   |
j. more competitive |   |   |   |

17. Did you know that instructors are available at all autocrosses for anyone wanting instruction?  
   Yes ☐  No ☐

18. Comments or suggestions:

---

**THE BOXSTER BRUNCH**

19. Were you aware that GGR has a bimonthly brunch for all car enthusiasts (including Boxster owners)?  
   Yes ☐  No ☐

20. Please rate how important each of the following would be in making the Boxster Brunch more appealing:  
   Level of Importance (0=None, 10=Huge)
   a. better information about when and where |   |
   b. a closer location |   |
   c. someone I knew was going |   |
   d. different time or day |   |

21. Comments or suggestions:

---

**CONCOURS**

22. Did you know that GGR members can enter their cars in club-sponsored concours?  
   Yes ☐  No ☐

23. Please rate how important each of the following would be in making participating in a concours more appealing:  
   Level of Importance (0=None, 10=Huge)
   a. better information about when and where |   |
   b. better information on what to do |   |
   c. more free time to work on my car |   |
   d. simpler rules |   |
   e. more competitive |   |
   f. less competitive |   |

24. Comments or suggestions:
### Time Trials & High-Speed Driver's Education

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>1-5</th>
<th>6-20</th>
<th>21-50</th>
<th>51+</th>
</tr>
</thead>
<tbody>
<tr>
<td>25. Were you aware that GGR offers High-Speed Driver’s Education on race tracks?</td>
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<tr>
<td>26. Have you ever completed a high-speed driver’s education with GGR?</td>
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<tr>
<td>27. Have you completed an on-track driving school with a different organization?</td>
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<tr>
<td>28. Were you aware that GGR rents race tracks for practice sessions and timed laps (time trials)?</td>
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<tr>
<td>29. Approximately how many track days have you completed?</td>
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<tr>
<td>30. Around what percentage of the track days you’ve done were put on by GGR?</td>
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<tr>
<td>31. Is the car you drive on the track for track use only?</td>
<td>Yes</td>
<td>No</td>
<td>N/A</td>
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</tbody>
</table>

#### Level of Importance (0=None, 10=Huge)

32. Please rate how important each of the following would be in making participating in high-speed driver’s education more appealing:
   
   a. better information about when, where, and what’s involved
   b. if I had more free time
   c. a closer location
   d. lower cost
   e. simpler format and rules
   f. less worry about car damage or safety
   g. knew someone else who was going
   h. half-day instead of full-day commitment
   i. more driving time and less waiting

33. Please rate how important each of the following would be in making participating in a time trial more appealing:
   
   a. better information about when, where, and what’s involved
   b. if I had more free time
   c. a closer location
   d. lower cost
   e. simpler format and rules
   f. less worry about car damage or safety
   g. knew someone else who was going
   h. half-day or one-day instead of two-day commitment
   i. more driving time and less waiting
   j. eliminate the need to modify my car
   k. eliminate requirement for a flame-proof driving suit
   l. keep driving sessions but eliminate timed laps
m. reduce requirement for a full day of classroom instruction beforehand | ____ |
m. better scheduling to eliminate conflicts with other events | ____ |

34. Comments or suggestions:

---

<table>
<thead>
<tr>
<th>The Nugget</th>
<th>May 2006</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Section</th>
<th>Do you read this?</th>
<th>Keep this?</th>
</tr>
</thead>
<tbody>
<tr>
<td>feature articles</td>
<td></td>
<td></td>
</tr>
<tr>
<td>column by the club president</td>
<td></td>
<td></td>
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<tr>
<td>column by the Nugget editor</td>
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<tr>
<td>column by the competition director</td>
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<tr>
<td>board of directors meeting minutes</td>
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<tr>
<td>membership report</td>
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<tr>
<td>column on car care and detailing</td>
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<tr>
<td>reports on club activities</td>
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<tr>
<td>general advertising</td>
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<tr>
<td>classified advertising</td>
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</tbody>
</table>

35. For each section in The Nugget, please indicate whether you read it, and whether it should be kept or eliminated:

<table>
<thead>
<tr>
<th>Section</th>
<th>Do you read this?</th>
<th>Keep this?</th>
</tr>
</thead>
<tbody>
<tr>
<td>feature articles</td>
<td></td>
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<tr>
<td>column by the club president</td>
<td></td>
<td></td>
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<tr>
<td>column by the Nugget editor</td>
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<tr>
<td>reports on club activities</td>
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<tr>
<td>general advertising</td>
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<tr>
<td>classified advertising</td>
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</table>

Should we add this?

<table>
<thead>
<tr>
<th>Possibility</th>
<th>Agree</th>
<th>Somewhat Agree</th>
<th>Indifferent</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
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</thead>
<tbody>
<tr>
<td>regular technical column</td>
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<tr>
<td>regular Q&amp;A column</td>
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<tr>
<td>more reporting on club activities</td>
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<tr>
<td>results of autocrosses and time trials</td>
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<tr>
<td>Porsche or national PCA news</td>
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Should we do this?

<table>
<thead>
<tr>
<th>Possibility</th>
<th>Agree</th>
<th>Somewhat Agree</th>
<th>Indifferent</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>increase pages and coverage, even if this increases the costs of printing and mailing</td>
<td></td>
<td></td>
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<tr>
<td>reduce pages and coverage to save the club money</td>
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<tr>
<td>print only in black and white</td>
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<tr>
<td>print only every other month</td>
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<tr>
<td>offer electronic-only download for members instead of a printed copy</td>
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<tr>
<td>print on half-size pages to save money</td>
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<td></td>
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<tr>
<td>spend more on postage so copies arrive faster</td>
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</tbody>
</table>
h. more color photos
i. more diversity in coverage or commentary

38. Comments or suggestions:

### Rallys

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>39. Are you familiar with what a rally is?</td>
<td></td>
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<tr>
<td>40. Have you ever completed a rally with GGR?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41. Have you completed a rally with a different organization?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>42. Approximately how many rallies have you completed?</td>
<td></td>
<td></td>
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<tr>
<td>43. Around what percentage of the rallies you’ve done were put on by GGR</td>
<td></td>
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<tr>
<td>44. Please rate how important each of the following would be in making participating in a rally more appealing:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. better information about when, where, and what’s involved</td>
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<td></td>
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<tr>
<td>b. if I had more free time</td>
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<td></td>
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<tr>
<td>c. brief (half-day or less) and close to home</td>
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<tr>
<td>d. longer, but more interesting and scenic route</td>
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<tr>
<td>e. lower cost</td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. simpler format and rules</td>
<td></td>
<td></td>
</tr>
<tr>
<td>g. open entry to non-club members so my friends can go</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Level of Importance (0=None, 10=Huge)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

45. Comments or suggestions:

### Social

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>46. Were you aware that GGR has a “Friday night social” one Friday each month?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>47. Have you ever attended the Friday night social?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>48. Were you aware that GGR hosts an awards banquet each December?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>49. Have you ever attended the GGR awards banquet?</td>
<td></td>
<td></td>
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<tr>
<td>50. Comments or suggestions:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## TOURS

51. Are you familiar with what a tour is?  
   - Yes [ ]  
   - No [ ]

52. Have you ever completed a tour with GGR?  
   - Yes [ ]  
   - No [ ]

53. Have you completed a tour with a different organization?  
   - Yes [ ]  
   - No [ ]

54. Approximately how many tours have you completed?  
   - 0 [ ]  
   - 1-5 [ ]  
   - 6-20 [ ]  
   - 21-50 [ ]  
   - 51+ [ ]

55. Around what percentage of the tours you’ve done were put on by GGR?  
   - 0 [ ]  
   - 1-25% [ ]  
   - 26-50% [ ]  
   - 51-75% [ ]  
   - 76+% [ ]

<table>
<thead>
<tr>
<th>Level of Importance (0=None, 10=Huge)</th>
</tr>
</thead>
</table>

56. Please rate how important each of the following would be in making participating in a tour more appealing:
   - a. better information about when, where, and what’s involved [ ]
   - b. if I had more free time [ ]
   - c. limit to weekend trips from home area [ ]
   - d. longer than a weekend, but more interesting and scenic route or destination [ ]
   - e. low cost accommodations [ ]
   - f. luxurious accommodations [ ]
   - g. open entry to non-club members so my friends can go [ ]

57. Comments or suggestions:

## COOPERATIVE EVENTS

58. For each of the following types of events GGR could offer, please indicate whether you agree or disagree:

<table>
<thead>
<tr>
<th>Should we do this?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agree Strongly</td>
</tr>
<tr>
<td>-------------------</td>
</tr>
<tr>
<td>a. joint events with other PCA regions</td>
</tr>
<tr>
<td>b. joint events with PCA National</td>
</tr>
<tr>
<td>c. joint events with other driving organizations (e.g., Trackmasters, Corvette Club)</td>
</tr>
<tr>
<td>d. club corrals at races (e.g., at Laguna Seca)</td>
</tr>
</tbody>
</table>

59. Comments or suggestions:

Thank you for completing this survey. Be sure to mail it in before June 15 to enter the drawing!
Car < Precision > Care

Uncompromising advantage. Equipment you won’t find anywhere else. The top mechanics. 3 months old, or 30 years new, your car will love it. Enthusiasts, yes. Fanatics, positively. Guten tag Sonnen Porsche.

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MAHA Diagnostic Lanes

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Brake Effectiveness
Complete Suspension
Visual Inspection
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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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- Safety Equipment
- Suspension and Brake Components
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- Engine Management and Data Acquisition
- Driver Training and Coaching
- Professional Racing

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