



# The Nugget

## Porsche Club of America--Golden Gate Region

January 2007

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### Other News

### Greetings!

Happy New Year. If you have any problems with this email, you can download the PDF version [here](#).

Otherwise, stay safe this evening, designate a driver, and do check out the [calendar](#) so, as you toast the new year, you can consider just how many GGR events you can fit in!

### Place de L'Église

#### Celebrate!

--by Claude Leglise, GGR President

It is Christmas morning as I am writing this column. I looked briefly under the tree before sitting down to type. Judging by the packages, Santa Claus did stop by our place last night. The kids are still asleep, however, so none of the gifts are opened yet. I cannot tell you whether anyone in our household was nice this past year, or whether we now have enough coal to stay warm all winter. Let's think Porsche before the house wakes up.



A week ago Saturday, was the last GGR event of 2006: the Boxster Brunch at Alice's restaurant. It featured the largest attendance I have seen at any brunch all year. Maybe it was the thought of not seeing other Porsche drivers for a few months that made many of us brave the weather and drive up the twisty roads, or maybe it was the call of the huevos rancheros. Several prospective members joined us and enjoyed the well-known GGR camaraderie. The bench racing and the tall tales went on for hours. If you have never been to a Boxster Brunch, rest assured that non-Boxster drivers are very welcome. Thank you to George Grialou for organizing this excellent event.

Technically, the 2006 season will conclude with the year-end banquet on Saturday January 20, in Petaluma at the Adobe Road Winery, which is owned by Kevin and Debra Buckler. You may know Kevin as the founder and owner of The Racer's Group, Le Mans and Daytona winner, and long time GGR supporter. There is hardly a more appropriate venue than his winery for a GGR awards event. We will be honoring the

- **Upcoming Zone 7 Banquet**
- **Porboys Autocross School Signup**
- **Yosemite Tour Signup**
- **PCA Cayman S Raffle Winner**
- **Crab 33 coming in April**

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**Join our mailing list!**

Autocross and Time Trials winners, as well as our outstanding members, so sign up today. If you did not win, or even if you did not participate, please join us anyway. This is the premier event to renew Porsche friendships and to create new ones.

The following day, January 21, you are invited to Activities Day, the annual gathering where we will plan the 2007 GGR events calendar. Come suggest events and dates, and see our new Vice-President, Bob Murillo, in action. The fare, Mountain Mike's pizza, will provide the proper balance to the extravaganza of the previous day's awards lunch.

2007 is shaping up to be another great GGR year. Take a look at the calendar on the web site, and you will see what I mean. The annual tour to Yosemite is planned for March 24-25. Andrew Forrest has already scheduled 5 track week-ends, starting with the return to Infineon (near Sears Point) on February 24 and 25. Some of the more hard core members are whispering about an extra-curricular outing to Miller Sports Park in Salt Lake City some time in the spring, before the summer heat ruins carburation. The autocross program is coming along nicely, despite some challenges renewing our use permit at Alameda. We may have to go to Marina more often. The Concours judging school is scheduled for April, and the autocross schools are in the planning stages. All in all, we are putting together a great program for all of you to enjoy. And of course, if there is an activity you really wish our club had, by all means start something new. All it takes is an email or a phone call to get the ball rolling.

The weatherman is announcing rain for today and later this week. This is the perfect weather to change the oil, check the rear main seal for leaks, order new tires, wiggle the wheels to find loose bearings, and generally go through the GGR tech sheet.

I hear noises coming from the bedrooms. Teenagers stir at the crack of noon. Gotta go.

I hope to see you on the 20th.

Happy New Year.

Claude

**Letter from the Editor**

**Thanks for the continuing submissions.**

Thanks very much to Louise Sousoures and George Grialou for sending in pieces for this month's Nugget. The continuing contributions by the members have been greatly appreciated. Keep them coming. One of the benefits of this email version is having the space to run contributions as they come in.

Other than that, I'll be really brief this month. Been spending the time instead writing a number of pieces for this month's Nugget. Hope you like them, and thanks for reading.



## Competition Corner

HELLO. GOODBYE.

--by Neil Librock, Competition Director

TBeing of a certain age, I'm a big Beatles music fan. This is my first opportunity to write my monthly Competition article, and I think this Beatles song title is a nice place to start.



Hello. I'm pleased to be the new GGR Competition Director. For those of you that don't know me, I've been a GGR member for over 15 years and have generally been active in autocross all that time and did a few serious years time trialing. My current ride is a 2001 Boxster, with a new Boxster S scheduled for March (early, I hope) delivery. You'll see me driving and instructing at every autocross this year, helping Bill Dally and Paul Smith and I'll be at the time trials helping Andrew Forest and his crew.

GGR has a unique history of encouraging and teaching driving skills at all levels -- first time, novice, intermediate, and expert. We typically have 100 or fewer drivers at an autocross or time trial. With a total club membership approaching 2000, that's less than 5% of you, enthusiastic Porsche drivers, joining us for a competition event. It's always a pleasure to see the 5% of you -- won't the other 95% join us as well? 2007 schedules are being finalized and will be posted to the web site soon. For those of you waiting for your first chance to drive your car as it was meant to be driven, John Seidel and Howard Yao are putting the final touches on our one day spring autocross school on March 3.

Our first order of 2007 business is to elect two at large representatives -- one for autocross, one for time trial -- to complete the 2007 Drivers' Events Committee. Complete details and responsibilities are included in the recently-issued 2007 rules. We will hold an election for these important positions at the annual awards brunch on Saturday January 20. I encourage all interested drivers to attend the brunch and volunteer.

I'm new to my job, but know lots of the folks in the club and lots of the history over the past 15 years. I look forward to advancing your ideas and plans. Drop me an email or grab me at an event and tell me what competition events you want to participate in this year.

Goodbye. David Leong was an outstanding Competition Director the last two years. David and the competition committee implemented the most significant rules and car classification changes in the last 10 years. David thanks for a job well done!

I'm looking forward to meeting many new faces throughout the year. Please come out and compete with your fellow PCAers, a terrific and friendly group of talented drivers. As the Beatles might say, "Baby you can drive my car. Yes, you're gonna be a star."

Drive fast, drive safe, drive courteous

Neil

## Membership Report

January 2007

--by Louise Sousoures, Membership Director



Total members: 1629

Transfers in: 7

Transfers out: 8

### New Members:

|                                  |                   |          |
|----------------------------------|-------------------|----------|
| Jib & Arion Alabado              | San Jose, CA      | 1984 911 |
| Richard Baker & Ana Leon         | Burlingame, CA    | 2007 911 |
| David & Carol Buoncristiani      | Burlingame, CA    | 2007 911 |
| Caleb Counts & David Alloy       | Elk Grove, CA     | 2007 987 |
| Edward & Lisa Cox                | Emerald Hills, CA | 2005 911 |
| Damon Doe & Tina Chen            | Sunnyvale, CA     | 2001 911 |
| Paul Ferradas                    | Santa Clara, CA   | 1988 911 |
| William & Susan Gibson           | San Jose, CA      | 2007 911 |
| Roland Hsu & Julie Noblitt       | Palo Alto, CA     | 2000 986 |
| Phil & Christine Hutson          | Saratoga, CA      | 2000 986 |
| Doug Pavone                      | San Jose, CA      | 1997 911 |
| David Sullivan & Maralee Parsons | Belgrade, MT      | 2006 911 |
| Skylar Woodward                  | San Francisco, CA | 2006 987 |
| Bruce Wooley                     | Los Altos, CA     | 2007 987 |
| David Yam                        | Daly City, CA     | 2005 986 |
| Art Zaragoza                     | Los Gatos, CA     | 2000 986 |

### Anniversaries:

50 Years:

|                        |                    |          |
|------------------------|--------------------|----------|
| Robert & Kevin Webster | Portola Valley, CA | 1976 914 |
|------------------------|--------------------|----------|

45 Years:

|                    |             |          |
|--------------------|-------------|----------|
| Dean & Donna Olsen | Fremont, CA | 1961 356 |
|--------------------|-------------|----------|

20 Years:

|              |              |          |
|--------------|--------------|----------|
| Douglas Wood | San Jose, CA | 1990 944 |
|--------------|--------------|----------|

15 Years:

|                       |                 |          |
|-----------------------|-----------------|----------|
| Rahl & Diane Hoeptner | Morgan Hill, CA | 1976 911 |
|-----------------------|-----------------|----------|

10 Years:

|                          |                   |          |
|--------------------------|-------------------|----------|
| Karl Hageman             | Oakley, CA        | 1996 986 |
| Lori Hageman             | Pittsburg, CA     | 1977 911 |
| Steve & Barbara Howitson | Moraga, CA        | 1974 914 |
| Dennis & Margaret Lee    | El Cerrito, CA    | 1957 356 |
| Kenneth & Marilyn Olsen  | San Francisco, CA | 1983 911 |
| Matthew Radovan          | Santa Cruz, CA    | 1980 911 |

|                             |                    |          |
|-----------------------------|--------------------|----------|
| Stephen & Scot Shelton      | APO, AE            | 1997 911 |
| Jeff Stevenson & Lori Adams | Santa Rosa, CA     | 1979 911 |
| Michael & Elizabeth Sweeney | Portola Valley, CA | 1964 356 |

## 2006 25 Hours of Thunderhill

### Porsche One-Two: the Old and New

--by Louise Sousoures, GGR and race team member



The tradition continues. Porsche 911s have again taken the top two spots in what some consider the most severe endurance road race, the 25 Hours of Thunderhill. Held annually for the last four years in December, racers and crew must endure long periods of darkness and unstable weather to finish the longest closed-course race in North America. Porsche 911s have dominated the first, second and third place overall positions every year since the inception of the race.

This year, however, two completely different 911s took the top honors in class and podium positions. They were the 996 GT3 cup car of O'Connell Racing on one hand and the 1974 911 of Team Lost in Space Racing on the other, the same team who took first place overall in this same race in 2005.

O'Connell Racing had a flawless race from start to finish. They took the pole position with the fastest qualifying time and led every lap from thereon. Team Lost in Space, however, had a different start. They started from the 46th position on grid due to a transponder issue during qualifying and had to battle their way to the podium position from there.

Lost in Space got its theme and name from the two drivers who started the team, Peter Smith and Masuo Robinson. All you baby boomers out there will remember the series Lost in Space with the Robinson family and Dr. Smith who stowed away with them in their adventures in space. The play on words is definitely tongue-in-cheek as

the team has proven itself to be neither lost nor spaced. It is a cohesive and very competitive team with the desire to do the best it can and finish the race, all the while having fun and enjoying each othersí company.

Fridayís qualifying run proved to be the first challenge to the team. The drivers radioed to the pits there was a miss at a certain RPM range. By the end of the NASA team meeting, it was still undiagnosed by the crew, who knew that without a fix for this, the car would most likely not start the race as the engine could potentially melt down early on.

By Saturday morning, the crew had tested many things and had come to the conclusion the miss was the result of a bad injector. Not having a spare injector, the team prevailed upon some Porsche Racing Club friends who provided the ídonationí needed of an injector, which was installed minutes before the car was due on the starting grid ñ thanks, Paul and Joe!

After the impressive fly-over by the Air Force, Masuo (Prof. John Robinson) took the green flag. As his stint ended a little over 2 hours later, he had brought the car up to 3rd place overall. At that time, Lost ñ Spaced settled in for the long enduro, punctuated approximately every two hours with pit stops that ranged anywhere from 2 to 6 minutes per stop.



However, during the early Sunday morning stint with Neil Jackson (Will Robinson) behind the wheel, he radioed in about a chatter-like sound from the rearend of the car, especially noticeable during an extended

yellow flag caution period. The crew took note of this and decided to forge ahead.

By 6:45 a.m., where yet another extended caution lap occurred, Masuo called in about a noise coming from constant velocity (CV) joint, the same chattering noise Neil Jackson had noticed earlier. When the crew could hear the same noise from pit lane, they knew the rear axle needed to be changed out or the car would almost certainly not make it to the end.

The team readied itself to make a full pit stop... change the axle, four tires, fuel and a driver change. A mere 8.5 minutes later, Rich Walton (Mjr. Don West) took to the track ñ a most awesome display of teamwork between Mat Lowrance and Peter Smith on the axle change!

After that, it was a matter of team strategy to keep ahead of the third place team, which alternated between the Car & Driver BMW diesel and the Alliance Financial Mazda, the team that finished third overall after suffering setback after setback during the race. The Mazda finally caught and passed the BMW diesel during the last hour of the race when the BMWís shock failed and they were unable to return to the track at that point.



The trilogy is now complete. Team Lost ñ Spaced has endured and prevailed with three podium positions for three attempts in the 25 Hours of Thunderhill; 2nd in 2004, 1st in 2005 and 2nd in 2006. This would not have been possible without the help of our sponsors, which include Carlsen Porsche, Jerry Woods Enterprises, Smart Racing, Toyo Tires, Sporthaus, AIM tires and WeVo.

**Our team:**



Drivers: Masuo Robinson, Peter Smith, Neil Jackson, Rich Walton

Crew: Louise Sousoures, Susan Smith, Patty Stark, Larry Sharp, Mike Lommatzsch, Steve Kuhn, Art Taylor, Skip Rebozzi, Gary Trudeau, Neil Yonk, Tom Palmer, Nan Walton, Jim Stark and Mat Lowrance.

Special help also from Shirley Batchelor for her lasagne, KC Sharp (massage therapist), Robin Conci, Roxy Morgan, Kyle Birnie, Gary Walton and David Leong (team photographer)

**Great Job Everyone!**

### December Boxster Brunch

**Any Porsche welcome!**

--by George Grialou, Godfather of the Boxster Brunch



We had a very successful turnout for our Saturday morning breakfast. There were fourteen of us with about half new faces. The weather was clear and cold but it was warm inside with our animated conversations about Porsche's of course. When we left we were greeted by a

Clydesdale horse and sleigh out front which everyone enjoyed.



Just a reminder that next year starting in February the Brunch will be on the first Sat. of the month.

[More photos by Ron Leppke...](#)

### Visit to Canepa Design

A GGR event could be here...

--by the Editor

A group of GGR members recently visited Canepa Design in Scotts Valley (just north of Santa Cruz) to check it out as a possible venue for a future GGR event.

Oh my gosh...

"Power toys" does not even begin to describe the display as one enters through the front doors (which, by the way, are open to the public during business hours). Start with a Porsche 962 Factory team car. Gulp.



Just behind it is a 917-10 Can-Am car that was raced in the Interseries in Germany. Here's what the front of it looks like.





Here's a look at what Porsche built to crank over 1000 h.p. out of a turbocharged flat-12 (24 spark plugs, etc., etc.)



The proprietor, Bruce Canepa, is a wealth of information on the race history of all the cars. They've all been driven somewhere famous by someone famous.

Of course, the race cars are in Bruce's personal collection, and are not available for sale. But don't despair.

Most other cars on the showroom store are for sale. Just check the credit limit on your American Express before, for example, you decide to drive off with a 959.



That's right: an honest-to-gosh 959, fully federalized and 50-state legal. Turns out Canepa had to hire a lobbyist and get a bill through Congress to legalize the car.

But, if laying out around half a million seems a bit of a markup on the original price, hold on a minute. You're getting much more than what Porsche originally built and sold to customers.

As Bruce relates it, Porsche built all the original 959's at one time and sold them. There was no ongoing development work to, for example, fix the problem of chronic wastegate failure. Porsche kept a stash of them built to the original specifications and kept replacing them as they failed.

To remedy these and a host of other issues, Canepa developed an entire rebuild program for the 959. They typically buy a privately held 959 in like-new condition (often with as few as several thousand miles on them), and start work. A new wastegate goes in, the turbos are replaced and changed from sequential to parallel operation, new fuel lines are installed, a liner is installed in the gas tank, and so on. Here's one in progress.



The result is a reliable daily driver with around 600 h.p. that Bruce opines is the best road car ever built--including Enzo's, McLaren F1's and whatever else one might consider. As Bruce relates it, "Most cars can't handle that much power. You end up spinning wheels. But, with the four-wheel drive system in the 959, it just squats and goes."

And, if you're already convinced to go get one but are concerned about service, not to worry. Canepa will service the car and deliver it, too. Here's a customer car in for service.



I had to take a photo because that may be as close as I ever get to a real billionaire (Bruce did drop the name). And, if you've ever wondered about it, there is no front trunk space in a 959 at all. All the space is taken up by the drive system. But it does have a teeny 911-type back seat where you can place grocery bags and strap them in.

Canepa works on customer race cars, too. Here's what Bruce described as the world's most important 1974 RSR being worked on. This particular car was the only Werks RSR raced in 1974 and won the Championship that year.



I could go on and on about the cars, the motorcycles, the shop, the warehouse in the back of various things being worked on or waiting for it (How about another six 959's? or a 600 h.p. Suburban?), but you will hopefully get a chance to see it yourself at a GGR event. If this sounds like a good idea to you, drop us an [email](#).



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**JOIN OUR TEAM**

Canepa Design is seeking quality individuals for positions in our state-of-the-art restoration, custom and vintage racing shops

**Race Team Chief Mechanic, Manager**  
**Porsche Technician**  
**Vintage Restoration and Race Mechanics**  
**Custom Automotive Fabricators**

Please mail or email detailed resume to:  
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4900 Scotts Valley Drive  
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**www.canepa.com**

### **The Websters Notch 50 and 51 Years with PCA**

#### **An Interview with Robert and Kevin Webster**

--by the Editor

As of this coming January, GGR member Kevin Webster celebrates his 50th anniversary of becoming a member of PCA. His dad, Robert Webster, has been a member for 51 years. They have been members of PCA longer than any other GGR members, having joined in 1957 and 1956, respectively--edging out a half-dozen other GGR members who joined PCA in 1960. I contacted them recently by phone at their Portola Valley home. (Note: their comments are paraphrased from my notes. Please forgive any inaccuracies. ñed.)

Robert: My first Porsche was a í54 1500 Normal. Back then, English sports cars were really the thing. I remember reading in an English car magazine about the steps a sports car aficionado would go through. First, theyíd start with an MG. Then maybe a Morgan or a Jaguar. But the ultimate sports car was the new Porsche. So I figured Iíd start with the ultimate.

I bought it used from a military attachÈ who had been stationed in Spain. It was black with a red interior. I remember meeting him at Shane Bridge in Washington, D.C., to take a look at the car. I took it

home that day. Then I had to find out what to do with the car and how to do it. I remember having to adjust the valves just before making a run at my first Porsche Parade in Maryland.

I first joined PCA in Virginia. Back then, we were known as iPorsche pushers. SCCA was the big club and we were just a small marque club. Since then, of course, there's been split-offs, such as the 356 club.

We used to meet at restaurants with other Porsche owners and hang out together. Back then, Porsches were few and far between. We used to blink our lights at each other when we passed on the road. We liked the novelty of having an air-cooled engine in the rear. And, if you ever had to pull over for car trouble, any Porsche driver passing by would sure enough pull over and offer to help out. It seemed almost anywhere you could find someone of interest through our love of Porsches. I remember working in Guatemala and finding Porsche lovers who knew people I knew from back in Virginia.

I was primarily doing club rallies. Then people began joining and bringing other cars as we became an established club and held regular events. We had rallies all through the mid-Atlantic states. Certain rallies were called i**no boulder** rallies. That meant they ran all on paved roads.

Kevin: Right now we have a i58 356A 1600 super, a i65 912 iin restoration, and a i76 914 2-liter. We tend to go for the older, air-cooled cars as opposed to the radiator crowd. We always liked the uniqueness of Porsche fellowship, especially since so many sports cars back then were British. I grew up with Porsches, and my dad has pictures of me as a kid standing in ours. I miss that camaraderie now. There's a different attitude now that Porsches are less common.

Right now I tend to go to the social events, such as the Friday night social. I used to do some autocrosses, but not recently. And I like to attend Parade. If you've never attended Parade, you have to go. It's a wonderful combination of camaraderie, challenges, competition, and friendship.

Robert: That's part of what I like about PCA: there are different aspects of it, and it's not just one thing. There's a broad variety of events, and you could choose from tours, rallies, or concours, for example. And the sports car events. Now, of course, there's all sorts of corrals at Laguna Seca for BMW's, Audi's, and so on. But Porsche was the first to really organize a Porsche corral where you could park your car and hang out with other Porsche owners.

Kevin: It's been interesting to watch the evolution of GGR over the years. There used to be more social events or things like gymkhana's. Those were more a test of accuracy in handling the car than of speed.

Some of the things that really stick in my mind from years past are the tech sessions on tires, suspensions, and so on. It was all part of learning more and enjoying more what to do with the car. You learned things you needed to know. Now, the maintenance has gotten so formalized. Tech sessions used to be social events and part of bonding with your car.

Robert: I remember pulling my first engine from the car. I used a concrete block and a 2x6. That was the jack.

Kevin: I would like to see more people out and participating in events. I think part of it is that, with the cost of the new Porsches, a lot of people only lease them for a few years and that limits their involvement in things like PCA. Of course, GGR did used to be most of Northern California, and now it's a lot less than that. (Officially, GGR is now San Francisco and San Mateo Counties only. ñed.) Part of the reason for moving the Friday night social to Redwood City was so people from Diablo Region could just get across the bridge and be there. That didn't work.

Robert: Did you know there used to be people in Australia who were members of GGR? Because GGR was the closest region to them, and that was the only way they could join PCA.

Kevin: Other regions like Loma Prieta have a lot more social events. GGR now seems mostly about competition.

Even Parade is more difficult now. Most people enter electronically. Out of 900 people who enter, a third leave after the concours, and by the end there are only about a third left. And it's a week-long event.

I also miss the printed Nugget. It was a monthly reminder that, hey, you're still a member of this club. I think getting something in the mail helps get more people out and participating.

Ed.: Any parting words to the other GGR members?

Robert: What is PCA all about? Whatever you put into it.

### Upcoming Zone 7 Banquet

Your chance to zone out...



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

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

*Guest Speaker: Prescott Kelley, Incoming PCA President*

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

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

*The deadline for reservations is January 6, 2007.*

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

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

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For a day of shopping, Stoneridge Mall is within walking distance.

## Porboys Autocross School Signup

### Announcing the Famous Annual GGR Porboys Beginner Autocross School !!!!!!!!!

It is that time of year to start thinking about all of the great Porsche driving opportunities in 2007. On Saturday, March 3, 2007, Howard Yao and John Seidell will again run this school. It is really for beginners or people who have autocrossed only a few times. If you have ever wondered what it is like to experience driving your Porsche on the edge (but safely in control) then this is for you. This is a good safe place for drivers to learn about the handling of their Porsche.

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



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

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

If you sign up and pay the \$95 fee, you get:

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

If this sounds really good then call the event registrar Howard Yao at 650-652-5775, or e-mail at [howard@aberrance.com](mailto:howard@aberrance.com). If you have questions you can also call John Seidell at 925-938-9531 or e-mail at [johnseid@astound.net](mailto:johnseid@astound.net). We do **limit** the number of students to 50 so that there is plenty of driving time. **Advance signup and payment is required.**



See you there!!!!!!!!!!

**Yosemite Tour Signup**

Sign up now to avoid disappointment...



**Announcing the Return of**

**THE YOSEMITE TOUR**

**MARCH 24-25, 2007**

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

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

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

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Name \_\_\_\_\_ Adults in Party \_\_\_\_\_

Address \_\_\_\_\_ Children in Party \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Evening Phone \_\_\_\_\_

**PCA Cayman S Raffle Winner**

## Greg Adams Scores the Keys!

--by Vu T.H. Nguyen, Executive Director, Porsche Club of America

Finally got settled into the hotel after a very exciting day. My day started at 4:00 am Tuesday morning. I hopped on a plane to San Francisco and was met by Larry Sharp. He kindly drove me around as we developed the strategy to surprise the raffle winner. Turns out that the winner and his family are very active PCA'ers.



The winner is Greg Adams from the Golden Gate Region. Larry S. and Claude Leglise gave me great insight on the family. Turns out that Greg's father Larry has a relationship with Carlsen Porsche, so Larry S. and I paid them a visit. They welcomed us with open arms and agreed to set up a CaymanS in their showroom and have us surprise Greg there. Unfortunately they didn't have a red Cayman S in stock, but nonetheless it was a great backdrop.

Regards,

Vu

**Crab 33 coming in April**

## Who even thought SCV was near the ocean?

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For more details and a CRAB 33 entry form, visit the SVR website at [www.derporche.net](http://www.derporche.net) or contact Buzz Lynn at (916) 730-4420 or Julia Lynn at (916) 402-0443 or e-mail [jllynn62@earthlink.net](mailto:jllynn62@earthlink.net).

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Thanks for reading through this month's issue. Please let me know if text under or around photos is still an issue. I'm hoping I've finally found a fix for that. However, one of our test recipients did report the last word on each line being cut off. I've not a clue as to why that is happening. Hopefully, I'll sort it out before I go completely crazy. Ideas or suggestions are welcome.

**Cheerios,**

John Celona  
Porsche Club of America-Golden Gate Region

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