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GRAPHICALLY SPEAKING

Are we having fun now? Is everybody apathy? Well you will be, and you shouldn't be for long. The 1987 GGR calendar is shaping up and it looks like a great year. I know you have heard it all before about how much fun we all have and how great it is to go to some if not all the events. Well let me tell you IT IS FUN AND THEY ARE GREAT!

How would you like to spend a weekend in Yosemite for only about $145 per couple, enjoying nature to the fullest and enjoying your Porsche. Check out Jack Kuhn's article in this issue on the Yosemite tour. There are also a bunch of other tours slated through the year so keep an eye on the calendar on the back page.

Too slow for you? The GGR Autocross series has already started by the time you read this (the first event was in P town on Jan 24). There will be more to come with events in P-town and Stockton (yes, I have to get up at 5:00 AM to make first run group) I understand that Gary Dorighi is also looking for sites closer to home.

Still too slow for you. Well the GGR Time Trial series is in the planning stages. Bill Newlin is hard at work putting the show together this year. We will be racing at both Laguna Seca and Sears Point with two events each. If you would like to help or even chair an event just give him a call.

Just that would fill the normal Porsche nut's calendar but there is more! There are Swap Meets, Dinner Meetings, Board Meetings, Car Shows, Tech sessions, Parties, and much much more.

I know this sounds like a lot of stuff to do this year. Some of us have felt pressure to attend all the events in the past to be a "good member". I don't believe in that, pick one or two events that interest you and join in the fun. Once you do you will wonder why you didn't do it sooner. A new event put on by Danielle Ringen would be a good starter, it's the new T.G.I.P (Thank God Its Porsche) nite at Harry's Hofbrau. It will be held the second Friday of each month (the first is on Feb.13). All you have to do is show up. You can eat, drink, or just talk. But best of all you will be meeting new Porsche friends.

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On the cover:
The new 1987 930

Thanks for helping on this issue; Gaylord Lineaweaver, Keith Milne, Steve Szabo, and Mom.
Listed below is a directory of GGR’s Committee Chairmen and other important positions that make the club function smoothly. Call these people if you have questions for their area of responsibility, or if you’d like to volunteer to help them in the duties of their job. Please call before 9PM.

ASSISTANT TREASURER
Bert Wall
716 Duncanville Ct.
Campbell CA 95008
408-377-5358

AUTOCROSS CHAIRMAN
Gary Dorighi
1040 Poda Ct.
Fremont CA 94539
415-657-7563

CONCOURS CHAIRMAN

DEALER REPS
Anderson/Behel
1563 Stone Creed Dr.
San Jose, CA 95132
408-272-7170

California P+A
Jack Kuhn
33789 Cassio Cr.
Fremont CA 94536
415-776-8981

Carlsen
Mike Lommatzsch
726 Creekfield Dr.
San Jose, CA 95136
408-978-2108

DINNER MEETINGS
Paul Seidel
6109 Urling Ct.
San Jose, CA 95123
408-578-9413

GOODIE BAG MANAGERS
Chet & Lyn Martin
861 Canis Ln.
Foster City CA 94404
415-349-3469

NCSRC REP
Gary Walton
508 Mansfield
Mt View CA 94040
415-968-6177

NUGET AD MANAGER
Mary Wallace
778 Loyola Dr.
Los Altos, CA 94022

NUGET MAILING MANAGER
Teresa Neidel
5880 Lean Av.
San Jose CA 95123
408-275-8103

PANORAMA REPORTER
Valerie Blanchard
795 Duncardin Wy.
Sunnyvale CA 94087
408-73S-0877

RALLY CHAIRMAN
Sherley Neidel
5880 Lean Av.
San Jose CA 95123
408-275-8103

SAFETY CHAIRMAN
Tom Green
688 Guppies Ct.
Santa Clara CA 95051
408-293-2723

SOCIAL ACTIVITIES
Karl Keller
388 Bay St.
San Jose, CA 95123
408-275-4837

SPONSORSHIP CHAIRMAN
Matt Ballentine
35 Antonio Ct.
Portola Valley Ca 94025
415-853-4283

TECHNICAL CHAIRMAN
Bill Newhill
Concours Chairman

TIME TRIAL CHAIRMAN
Bill Newhill
P.O. Box 370911
Monterey CA 94037
415-728-5351

TOUR CHAIRMAN
Shirley Neidel
5880 Lean Ave.
San Jose CA 95123
408-275-8103

ZONE 7 AUROCROSS REP
Terrance Zaccone
3046 Anza Dr.
Saratoga CA 95070
408-257-6575

THE YELLOW BRICK ROAD

Before beginning my article on current club activities, I want to take a moment to recognize and again congratulate the recipients of the major awards for 1986. These awards were presented at the Christmas party.

Event of the Year
Competition - The Time Trial Series
Charlie Arolla, Chairman

Social
The Mother Lode Tour
Karl Keller & Susan Ramer, co-Chairmen

Don Mathews Award (New member of the year)
Teresa Neidel

Enthusiast of the Year
Terry Zaccone

Perc Bliss Award (President's award)
Mike Lommatzsch

These people worked very hard to make GGR a better region in 1986 and deserve your appreciation.

We're off to a good start in '87 with most of the appointed positions being filled. I really appreciate all of you who have volunteered your time to the club. There are still a few positions open. We really need the following:

Concours Chairman
Nugget Ad Manager
Sponsorship Chairman
Historian
Scrapbook Chairman

If you think you might be interested, please give me a call. Of course, we always need event chairs. Think about it. It's a great way to get involved in the club.

The most important thing you can do for GGR is to participate. If this year's Board has a goal, it is to increase the participation level of the membership. We're going to make a real effort to welcome our new members and make them feel a part of the region. We'll need your help. If you see a new member at an event, try and help them get acquainted. Remember what it was like when you were new. We all went thru it once.
We're not stopping there. We want to know why more people don't participate. If you're an inactive member don't be surprised if you get a call from a Board member. We want to see you and enjoy your company. Try attending an event this year -- its fun!

I feel the need to respond to last month's editorial "Graphically Speaking". It compared our Board meetings to those of a high tech company. I've got news for you, we are like a high tech company. We have a six figure budget for 1987. We have contracts to perform, we file taxes and purchase insurance. We publish a monthly newsletter for over 1100 people and organize approximately 100 events. Its serious business. GGR has come to expect a quantity and quality of events that requires a great deal of planning before you can have fun. It can't be done in a hot tub. Don't get me wrong, Board meetings are still enjoyable. Maybe not as fun as the events, but still fun. Remember, Board meetings are open to the region. I invite you - actually I encourage you to come to one. I won't promise fun and excitement, but I'll bet you'll be surprised to see how hard your Board works for you.

Finally, I want to remind you that there is another whole variety of events hosted by our neighboring regions in zone 7. I'll be providing a calendar in each issue after the calendars are established, and I'll try to highlight the "pick hits" in my column. I'd really like to see GGR support at the activities this year. At least try to come to a GGR event this year. See you there!

Sharon

PS. Charlie and Snookie had a baby girl on January 8. I understand that her name is Christine. Now all Charlie and baby (and Christine) are doing fine. Now all they have to do is find a four door 911 station wagon that will do 2:02 at Sears Point. Congratulations and best wishes from all of us in GGR.
YOSEMITE 1987
21st ANNUAL GGR YOSEMITE TOUR
March 28 & 29, 1987

Plan to join us for a GGR "institution", the fun and frolic of the Yosemite Tour! The tour is later this year, so we have a better chance for good weather...but remember, whatever the weather, Yosemite is always beautiful and GGR makes it fun. Saturday night after dinner, we will have our second annual "GGR Winter Olympics" so start studying Porsche/Yosemite trivia now!

The tour price includes: room for two at Yosemite Lodge, Saturday buffet lunch (salads, cheeses, breads, sliced turkey, ham, and roast beef, desserts, and coffee or tea), and complete dinner of either Honey-Lemon Chicken or Top Sirloin Steak plus assorted prizes and surprises.

Unfortunately, due to Yosemite's price increases, the tour price has gone up too, but it's still a good deal for a great weekend.

Tour price is $145. per couple and is due in full by March 6th. There can be no refunds after that date. Your reservation MUST include an evening phone number, your mailing address, your dinner choices (and # of each) and total number in your party.

Send your entry to: Jack Kuhn
33789 Cassio Circle
Fremont, CA 94535

Make checks payable to PCA-GGR only.

Questions? Call Jack or Cathy between 6-9 PM at (415) 796-8041. We look forward to a great time with you at Yosemite!
Porsche Engineering
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Autocross "Tip of the Month"

Before your first run, remove all loose objects in the car’s interior, as well as that loose flare to roll under your brake pedal — that garage door opener to hit you in the face — or, that loose jack handle to put a dent in your trunk. Besides, all that clangin' and thunnkin' can be a real distraction when you’re "at the limit".

Golden Gate Region Autocross and Driver's School #2
When: March 15, 1987
Where: To be announced
   (Check GGR Hot Line 408/227-7208)
Registration: 7:00 - 8:30 a.m.
   9:30 - 10:00 a.m.
   12:00 - 12:30 p.m.

Note: Some loaner helmets are available. Adequate mufflers are required. The gates will open by 6:30 a.m., and the first car will go out at 9:00 a.m.

New drivers: Don't forget to give me a call or drop me a card or letter with your name, type of car, and number of autocrosses you've driven. I'll guarantee you an instructor and a whole bunch of fun!

Gary Dorighi
Autocross Chairman
Welcome to a new year of old friendships, new friends and safe, competitive fun. Your basic 1987 calendar of social and competitive events was formulated on Activities Day in January. Any changes and additions will be seen in future editions of the \textit{Nugget}.

\textbf{RE}\textbf{MIND}ER - Approved roll-bars will be required in all cars in the Time Trial Series (see club rules for further details of "approved"). The only exceptions will be stock and production student cars.

Your support as a member makes it possible for GGR to grow and succeed in both the social and competitive aspects. Your participation increases your fun and the viability of the club. Involve yourself more!

Have a great 1987 GGR year.
Terry Sullivan
Competition Director

\textbf{ROLL BARS}

\textit{Frey Racing} offers a 10\% discount to all Porsche Club members on any roll bar or roll cage. Both street & SCCA approved models available.

We also have a full compliment of: safety harnesses \& driving suits \& fire retardant underwear \& rental driving suits \& driving shoes \& gloves \& helmets \& stop watches \& and much more.

Visit our showroom —
Hours: 9:00 a.m. - 8:00 p.m.
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10:00 a.m. - 5:00 p.m.
Saturday

\textit{Frey Racing}, the one-stop racers center, 530 Reed Street, Santa Clara, CA 95050
(408) 727-9970

\textit{K}en \& \textit{L}inda
\textit{Ron}
\textit{Mark}

If you have not seen our New Facility, stop by, take a look and say hello.

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Campbell, CA 95008

\textit{KEN'S PORSCHE TECHNIQUE}

\textit{A-mac FABRICATION}

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ROLL BAR & ROLL CAGE CONSTRUCTION & INSTALLATION
CUSTOM SHEET METAL AND PANELS
CHASSIS MODIFICATIONS
SUSPENSION ANALYSIS
TECH TALK

High performance Wheels.

How many PCA autocrossers or time trialers do you know who actually take the time, at some point during the year, to really inspect their wheels? Let's face it: During the season there isn't enough time and during the off season there are simply too many other neat things to do.

Now let's look from another perspective: What single component is the first one to accept the stresses of cornering? Wheels would be the obvious answer. With tire and chassis development progressing as fast as it is, the loading on wheels are spiraling up. Remember, wheel failures usually happen during cornering. You proceed directly off the road in most cases...

Here are some basic guidelines for maintenance, starting with one-piece cast wheels. First, though let's look at how much energy is being stored up in a wheel-tire combination. On a modern GTP rear wheel-tire combination, the force with which the tire pressure (20 psi) is trying to burst or separate the outer half from the inner half is nearing 4000 pounds. And that's laying on the ground before you bolt it to the car! Sounds pretty impressive. By realizing how much energy you have bottled up, what you read next might have more effect on you.

One-piece cast wheels are quite popular and, in many cases, have been in service for the longest time. At least once a year tires should be dismounted and steam cleaning should be undertaken. This lets you give the wheels a good visual inspection, then beadblasting or paint striping is heartily recommended so that a zyglo dye penetrant inspection can be done. First, though, and abrasions should be ground and sanded as all sharp corners can develop into cracks. A die grinder is best but a drill motor with a rotary file will do ok. If the wheels don't pass then you have a candidate for an end table.

In some cases, if you have a localized deformation on the rim lip it may be repairable. Say "may" because cast material doesn't like to be bent, let alone bent back. It doesn't take much to surpass a casting's elongation limits. Some people weld them up; I don't usually recommend that as it will leave cracks or gas holes in mag unless the welder is very good.

Also remember that both aluminum and magnesium anneal (get soft) when welded. Therefore, your wheel will be soft in that area and in the immediately surrounding area. You could have it heat treated but, since warpage would probably occur during the quench, you would simply have produced a heat treated end table. After and welding zyglo is mandatory. Tossing a wheel is not cheap but crashing and possibly getting hurt cost much more.

Modular wheels are increasingly popular, but they also cannot be mounted and forgotten about. Modulars offer certain advantages but, like freedom, they come with responsibility. Whereas on a one-piece wheel you have only one component, these wheels generally have two rim halves, a centercasting, numerous bolts, nuts, washers, and a sealing apparatus. Again thorough once-a-year inspection should be at minimum using the zyglo process preceded by cleaning as mentioned earlier. At all factories they are assembled neatly and cleanly; be sure that when you disassemble and reassemble, you do the same.

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Be sure to follow the procedures that the manufacturer recommends. Remember that any time you have a wheel apart, closely inspect the rim halves, especially the inner rim. Inner rims take the heaviest load and are the least visible. One thing to do is that since the locknuts work the best the first time, replace them each time you disassemble a wheel. It's cheap to do and good insurance. When you install bolts and they are a tight fit, wind them down—don't beat them on! That will invariably leave chips between the wheel components. Use the proper torque settings as recommended and remember never to torque, with an inflated tire as your reading won't be accurate. If your wheels are of the riveted variety, then you won't be able to change pieces but periodical inspection would catch a rivet that was working loose. Remember that rivets are normally a shear-type fastener and are being used in a predominantly tension application. Check them.

I hope that in the future we will cast a more observant eye toward the wheels that are gathering dust in the corner.

Have you ever been assembling an engine via written instructions and had one of those statements where they tell you to attach the thing a machig to the whatja macallit, and then realize that you don't have the slightest VISUAL clue what they are talking about. Well for you do it yourselves that are planning that first engine rebuild on that 356 or 912, HARRY PELLOW a long time 356 Porsche enthusiast has compiled a collection of five video tapes to help you with your first engine rebuild.

This video series will walk you through step by step from disassembly and inspection to machine work needs and even a detailed step by step procedure on installing WEBER carburetors. Each tape is two hours in length with good audio as well as video quality. For more information on this video series you can contact the MAESTRO'S ASSISTANT, HARRY PELLOW AT HCP RESEARCH 408-4461565.

THE MAESTRO'S ENGINE ASSEMBLY VIDEO TAPES
GRAND OPENING SPECIALS!

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Optional Bolt-In Cross Brace

10% additional discount to PCA Members

**Simpson Competition Seat Belts for 911, 914 and 928**

3-inch wide belts with mounting hardware

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**New Time Trialer Special!**

- Autopower Roll Bar,
- Simpson Competition Seat Belt
- Halon Fire Extinguisher
- Installed free-of-charge

**Featuring:** Koni • Hofco • Momo • Recaro • Simpson • Autopower and others

- Chassis & suspension modifications • Performance & safety equipment •
WHAT'S IT ALL ABOUT, CHARLIE?

It all started as a suggestion by Darlene and Ed Swain during Activities Week in January of 1983. New members Charlie and Snookie Arolla had just volunteered to host the February '84 Dinner Meeting and the Swains said, "How about a chili feed - cheap, simple, -- and maybe an auction to raise a few dollars for a local charity." Thus was born the concept of CHARLIE'S CHILI FEED AND CHARITY AUCTION.

In 1985 CHARLIE'S CHILI, GGR's annual charity event for that year raised $5000 for the Crippled Children's Society. Over 80 people attended this effort and were treated to an unforgettable evening of fun and excitement. It was such a success that we're going to repeat it again one more time and it promises to be even bigger and better.

First, there's the entertainment, The Peninsula Banjo Band. What a way to get you in the mood for a good time. Foot-tapping music from 10 or more banjos that just can't help but set the tone for a great evening. Then there's CHILI!! Lots of it. Plus wine with dinner and a Charlie's Chili T-Shirt.

Next up, the AUCTION! Rare posters, stereo radios, driving lights, Porsche jackets, models, alarm systems, etc., etc.!!!! And all at bargain prices. Just out-bid your fellow PCA'er and they're yours. All this for just $12.00 per person and a Porsche-related item. So, mark Saturday, March 14th on your calender now. Check the attic or your garage for an item you can bring (it doesn't have to be new) and while you're at it, bring along your friends and neighbors, too!

Entertainment by the Peninsula Banjo Band

All proceeds to benefit the Crippled Children's Society of Santa Clara

*Your admission should be accompanied by a Porsche-related item to be auctioned off at the dinner. All donations and purchases will be receipted by the Crippled Children's Society and qualified as a tax-deductible charitable donation. Check your garage and closets for useable, unwanted treasures.

No large body parts, please.

Directions:

From Highway 101 take San Tomas Expressway south to Monroe Street. Turn left (east) on Monroe to Franklin.

From Highway 880 take Bascom Avenue North off-ramp. Go right on Bascom to Newhall St. Go left (west) on Newhall to Monroe. Go right (north) to Franklin.

For More Information, Contact
Charlie Arolla
(408) 243-2999
GOLDEN GATE REGION

Presents

The Third and Final

Charlie's Chili Feed and Charity Auction

Saturday, March 14th, 1987

V.F.W. Hall, Monroe and Franklin Streets
Santa Clara, California

Donation: $12.00 per person*

Menu: Time:
Chili, Salad, French 6:00 p.m. No Host Cocktails and Entertainment
Bread, Dessert and 7:00 p.m. Dinner
Wine (with dinner) Auction to Follow Dinner

Featuring Chili Made by Mike Garcia's By-TH-Bucket
4565 Stevens Creek Blvd, Santa Clara

Reservation Deadline: March 11, 1987

Send Check for Reservation to:
Charlie Arolla, 700 Cornell Drive, Santa Clara, CA 95051
Checks and T-Shirt sizes must be received by March 11, 1987

Commemorative T-Shirt by Design Dimensions
Mens T-Shirts Only

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Custom fabrication • Racing preparation • Roll bars & cages • Restoration
Looking to your State legislature for well considered action that will benefit the majority of its constituents is generally an exercise in futility. However, for many years, our illustrious representatives have resisted many misguided attempts to plunge Californians deeper into the abyss of Big Brotherism.

While other states have embraced the use of radar as a means of imposing its will upon unsuspecting miscreants, California has remained one of the few states in the Union to decline the opportunity to conduct this form of surreptitious surveillance.

Whether this is the result of good conscience (highly unlikely) or vested interest (ever notice the number of state licensed cars speeding to and from Sacramento?) is irrelevant. The end result is that we have been spared the indignity of this form of governmental spying, a pastime highly popular on the Federal level (see FBI wiretaps, Watergate, etc.).

Of course, it would be too much to expect Sacramento to take a clear moral stand on the issue. Instead, the legislature simply refuses to fund the equipment for use by the Highway Patrol ("...it's just a budget consideration..."). Unfortunately, this has left a loophole large enough to drive a radar-equipped motorcycle through.

Here's how it works: if a local municipality will provide the necessary equipment, CHP officers will be made available to wield it on State highways within the city's geographical boundaries. Thus, it is possible to be stopped on one of our many freeways and to find one's self detained and ticketed based on the testimony of radio waves. The frequency of this Rent-a-Gestapo tactic is increasing, and it is starting to hit very close to home.

The following is a highly probable (some would say inevitable) scenario: the current back door approach is expanded as participating communities find that the revenues more than make up for continuing cuts in State contributions to municipalities. Word spreads that for the price of a Kustom K-10, any town can quickly tap a steady source of income without any of the usual bother and mess of voter sanction.

Meanwhile, the Sacramento Duke
continues to follow the lead of his favorite role model in Washington. Localities are encouraged to participate in the program (in the name of "local self-sufficiency") so that the State government can cut expenses in order to amass a "prudent reserve" of 42 billion dollars (you never know what may happen...the price might drop out of the avocado market).

Backstage lobbying intensifies for Official State approval and financial support for statewide radar pogroms. Six weeks after passage of the nation's most comprehensive radar legislation, the story breaks that in the interim, an obscure State agency attached to the Sinsemilla Taskforce (aka the "Bud Busters") has been selling the confiscated crops and funneling the proceeds, via offshore banks, to local governments for the purchase of radar equipment and Troopers to man it.... No one cares.

Every cop in the State is issued a radar gun along with a service revolver. The State budget is balanced, the reserve is established, and ticket revenues begin to supplant lottery proceeds in their contribution to the State economy. It is at this point that ORBIS returns.

For those of you that might have forgotten ORBIS, we will digress momentarily. In the late '60's, an insidious machine was developed to catch speeders. This little beauty sat at the roadside clocking EVERY car and truck passing by. If anyone was found to be exceeding the speed limit by more than a preset margin (a little like setting the slots in Reno), the machine would dutifully record the event (and the offender...and any one else who just happened to be in the car) on film. A ticket went out in the next mail, along with a copy of the "evidence". Guilty. No trial. Clean and neat.

This idea was roadtested for a time in the East, but lawsuits and vigilante reprisals forced its suspension. But the monster would not die. It just needed a more conducive environment. ORBIS is reported thriving (under and assumed name) in Japan, a culture that has been better trained to accept authority without thought of damage to its machinery.

The return of ORBIS allows the State to save even more money by firing all of those now extraneous Troopers (the "dry day" fund now grows to $57 billion), and soon the State Capitol is awash with cash. It is at this point that Milton Havermeyer, a clerk in the Department of Speed Enforcement and State Finance has The Idea.

"Why not combine the Department of Lottery with the Department of Speed Enforcement and save on operating expenses and the bother of payouts while sugar-coating the bitter pill of modern methods of State financing?. We will hold drawings for 'immunity' stickers, to be displayed on the windshield of the winner. The sticker will hold a value for the number of times it may be used as a shield against prosecution. We'll clean up." President Deukmejian awards Havermeyer the Medal of Honor.

Alarmist speculation? Perhaps. But the State has thrown down the gauntlet (and will back it up with an appropriate escalation of the technology of enforcement) and it is incumbent upon us incorrigible types to pick it up. It isn't going to be easy and the worst part is that it isn't going to be cheap. It's a dirty job but someone has to do it.

For the time being, we will have to rely on existing means of defense. This means that Cincinnati Microwave, et al, will soon find a booming market in California. We can no longer be complacent about means of detection of unwarranted surveillance. Of course, we can expect that the State will demand its unfair advantage and will outlaw such devices.

This will up the ante another notch but we are an inventive lot and we can expect to see interesting responses... sophisticated remote detectors, detectors as plastic figurines, etc. The greatest potential, however, lies in more elaborate (and more illegal) technology. Advances in civilian radar jammers continue to provide the real hope for the future. These little rascals can either completely obscure readings or return readings at whatever speed you select. Watch for these devices to flourish on the black market.

In the meantime, take heart gentle reader. As drivers of Porsches (particularly 356s), you are on the cutting edge of road-going stealth technology. One of the secrets of remaining "invisible" to radar is to reflect the radio waves away from the sending device. The sloped nose and rounded fender contours of the Porsche cars comes the closest to executing this principal. An alloy engine (less reflective), located in the rear (most autos are "shot" head on), also provides further enhancement of the stealth effect. Now, if someone could just devise a civilian version of the paint on the B-1...
MINUTES

GGR BOARD MEETING
Minutes
January 7, 1987

The Board Meeting was held on Wednesday, January 7, 1987 at the home of Sharon Neidel. The meeting was called to order at 7:00 pm. All regular Board members were present: Sharon Neidel, Ken Mason, Barbara Cummings, James Ohl, Danielle Ringen, Terry Sullivan, Dick Petticrew. Guests included Mike Lommatzsch as past Treasurer, Teresa Neidel, Chet Martin and “Mom” Shirley Neidel.

The minutes of last month’s meeting were approved.

OLD BUSINESS: Budgets for the next 60 days. Missing are budgets for Bumper Cars (Karl Keller), Autocross on January 24, February Dinner Meeting. Event Financial Report: All financial reports in. Post Mortem of Events: December Christmas Party - a fantastic event, superb dinner, best of service. A wonderful time was had by all; December 6 Christmas Caroling, 17 people participated who all had a great time. Insurance for upcoming events: (Sharon reported on behalf of Jack Kuhn) Autocross has come through and Sharon has taken care of it. Changes to the calendar: This will all be taken care of this weekend at Activities Day. At this point we went through our scheduled activities for Danielle’s benefit since she was absent at the ‘practice board meeting’.

NEW BUSINESS. Appointed Positions. Nominating Committee should be a board member not running next year. Nugget Editor: Al Berens volunteered. Historian: Open. Panorama Reporter: Valerie Blanchard. Scrapbook: Open. Goodie Bag Managers: Lyn and Chet Martin. Dealer Reps: Anderson Behel: John Peichoto; California P + A: Jack Kuhn; Rector: Nick Kelez; Sunnyvale P + A, which is Motorsport P + A: Barbara Cummings, Carlson: Mike Lommatzsch volunteered. Roster Manager: Open; Nugget Mailing: Teresa Neidel. Concours Chairman: Open; Dinner Meeting: Paul Seidel. Pitcrew: Dead. Social Activity Chairman: Karl Keller; Swap Meet: David Thal; Tour Chairperson: Shirley Neidel; Autocross: Gary Dorighi; NCSCC: Gary Walton; Rallye: Shirley Neidel; Tech: Rick Bower; Zone Seven: Terry Zacccone; Safety: Tom Green; Time Trial: Bill Newlin. The last mentioned position will be structured differently: there will be a co-chairman who will inherit this position next year, so the transition will be smoother. Also, there will be 5 (five) event chairman to work with the Chairman, Co-Chairman and the Competition Director.

All position approved as suggested. Budget: Each board member has to submit a budget for his/her position (postage, telephone etc). Expenses must have a receipts. Sharon passed out blank budgets to everyone. All budgets are due 60 (sixty) days prior to events. Dick suggested to point this out at Activities Day. Budgets should be brought to the board meeting for approval. James cannot pay without budget. Buddy System.

Sharon mentioned a few years ago each board member was assigned a new member to call on the telephone and make this person feel welcome in the club. Ken Mason suggested to call the old members. Each member could call about 40 members every months to get them interested in coming out to the events. Danielle suggests to take new members under our wing. Have to set new members up to speed, that is part of the fun of being in the club. Work in little groups. The club is the people. She suggested forming independent little groups of general members, other than board members, who are interested. Give the new members a call, tell them about the events coming up, particularly the ones of their interest group. This is after they have become members. Ken Mason would like to see the pre-requisit of attending two events dropped. Instead go after the inactive members. Lot of people consider the club a status symbol. He suggested a ‘welcome wagon’ or video tape, ang go out to their home and contact them individually. Show them what the Club is like. If a new member comes to an event, they might get turned off seeing all the little kicks.; it will take a personal touch. Dick Petticrew suggested, let them come out to an event and at that point use the Buddy System, the person at the registration desk contact a board member when a new member arrives. And make sure they (the new member) are take care of by either a board member or the activity chairperson. We do not want a mail order Nugget Club. Sharon said this is too much to be decided upon at this board meeting. We need a separate meeting some other night.

DIRECTORS REPORTS: President: The Zone Board Meeting will be at the Zone’s President’s House Bud Behrens. Ken Mason would like to join Sharon in attending the meeting. Club shirts are shelved for the time being.

Vice President: No report. Secretary: No report.

Treasurer: Report approved as reported. Mike Lommatzsch reported deposit for the October dinner meeting reservation at the Turf Club was lost. A bank account was established at First Nationwide Savings. All three copies were signed by James Ohl, Terry Sullivan, Sharon Neidel.

Social: Danielle has communicated with lots of hotels for the Christmas Party. It was suggested that a Fish Dish should be the second choice. The Board condoles beer, wine, liquor at any club event. Entertainment is up to the Chairperson, perhaps a Toys for Tots, etc.

Competition: We have 3-4 autocross events.

The meeting adjourned at 10:15 pm.

Respectfully submitted by
Barbara Cummings, Secretary

The February board meeting will be held on January 26, 1987 at the home of Barbara Cummings, 333 Tioga Court, Palo Alto. Call 415-493-6760 for directions.

The March board meeting will be held at Sharon Neidel’s home, 5880 Lean Avenue, San Jose. Call 408/972-9146.

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(408) 730-1456

Stiffler, Liz (Bob)  '72 914
7677 Brighton Dr.
Dublin, CA 94568
(415) 829-2049

Toro-Lira, Guillermo (Guadalupe)  '86 944
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384 Santa Ana Ave.
San Francisco, CA 94127
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Vikovic, Scott (Ann)  '64 356SC
511 Chinook Lane
San Jose, CA 95123
(From Loma Prieta)

TRANSFER OUT

Dodge, Robert, to Redwood Region
Pasha, Jim (Janet), to Diablo Region

CHANGES

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P.O. Box 533
La Honda, CA 94020-0583

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14 Charlie's Chili
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21 P.O.C. Time trial Willow Springs
28 Yosemite tour pg.4

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