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Cover: Scene of the Concours d'Elegance at the Porsche Parade 2000, Sacramento.

The opinions are those of the authors and does not necessarily represent those of the Golden Gate Region PCA. The Editor reserves the right to edit all contributions.

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By the time this Nugget reaches your eager hands, the Parade will be behind us. With a little luck and a lot of hard work by all the Regions in Zone 7, I am sure it was a success. As always, it is difficult to write an article a month before it will be read and remain current at the same time. That is why I encourage you to read the Nugget and check out GGR’s website. The Nugget and the Web are your windows to the Club’s activities. They are there for your benefit, so check out the calendar of events and make an effort to participate in one.

I had an opportunity to talk with our new Nugget Editor, Howard Yao, who is very enthused and eager to do a great job. Check out his great photos from the June 24 autocross on the website. I hope, as members, you appreciate the efforts of Howard and Clinton. Thank them the next time you see them.

Elections are not far off. This year a new Board will need to be elected to replace the present Board. Since all but one member has served the maximum two-year sentence... I mean term; the Nominating Committee will be out in force twisting arms... I mean asking people to help run the Club for yet another year. Now is your chance to make a difference, change policies, organize new activities or just keep the status quo. Whether you are a new member or have been around since dirt was invented, your contribution to the running of Golden Gate Region can benefit all the members. Think about it. If you have any questions about any of the positions on the Board, ask us. We’ll be more than willing to discuss it with you. (No ulterior motives here.)

Until next month . . .

Now how is this fair?
It's been a month of firsts for me in our Porsche community. First AutoX event, first Porsche Parade and first issue of The Nugget as Editor.

Let's start with AutoX. After doing very well at our AutoX School at Candlestick in May, I had high expectations for myself (after all, I did beat some of my instructor's times!). But on the hard & slick concrete at Marina, it was a whole different matter. After a day of sliding, plowing, and squealing, I only had two words in my head at the end of the day: Tires and Suspension. The 70-series all-weather tires and original soft-sprung suspension aren't going to cut it much longer. The interesting thing about racing is that it transforms WANTS into NEEDS. The list of things that we would like to upgrade on our cars quickly moves up on our priority list with a great sense of urgency. It's a great way to justify how money gets spent.

Now onto the Parade. How convenient, our national event just happened to be a two-hour drive away. We went for just a day and were impressed by all the wonderful people and Porsches that were there. Seems that the entire event ran smoothly, except for a few of our members that ran into some "technical difficulties" at Thunderhill. The GGR also faced some extremely stiff competition at the Concours d'Elegance. But this level of friendly competition will only make us even better competitors in the future.

Finally, the Nugget. As an architect, I have a background in design, graphics, and computers, so when I heard the position was open, I thought it would be a great way to get involved. I hope you enjoy.

In addition to a monthly interview of a GGR member by Rob Herrera, I would also like to have a monthly car feature. The only criteria for selection is that it is a Porsche and that it has an interesting story behind it. Who's owned their Porsche since the 1948, who commutes to work 120 miles everyday rain or shine, which cars have dominated the races, which garage princess has accumulated the most concour trophies? Send me your story!

Many thanks to the Board of Directors, Nugget contributors and special thanks to Clinton Wong. His time and friendship has made this editorial transition a smooth one.
Golden Gate Region
Celebrating 40 Years

When: September 16, 2000

Where: Embassy Suites
901 East Calaveras Boulevard
Milpitas, CA 95305

Time: 6:30 Reception
6:30 Dinner

Details: $45 per person
Your choice of entree:

- Oven Roasted Atlantic Salmon with Lobster Beurre Blanc Sauce
- Roasted Young Chicken served with Spice Parisienne served on a bed of Wilted Spinich with Wild Mushroom Sauce
- Black Angus Roast of Prime Rib Au Jus with Creamy Horseradish Sauce

Reservations are required. Deadline is September 5, 2000

Please mail your check, payable to PCA-GGR to:

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Close your eyes, wait, don’t do that, you won’t be able to read what follows. Better yet, close your eyes and have a good friend read the following paragraph to you: take a deep breath, let your body relax and imagine for a moment the serenity of the French streets at 4:00am, maybe the street lights are beginning to fade as they give way to the melodious chirp of birds as if announcing the impending arrival of the morning light, perhaps you catch the scent of baguettes baking at the local boulangerie, imagine yourself behind the wheel of a Ferrari, now imagine the same birds scurrying from tree to tree as the howl of your engine obliterates any sense of peace you might have had, white knuckled as you careen at 140mph through the same streets of France. Dream or nightmare? I’m not sure but it only begins to describe Ted Matsumura’s favorite car movie “Rendezvous” (which I have not seen, I’m assuming that there are no sub-titles required). Apparently the guy got away with it, and the movie uses no special effects. Ask Ted to borrow it sometime, I know I will. By the way, the answer to the singer of the title of this article “My Friends All Drive Porsches” is Janis Joplin. Thank you to all whom responded, because now you may the next candidate for an interview, just like Ted.

Ted is a Mountain View native born of 2nd and 3rd generation Japanese American parents and is now happily married to Akiko, who grew up in Tokyo and was once his Japanese Language tutor while attending graduate school at Stanford. Let me see if I got this right, she was his Japanese tutor but he only speaks a little, they’re now married and have two kids, what am I missing here? The eldest of their two children is Meg, who is a pretty good video race car driver for a soon to be four year old, and Chris, fourteen months, enjoys the rumble of the flat six as felt from the rear seat that only he could possibly fit into. The four with their various pets live in Sunnyvale. In all fairness, Akiko is apparently doing a great job of teaching her children to speak Japanese, Ted on the other hand has resorted to listening to Spanish and other non-English radio stations in hopes of his kids picking up a few words. They’ll both be singing Spanish love songs before you know it.

Ted grew up with friends who drove BMW’s, Mercedes-Benz and Porsches as well as Camaros, Firebirds, and beaters of all types while listening to “classic rock”, so naturally he knew the correct answer to our first trivia question. What kind of music do you like to listen to while driving? Ted threw out stations like Alice, KFOG and 107.7 but did admit that it didn’t really matter, as long it is loud.
Ted now works as a “product manager” at a local electronics company, (this is where I’d insert a description of what he does, but I never quite understood), you’ll have to ask him yourself. Interestingly, computers are not what his formal education was in. He majored in “Psychobiology” at UCLA, (this is where I would insert a description of what that entails but I have no idea). Anyway, I asked him what the chemical reaction is that creates that exhilaration he talked about when driving hard and fast. In his humble non-professional opinion, it is at least partially due to “The increased serotonin (1 of 300 known neurotransmitters) levels and associated 5-HT receptor activity, (blank stare from me) that creates this rush is also known as a natural high”) (thanks for the clarification). Ted considers himself an aggressive driver hence the choice of tires. He used to swear by the Yokohama A008RS’s and A032R’s, then he met Akiko. Akiko used to work as an organic chemist for a major Japanese tire manufacturer. Ted now drives on Bridgestones; you do the guesswork. Akiko is presently a stay at home mom, a profession as old as any and more honorable than most, and a hell of a lot of work, my hats off to you Akiko!

Oh yeah, his car: Ted drives a chocolate brown ’77 911 with a ’78 engine with suspension modifications. It’s a very well maintained daily driver and drive it he does. He has been known to cruise Hwy 84 to La Honda and occasionally cruises Skyline (35), though he says those roads have become a little congested. If he had to drive an 80s (flock of seagulls era) or 90s (Nsync era) 911, it would be a ’96 993.

You might not catch Ted at any of the local events any time soon, as a parent of 2 myself, I understand how precious time is with the kids. You might however catch him at the local Chuck E. Cheese (with his kids of course) playing some driving video games. Then again, you might see him cruising 280 on his way to and from work.

I had a wonderful time interviewing Ted. He was extremely friendly and willing to share a little about himself with all of us. Think of him as yet another friend who drives a Porsche. If you see him, talk to him and ask him what he thinks of 996’s...

This Month’s Trivia Question: What kind of car did two young ladies drive in The Gumball Rally? I need model and color! Email me the correct answer for a beer and an interview at: rob_herrera@gap.com.
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GGR & Zone 7 Events Calendar
For the latest on GGR events, call the GGR Hotline: 1.800.799.4767

August

6 Sunday
   GGR Zone Concours #5 and Swap Meet at Carlsen Porsche, Palo Alto. Concours - Dick Cottrell 650.692.2100 Swap Meet - Karen Neidel 408.225.5356
12 Saturday
   GGR Zone Autocross #3 at Marina. John Seidell 925.938.9531
13 Sunday
   LPR Zone Autocross #4 at Marina. Catherine Siemens 510.658.6657
18 Friday
   Concours Italiano at Quail Lodge Porsche Corral. Dick Cottrell 650.692.2100
18-20 Monterey Historics at Laguna Seca, (Maserati is the Marque)
20 Sunday
   Pebble Beach Concours at The Lodge, Pebble Beach
26 Saturday
   SNR Zone Autocross #5 & 35th Anniversary Dinner, Reno, Ron Lewis 775.825.3763 or rlewis911@aol.com
27 Sunday
   Zone 7 Autocross #6, Reno. Mary Ann Behrens 209.477.6496 or buoybyb@compuserve.com
26-27 GGR Time Trail at ThunderHill. Masuo Robinson 408.354.0660 or masuo@ix.netcom.com

September

2 Saturday
   GGR Autocross at site TBA, John Seidell, 925.938.9531 or johnseid@aol.com
8-10 CART (Indy Cars), Laguna Seca
9 Saturday
   SVR Autocross at Mather Regional Park, Glen Brooksby 916.484.7257 or gbrooksbymd@ttns.net
10 Sunday
   DR Zone Concours #6 at Blackhawk Museum, Bill Melton 925.846.6155 or sherlook@aol.com
16 Saturday
   GGR 40th Anniversary Dinner at Embassy Suites, Militas, Karen Neidel 408.225.5356
17 Sunday
   YR Zone Concours #7 at Wine and Roses, Lodi. Norm Swanberg 209.368.3596
23 Saturday
   GGR Autocross at Marina. John Seidell, 925.938.9531 or johnseid@aol.com
23-24 SVR Zone Rally #6 Carrera de Sierra XXIII. Rik Larson 916.481.6084 or rik.larson@teale.ca.gov
Golden Gate and Loma Prieta Regions invite you to spend the weekend near Monterey at

Zone Autocrosses #3 and #4
Saturday, August 12 and Sunday, August 13
Marina Airfield, Marina

All-Day Session: registration from 7:30 A.M. to 8:45 A.M.; grid and tech from 8:00 A.M. to 8:45 A.M.
Afternoon Session Only: registration, grid and tech from 11:30 A.M. to 12:30 P.M.

In order to earn series points, all drivers are required to work for each session in which they run. Score cards must be completed and car must be run-ready before entering grid for tech. Helmets must have a 1990 or later Snell sticker.

Fee: $25 per driver per day.

In 2000 we are going to find out which regions have the top autocrossers. Every driver scores points for his/her region in the new Team Competition. (Classes modified for the Team Competition Run Groups.)

Directions: From Highway 1 in Marina (north of Monterey) take the Reservation Road exit. Stay on Reservation Road south for approximately two miles. Turn left at signal into Marina Airfield, turn right after the first large building on the right, and follow the pylons to the site. From Highway 101 in Salinas, take Highway 68 toward Monterey. Turn right onto Reservation Road and right at signal into Marina Airfield.

Questions, Information: contact John Seidell (GGR) at (925) 938-9531 or e-mail johnseid@aol.com or Catherine Siemens (LPR) at (510) 658-6657 or e-mail catsiemens@hotmail.com. Detailed directions and map may be found on the GGR web site: www.pca-ggr.org/driving/driving2000.html

Lodging in Marina:

Comfort Inn, 140 Reservation Road
Inn Cal Super 8 Motel, 3280 Dunes Road
Motel 6, 1000 Reservation Road
Travelodge, 3290 Dunes Road
(831) 883-4000
(831) 384-1800
(831) 384-9401
(831) 883-0300
Parade 2000 Concour d'Elegance **Beauty Paegant**

photos by Clinton Wong
Fifteen years ago this month Paul and I became members of PCASD. Little did I know that this club would become such a part of my life and mark so many milestones. We have shared exciting times, happy times, frustrating and very sad times. But through it all, we have grown, both the Young family and our larger PCA family.

At first we hesitated joining the club, thinking it would be a group of exclusive, unfriendly people. From a female point of view, I expected that there would be a lot of men talking about car parts and engines, with their wives or significant others standing politely by their sides.

Milestone #1: I found out I liked to drive our Porsche and drove it fast. Holtville was my teaching ground, with Jim Rydebeck my first instructor. After sharing our Porsche on the track, I got my own Porsche to play with.

Milestone #2: Volunteering became a part of my life, starting with us becoming chairs of the Goodie Store and inheriting the old brown trunk to store at our house.

Milestone #3: Driving on the freeway in my Porsche, while pregnant with Paul Jr., and using my driving school techniques to avoid an accident (I never really thought spinning my car on the track could actually benefit my everyday driving!).

Milestone #4: A busy year of being social chairman, and giving birth to Paul Jr.

Milestone #5: Deciding autocrossing would be something I would reserve for Porsche Parades, and having my 924 Turbo turned into a time trial machine by Paul Sr.!

Milestone #6: Attending my first Porsche Parade in Colorado Springs, my first parade trophy as driver in the rally next to my outstanding navigator husband.

Milestone #7: Becoming seriously ill, and discovering how many wonderful and supportive friends I have in PCA.

Milestone #8: Getting well and becoming Childcare Chairman for the Porsche Parade in San Diego in 1992, and the introduction of little red wagons used for the children’s autocross at the parade and numerous events for months afterwards.

Milestone #9: Garage night at the Young’s house on Thursday nights to gab, fix cars, and eat ice cream.

Milestone #10: Attending more Porsche Parades and making new friends nationally and internationally.

Milestone #11: Paul Jr. graduating from his little white preschool Porsche to an interest in rallies as soon as he was able to read.

Milestone #12: Learning to camp with my Porsche friends using our other cars.
Milestone #13: Canoeing and kayaking in the wilderness before and after two Porsche Parades and being rescued from a broken canoe by search and rescue (my driving school attendance definitely did not help on the river in a canoe!).

Milestone #14: Joining (as a spouse) with other national chairpeople to support the PCA at large and meeting members of the Zone that Paul Sr. is now responsible for.

Milestone #15: Celebrating the life of our dear friend Bill Myrick, and looking forward to yet another parade this year in Sacramento outfitted with a new canoe, Kayak, and of course, our trailered Porsche!

Thanks to PCA for sharing 15 years of milestones, both large and small. I’m looking forward to many more in my life!
The third GGR time trial of the season upheld the high expectations of the 150 participants, many of whom had been disappointed by rain at the first two events of the 2000 season (there were a distracted few who, when votes were taken to concede and scrub the remainders of the Thunderhill and Buttonwillow events, did profess to ENJOY driving in rain...) This time the rain gods accepted chairman Masuo's homage as he kicked off the event in a full yellow rain slicker, galoshes, and umbrella. The weather couldn't have been better.

Laguna Seca remains an intimidating course in spite of the numerous safety features that have been added over the years. The looming concrete walls are virtually inevitable at tracks designed to allow close spectator access to the course. Apparently everyone was listening carefully at the 8:00 am driver's meeting Saturday morning as Hank delivered the requisite admonishments on the pavement being "more than just a guideline". Through the course of 30 practice sessions, nobody put a scratch in any of Seca's barriers.

One fundamental change to the track this year was the relocation, apparently at considerable expense, of an old-growth oak tree from the upper apex area of the corkscrew. This change gives the entry to the turn a much brighter, more open feel without actually changing the berms or pavement. Without the tree, a new "alternate" line is also available which bypasses the upper apex entirely, leaping across the dirt infield and straight-lining the approach to turn 8a at the bottom of the 'screw. Our drivers demonstrated admirable restraint in passing up this new "opportunity". One suspects that in the heat of battle the Winston West cars may not show such discretion.

On the subject of the corkscrew turn, I had an opportunity during an early morning photo shoot to stand at the top of the hill and peer down into this legendary section of track. Sure, we've all driven it, either at speed or during parade laps: turn, dip, swoosh, and you're through, with a "wow" stuck in the back of your throat. But just standing there, still, with a moment to take in the entire panorama of the turn, is simply astonishing. Were we driving THIS?!!

The upper section of the track constricts tremendously at the
entrance, and the violently abrupt camber changes in the road wind like a twisted ribbon down a tremendously steep hill. Creeping down to the second apex in the pickup truck, the passenger involuntarily presses the floorboards with his braking foot, wondering if the engine will become oil starved while inclined at such an angle. To be certain, the asphalt crew deserves a constructor's title. At next year's event, an early morning group course walk would be sure to return high reviews.

The Saturday afternoon instructors' meeting is traditionally a closed-door affair devoted to reviewing the day's activities, developing policy, planning future activities - not exactly the sort of enterprise likely to inspire treasured memories. The lone exception was at the 2000 Laguna meeting, and in fairness to all is reported herein:

During the day Saturday, one unfortunate driver suddenly found himself leaving the course for no apparent reason. In diagnosing the problem, it was determined that he spun in his own oil after a rear tire wore through a braided steel covered oil line. Sharing this with the instructors at the meeting, Scott Watkins dutifully warned everyone to beware of this potentially chronic problem on early 911 cars. With a grave, almost presidential tone Scott reported that he had examined his own car and had in fact experienced "some light touching, but no rubbing". Fred Nelson then asked if this was like "not inhaling? Touching, but not rubbing?" The meeting returned to order some minutes later.

Hundreds of photos of the participating cars were beautifully captured by Digital Images, who will no doubt post samples on their web page www.digitimages.com. Thanks again go to chairman Masuo Robinson and his team, and to our loyal event sponsor SportHaus. The 2001 Laguna Seca time trial series will have a tough act to follow.
Automotion Autocross Series

A big thanks to Larry Sharp for a great course at Marina on June 24. Thanks to the DeMartinis and the Newlins for pitching in and helping with the course set up. Thanks to Kristi Soo Hoo for doing a great job of handling registration. A special thanks to Karen Neidel for always jumping in to help where needed. The Porsche Club has a great bunch of people willing to help out to make the events run smoothly. Thanks to everyone who helps out at the GGR Autocrosses.

Thanks again to Greg Braun for all of his work on the GGR Website. Please check the Website www.pca-ggr.org/driving/autox/2000/autox.html for directions to the #5 Autocross at Marina on August 12th and the #6 Autocross at Dublin on September 2nd. Also check the Website for a copy of the rules so that you can put your car in the correct class.

The schedule for the rest of the year:

#5 Saturday August 12 at Marina (Zone Event), LPR runs Sunday the 13th
#6 Saturday September 2 (charity event sponsored by Porboys of Oakland) at Dublin
#7 Saturday September 23 at Marina, MBR runs Sunday the 24th
#8 Saturday October 14 hopefully at Dublin
#9 Saturday November 11 TBA

The GGR Autocross #6 on September 2 at Dublin is our annual charity event sponsored by Porboys of Oakland. The owner, Joe Zieph (a GGR time trialer) will help us donate money to the Alameda County Sheriff’s 100 Group. They do excellent work on all Porsches. The phone # is 1-800-POR-911S. Give Joe a call for your service or parts needs. We are getting some items to auction during the driver’s
meeting in order to raise money. Dave at GPR Parts (1-800-321-5432, they have parts for all Porsches), and Ken at IOport Racing Supplies (1-800-949-5712, he has many items including roll bars, helmets, suits, and gloves) have signed on to donate some items.

If you are new to the Porsche Club, try out an Autocross. The basic procedure is to show up around 7:30 AM to register, pay $25, sign up to work in the morning and afternoon, get your car teched, and then walk the course. At the driver's meeting at 8:45 you can be paired with an instructor who will help you learn the course, show you how to work, and how to drive the course. You can also ride in their car a few times. All of the instructors are helpful, nice people. They really want to help you to enjoy your car.

When you get a timing card at registration please fill it out and place on your dash. Parker Merrill and John Beck are usually on the tech crew and they suggest that you do the following to get your car ready to run: clear out the car and trunk of loose objects and spare tire, have your helmet out and ready on the passenger seat so they can check the snell sticker, make sure your battery is tightly held down, check that your front wheel bearings and ball joints are tight, make sure there are no leaking fluids, and make sure that if you own a green 912 that you realize that you will probably go slower than most 914’s.

Plan on making it a Monterey weekend on August 12 and 13 as GGR hosts the Zone event Saturday and LPR hosts the Zone event on Sunday. The Saturday counts for GGR Series points. The new Zone format for this year is similar to GGR and LPR in that you will run/work in the morning and run/work in the afternoon and hopefully get lots of runs.

See you out there!!!
The JB kart is the fastest indoor machine on the planet. And it will be ready and waiting for you at SpeedRing. Indoor karting feeds your need for more track time. Just get to SpeedRing, jump into your kart, and go! You’ll be pulling over 1G before you know it, racing wheel-to-wheel with other track junkies. And there’s none of the maintenance, time and money of a track event.

SpeedRing is coming soon to Silicon Valley. And we have a special offer for Porsche car club members. For more details on membership packages that include free heats, guest passes and discounts on food and merchandise, visit www.speedring-kartracing.com or call 650-591-2559x4. SpeedRing is the only substitute for Porsche track events. So become a member today.

LAPS FOR LIFE, ON SALE NOW!

We’re offering charter lifetime memberships for a limited time. Our best deal ever, only 200 available, never to be repeated. So act now.
Petunia and Max, featured in the June Panorama, showed up for Parade 2000. Apparently, these cars handled the treachery of crossing the Mohave Desert, but did not fair as well in Sacramento. Max, the darker car, was a victim of a hit and run. The entire drivers side was smashed up pretty bad.

Clinton Wong somehow managed to get a photo with Peter Porsche.
August Board of Directors Meeting
The meeting was called to order at 7:24pm at Buttercup Pantry restaurant in Pleasanton

Board members present were Lloyd DeMartini, Tim Gallen, Lori Hageman, Ken Shahoian, Mike Bernamonti, Ken Shahoian, Mary Beth Wilson, Clinton Wong and Howard Yao. Competition Director Jeff Sykes was not present.

APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting of June 2, 2000 were unanimously approved as written.

POSTMORTEM OF EVENTS
June TGIPF was well attended.
The Thunderhill Club Race was an exceptionally successful and well-run event.
The Marina Autocross had a really fun and well-designed course.
Adopt-A-Highway well attended.

DIRECTORS REPORTS
PRESIDENT, Lloyd DeMartini
1. GGR Region received a National Award at Parade for the most growth, based on new members. The entire membership should be receiving a certificate from PCNA for $100 off any Porsche Product of $200 or more.
2. The President turned down a request for a membership list from a marketing agent interested in offering a GGR Visa Card.

VICE PRESIDENT, Tim Gallen
1. Calendar Changes:
   Sept 02: Charity AutoX benefiting the Alameda Sheriff’s Fund.
   Sept 30: GGR 40th Anniversary Dinner will be held at Milpitas Embassy Suites.

TREASURER, Mike Bernamonti
1. The Club Race appears to have ended in positive territory for GGR, but not all expenses have yet been paid.
2. Current totals $60,841.77 in checking, $762 in savings; however, expenses have not been mailed yet.

**MEMBERSHIP**, Ken Shahoian
1. There were 42 new members this month; motion to accept New Members was accepted unanimously.

**COMPETITION**, Jeff Sykes
Nothing to Report

**SECRETARY**, Lori Hageman
Nothing to Report

**SOCIAL**, Mary Beth Wilson Nothing to Report

**NUGGET EDITOR**, Clinton Wong
1. New Editor introduced: Howard Yao will be producing the Nugget for us for the remainder of 2000.
2. Clinton Wong will remain in-charge of processing advertising invoices, etc.

**WEBMEISTER**, Greg Braun
Nothing to Report

C. **OLD BUSINESS**
1. Time Trial Instructor Role-Playing discussion post-poned to next meeting.
2. Secretary will NOT be taking over billing advertisers, as Former Nugget Editor Clinton Wong has volunteered to remain in the role.

D. **NEW BUSINESS**
1. Lloyd DeMartini will be chairing the 2001 GGR Board Nominating Committee. Please give him any suggestions for potential Board Members.

**ADJOURNEMENT**
There being no further business to come before the Board, a motion to adjourn was approved at 8:43pm. The next Board of Directors meeting will be held August 2, 2000 at Buttercup Restaurant in Pleasanton. Call Lloyd at 925-606-8543 to add items to agenda.
## Members

**Ken Shahoian, Membership**

### Official Count

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Members:</td>
<td>42</td>
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<tr>
<td>Transfers In:</td>
<td>8</td>
</tr>
<tr>
<td>Transfers Out:</td>
<td>7</td>
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<tr>
<td>Total Membership:</td>
<td>1688</td>
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</table>

<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
<th>Year</th>
<th>Model</th>
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<tbody>
<tr>
<td>Todd Aldrich</td>
<td>San Francisco</td>
<td>1997</td>
<td>993</td>
</tr>
<tr>
<td>Goran &amp; Margareta Andersson</td>
<td>San Jose</td>
<td>1995</td>
<td>993</td>
</tr>
<tr>
<td>Verdis &amp; Gina Baldridge</td>
<td>Burlingame</td>
<td>1984</td>
<td>911 Carrera</td>
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<tr>
<td>Robert Beaton</td>
<td>Sausalito</td>
<td>1988</td>
<td>911 Carrera</td>
</tr>
<tr>
<td>Brian &amp; Ilissa Best</td>
<td>San Carlos</td>
<td>1990</td>
<td>911C2</td>
</tr>
<tr>
<td>Calvin Cheng</td>
<td>Santa Clara</td>
<td>1995</td>
<td>993</td>
</tr>
<tr>
<td>Stephen &amp; Lisa Chong</td>
<td>San Francisco</td>
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<td>911 Carrera</td>
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<tr>
<td>Rafael &amp; TJ Costa</td>
<td>Portola Valley</td>
<td>2000</td>
<td>Boxster</td>
</tr>
<tr>
<td>Paul &amp; Minda De Rouse</td>
<td>San Jose</td>
<td>1970</td>
<td>911T</td>
</tr>
<tr>
<td>Paul Deemer</td>
<td>San Francisco</td>
<td>1969</td>
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<tr>
<td>Marco &amp; Courtney Della Cava</td>
<td>Mill Valley</td>
<td>1997</td>
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<tr>
<td>George Douglas III</td>
<td>San Francisco</td>
<td>1987</td>
<td>944</td>
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<td>Tom Dunham &amp; Kim Williams</td>
<td>San Martin</td>
<td>2000</td>
<td>Boxster</td>
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<tr>
<td>Wayne &amp; Josh Dyer</td>
<td>Mountain View</td>
<td>1998</td>
<td>993</td>
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<tr>
<td>Terry &amp; Micki Eaton</td>
<td>Pleasant Hill</td>
<td>1998</td>
<td>993</td>
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<tr>
<td>Robert Fisher</td>
<td>Redwood City</td>
<td>2000</td>
<td>Boxster</td>
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<tr>
<td>Reggie Fowler &amp; Joe Mc Queen</td>
<td>Half Moon Bay</td>
<td>1991</td>
<td>911C2</td>
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<td>Dean &amp; Marjorie Fox</td>
<td>Foster City</td>
<td>2000</td>
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<tr>
<td>Gregory &amp; Annette Gans</td>
<td>San Jose</td>
<td>1999</td>
<td>996</td>
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<tr>
<td>Wayan Garvey &amp; Katherine Gall</td>
<td>Sunnyvale</td>
<td>1999</td>
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<tr>
<td>James &amp; Elizabeth Gassel</td>
<td>San Francisco</td>
<td>1962</td>
<td>356B</td>
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<td>Erik &amp; Andrea Haws</td>
<td>San Jose</td>
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<td>996</td>
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<td>Ralph &amp; Kristin Hayden</td>
<td>Scotts Valley</td>
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<td>Jonathan Heiliger</td>
<td>Palo Alto</td>
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<td>993</td>
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<td>Nawwar Kasrawi &amp; Alane Murdock</td>
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<td>2000</td>
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<td>Bruce &amp; Pamela Krell</td>
<td>San Francisco</td>
<td>2000</td>
<td>996</td>
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<td>Steve Lau</td>
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<td>1987</td>
<td>944 Turbo</td>
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<td>Jerik Love</td>
<td>San Francisco</td>
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<td>Douglas &amp; Kaye Mac Kenzie</td>
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<tr>
<td>Margaret Mackay &amp; Ron Hart</td>
<td>San Francisco</td>
<td>1975</td>
<td>911</td>
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<td>Michael Mikikian</td>
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<td>2000</td>
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<td>Dale Nelson &amp; Nancy Nevin</td>
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<td>Howard Parnes</td>
<td>Cupertino</td>
<td>2000</td>
<td>996</td>
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<td>Bob &amp; Jerilyn Pelikea</td>
<td>El Granada</td>
<td>1980</td>
<td>911SC</td>
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<td>Robert &amp; Rachel Perlmutter</td>
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<td>1999</td>
<td>996</td>
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<tr>
<td>Karch &amp; Linda Polgar</td>
<td>San Jose</td>
<td>1982</td>
<td>911SC</td>
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<tr>
<td>John Siau</td>
<td>Berkeley</td>
<td>1974</td>
<td>911</td>
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<tr>
<td>Jim &amp; Elaine Tennant</td>
<td>San Carlos</td>
<td>2000</td>
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<td>Frances &amp; Eric Thomson</td>
<td>Palo Alto</td>
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<td>Guillermo Toro-Lira</td>
<td>Sunnyvale</td>
<td>1986</td>
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<tr>
<td>David Wagoner &amp; Cicley Hand</td>
<td>Oakland</td>
<td>1990</td>
<td>944</td>
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<tr>
<td>Cristian &amp; Marga Wedekind</td>
<td>Atherton</td>
<td>1985</td>
<td>911 Carrera</td>
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### Transfer In:

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<th>Name</th>
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<th>Model</th>
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<td>Rick &amp; Christina Bode</td>
<td>San Ramon</td>
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<tr>
<td>Chee-Yan Cheng</td>
<td>San Francisco</td>
<td>1987</td>
<td>911 Carrera</td>
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<tr>
<td>Scott Davis</td>
<td>Palo Alto</td>
<td>1998</td>
<td>Boxster</td>
</tr>
</tbody>
</table>
Siobahn & Thomas Elmer  
San Francisco  
1986  
944
David & Jana Granquist  
Berkeley  
1981  
911SC
William & Patty Mellana  
Sunnyvale  
1999  
Boxster
Dale & Lisa Price  
Saratoga  
1988  
928S4
David Shin  
Lafayette  
1983  
911SC

Transfer Out:
Matthew Hebb  
Newark  
1989  
928S4
Barbara & Bob Jeffress  
Carmel Valley  
1999  
Boxster
Eric Olds  
Monrovia  
1976  
914
Mitch Parella & Karen Kelly  
El Cerrito  
1972  
914
Doug Ryder  
Monte Sereno  
1996  
993
Barry & Lorraine Walker  
Concord  
1970  
911T
Dennis & Brittany Wilson  
Hillsboro  
1988  
928S4

40 Year Anniversary
O.R. & Ruth Garretson

35 Year Anniversary
David & Helen King

30 Year Anniversary
Robert & Earlyne Mund

25 Year Anniversary
Steve Ponciroli
Danielle Repovich

20 Year Anniversary
Mathieu & Marcia Lowrance

15 Year Anniversary
Burgess & Libby Jamieson

10 Year Anniversary
Paul James
Ralston Kathleen
Kinney Dean & Steven Sullivan
Scott Sweeney
Thomas & Johannes Van Overbeek

5 Year Anniversary
Robert Hassell
William & Judith Levin
Merlo & Kathy Pile
Earl & Susan Webster
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General Sales Manager
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1973 914-4 2.0 VIN #4732901077 blue/black, strong 2 litre engine, Fuchs wheels, Kenwood KRC-6005 stereo with power amplifier, original, accident free body, will make great restoration project for stock or conversion, $2500.00. Ken McLaren (650) 594-3793 or email: kmclaren@harris.com

1968 912, Red w/ black leather int. 5 speed, 4 cylinder. Mag wheels. Stereo. New tires, brakes. Garage kept. In the family for 30 years. $5,500 o.b.o. Call Steve or Nancy at (510) 848-4710 or daetz@aol.com

1969 911E, Maroon Coupe, Very good condition, garaged. good power, runs well, 72K on 2.1l rebuilt engine/tranny/fuel injector (all records). Suspension by D. Mitchell (Autosport); Weltmeister sway bars, bilstein shocks, new wheels with 205/60 ZR15 Yokahama AVS 1's (5Kmi). Cerullo seats; Momo steering wheel, new clutch, master cyl. $7,595 Phillip Gresho (925) 455-5268, pgresho@earthlink.com

1969 912 Targa, VIN#129010561, color Sandbeige/black with houndstooth insets, 4 speed, one owner, 50k miles, may be seen at Parade in Preservation Group, $17,500 OBO, Call Alan Brooking at 916/315-3799 or email penman1@jps.net

1970 914-6, VIN#9140432624, grey/black, engine 2.5 ltr., 66-911 Cams, Close Ratio Transmission (Hill Climb Gears), 0-miles on Carburetors/Overhaul, Fuchs Wheels (7x15 front and 8x15 rear), Fender Flares, Louvered Engine Lid and Rocker Panels, Car Cover. $9500.00 Call Darla Reitmeir @ 650-941-4331 or 650-948-7329

1970 911T 2DR CPE, VIN #9110123191 Tangerine original, always garaged. All records, one owner past 28 years. Updated valve covers and chain tensioners, new CV joints, new tires, 110k miles on strong engine. Good overall condition $6,500. Walt (415) 285-6846 or e-mail wwkoeber@attglobal.net

1973 914, 1.7L, Green, One loving owner, 90K miles, Very clean, orginal paint and interior, never raced. Needs minor body and scratch repair. Make offer. Ted Hall (415) 954-5136 or email tedhall@longmeadowranch.com

1977 911S Targa, 1999 Zone 7 Street Class Concours class 1st place. 140K original miles; complete dealer engine rebuild and upgrade at 95K miles; complete transaxel rebuild and upgrade at 120K miles (have over $12K in receipts). Upgrades to 11 blade cooling fan and 1984 Carrera external loop oil cooler. Car comes with many extras including and alarm. Asking $14.5K Ed Dugan 510.381.4390 ezd@mail-me.com

1978 911SC Targa Blue/Green metallic, 147K mi, always garaged, orig. AZ car, tail, meticulously maintained, oil cooler, alarm, 6 CD changer, all updates, new clutch, pwr windows, great condition. $12,500. 415.929.7218. MikeSeeInc@aol.com

1980 911SC Targa, VIN91A0140653. White/Black. Turbo spoiler & wing. Bolt-in 6pt cage, Corbeau seats, 5pt harnesses, Weltmeister suspension & tower bar, Bursch exhaust (CA legal w/included original exhaust) front oil cooler, brake cooling ducts, etc, $10k/oobo. also “upfixen der Porsche” volumes 1-9, best offer Jeff Kost 408/542-0573 day, 925/417-0790 eve, jkost@sandisk.com

1985 944, Red/Black, mechanics special, body and interior in good condition, new used engine needs to be installed. $1800.00 Call Darla Reitmeir at 650-941-4331 or 650-948-7329
PARTS & MISC

**911 3.6 Twin Plug Engine** on 3.2L case. Case pins, Raceware bolts, 964 crank, rods, heads. Jerry Wood cam and crankfire. 461DA carbs. 276 hp, 263 ft/lb torque. 17K mi on pro rebuild in '96. Flywheel for 915, headers for 914-6. $7500, Ernie King 510.482.2162

**New Convertable Top.** For 67-85 911 Targa from California Convertible Co. Complete kit and instruction book. Chocolate brown top. Retail $2600, sell for $1075 OBO+shipping. Also **Sheepskin Seat Covers,** 1" pile 100% wool, Honey color. Fits 911, 944 or 928 hi-back seats. $125 OBO/pair. Call Joe @ 408.226.2010

**Trailer** - Single drop axle, unsprung tilt back trailer. New lights, wiring harness and radial trailer tires mounted on NASCAR style rims (with chrome center cap/lug nuts). Unladen weight of only 400lbs - easy tow and perfect for 911, 914 or 356. $850/OBO Sergio Meza (925) 833-8545 (home) or sgmeza@msg.pacbell.com

**1980 Pro-trac 24' Enclosed trailer** double axle, electric brakes, rear door ramp with extensions, 20' of flat floor with workbench, $3,000/obo, Steve (925) 828-6577

**Automobile storage for rent.** Need a place to store or restore your Porsche? I’m looking for clean, organized, and responsible individuals to share my workshop in Pleasant Hill and enjoy good comradery with fellow car and racing enthusiasts. 24 hour access, alarmed, close to 680 & Highway 4. Storage spaces start at just $110/month. Chuck McKinney 925.686.4740. 911 C2 Turbo Wheels: 7 and 9 x 17", OEM, straight and true, yellow finish, great for track or refinish, no tires. $795 Josh 415.516.5778 or jofstein@hotmail.com

**3.0 Liter** engine from 1981 SC $5,500 OBO, 1986 911 15" Wheels w/good tires $650, 1995 wheels $950 w/tires. Paul Canton 650. 579.0836 between 7-10pm.

**2 Complete sets of Diest 6 point** 4" wide restraints in red. Compact cam lock system in anodized aluminum. Manufactured 2/1995. Current list price $270 each, offered at $125 each. Safety Devices roll cage for '73 to '89 911 coupe. Bolt in cage to welded mount points on side channels, not to the floor. Includes unique door bars, removable cross brace and harness bar. All hardware included. Purchased 1998 for $1,016 offered at $625. OMP racing seat in black. Shoulder and sub strap holes. Includes mounting plate for simple bolt in attachment to 911SC or Carrera $225. David 415.597.2417 or David.Rothenberg@barclaysglobal.com

**20' Dragmaster Tandum Axle Trailer** with front compartment and tire rack. $3,500 invested. Asking $2,000. 209.667.2750 weekdays or evenings or 209.575.4767

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**WANTED**

**Child Seat for Porsche Carrera.** To fit in back seat of 84 Cab. “Porsche Prince” or other. All help and suggestions appreciated. Andy Snow 831.685.4749 or absnow@cruzio.com

**One B.F. Goodrich CompT/A R1 autocross tire,** new or good used, 205/50R15. Just need one to replace the one I flat spotted. Need an old model R1, not the newer G-force. Andrew Blyholder, 415-421-1680 days, 510-236-8531 eve., andrew@argsf.com

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