Inside
Porsche in the Movies
Editor Found
Concours and Time Trial Results
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July brings in the Porsche Parade in Sacramento, a weeklong festival celebrating Porsche Club of America and the Porsche marquee. The week starts off with registration and a welcoming party on Sunday. Monday is the Concours, Tuesday the Rallye, Wednesday through Friday the Autocross, and Saturday the Tech Quiz. Dinners are held Monday, Tuesday, and Friday evenings to celebrate each event’s winners with the final closing banquet held Saturday night. In addition to the four major events, there are other more specialized events such as a golf tournament, walking rallye, tennis tournament, remote control car competition, art gallery, tours, and tech sessions. If you aren’t signed up for Parade, you’re missing out on a great time, but you can always drive up and watch the autocross and see some fast cars on what looks to be a very fast course on lot “A” at Cal Expo.

For those interested in watching some wheel to wheel racing at one of the most exciting tracks in the nation, there is a Porsche Club Race being held July 8th and 9th at Thunderhill located just outside the town of Willows, California. See the website for more information.

Nugget Editor is found, Howard Yao of Millbrae, CA has volunteered for the position with Clinton Wong still involved. Even though I got a whopping 3 replies to last month’s column (2 for 1 against the change), the Board is still looking for ways to keep publishing the Nugget each month, so don’t give up hope just yet.

We need your inputs to help better serve the membership, so don’t be shy about voicing your opinions. I may be contacted at (lloyd.j.demartini.jr@lmco.com) or 4006 Loch Lomand Way, Livermore CA 94550.

Until next month…
HOT! HOT! Summer... by the time you receive this issue the 2000 Porsche Parade would have started or ended (depending on mail time). June was full of 2 Concours, 2 Autocrosses, a Rallye and a Time Trial, it’s starting to get Porsche busy. July and August are packed with social events, the club events are a great way to make new friends that share the same passion for the marque.

Please join me in welcoming Howard Yao as the new editor of the GGR’s Nugget. I will be with him to cover the Parade and help with the next issue. Look forward to an extra special August Issue.

I really appreciated the support I’ve received during this past 1/2 year as editor and all the compliments. I will continue to serve, when I can, with the region. You haven’t heard the last of me yet!

Keep on Porphing... forever
Clinton Wong - ex-editor

Note to our Advertisers: Our rates have not increased for over 5 years. The rates below reflect recovering the 2,000 issue distribution cost every month. In order to maintain the high quality and breakeven on the costs we find it necessary to increase the rate. It’s still the best method to communicate your products and services within a Newsletter that Porsche owners will read. - GGR Nugget Staff

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Porsche in the Movies

June 08, 2000 09:35
‘Gone in 60 Seconds’
By Philip Wuntch

There are times when you’ll wish “Gone in 60 Seconds” lived up to its title.

Everyone connected with this self-consciously explosive action flick obviously hopes that within all moviegoers dwells an Eternal Adolescent. They could be right. The preview audience cheered the movie, while critics kept looking at their watches.

By now, we all realize that explosions and crashes are visually strong and frequently compelling. But director Dominic Sena too often seems to be waving at the audience and yelling, “Wasn’t that a great visual!” The original 1974 “Gone in 60 Seconds” boasted a naive sincerity that was a hallmark of that era’s low-budget action flicks. This big-budget remake is so self-aware that any want-to-please appeal is lost in the dust.

Never before has a promising cast been wasted so shamelessly. The movie’s Oscar-winning trio borders on self-parody. We’ve seen Nicolas Cage’s Pensive Action Hero too many times already; “Con Air” and “The Rock” were more than enough. Angelina Jolie, in a surprisingly brief role, continues to show dangerous evidence of excessive self-adoration. As for Robert Duvall, he’s too good an actor to be mired in “lovable codger” roles. At least he occasionally tries to give the impression that some of his dialogue is meaningful. The movie also squanders such outstanding character actors as Delroy Lindo, Giovanni Ribisi, Frances Fisher, Grace Zabriskie and Will Patton.

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The movie’s real stars carry such names as (in alphabetical order): Aston Martin, Bentley, Cadillac, Chevrolet, Dodge, Ferrari, Ford T-Bird, Infiniti, Jaguar, Lamborghini, Lexus, Lincoln, Mercedes-Benz, Mercury, Plymouth, Porsche, Rolls-Royce, Shelby, Toyota and Volvo. All are seen in various states of both splendor and disrepair. Even in their most wretched moments, the cars glisten more than the actors.

For those who insist on some sort of human equation, the creaky plot details the plight of one Randall “Memphis” Raines (Cage), a legendary car thief now gone straight. Alas, he’s forced back into one marathon heist to save the life of his younger brother Kip (Ribisi), who’s alienated some very nasty criminals. Our man Memphis winds up having to steal 50 cars in one night, first recruiting a team of uncertain efficiency. Despite an abundance of auto activity, the movie never really takes off until the heist begins, when it’s buoyed by some occasionally enjoyable banter. A running gag about hungry canine who swallows a valuable pair of keys will amuse dog owners.

Director Sena’s career has focused on MTV music videos and television commercials. But his 1993 feature debut “Kalifornia” had strong performances from Brad Pitt, Juliette Lewis and David Duchovny. Still, it was an in-your-face serial killer movie, whereas “Gone in 60 Seconds” is an in-your-face car heist flick.

Producer Jerry Bruckheimer enjoys a reign as a summer-movie maven, with an oeuvre that includes “Top Gun,” “The Rock,” “Con Air” and “Armageddon.” Gone in “60 Seconds” press materials make several mentions of the fact that he considers the new movie to be “character-driven.” To give the film its due, some of its dialogue contains speeches of more than two sentences.

GONE IN 60 SECONDS

Grade: C

Starring Nicolas Cage, Giovanni Ribisi, Angelina Jolie and Robert Duvall.

Directed by Dominic Sena. Rated PG-13 (violence, mild language and mild sex). In wide release. 119 min.

(c) 2000, The Dallas Morning News.
German Rear-Engine Rides to Co-Star alongside Cruise, Bacon, Cage and Willis in Their Upcoming Big-Screen Blockbusters

ATLANTA, May 25 /PRNewswire/ — Porsche’s 2000 Carrera(R) and Cabriolet sports cars make high-horsepower appearances in four of this summer’s most anticipated movies: M:I 2 (Mission: Impossible 2), starring Tom Cruise; Hollow Man, starring Kevin Bacon; Gone in Sixty Seconds and The Kid, starring Bruce Willis.

In Paramount Pictures’ M:I 2, which debuts May 24, 2000, Cruise is Special Agent Ethan Hunt. Along with Luther Stickell (Ving Rhames) and Naya (Thadie Newton), Hunt races across Australia and Spain on an impossible mission to recapture and destroy a deadly virus before it falls into the wrong hands. In one of the movie’s numerous action scenes, Ethan — behind the wheel of a Porsche 911 Cabriolet — daringly tangles with Naya, who is driving an Audi TT Roadster.

Porsche Cars North America (PCNA) uses film placement as a means of establishing and maintaining recognition for the Porsche brand. Porsche’s film placement efforts have been ongoing for more than 25 years.

“Our work with M:I 2 gives Porsche a chance to showcase the engineering that goes into each Porsche and the resulting performance,” said Howard Buck, president of Studio Services Inc., a Van Nuys, Calif.-based company that works with television and motion picture producers to showcase Porsche cars on television and in movies. “However, we are always careful to place Porsches in films or television shows where the characters driving the cars reflect the values of Porsche and its customers.

Porsche customers tend to have an independent spirit. They are leaders, not followers. They are doers, not the kind of people who sit on the sidelines.

Director Paul Verhoeven, known for his films Basic Instinct, RoboCop, Total Recall, and Starship Troopers, also cast a silver Porsche 911 Cabriolet Tiptronic(R) S in his latest film, Hollow Man.

In the new suspense thriller from Columbia Pictures, Kevin Bacon plays Sebastian Caine, the leader of a group of young scientists who unlock the secret of invisibility. Ignoring the risks, Caine opts to test the dangerous procedure on himself, only to discover his fellow scientists, played by Elisabeth Shue and Josh Brolin, are unable to reverse the effect. As they work frantically to devise an antidote, Caine becomes intoxicated with his corrupting new power and comes to believe his colleagues are a threat to his very existence. During the film’s pre-production in 1998, Verhoeven and screenwriter Andrew Marlowe agreed that Caine should drive a Porsche. Hollow Man is scheduled for release on July 28, 2000.

Finally, Bruce Willis stars in a Walt Disney picture: Disney’s The Kid, a summer comedy scheduled to be in theaters July 7, 2000. Willis stars as Russ Duritz, a high-powered, successful ‘image consultant’ whose life is suddenly turned upside down when he drives his 2000 Porsche 911 Cabriolet into a tunnel and exits the other side having gone back in time and driving a 1958 Porsche 25G Speedster.

He meets Rusty (Spencer Breslin), himself as an 8-year-old child. Rusty is a sweet, but slightly geeky, pudgy little kid who is not at all happy with who he turns out to be — a 40-year-old ‘loser’ without a wife or a dog. Ironically, the kid helps Russ learn about himself and remember his dreams as a kid, in order to become the grown up he wants to be.

Studio Services Inc. also has placed Porsches on the small screen in CBS’s one-hour drama Family Law, as well as Martial Law, a comedic action drama.

PCNA, based in Atlanta, Ga., is the exclusive importer of Porsche cars for the United States. A wholly owned subsidiary of Or. Ing. h.c.F. Porsche 4G, PCNA employs approximately 220 people who provide Porsche vehicles, parts, marketing and training for its 205 dealers in North America. They, in turn, provide Porsche owners with best-in-class service.

Copy courtesy of Porsche Cars North America
Burt and Joan Propp credit a gentleman by the name of Oscar Peterson for saying it first, and I think that you’ll have a hard time finding a couple that has lived up to those words as well as the Propps. I recently got to visit with Joan and Burt who are celebrating 40 years of PCA and GGR membership. By the way, that is not a misprint, I meant to write 40. Writing about the Propps could easily turn into an evolution of the rear engined Porsche as they’ve had the pleasure of owning more than their share of them. However, this is not just about the cars they’ve owned. They were gracious enough to open up their home and share a little Porschenal time with me.

BURT was born in Missouri into a family of Lithuanian heritage and later moved to the bay area in 1954. JOAN is an Oakland native who studied photography at Merritt College in Oakland but was working as a secretary in the same building as Burt when they met. They met in the elevator and claim that it was photography that brought them together. I have my own theory as Burt owned at the time one of only three ’54 Austin Healy's in the bay area. It was a match made in heaven because Joan is the type who actually enjoys the wind in the face action inherent to owning an open top vehicle. Four transmissions later they saw a ’56 Speedster and they decided they had to have one. This marked the beginning of a love affair that is still going strong and perhaps second only to the love they have for each other. Burt works like a madman CPA the first four months of the year and then the two of them coast, or should I say, travel and do all the fun stuff together the rest of the year which always includes the Porsche Parade. They are on their way to their 40th parade in Sacramento this year. Joan quit work after she and Burt bought their Oakland Hills home over 38 years ago and has been a full time volunteer with worthy causes such as the Oakland Museum.

NOW THE ANECDOTES: There was an outpouring of stories and unfortunately I will not have enough column space to share them all with you. Do make it a point to introduce yourselves and talk to them personally.

DINNER WITH PORSCHE: Joan and Burt have actually dined with Mrs. and the late Dr. Porsche. There aren’t too many of us who can make that claim. As it turns out, Joan was seated next to Dr. Porsche and Burt sat next to Mrs. Porsche. Joan is such a sport that she is willing to admit that the night had been anything but picture perfect. It was a very formal dining event with more courses than the average autocross season. As it turns out, Joan was the first to be served (always), albeit reluctantly as she was not sure what the proper dinner etiquette was. This was exacerbated by the fact that every time they served Joan, Dr. Porsche would later do the opposite. Needless to say she was nervous the entire night.

NICKNAMES: She also shared with me a very little known fact that Joan has a nickname. The factory mechanics that would take her on test drives crowned her “the vacuum cleaner”. This is due to the sound she makes with her mouth on very tight fast turns. Don’t try this at home, please remember that she is a trained professional.

THIS IS HAND BUILT: They shared with me the assembly procedure for the rear axle on a car in the old days. Apparently, a very brawny mechanic would get on his back with his knees to his chest. The axle would be placed on his feet and he would raise it into place while two other mechanics quickly secured the unit into the car.

SPEED LIMIT: Burt reminisced about the time he and a friend were headed for an autocross in San Luis Obispo. His friend had two boys and Burt offered to have one of them ride with him. As they barreled down the freeway doing 90, (By the way, little known fact that I was able to deduce is that the speed limit used to be 90 as both Burt and Joan swore to never having broken the speed limit.) Anyhow, as Burt cruised at the speed limit (90mph) he suddenly felt a hand tap him on the shoulder. Burt was frightened out of his britches, as he had forgotten that someone was riding with him. All the little boy needed to do was alert him that if he didn’t pull over soon, there might soon be a puddle to pick up. The list of stories goes on.
but I fear that I do not do them justice without the chuckles, the flailing arms and sound effects.

SIMPLE RULES AND THE FOUNTAIN OF YOUTH: Joan and Burt employ some very simple rules to live by. As I visited with them, I did notice that their 993 was not the cleanest car on the block. I had to ask, so I did. I asked Burt when the last time was that he had washed their car, he replied, “If I want something to wash and wear, I’ll buy a shirt, cars are meant to be driven.” Joan also has her rule, “Never drive with the top up, unless it’s hailing, and even then…” Well you get the picture. They’ve found the fountain of youth in the cars they drive.

FAVORITE CAR: Burt says that he has loved all the cars they’ve owned. Joan on the other hand was very specific about her favorite. For her it was the ’58 blue Speedster. This is the same car they traveled in to Vancouver, Victoria and the Canadian Rockies. Joan describes it as a real handler. “All you had to do was think about where you wanted to go and the car would follow!”

Make sure to stop them and say hi at the next event. I guarantee that time spent with them is time very well spent. Be sure to add the Propps to your list of friends that own Porsches!
Travel 248 miles south of San Francisco, 247 north of Los Angeles or 247 miles from Sacramento and you will find, hidden in a vast expanse of occasionally irrigated desert, the SCCA owned Button Willow racetrack. As you race down I-5, be careful not to blink or you’ll miss it. Unlike other venues, the track is almost totally flat with the exception of two swells that are affectionately referred to as hills, one of which is thought to be “magic.” On April 14, 15, & 16, Ray Dicius’s company, Foundation Services Group-Sutro & Company sponsored the second “Life’s a Beach” time trial. Eager to make up for the rain soaked time trial at Thunderhill, 136 entrants headed to the track.

Button Willow has a well-deserved reputation for interesting weather. In years past, temperatures often pushed past the 100o mark. The fledgling button willow trees offered little respite from the blazing sun. People languished in the heat, leaving the shadow of their EZ ups only to drive their cars or stand under cold showers thoughtfully provided by the management. Maybe this had something to do with the propensity to schedule the events in the middle of July. This year was a totally different experience. It was perfect beach weather. A gentle breeze cooled the air. Clouds wafted across the sky. An occasional shower tamped down the ever-present dust. Gulping gallons of water in order to stay conscious was not necessary. Newcomers to this location wondered what all the past complaints had been about.

To someone who has never driven the track, it looks easy—until they get behind the wheel of their track-ready Porsches. The modest appearance is deceptive. Lurking around each turn is a technical challenge requiring skillful handling and constant attention. Woe to the driver who thinks that this is a mild mannered track better suited to the rookies. Spinning off of the track, although not recommended, was not an uncommon experience for even the most seasoned drivers. As with any high speed driving, vigilance is a requirement and a necessity.

As I strolled through the pit area, I decided to ask drivers what they had done to their cars in order to prepare for the current season. Jim Putman (soon to be a first time dad) cannibalized parts from Scott McKay’s car. He added 17” wheels, new springs and struts, sway bars, torsion bars. Despite all of this, he says that the suspension is causing him “supreme heartburn.” When asked the truly important question, however, “Are you having fun?” he could only grin.

Ken Park, on the other hand, went all out with a new 3.0 stock engine and switched to Yokohama 032 tires. “I love it. Best bang for your buck. Absolutely wonderful. I’m going much faster!” he gleefully told me.

Kristi Soo Hoo, the proud owner of an ’86 944, joined the ranks of Porsche enthusiasts last year, and is having way more fun than she thought that she would. She finds her car so reliable that all she needs to do is replace brake pads, use better fluids and do basic maintenance.

John Siedel laughed when asked what he had done to his ’74 stock 2 liter 914. “These cars don’t take any money to maintain. I just put gas in it and go. I plan ahead and get new tires before I need them.” He also has a small inventory of parts stashed on the shelf of his garage in the unlikely event he has problems.

Part of the fun of a PCA time trial is visiting other cars and discussing problems, fixes, and the value of different types of tires. Warren Walker swears by his new 032 Hoosiers because they cut down on the slide and have much more stick. Other people favor Yokohamas or Dunlops. The debate over tires is just as heated as the debate over air-cooled versus water-cooled engines. It’s not uncommon to see several heads bent over an engine compartment contemplating the causes of overheating, oil leaks, and shimmies. People squat by the sides of cars apparently talking to feet protruding from the car. Everyone has an opinion and therein often lies the answer to what ails a car.

Porsche people are not entirely focused on their cars. Thanks to Masou Robinson, our treasured time trial chairman, nondrivers have an opportunity to speed around the track—as a passenger, of course!

For a mere $20.00, you can sign up for ‘A Taste of the Track’ with one of the qualified instructors, slap on a helmet, snuggle into the right hand seat, adjust the 5 point harness, and take off for the ride of your life. All proceeds are donated to Child Advocates of Santa Clara and San Mateo Counties.

by Silvia Sykes
Saturday was a perfect day. Drivers honed their skills during practice runs thinking of the timed runs that would take place on Sunday. After giving their anticipated times to a member of the Neidel family, hungry people handed for the barbecue catered by Willow Ranch Restaurant. As the sun set, tired but contented folks left the track.

Sunday morning we awoke to overcast skies. Worried drivers murmured amongst themselves. “It’s not supposed to rain until afternoon.” “Maybe we should cut the practice runs out or make them shorter.” “People run in the rain all the time back East.” Not knowing any anti-rain incantations and keeping a wary eye on the clouds, Porsches lined up at grid, eager to make the most of the day. Unfortunately, by 1:00 the rain was coming down. Sadly, cars were loaded on trailers, vehicles packed, and the solemn caravan left the track. Maybe someday, we will get those timed runs.
Zone 7 Concours Series 2000 Results

Greater Valley Concours #2 Scores, Fresno  May 21, 2000

356 Street
1st  Tom Avent  Sequoia  243.25

356 Full
1st  Tom Krugman  Yosemite  249

Water Wash n Shine
1st  Ron Walker  Sequoia  199.25
2nd  Douglas Coon  Sequoia  199

Water Street
1st  Stephen Johnson  Sequoia  237.75
2nd  Jim Coon  Sequoia  235.25

Competition
1st  Bud Behrens  Yosemite  248.25
2nd  Steve McCrory  Golden Gate  245.25

911 Wash n Shine
1st  Bill Swanson  Sequoia  198.75

911 Street
1st  Ed Dugan  Diablo  243.5
2nd  Ken Testa  Sequoia  239.5

PartsHeaven Concours # 3 Scores, Hayward  June 11, 2000

356 Street
1st  Mark Hubbard  Diablo  240.5

356 Full
1st  Tom Krugman  Yosemite  246
2nd  Jay Chapman  Golden Gate  243.75

Water Wash n Shine
1st  Dan Nissim  Diablo  199.75
2nd  Randy Orem  Diablo  199.25

Water Street
1st  Norm Swanberg  Yosemite  244.25
2nd  Hossein Rahnema  Golden Gate  242
3rd  Stephen Johnson  Sequoia  237

914 Wash n Shine
1st  Robert Wood  Golden Gate  187.75

914 Street
1st  Scott Saylor  Golden Gate  236.75

Competition
1st  Frank Enea  Monterey Bay  247.5
2nd  Bud Behrens  Yosemite  243
3rd  Dick Cottrell  Golden Gate  235.5
4th  Johnny Macia  NON MEMBER  225.5

911 Wash n Shine
1st  Clinton Wong  Golden Gate  197.5
2nd  Brad Hock  Diablo  197.25
3rd  Chris Luke  Golden Gate  197
4th  Bobbie Bokeland  Loma Prieta  191.75
5th  Craig Spiegel  NON MEMBER  179.5

911 Street
1st  Ed Dugan  Diablo  245
2nd  Joe Pitta  Sacramento Valley  243
3rd  Bob Gardner  Golden Gate  239.75
4th  Terry Rogers  Sacramento Valley  239.25
5th  Greg Adams  Golden Gate  238.25

911 Full
1st  Arnold Zeiderman  Sacramento Valley  229.25
All Loma Prieta and other Zone 7 region members, friends, and relatives are invited to our

Annual Picnic,  
30th Anniversary Celebration, and  
Barbecue & Steam Train Ride

Saturday, July 22, 2000  
from 1:30 to 5:30 P.M.  

at Roaring Camp, Felton

Fees for Barbecue and Train Ride:  
   Adults - $32.00  
   Children ages three to twelve - $22.00  
   Children under age three - $7.00

For reservations, e-mail/call/snailmail Vince Vincent at vincevincent@kobza.com, (408)448-5229, 1441 Quartz Way, San Jose, CA 95118 Please make your reservation by July 8 if possible (but latecomers may be accepted). Checks sent to Vince payable to “Loma Prieta Region” prior to the event would be appreciated to save us time with such a large group.

We will meet and tour to Roaring Camp together. Times and meeting places for tours are:

Noon - West Valley College parking lot in front of Administration Building  
12:45 P.M. - Supermarket parking lot at the corner of Graham Hill Mt. Hermon Roads

There is a special parking area adjacent to the barbecue site with a parking rate of $3.00 per car. If you do not join a tour to Roaring Camp, tell the Roaring Camp gate attendant you are with the Loma Prieta group.

We may bring coolers with beverages for the barbecue and the train ride. The menu includes barbecued chicken and ribs for adults, hamburgers for children, and hot dogs for the tots. Accompaniments include beans, salad, rolls, and marshmallows for roasting. The July 8 reservation date is for a preliminary food count to Roaring Camp. An R.S.V.P. by then would be much appreciated.
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KM 34   Neil Yonk    1:49.635
KM 88   Warren Walker 1:50.345
KM 390  Harold Williams 1:50.838
KM 197  Mark VonKeszycki 2:02.236

KML 13L Karen Beckley  1:47.158
KML 34L Laurie Yonk   1:54.003
KML 390L Susan Angebranndt  2:11.674

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KP 16   Steve Kuhn    1:48.463
KP 41   Chris Murray  1:50.843
KP 318  Pete Siemens  1:52.375
KP 180  Ken Holladay  1:58.131
KP 192  Bud Morgan   2:02.078

KPL 318L Catherine Siemens  1:56.709

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LI 320  John Ng       1:59.151
LI 347  Thomas Ahlberg  1:59.643
LI 187  Harry Prest   2:08.171

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LM 328  Don Brunell  1:51.984
LM 283  Tom Martenot  1:53.913

LML 72L Laura Malchow  2:06.521

LP 104  Jim Watson    1:53.403

MP 140  Jerry Pretti  1:54.993

MPL 140L MaryBeth Wilson  1:55.248

NP 398  Richard Steranka  1:47.119
NP 494  Stephen Silver  1:51.634

OP 113  Anthony Lizano  1:50.235
OP 80   Robert Murillo  1:51.483

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QM 666  Jon Cox      1:52.816

TI 986  Doug DeVetter  1:55.493
TI 186  Trygve Isaacson  1:56.003

TP 415  Michael Saal  1:53.814

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U 24   Masuo Robinson  2:01.279

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W 190  Jim Sjoberg    1:45.575

X  74   Robert Ellis   1:43.550
X 115  Spencer Harris  2:01.104

XL 74L Joy Ellis  1:50.891

Z  44   Mat Lowrance  1:36.618
Z 423  Thomas Lepper  1:41.272
Z  23   Stan Michelman  1:50.845

* TTOD - Top Time of Day
** TTODL - Top Time of Day Ladies
Sierra Nevada Region and Zone 7 invite you celebrate the 35th anniversary of Sierra Nevada Region at

Kiss Me,
I’m Thirty-five

Zone Autocrosses #4 and #5
Saturday & Sunday, August 26 & 27
Douglas County Airport, Minden, Nevada
Fee: $25.00 per driver per day.

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.

Directions: from Highway 395 south of Reno/Carson City area turn east toward the airport, which is approximately 4 miles north of Minden. Watch for signs indicating the airport along Highway 395.

Questions, Information: contact Ron Lewis at (775) 825-3763 or e-mail Rlewis911@aol.com

Basque-Style Dinner
Harrah’s National Auto Museum
10 Lake Street, Reno
No-Host Cocktails at 6:00 P.M.
Dinner at 7:00 P.M.
$30.00 per Person
Deadline for dinner reservations is August 22.
Send checks, payable to “SNR-PCA” to Ron Lewis, 4405 Camino Lindo Way, Reno, NV. 89502

Added Attractions
• Self-Guided Tours on Both Days
• Instructions Available at Autocross Site.
• Tech Quiz at the Museum
“Run the Cars” GGR 2000 Automotion Autocross Series

Hey….check the GGR website for up to date info. Thanks again to Greg Braun for the great job of making the Website a useful tool!! Please check the Website www.pca-ggr.org/driving/autox/2000/autox.html now for directions to the #5 Autocross at Marina on August 12.

The June 24 Automotion Autocross #4 at Marina is now over and hopefully it turned out fine. Thanks to Kristi Soo Hoo for doing a great job of registering entrants. Thanks to Larry Sharp and Ben Martinez for course design and setup, and thanks to Ben for letting us use some of the SCCA equipment so that we did not have to tow the GGR trailer down to Marina. We do need some help towing the GGR trailer to Marina for the August 12 and 13 Autocrosses at Marina. If you can help tow it down to Marina or tow it back to it’s nice resting place at A-1 Storage on Clawiter in Hayward please e-mail John Seidell. GGR and LPR together are offering two free Autocross entries on each of the days and $50 for gas money. Think about it, people will cheer when it is announced that you towed the trailer so that the entrants can run their cars!! Thanks in advance.

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 is our annual charity event sponsored by Porboys. The owner, Joe Zieph (a GGR time trialer) will help us donate money to the Alameda County Sheriff’s 100 Group. Porboys is located at 925 77th Ave in Oakland. They do excellent work on all Porsches and have new and some used parts available. The phone # is 1-800-POR-911S. Give Joe a call for your service or parts needs. While we are mentioning sponsors please mention that you autocross with GGR when you order parts from Automotion. Maybe they can sponsor us again next year.

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, 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.

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.

See you out there!!!
John Seidell
Johnseid@aol.com
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.
June Board of Directors meeting

The meeting was called to order at 7:29pm at Buttercup Pantry restaurant in Pleasanton Board members present were Lloyd DeMartini, Tim Gallen, Lori Hageman, Ken Shahoian, Mike Bernamonti, Jeff Sykes, and Clinton Wong. Membership Director Ken Shahoian and Social Director Mary Beth Wilson were not present. Autocross Chair John Seidell was also present.

The Minutes from the Board of Directors Meeting of May 3, 2000 were unanimously approved as written.

Postmortem of Events: May TGIPF was well attended. Time Trial #2 was very well attended, despite the rain. May 21st Autocross had good weather and good attendance, many new drivers! Autocross School was also very well attended despite Sunday’s rain, very well-run and very much enjoyed. Cinco de Mayo Dinner was a lot of fun.

Directors Reports:
President, Lloyd DeMartini: President reminds upcoming events to assure advertising is in place.

Vice President, Tim Gallen: Nothing to Report

Treasurer, Mike Bernamonti: Budget discussions continue; currently in much better shape than previously as we are creating income as we go, rather than extending expenses first.

Membership, Ken Shahoian: All new members accepted unanimously.

Competition, Jeff Sykes: Autocross School will be in need of new chairpersons for the 2001 season, as Jeff Sykes and Masuo Robinson are ready to retire from that event. Rules Committee met and had long discussion regarding necessity of revamping rules. Over half of competition classes currently existing, over one-half are not being used, and half of the classes being used, only half of those have “competition.” It was decided that there is not enough time left in this season to effect rule changes. Time Trial #3 appears to be in good shape with 150 people signed up. Instructor Training will be addressed at the next Board Meeting. A number of regions are currently doing some form of Instructor Training and Director would ask that Board openly consider idea at the next meeting. Implementation will be deferred until the Board takes a position.

Secretary, Lori Hageman: Nothing to Report

Social, Mary Beth Wilson: Not Present. Nothing to Report

Nugget Editor, Clinton Wong: Not Present. Nothing to Report

Webmeister, Greg Braun: Nothing to Report

Old Business: Competition Director reported that we can apply for Directors and Officers Insurance. We are considered a social club and as such the GGR Board is not covered from liability insurance. Director will report back to Board with costs of D&O Insurance.

New Business: Budget for Swap Meet presented; shows positive cash flow, which will be donated to charity; budget was adopted unanimously. Motion was made to provide Rule Book only in electronic form, no more printed Rule Books; motion was carried unanimously. Nugget questions are still outstanding due to lack of a full board to make such a difficult decision. Board decided to attempt to collect all missing advertising income and proceed from there with decisions regarding changing production. Secretary volunteered to send out invoices for missing balances. Time Trial Equipment Trailer registration to be made in name of GGR and will be mailed to the Time Trial Chair- in this case Chris Murray for the 2001 season.

The next Board of Directors meeting will be held July 12, 2000 at Buttercup Restaurant in Pleasanton. NOTE: this is the second Wednesday of the month due to Parade. Call Lloyd at 925-606-8543 to add items to agenda.
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**Transfer In:**

- Stephen & Cathleen Bartley   | Reno, NV             | 1973 | 914
- Jeffrey Heng                  | San Ramon            | 1979 | 911 Turbo
- Elisabeth Meier                | Sonoma               | 1999 | 996
- Adam Simmonds                 | San Francisco        | 1996 | 993
- David & Kenneth Wetmore       | Mill Valley          | 1973 | 911T

**Transfer Out:**

- Henry Donaldson               | Watertown, MA        | 1988 | 911 Carrera |
- Richard & Sandra Gilbert      | Moss Beach           | 1960 | 356B
- Michael & Ruth Hodos          | Palo Alto            | 1962 | 356B
- Anthony & Diana Mazzagatti    | Gaithersburg, MD     | 1982 | 911SC
- Philip Sinykin                | San Jose             | 1974 | 914
- Kris Tucker                   | San Francisco        | 1980 | 911SC
Better brakes, better handling suspension, more get-up and go. Is it a new model from the factory? No. It’s just what happens when you service your new 996 or 993 at S•CAR•GO.

Whether you bring your car to us for a simple tune-up or for the latest upgrades, you’ll be amazed at the difference our knowledge and ingenuity can make.

- Turbo brakes for “stock” 993 & 911s
- Lowering springs and big sway bars
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The Very Best Just Got Better
**Porsches for SALE**

**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 2.2l 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 914-6**, VIN#9140431180, white/black, Side Shift Transmission, Original 914-6 Mahle Wheels, New (0 miles) BFG Comp T/A tires, 0 miles on complete Engine, Carburetors, Clutch and Transmission-Differential Overhaul, Car is lowered, has rear moulded in GT Trunk Spoiler and Front Automotion Air Dam, Stock and/or Sheel Driver Seat, Car Cover and Fire Extinguisher. $18,900.00 Call Darla Reitmeir @ 650-941-4331 or 650-948-7329

**1970 911T** 2DR CPE #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 wwkoerb@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. MikeSeelnc@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/o. or “upfixen der Porsche” volumes 1-9, best offer Jeff Kost 408/542-0573 day, 925/417-0799 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 @ 650-941-4331 or 650-948-7329

**1987 944 Turbo**, guards red w/ black sport seats, all normal power accessories, M030 suspension, chips and shimmed waste gate, new koni gas sport adjustables, new sport clutch, new battery and cables, new dme sensors, and much more, just the tip of the iceberg. 968 spokes with A008Ps. A great street, a/x or time trial car. Call Dan @ 408-997-7894 or email Docdanracy@aol.com for details.
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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.


2 Complete sets of Diest 6 point 4" wide restraints in red. Compact cam lock system in anodized aluminum with bolt-in attachment points. Manufactured February 1995. Current list price $269.95 each, offered at $125 each. Safety Devices roll cage for '73 to '89 911 coupe (removed from '86 coupe with sunroof). 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 mounting hardware included. Purchased June 1998 for $1,016 offered at $625. OMP racing seat in black. Shoulder and sub strap pass-through holes. Includes mounting plate for simple bolt in attachment to SC or Carrera 911s. $225. David Rothenberg 415-597-2417 or David.Rothenberg@barclaysglobal.com

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WANTED

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

914 Bumpers Needed. I need front and rear bumpers for my 73 project car painted type in good straight condition. Paint condition does not matter. Pads not needed. Please call if you can help. Thanks Randy (650) 964-8462 or e-mail at Randybalboa@aol.com

Sport Muffler for 1981 911, rear deck conversion for better speakers, Paul Canton (650) 579-0836 bet. 7-10 pm.

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Zone 7 Concours d’Elegance No. 4
Sunday, July 23, 2000
Lake El Estero Park, Monterey
Fee: $15.00 per Car
Registration opens at 8:00 A.M.
Judging begins at 9:30 A.M.
Barbecue lunch ($6.00 per person) at 11:30 A.M.
Awards presentation at 1:30 P.M.

Directions: The concours site is in the barbecue area near Dennis the Menace Park. Access is off Del Monte Avenue at Camino El Estero.
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