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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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October already! The past two years have flown by in a hurry. By now we have new candidates for the 2001 Board positions and you should be receiving an election ballot in the mail this month. Take a few minutes and cast your vote for the candidates to show your support for them. These are the people who keep your club running, which allows you to enjoy the Club’s many activities. When you see these individuals, thank them for their support of the Club.

This has been a very up and down year for GGR. We started out with a cash flow problem and scrambled to find some solutions. Mike Bernamonti and Clinton Wong did a wonderful job of keeping us in the black while meeting our obligations. I’m happy to report things are under control and we are financially sound. The Board had to make some tough decisions during the year. I’m sure we upset some members, but we came through it all and the Club will be better for it. Remember that we are all volunteers only trying to do what we think is in the best interest of the membership.

One of the issues we dealt with was the Club Membership Directory. The directory printing costs about $5.00 a copy and is usually out of date before it is printed. I’ve had a few people ask about the roster and if we intended to publish one for 2000? The Membership Director gets about 150 changes to the roster each month, which creates a problem compiling an annual membership directory. In order to make the directory relevant, the Board decided make the directory available to any member upon request. Simply email Ken Shahoian, our Membership Director, requesting a directory and he will email you an up-to-date copy. This will not only save the Club money, but will allow you to get a current membership listing. You can even do this every month, if you really, really have to have the latest listing! For those not hooked up to the Internet, just give Ken a call and he will be happy to send you a hard copy.

Until next month...

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A house and a car, these are typically the largest purchases we make in our lives. As GGR members, it means quite a lot more than the rest of the country. Not only is real estate among the most expensive on this little blue planet of ours, but we have also acquired the taste for a very distinct German sports car.

Well, Marina and I are currently in the process of buying a house. We are submitting an offer tomorrow and will know really soon if we become homeowners. The house we are looking at is a fixer-upper. As an architect, its a good thing; I get to do the things that I want to do without those fussy clients. As the client, its not such a good thing; I have to pay for it all and I have to wait through permits and construction before we can move in. Because I have a blank canvas to work with, the question is how do I want to design the house renovation?

I have noticed that people tend to have totally different criteria when it comes to the design of their cars and their homes. People want their cars to be cutting-edge, uncompromising in their performance. We drive small two-door cars with big engines; many don't have AC or radios. Many of us gladly deal with roll up windows and molded racing seats with 5-point harnesses to shave a few precious pounds from our cars. Billet aluminum, titanium, and carbon fiber are the materials of choice. All sexy and exciting stuff.

Now follow these people home from the race track and take a look at their houses. All of a sudden, we see stucco Spanish Revival, wood siding on their New Englandesque cottage, big bay windows from the turn of the century. The materials of choice become brick, wood, and tile. Not very sexy or exciting. What we tend to value in our homes is conservative tradition - comfort-food architecture.

Well, if we get this house, the clock will start ticking and the design process will be begin. I think I have a few ideas that will result in a higher-performance house that may introduce new functional and visual sensabilities to residential architecture.

If anyone wishes to share any thoughts on the design issues that I have raised, please contact me, I would love to hear about your comments.
When it comes to Porsches for racing, most people favor the 911 or the newer models, but not Eric Nichols, a GGR member and autocross instructor since 1991. Eric prefers and has perfected a beautiful and very quick white 1967 912. We can’t let Eric move to the East Coast without boasting about him a bit. He has found time to autocross and time trial for twelve years, to be a marathon bicyclist, a civil engineer, a very good mechanic, a faithful Zone 7 driving instructor, and for the past few years, a husband and father.

Eric’s driving smoothness and uncanny ability to determine the “Best Line” is somewhat of a legend. We have overheard a number of top Zone 7 drivers ask Eric for advice on how to drive a particular course. Bill Benz, GGR Competition Director says about Eric: “He was my instructor in my earliest auto-x days and was absolutely great. His engineering background and soft-spoken gentle nature were great instructional tools...he was unequalled in his ability to get the most out of a car with no abuse or overstress to the equipment. I hope that he realizes what a help he has been to many of us.”

Regarding his ample technical skills, his car is quite interesting with an emphasis on suspension/handling improvements that include somewhat stiffer torsion bars, sway bars (some 912s had no sway bars), adjustable shocks, a competition alignment and all new suspension bushings. For a more detailed listing of these items, see Eric’s write up at www.912registry.org/racing/setup. Most of these improvements would be of interest to early 911 owners as well. Eric’s engine also has received a good amount of attention, including a big bore kit (increases the 912/356 motor to 1720 ccs and some feel it’s worth about 10 hp), a Bursch exhaust, an Elgin mild auto-x cam, and a full-flow oil filter conversion with an Accusump. You also may see details about his oil system, including well-written installation instructions, on his Web page: http://members.rennlist.com/eric_nichols. In all of this, to his credit, he has performed most of the work himself. Eric says “I’ve only made changes to the car that are easily undone and I’ve also tried to keep it reliable, aesthetically pleasing, and comfortable on the street. Also, some might say I’m, uh, very careful about tuning and chassis setup.”

Eric’s driving and technical skills have paid off at many events. He has won his class in Zone 7 and GGR events in past years. Most recently, Eric won in a major way by winning Class I1 at Parade 2000 against modified and lighter 356s (modified as full road racing cars that do not idle below 3,000 rpm!) and a modified 914. His best time was 3 seconds faster than the second place car in his Class and his best time, moreover, was faster than those of the winners in five other higher (based on power/weight ratio) men’s Parade Classes.

But before concluding, we do wish to make note of Eric’s technical fastidiousness (we have not quite used the term “obsession”). For example, some will remember him at Crow’s Landing when he created his own skid pad out on the runway and used a “G” analyst onboard his 912 to test tire pressure optimums!

We wish Eric a speedy return from his “extended temporary relocation” to New England and we wish him and his family all the best in life and on the track back there.
Turn 5 at Thunderhill

A picture of Eric in Turkey

The 912 at the Thunderhill Street School
Let The Good Times Roll and roll they have for Rich Bontempi, by the way, his last name is Italian and it literally means Good Times. These good times are the result of many years of hard work. Today, Rich is enjoying the fruits of his hard work. Repeat and loyal customers and new customers waiting for an appointment keep this shop humming. 8 bays and all of them busy with cars, engines waiting to be installed and more cars, almost too popular for his own good. A small close knit staff is the way Rich keeps an eye on everything that comes in and out of the shop. Rich is a San Francisco native whose family later moved to Redwood City. It was there that he learned to drive go-carts.

A little bit of history, Rich used to participate in the yearly Fourth of July parade, followed by a race around a block that was coned off around Ampex. It was there that Rich was stricken by the racing bug and a good feel for cars. Rich, like every good red blooded American was first attracted to MOPAR automobiles. Dodge was his make of choice. Drag racing and various other forms of going fast were his favored activity. Then came the Oil Crisis of the 70s and unfortunately the 4-6 miles per gallon that he was getting with the Dodges just wasn’t cutting it. So shopping he went, he tried all the smaller more economical sports cars. He tried Fiats, Alfas, Datsuns and of course Porsches.

Fortunately for him and for us, he opted for Porsche, specifically the 914 as it was the car that most closely resembled a go-kart in the way it handled, for all the obvious reasons that I don’t need to mention. His first car was a ‘74 2-liter. Shortly thereafter in ’76, he opened up his shop High Performance House, out of his garage! It was a Porsche and Mopar shop and he had soon amassed a large collection of used 914’s that made him rather unpopular with his neighbors. In ’78 he moved down the street from his present location on Spring Street. Business was good and with his forward thinking, realized that he needed to buy his next site, so that’s exactly what he did.

He now owns the site where his shop resides. As I waited for Rich to free himself up on a sunny Saturday morning, yes, Rich is open on Saturdays from 10:00am to 2:00pm for parts and some service (and often free advice). I was milling around his stock of cars waiting to be dismantled. Just then a gentleman drove up towing a 914. It was backed in and Rich paid him for it and volia, more car parts. Rich asked me to help him swing the car around. Since the car had no engine, I thought this would be an easy task, the flat tires didn’t help but we managed to get it in line for dismantling.

This is what makes High Performance House unique. A quick tour of the premises revealed 45,000 square feet of warehouse space filled, and I do mean filled with parts, parts, and more parts. Used parts, new parts, hard to find parts, parts in every color Porsche has ever made, whole parts and part parts. You name it, Rich probably has it and what is more scary is
that he probably knows where that part is hiding. The warehouse is very organized, shelving and racks hold the seemingly endless supply of Porsche goodies from calipers to wheels, hoods and everything else in between. I was like a kid in a candy store, everywhere I looked I thought, Gee, I could use that. In fact I will be calling Rich for a windshield very soon!

I happen to think that aside from being a good businessman, the shop exists for the purpose of supporting Rich’s racing habit. He loves racing and he does it very well. A visit to the retail portion of his shop will reveal a “wall of fame” which includes only a partial Bontempi racing history. Photos of the cars he has driven, victory laps he has taken, track time records, brochures from all the race tracks he has visited and competed at; trophies, awards and flags, victory flags, lots of them from the autocrosses, timetrials and wheel to wheel races he has won. There is even a photo of a 924 he raced stock, they are lovely automobiles (you might remember that I own one).

Rich is very modest, he’ll admit that he’s very competitive and yet will not boast about the triumphs unless prodded. He shared with Howard and I that when he first started, he was light on talent but heavy on right foot. All that quickly changed and the wins started to roll in. He still competes, but he actually races his two Vipers (carry over from his Mopar days) more than his 914. He is however, constantly preparing and advising customers on the set ups for their street, track and race Porsches. Lucky for us, Rich recently turned a very young 50, which is good news for those of us who rely on him for great service, the great advice and exceptional access to new and used parts. We at the Nugget are also grateful to him for his continuous support over the years and look forward to an ongoing professional and personal relationship with High Performance House.
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GGR & Zone 7 Events Calendar
For the latest on GGR events, call the GGR Hotline: 1.800.799.4767

October

4 Wednesday GGR Board Meeting at 7:00 pm at the Buttercup Pantry Restaurant at 5331 Hopyard Road, Pleasanton
7 Saturday GGR Adopt-A-Highway. Jean Ohl 650.341.9020 or jjohl@jps.net
7 Saturday SVR Autocross at Mather Regional Park. Glen Brooksby 916.484.7257 or gbrooksbymd@tttns.net
8 Sunday LPR Zone Concour #8 at PartsHeaven, Hayward. Concour-Roger Wiersema 510.843.6166. Swap Meet-Ralph Maines 408.246.3649
8 Sunday RR Autocross at Sonoma Marin Fairgrounds, Petaluma. Mark Paul Smith 707.778.0191
13 Friday TGIPF Candidate’s Night at Harry’s Hofbrau, Mountain View. Meet the 2001 Board Candidates! Mary Beth Wilson 650.965.2566
13-15 World Sports Car Race, Laguna Seca
14 Saturday GGR Autocross #8 at Dublin. John Seidell 925.938.9531 or johnseid@aol.com
15 Sunday RR Zone Concours #9 at Ledson Winery, Santa Rosa. Doug Crowhurst 415.892.2651 or imcrow@ix.netcom.com
21-22 Saturday GGR Time Trial at Thunderhill Park, Willows. Masuo Robinson 408.354.0660 or masuo@ix.netcom.com
21 Saturday LPR Prieta Prix XXXI Zone Rally #7. Tim Errington 415.949.5256 or tim.errington@am.sony.com
28 Saturday SVR Autocross #7 at Millerton Lake, Fresno. Kevin Molineaux 559.642.4243 or kevindebilyn@hotmail.com
29 Sunday SVR Autocross #8 at Millerton Lake, Fresno. Kevin Molineaux 559.642.4243 or kevindebilyn@hotmail.com

November

1 Wednesday GGR Board Meeting at 7:00 pm at the Buttercup Pantry Restaurant at 5331 Hopyard Road, Pleasanton
5 Sunday GGR New Member Event by invitation only. Location TBA. Ken Shahoian at race911@aol.com
**Thank God It’s Porsche Friday** at Harry’s Hofbrau, Mountain View. Mary Beth Wilson 650.965.2566

Friday

10

**GGR Autocross #9** at Marina. John Seidell 925.938.9531 or johnseid@aol.com

Saturday

11

**LPR Autocross** at Marina. Catherine Siemens 510.658.6657 or catsiemens@hotmail.com

Sunday

12

**Zone 7 Presidents’ Meeting** in Stockton. Mary Ann Behrens 209.477.6496 or buddyb@compuserve.com

Saturday

18

**SVR/YR Go-Kart Grand Prix Challenge.** Tom Krugman 209.527.4117 or topclass356@hotmail.com. Glen Brooksby 916.484.7257 or gbrooksbymd@tttns.net

Saturday

18

**December**

**YR 40th Anniversary Dinner.** Tom Krugman 209.527.4117 or topclass356@hotmail.com

Saturday

2

**Thank God It’s Porsche Friday** at Harry’s Hofbrau, Mountain View. Mary Beth Wilson 650.965.2566

Friday

8

**GGR Adopt-A-Highway.** Jean Ohl 650.341.9020 or jjohl@jps.net

Saturday

9

**GGR Holiday & Autocross Brunch** at Crown Plaza, Milpitas from 11:00-2:00. Mary Beth Wilson 650.965.2566

Saturday

16

**GGR Related Internet Sites**

GGR Homepage - announcements, calendar, directions, photos...
http://www.pca-ggr.org

PCA Homepage - national homepage with links to all PCA regions
http://www.pca.org

Marina Autocross, September 2, by Susan Fontaine
http://members3.clubphoto.com/susan254280/

Thunderhill Photos, August 26-27, by Gary Campbell
http://albums.photopoint.com/j/AlbumIndex?u=76008&a=8509836

Carlsen Porsche Concour Photos, August 6th by Gary Campbell
http://albums.photopoint.com/j/AlbumIndex?u=1018859&a=7568030

Digital Images - many GGR Time Trial Pictures
http://www.digitimages.com
Automotion Autocross Series

The September 23rd AutoX at Marina was a great success. Thanks to Larry Sharp for course design, Kristi Soo Hoo for registration, and thanks to Bert and Ann DelVillano for getting the GGR trailer to Marina. Also thanks to Bill Benz who is always very helpful when it comes to setting up the equipment. A big thanks to Dave McGuigan for doing a quality job with the time results.

There are only two events left in the GGR 2000 Autocross Series this year. If you have not tried it yet, come on out and join us. It is loads of fun and you will learn to drive your Porsche better. By doing this, you will then know how the series operates and you can plan your attack for next year so you can have a good time and probably win your class. The basic procedure is to show up around 7:30 AM to register, pay $25, sign up to run/work in the morning and run/work in the 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. Please check the Nugget calender for the event dates and visit the GGR Website for directions to the Dublin race site.

The September 2nd Charity Autocross was a great event. We auctioned gift certificates and Porsche related items from the following businesses and collected $503 for the charity:

Porboys in Oakland (service and parts) 800.POR.911S

German Parts & Restoration in San Luis Obispo (parts for Porsches) 800.321.5432

Strasse in Atascadero (Porsche parts and accessories) 877.944.9911

I/O Port Racing Supplies in Lafayette (helmets, gloves, suits, roll bars, racing equipment) 800.949.5712

Kahler’s in Dublin (service, parts, restoration, alignments) 925.829.2050

They deserve a big THANKS for supporting GGR and our charity efforts. Also thanks to Mary Beth Wilson and Jerry Pretti for donating alignments from Krause’s and Big O Tires.

Now for the bad news. About every 20 years or so, someone runs over part of the timing equipment and YES it happened at the Sept. 2 GGR Autocross. We won’t name names at this point but the timing light and a battery were really creamed. Vaughn Temple has volunteered to try and repair it. We are currently welding a special cage with very sharp and dangerous edges to go around and protect the timing light. The cage weighs several hundred pounds and we are looking for a volunteer to bring it to the next event.

Mark your calendar on Saturday morning December 16 as this is the date for the annual Children’s Hospital Brunch. You bring toys or items for the children, take part in a great brunch, and the 2000 Autocross trophies are handed out. (Hopefully you will get one) It will be in the Milpitas area and
will be a great Porsche Holiday event.

Now for some rumors for next year…new sites, larger sites (Dublin will be 4 times larger), autocross on a race track, and an advanced autocross school. Yes, the rumor about the school is true!! The Larry Sharp School of Advanced Autocrossing will again hold a one day school in the Spring of 2001. The cost will be around $50 and the day will be filled with practicing and timing turns, and learning advanced techniques. The enrollment will be limited to 25 students to allow for tons of track time. Also no 912’s will be allowed (just kidding, since several 912’s beat me badly at the last GGR autocross). Anyway get ready for a really fun day. To be eligible you should have attended many autocrosses, be really comfortable with the handling of your car, and you want to go to the next level. Next year GGR will also run 8 autocrosses. I have not heard if someone is going to run the annual two day GGR Autocross School for beginning and intermediate drivers. The calendar will come out just as soon as we know time trial dates and we can then arrange the autocross dates.

If you have questions send an e-mail to me at johnseid@aol.com
See you out there!!!
A Parade to Remember  Ross Martindale, GGR Member

My '74 bone stock 911 was my daily ride. No major issues except for the increasingly long list of performance modifications to make it into the ultimate...a 74 RSR. After what seemed like endless years of reading and digesting 911 information, I found myself, like many others, gravitating towards the early 911RS Carreras and RSRs. My wife would joke with me daily about the performance modification of the day. It did change daily but what remained the same was the simple realization that taking an almost concour, bone stock coupe and making it the “factory racer” I wanted required the same vast amount of dollars I didn’t have and couldn’t obtain in the near years. Bummed. But not for long.

An original RS was not what I really wanted. Yes, the flares and ducktail were features I craved but “original” meant serious bucks and too much pamper time. So I searched for replicas. After a month, I found 2 in my price range that was clean, loaded and ohh-so-beautiful. One slight problem. One was in Texas, the other in Montreal. I live in San Jose. I talked endlessly with both owners and of course, as fate would have it, the one in Montreal was the better deal. Francois Duval, the owner, gave me more than enough info and was very helpful in making me comfortable that his RS replica was the one I should have.

My performance laundry list was basically bolted to this car. So, now I had to test drive it. This is where my job helped kick in.

I was helping with some sales work in Boston, August of 99, a week or so after I had decided on the car in Montreal. The Friday after work I rented a car and drove to the Province of Quebec to meet with Francois and Tweety, his (now mine) speed yellow 911. We immediately drove to a friend’s barn where the car resided. Francois and I talked about the weekend and the last days of the 1999 Porsche Parade. I almost fell out of my chair. I had forgotten that the parade was at Mt. Tremblant that year, only an hour or so from where Francois lived. Great, if I get the car, I also get to see the tail end of the parade, and if the car didn’t work out, I still get to see the tail end of the parade! Can’t lose here. Not a bad coincidence.

So we pull up to this large barn and open the doors. I can’t really describe the grin when I saw the yellow RS replica sitting pretty on its 6x7 Fuchs. The factory Cibie Fender mounted fog lights smiling back. Of course, I straightened up to play salesman with Francois and proceeded to inspect
the car. Everything was as it had been stated. After some time I was ready for a test drive. I sat in the passenger seat and let Francois warm her up. We were in rural country and it was very dark. Open roads, curving left and right. No other vehicles and only a mild hint of impending rain. The sound, smell and aggressive acceleration are senses I will never forget....I knew that I was a 911 owner already! About 10 minutes into the ride we pulled over and swapped positions, with me at the helm. Fast, solid, and responsive. Basic rudimentary features I desired.

Some hours later I told Francois the car was everything as advertised and we agreed on a purchase price. While at his place he showed me some more paper work and we stumbled on an article about his father, Jacques Duval. The name was familiar but it didn’t click. In 10 minutes I found out that he raced for Porsche in the early 70’s and participated in such prestigious events as the 24 hour Daytona in a 914-6 GT. Better yet, I would get to meet him the next day at the Parade. What an evening this had turned out to be. An RS, a factory race driver and the Parade. My lucky day.

I dropped the rental off and the car was mine early Saturday morning, and what better place than the Parade to show off my new car. In the interest of time - the Parade was a blast. I met Francois’ father Jacque, saw an infinite number of desirable 911s, watched the races, realized that the 944 Turbo was more formidable than I had expected and was basically grinning from ear to ear the whole time. So now the big question, how does one get an RS from Montreal to San Jose....drive it was the only answer!
For those of you who don’t know me, I’m not the best at research - hence my trials at the border. On my first trip to the Canadian/Vermont border I was asked if I had purchased anything. I said sure, the car. He asked for my official DOT and EPA certification letter from Porsche and I handed him a pseudo photo copied version of something I had found on the internet. Not good enough. Strike One. So I cruised back to Montreal and got a hotel room. In the morning I called Porsche Atlanta HQ and asked to get a copy of the Official letter. No problem (thank you Julie Latham). So I had it FedEXed to a hotel somewhere east of Toronto, where I’d be at the end of the day (no prior reservations of course). I picked up some cash for the impending duty I would have to pay on the car and proceeded west. Still grinning, I arrived at the hotel.

I checked out in the morning and went to the nearest border patrol mid-afternoon. Same story yet I had the right paper work. Like the previous guy they were a little nervous about the car. Bright, unique, noisy, but undeniably cool. So they checked it to the hilt. After filling out the paperwork, they hit me up for cash. More cash than I had. No credit cards, checks, or foreign money accepted. I had hit my 24 hour $300 ATM limit and needed more. Strike two. I late and the local banks were closed and the ATM’s didn’t have any idea what an AMEX was. This was becoming painful. Another so-so motel that evening and a trucker food stop. I still had the car though, so my spirits were up.

So I go try the border patrol one more time. I had lots of money from another ATM, letters etc...and I’m golden. For the third time I fill out the paperwork. Again they wanted to inspect the car. After explaining what a strut brace and Sport muffler were, the officer inspected the interior. I was informed that my speedo had only KPH on the dial with no reference to the US standard of MPH. Strike three. MPH and KPH or MPH only. My frustration level kicked up a notch. While thinking of how to get a speedo sent to me from one of the companies advertising in Excellence, the same officer approached me and asked for the duty. I looked at him strangely but handed him the cash. A minute later, with the receipt in hand, he came back and said my ’73 was exempt from the “rules” and that anything over 25 years old was OK. Bingo, I’m in.

Once on U.S. soil, my frustration receded and pure driving pleasure kicked in. I was cruising through lunch hour traffic somewhere near Detroit, the heart of U.S. muscle, in my 1973 911RS. I got plenty of smiles, fingers, oohs and aahs. This continued until De Moine, Iowa, where civilization as I knew it disappeared and cars were replaced by big rigs, rests stops, and plenty of corn fields.

Two days and 2500 miles later I was in Willow Glen, my San Jose neighborhood. Home turf. I was sore, tired, and sick of fast food yet I was still smiling like a hyena. My wife greeted me and was truly dazzled by our new purchase. She drove it minutes later and exited the car wearing that tell tale grin. For a short while, I felt like the luckiest man on the planet - a cherry ’74 911 and my dream car ’73 RS sat side by side in the garage. Not for long though, but long enough to get pictures and brag to my friends.

Looking back, I would do it all over again. I’d make sure I listened to my wife some more and researched the whole import procedure a little more carefully, but I know that if she finds a couch in Paris that we just have to have, I will concede to such a “crazy trip” and enable her to wear “that grin” that I experienced for those few long days.

Ross and I met at the GGR Autocross School last year. As owners of early 911s, we started talking and immediately became friends. Since he has an interesting Porsche, I recently asked him to kick off our GGR Member Car Feature. If you have a Porsche or know of a Porsche with an interesting story, please send in an article and photos to share with our region - Editor
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2000 Holiday & Autocross Awards Brunch

Place: To Be Announced

Date: December 16, 2000

Time: 11:00 to 2:00

Take a break from Christmas shopping and join us for this annual event. Toy donations for the Children's Hospital in Oakland will be collected at the event and delivered the next day. Santa John Seidell will personally deliver the toys in his cavernous green 914! Come and watch this amazing logistical feat!

If you have questions, contact Mary Beth Wilson at 650.965.2566 or merb_wilson@pacbell.net

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Creative and enthusiastic members wanted.

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For The Record  Lori Hageman, Secretary

September Board of Directors Meetings

The meeting was called to order at 7:20 PM at the Buttercup Pantry Restaurant in Pleasanton.

Board members present were Lloyd DeMartini, Ken Shahoian, Mike Bernamonti, Jeff Sykes, Howard Yao and Mary Beth Wilson. Secretary, Lori Hageman, was not present. John Seidell, Autocross Chairman, Jean and James Ohl were also in attendance.

Approval of Minutes

The Minutes from the Board of Directors Meeting of August 2, 2000 were unanimously approved as written.

Postmortem of Events

1. The August TGIPF was well attended.
2. The Zone/GGR Concours and Swap Meet held at Carlsen on August 6 was successful and had an excellent turnout.
3. The Zone/GGR Autocross on August 12 in Marina had approximately 70 drivers and provided another exciting course.
4. The Time Trial at Thunderhill (August 26 and 27) was another fun event.

Directors Reports

President, Lloyd DeMartini:

1. Tim Gallen has stepped down as Vice President. The President recommended and motioned for James Ohl to fill this role for the remainder of the year. The motion was unanimously accepted.
2. The President again reminded the Board about the need to advertise GGR events in the Nugget and to do so at least 2 months prior to the event. He stressed the need to advertise the remaining 2000 competition and social events.
3. Nominations have been made for next year’s board. The club is still in need of a new web master since Greg Braun plans to step down.
4. The President report that Mary Ann Behren’s will be stepping down as the Zone 7 Representative. Tim Fleming (PCA SVR) has submitted a letter requesting consideration for the Zone 7 opening.
5. President reported on national level correspondence.

Vice President, James Ohl:

1. 2000 Calendar changes:
   a. Rules Committee Meeting, September 18th, 7:00 PM, Roundtable Pizza, Milpitas.
   b. California Challenge scheduled for October 7th and 8th has been cancelled.
   c. Social Director to check on the status of the Turkey Potluck tentatively scheduled for November 19th.
2. Vice President noted the need to establish dates for the early 2001 events. The following events were discussed and added to the calendar:
   a. Annual Activities Day / Planning Calendar date: January 13, 2001 (location TBD)
   b. Adopt a Highway, January 27, 2001
3. Vice President reported that the Time Trial Awards Party has been scheduled for January 7, 2001, Black Diamond Brewery, Walnut Creek. Masuo Robinson is the point of contact and this has been added to the 2001 calendar.
4. Vice President requested that the calendar printed in the Nugget include a 3-month calendar, rather than a 2-month one. The Nugget editor noted that he planned on doing that, starting with the October issue.
5. Inquiry made regarding the status of insurance, particularly for the Microbrewery Tour scheduled for September 9th. Insurance should be in place.
Treasurer, Mike Bernamonti:  
The Time Trial series continues to proceed in the black. It appears that the series will break even, after the allocation for the awards banquet.

Membership, Ken Shahoian:  
1. There were 47 new members this month. Motion to accept the new members was accepted unanimously.  
2. Roster is current; did not print earlier in the year due to cost.  
3. Discussion took place regarding the bylaws and whether they should be placed on the GGR web page; action taken by Vice President, James Ohl, to investigate this.  
4. Next New Members Social will be held on November 5th.

Competition, Jeff Sykes:  
Public meeting to discuss the proposed rule changes is scheduled for September 18th. The Rules Committee will meet again, after the public meeting, to finalize the changes.

Secretary, Lori Hageman (not present): No report.


Nugget Editor, Howard Yao: The Editor plans to add a 3-month calendar to future issues of the Nugget. The Editor noted that he is considering 32 page issues since he is editing out a lot of good material to fit into 28 pages. There was discussion about the upcoming Nugget issue which will present the candidates for the upcoming Board election; this issue could be more than 28 pages.


Old Business  
The Competition Director reported that he tried to purchase Directors and Officer’s Insurance, specifically the 4-month coverage that was approved at the August Board of Directors meeting. The Competition Director was informed that such insurance needs to be purchased as a yearly policy. Therefore, the insurance was not purchased. A motion was made to defer the purchase of such insurance to next year’s Board of Directors. Motion was accepted unanimously.

The training for Time Trial instructors (“instructor role-playing”) was revisited since the club was not able to purchase the insurance that was approved as part of the motion on this matter at last month’s board meeting. The Competition Director noted that our Liability, not Directors and Officer’s, insurance should be the deciding factor with respect to this training. A motion was made to conduct this training, on a trial basis, at the one remaining 2000 time trial, without any additional insurance, and let next year’s Board decide on the future of this training program. The motion was approved 4-1; President, Social, Competition and Treasurer voted for motion, Membership voted against, Vice President did not vote.

New Business  
No new business.

A motion to adjourn was approved at 8:29 PM. The next Board of Directors meeting will be held October 4, 2000 at the Buttercup Pantry Restaurant in Pleasanton. Call Lloyd DeMartini (925-606-8543) to add items to the agenda.
New Members:

Allen Akin & Michelle Arden  
KC Bayless  
Tom & Karen Bertrand  
Diane Bragg & Simon Swain  
Steve & Shelly Brown  
Gary & Clydene Bultman  
David & Robert Carpenter  
Henry & Judy Chan  
Zelig Chua  
Rodney D'Acquisto  
Gregory & Angelina Doherty  
Rich & Cheryl Falcone  
Simon Floyd  
Devesh Garg & Minisha Agrawal  
Eric & Brandi Geer  
Stuart & Miho Gill  
Alexander Goldstein & Gleb Arshinov  
David Hooper  
Glenn Jeong  
Dennis & Brent Kaneshiro  
Kevin Keet & Jared Basye  
Kevin Kluge  
Justin Kromelow  
Garrick Lew  
David Love  
Wencio Martinez & Zoraya Billarreal  
Ken Nelson  
Jeffrey Nichols  
Wo Overstreet & Barry Schiffman  
Robert Pack  
Rob & Chris Redford  
Scott Ringgold  
Sam Robertson  
Michael Sanders  
Curtis Sanford  
Jeffrey & Elyse Santelices  
Scott Selverian & Chris Bonn  
Douglas & Bonnie Smith  
Scott Smith  
Jan Snel  
Renato Sotelo & Estelita Quimen  
Houston Striggow  
Ron Taylor  
Philip Wennblom  
Howard White  
Steve & Rachel Windsor  
Edwin & Polly Yap

Palo Alto  
San Jose  
San Jose  
Mountain View  
Los Altos  
Los Altos  
San Francisco  
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San Francisco  
San Francisco  
San Francisco  
San Francisco  
Hillsborough  
San Carlos  
Mountain View  
Palo Alto  
Fremont  
San Jose  
Foster City  
Los Altos  
San Francisco  
Watsonville  
Mountain View  
Burlingame  
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Total Membership: 1709
Transfer In:
Miles Smith
Redwood Shores 1987 944

Transfer Out:
Rex Bullinger & Sharon Libby
Clarksburg 1969 912
Brad & Cindy Esslinger
Oakland
Steve & Karen Schievelbein
Newport Beach 1990 911C2

25 Year Anniversary
Gary & Judy Myers

20 Year Anniversary
Charlie & Pat Burton
Leland & Helene Smith
Lowell Tome

15 Year Anniversary
Horacio & Claudio Baserga
Grant & Suki Lyon

10 Year Anniversary
Ken & Shaun Dortch
Richard & Deborah Gray
Mark & Matt Powell
Paul & Margaret Richards

5 Year Anniversary
Gordon & Sherry Bonaccorso
William & Heidi Brown
Paul & John Canton
John & Joyce Costello
Fidel Gakuba & Ana Schrank
Bob & Marianne Gardner
Craig Gower
Edward Gray
Jerrie Foreman
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**1984 911 Carrera Cabriolet** Black with black top and tan sports seats. Excellent condition, 53,000 mi, polished 930 Fuchs, 200W PPI amp w/ MB Quartz speakers, H-5s. Always garaged and covered, never in rain. Hofco anti-car jack alarm, $30,000. Call Matthew at 415.585.4340, 415.314.9373 or orthm@pacbell.net

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**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

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**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. Alan Brooking at 916.315.3799 or 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 Automation 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

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911 Parts. 20mm aluminum wheel spacers $65. 6x7x15 Fuch replicas - scratched but true with used tires $250/set. Dunlop SP Sport D40 M2 225/50/16 with 50% tread, $75/pair. Early black leather high-back Porsche seats in excl cond, driver side with electric adjustments, $700/pair. All for $900. Buyer pays shipping. Ross at 408.921.3368 or ross@tmt-inc.com

944 Turbo Part. Vented fiberglass nose panel, brand new from GT Racing, $150. Koni double-adjust front strut as used on factory 944/951 racers, driver side unit only for $150. 944 Turbo DME, $400. 944 Turbo KLR, $200. Cylinder head, $200. 944 Turbo S turbocharger (K26/8), good cond, $200. Transmission, special S box with integral cooler & special limited slip diff., $1500 obo. 944/951 back seat and bottom cushion, best offer. 993 calipers, $700/set of 4. Michael at 510.713.9248 or mmitchel@cygn.com

84 Carrera Rear Trailing Arms, complete with brakes, axles, torsion bars and spring plates, $350. Also 81 SC parts: front hood, good condition, $150; rear bumper, $50; tan leather front and rear seats, door and 1/4 panels, fair condition, $250. Call Victor 415.239.0398 or ofnerfam@aol.com

HD Trailer. Tandem-axle, elec. brakes $700. Targa Roll Bar $350. 4 Cookie Cutters 15x7 $200. Goodrich R1 15" 4-225x50s and 3-205x55s. Bell Helmet $125. Racing Suit $200. Contact Paul Brodie, pager 800.509.4158 or evenings 925.939.4126

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911 3.6 Twin Plug Engine on 3.2L case. Case pins, Raceware bolts, 964 crank, rods, heads. Jerry Wood carbs and crankfire. 46IDA 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

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