

APRIL 2001

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# THE NUGGET

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April 2001  
Volume 41, Number 4



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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.

### Advertising Rates

Size	one issue	yearly
1/8 page	\$25	\$240
1/4 page	\$50	\$480
1/2 page	\$75	\$900
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## Larry's Lines Larry Sharp, President



I just got home from Golden Gate Region's first time trial of the year. If you didn't hear yet, we had our best ever turn out at Thunderhill: 160 drivers for the Time Trial and 80 drivers for the High Speed Driving on Friday. Chris Murray and his crew did a great job of accommodating us all. It looks like our events have become quite popular and we can look forward to having a great year enjoying extra competition in all the classes.

The GGR board of directors is planning to publish a membership roster sometime in the early summer to distribute to any member of our region who wants one. If you're interested please forward your request by email to Cherie Kuhn, your membership director. Please include updates for your address, phone numbers, email, and car type. We plan to only make just enough to satisfy the demand and not for every member in the region.



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# Porsche Time

Howard Yao, Editor

It's final, I'm the proud owner of a 1974 914 2.0 in original Ravenna Green (page 17). If you have been in the GGR for a while, you may actually know the car - his name is Kermit. I bought Kermit from Steve Group, past GGR Board Member, so its been to a few tours and autocrosses. The car is in totally original condition and we have yet to find a spot of rust on it. Since the car is in such great shape, I won't modify it much. The only thing I have done so far is have High Performance House put in a stainless steel brake lines, Porterfield brake pads, and a 19mm master cylinder. Once I save up some more money, the next step will be SUSPENSION...

Like most people, I didn't really like 914s. Actually, I didn't really pay much attention to them at all. Since joining the PCA and autocrossing, I began to really appreciate what these cars have to offer. From a purely aesthetic point of view, I think the 914 looks very good. Its not classic Porsche, because Porsche has a strong tradition of using round and soft form; but it is still an attractive and function shape. Ravenna Green is another issue. Lets just say its a very appropriate 70s color and I have a lot of self-confidence.

I had lunch with the past Nugget Editor, Clinton Wong, the other day. He casually hands me a little pamphlet and says "Here's a factory brochure for the Carrera GT that I got from Germany." Very cool. We all know what the car looks like, but I thought I would print a few of the detail photos. I hope you enjoy them on page 10. To date, I have only heard of one person in the GGR that has put a deposit for a Carrera GT. I wonder when all is said and done, how many we will have in our club. Imagine if a few showed up for an autocross, I wonder how they would do against some of those 914 monsters that we have out there.

Now, on a political note, an update on Senate Bill 42. This wonderful bill has allowed the owners of '73 and older car to be exempt from our biennial smog checks, something these cars were never designed to meet in the first place. SB42 is one of those good laws that address public concerns with both reason and reality.

Currently, there are two bills in our legislature that are designed to dismantle SB42. These are SB800 and SB1172. If passed, many of our older Porsches will become useless relics of the past.

I'll be reading up on these issues and reporting my findings to you. You can also go to an excellent website by Leonard Trimlett ([www.smogrfg.com](http://www.smogrfg.com)) to find updates and links to car related legislation. If you have any ideas on how we can protect our Porsches, please contact us because we need all the help we can get.

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Good Boy!

# **Running of the Cars** by John Seidell, Autocross Chair



## The GGR/STRASSE 2001 Autocross Series

The first GGR/STRASSE 2001 Autocross at Marina on March 31 was a success and all the new members that participated had a great time. Thanks to Dave McGuigan for doing results, thanks to Kristy Soo Hoo for doing registration, and thanks to Larry Sharp for designing an excellent course. Thanks to James Ohl for getting the insurance and thanks to all who helped out. The following is the remaining Series schedule:

- #2 Sunday May 6 at Dublin
- #3 Sunday June 17 at Dublin (This will be probably be changed)
- #4 Saturday July 14 TBA
- #5 Saturday August 11 at Marina (Zone Event), LPR runs Sunday
- #6 Saturday September 1 at Dublin (Charity Autocross, \$2 per cone hit)
- #7 Saturday November 3 at Dublin

We will try to add another date, as calendars become more clear.

Note that you can autocross both days with the Porsche Club in August. Stay in the Monterey area and make it an enjoyable weekend. It should provide lots of runs on the Autocross course.

In the last several articles I described things that happen at an autocross. I would like to encourage all new members and anyone who has not been to an autocross to come check it out. The drivers are divided into three groups so one group will work, one group will run, and one group will rest. Each group gets to run twice for the day (getting in 3 two lap runs each time) and gets to work twice for the day. The rest times are great for talking PORSCHE. That is the perfect opportunity to talk with longtime autocrossers about what will make the car go faster (you can do many things to your car and it's driver to get faster times).

Thanks to Susan Angebrannt for doing a great job with the GGR Website. Please check it often as there will be changes to schedules. You should also sign up to get GGR announcements by e-mail. Please check the GGR Website to look at the current GGR Rulebook to determine what class your car should be in and what safety equipment you will need. We also have current rulebooks available during the autocross registration for \$3.

Notice that the name of the series is the GGR 2001 *STRASSE* Autocross Series. Please thank Gabe or Robin for sponsoring our series, when you call 1-877-944-9911 to order parts and accessories for your Porsche.

Registration opens at 7:30AM along with setting up the course. Course walks are available until 8:40 when there is a driver's meeting and then the first car out is at 9 AM. Then the fun begins! There is a late registration time of 11:30 for those that can only run in the afternoon. When all of the official runs are completed there is sometimes time left in the day for fun runs. We have some loaner helmets and the best instructors in the West. If you have any questions please e-mail or call me.



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# Experience with Excellence

by Patrick Kennedy, GGR



This New Years Eve, my wife Susan and I found ourselves at Konigstrasse in downtown Stuttgart. My company has offices in a nearby town of Boblingen, where I was scheduled to work for 4 weeks. Since work wasn't going to begin until January 2, we decided to head out early and get a few days of vacation.



One of our stops was going to be Porsche AG. I had called Porsche Cars North America, to find out about factory tours and the Porsche museum. They had informed me that the factory was pretty much shut down until January 8 for tours and would not resume until after the 15<sup>th</sup>. They had also mentioned that the museum would probably not be open until the 8<sup>th</sup> as well.



Once we landed in Stuttgart, our first stop was Zuffenhausen. To our surprise, the museum was open. The museum was fantastic. Porsche #1 was there, the only example of a 904-8, many examples of the 911, and even a few industrial Porsches, like a tractor that carries the marque.



Work began for me on the 2<sup>nd</sup> and Susan returned home, with no hope of a factory tour. By chance, some colleagues suggested calling Porsche, since it was the beginning of the year, and the heart of winter, possibly they might have some openings for a tour. Typically, arrangements for the tour need to be made at least 3 months in advance. Again, I was pleasantly surprised. I was able to schedule a tour the last week of my travel.



The factory tour starts in the museum. Standing there among those cars makes you realize you're truly in the presence of excellence. The first stop on the tour is engine assembly. They have three main engine assembly lines: One for Boxsters, one for 911s and one for the new Cayenne. Everything for the Cayenne, however, was behind partitions and not viewable from the tour. It is amazing how the engines are assembled. One technician starts with a crankcase and builds the engine by hand until completion. Parts are made available by the way of carts that are loaded from "shopping lists" and attached to the assembly line at various points of the process. Transmissions are also matched to the engine in this building, although assembly of the transmissions is done elsewhere.



The next stop is the upholstery building. Leather is stretched over parts that have been sprayed with contact glue. All leather is fitted over the parts by hand. Craftsmen work with various leather tools, scissors, and computerized sewing machines. The computerized sewing machines are used on the safety air bags, where each is bar-coded with the specifics of production, like date, etc.

Finally we reach the main assembly plant, where the body of 911s and Boxsters await their final fittings of engines and upholstery. One of the first things they do is remove the doors, for obvious reasons, they could get damaged, and because they are in the way. Assemblers attach wiring harnesses, put in the cockpit, and attach the headlamps and tail light assemblies. Most of the work done in this part of the plant is assembling the major components that have been assembled in other parts of the plant. One of the big moments is when the powerplant is married to the car. A rolling cart with the engine, transmission, and the suspension are rolled underneath the chassis that is moving above to be joined by four technicians in a matter of minutes. Each technician holds a corner of the



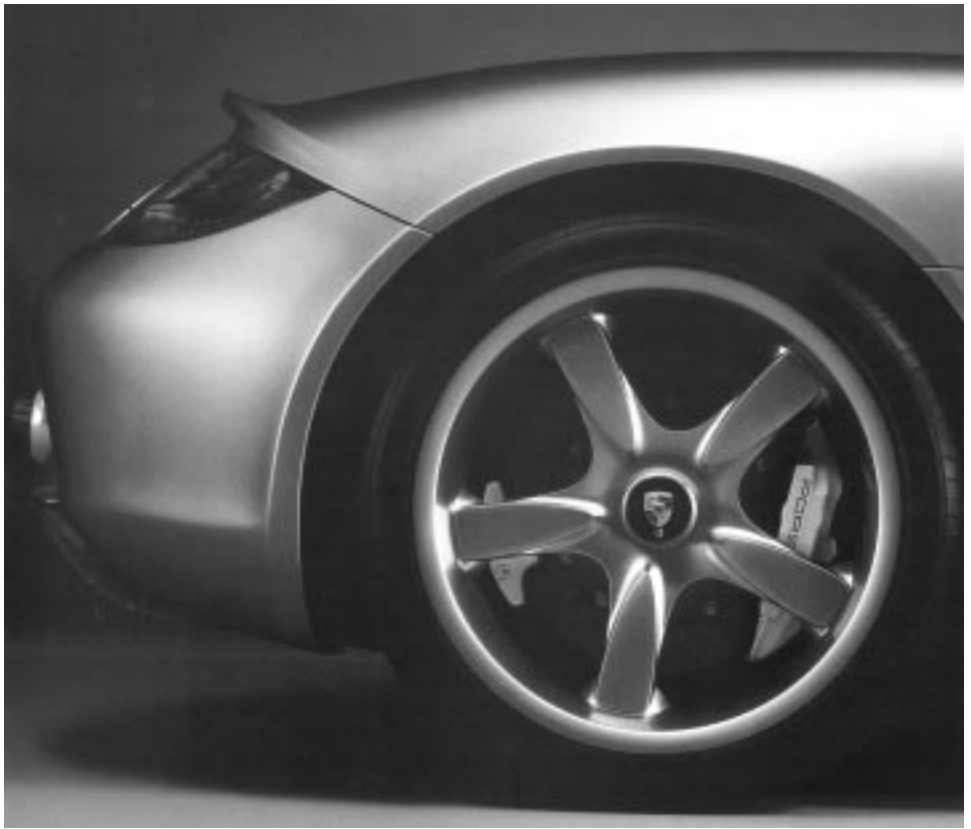
suspension while the main technician raises the platform to join the two. At that point, the majority of the car is assembled. Next, it's just a matter of wheels, front seats and doors to be re-fitted.

A new Porsche is born every 5 minutes, the plant in Zuffenhausen builds 180 a day, and another plant in Finland produces 100. But all are made to order, everything is made "just in time". One of the amazing aspects of the assembly is that these cars are still handmade. With the exception of the actual assembly line and a few robotic carts that take parts to various places in the plant, the only robotics in the plant is the machine that puts the sealant, or glue, onto the windscreen, before placement onto the car, which is done by hand. This was an amazing tour. It gives you a great appreciation for the workmanship that is put into building a Porsche, as if we PCA members don't already appreciate it.



(above) Patrick Kennedy posing in front of Porsche #1 at the Porsche Museum

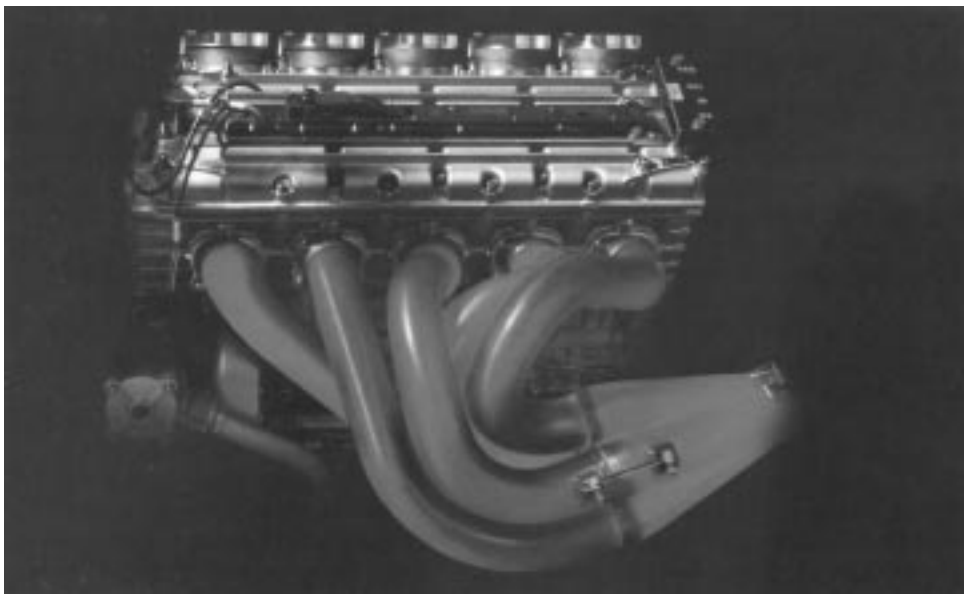
# Details



(above) 20" rear wheels. Is that two sets of calipers for each rear wheel like some of the old 962s? The front wheels are 19" with EIGHT piston brakes. Of course, the brake system is the Porsche Ceramic Composite Brakes (PCCB), which weight half of metal brakes.

(below) The 5.5 liter V-10 engine with glowing hot headers. 558 hp with a redline set at 8,000 rpm. Titanium connecting rods and dry sump lubrication.

# Carrera GT



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# **GGR Events Calendar** James Ohl, Vice President

## **April**

- 1 **The Larry Sharp Advanced Autocross School** at Marina. No foolin'.  
Sunday
- 5 **GGR Board Meeting** at Cherie Kuhn's Residence. Contact Cherie at  
Thursday 925.672.8239
- 7 **Zone 7 Rallye #2** hosted by SVR. Location TBA.  
Saturday
- 8 **Zone 7 Concours #1** hosted by SVR at Niello Porsche.  
Sunday
- 14-15 **GGR Time Trial #2** at Laguna Seca. Contact Chris Murray at  
Weekend 510.538.3800.
- 21 **GGR Adopt-a-Highway**. Contact Jean Ohl at 650.341.9020  
Saturday
- 27-29 **CRAB 28** at Lake Natoma Inn, Folsom. Contact Susan Fleming at  
Weekend 916.985.4142 or see ad in this issue.
- 28 **LPR Tech Session #1**. Subject: Brake systems. 9:00 at RMG Enterprises,  
Saturday 960 W. El Camino Real, Sunnyvale. Ralph Maines 408.246.3649.

## **May**

- 3 **GGR Board Meeting** at Sharon Neidel's Residence, 7:00 pm. Contact  
Thursday Sharon at 650.508.1308
- 5 **Wine Tour & Le Mans Dinner**. A tour, capped off with dinner & a Le Mans  
Saturday slide show, full of great stories. Contact KC Sharp at 925.371.2258
- 6 **GGR/STRASSE Autocross Series #2** at Dublin. Contact John Seidell at  
Sunday 925.938.9531 or johnseid@aol.com
- 11 **Thank God It's Porsche Friday** at Round Table Pizza, 157 East El  
Friday Camino Real (at Grant Road), Mountain View. Karen Neidel 408.225.5356
- 12 **Zone 7 Rallye #3** hosted by SVR at Dublin  
Saturday
- 19-20 **GGR Time Trial #3** at Buttonwillow. Contact Chris Murray at  
Weekend 510.538.3800.
- 20 **Zone 7 Concours #2** hosted by SQR, Fresno. Jim Coon 559.298.1548  
Sunday
- 26 **Zone 7 Tour to Spirit of America**, Rio Vista. Visit famous record  
Saturday breaking car. Contact Tom Krugman at topclass356@hotmail.com

# GGR Events Calendar

## June

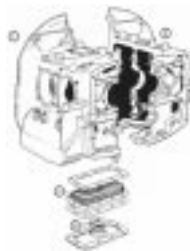
<b>GGR Adopt-a-Highway.</b> Contact Jean Ohl at 650.341.9020	2 Saturday
<b>Zone 7 Autocross #1</b> hosted by SVR at Mather	2 Saturday
<b>Zone 7 Autocross #2</b> hosted by YR at Mather	3 Sunday
<b>GGR Board Meeting</b> hosted by Howard Yao in Millbrae, 7:00 pm. Contact Howard at 415.350.8914 or 650.652.5775.	7 Thursday
<b>Thank God It's Porsche Friday</b> at Round Table Pizza, 157 E. El Camino Real (at Grant Avenue), Mountain View. Karen Neidel 408.225.5356	8 Friday
<b>Zone 7 Concours #3 &amp; Swap Meet</b> hosted by LPR at Parts Heaven	10 Sunday
<b>RR Autocross</b> at Petaluma Fairgrounds	10 Sunday
<b>GGR/STRASSE Autocross Series #3</b> at Dublin. Contact John Seidell at 925.938.9531 or johnseid@aol.com	17 Sunday
<b>Zone 7 Rallye #4</b> hosted by YR, Stockton	17 Sunday
<b>Kiss Me I'm Basque Weekend.</b> Zone 7 Autocross #3 and Zone 7 Autocross #4 on Sunday hosted by SNR in Reno	23-24 Weekend
<b>Palo Alto Concour</b> - Mercedes	24 Sunday
<b>Porsche Parade 2001</b> begins!	30 Saturday
<b>SVR Autocross</b> at Mather	30 Saturday

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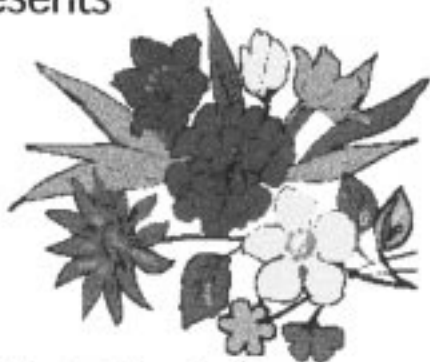
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A Time and Distance Rally  
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Directions - Take Mace Blvd. exit off of I-80, approximately 3 miles east of Davis. Mocha Joe's is located in the shopping center on the west side of Mace Blvd. between Chiles road and Cowell Blvd. If you go more than two blocks from the freeway off-ramp, you have gone too far.



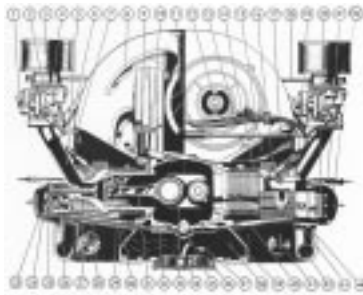
For information, call Rallymaster Phillip Marks at (530) 758-5677 or Rik Larson at (916) 481-6084 (between 6:00 and 9:00 P.M.) or e-mail [pcasvrrallyinfo@home.com](mailto:pcasvrrallyinfo@home.com)



# Mom's Talkin' Shirley Neidel, GGR Mom

The Golden Gate Region has adopted a section of Highway 280, from Woodside Road to Sand Hill Road on the west side of the freeway, that we keep clean. It only takes a couple hours on a Saturday once a month. The same 8 people have been representing the region in this charity event for many years and we are asking for your help. Call Jean Ohl and sign up for at least one Saturday this year. With over 1700 members, we should be able to have more help to handle this much needed task.

The usual group are willint to continue each month, but are requesting help from 5 to 6 people each time. I believe you can give up 2 hours once a year to help us out. Afterwards, we often go to brunch together or on an impromptu tour, so come join the freeway clean up crew. If by May we do not get the extra help we need, we may have to give up this section of freeway to some other group that is willing to keep it clean.



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STYLE TREND



# Final TGIPF at Harry's photos by Karen Neidel



(right) I wanted to give a special thank you to GGR Accountant & Assistant Treasurer, Olen Creech, the man with the styrafoam cup. Over the years, Olen has spent countless hours keeping our crazy little club out of trouble with the IRS. If you ever see a '83 911SC Cabriolet in Millbrae, make sure to wave.

Olen, you didn't bring your own drink to the Friday Night Social did you?





Please forgive my indulgence, but this is Kermit, just the way I bought him. For more information, please read the Editorial.

## **Boxster Coupe** from Speedvision

Porsche is readying a mid-engined coupe based on the popular Boxster two-seater, according to sources who say the German automaker is conducting focus studies with owners of similar two-door models. Intended to compete with Chevrolet Corvette, Audi TT, Mercedes-Benz CLK and BMW Z3 coupes, the Porsche Boxster Coupe is expected to be priced slightly above \$40,000.

As planned, the coupe would come with a 230-horsepower 2.7-liter flat six and might offer all-wheel drive. Porsche did survey focus groups on interest in a car with up to 315 horsepower, sources said.

## **It's a Yin Yang Thang** by Dawn Griffith, San Diego Region

Last month at the driving school I felt a lot of gratitude for the mentoring I'd received from the women of PCA. I found myself thinking about female energy, and about yin and yang.

The concept of yin-yang (Chinese) or in-yo in Japanese, is associated in Eastern thought with the idea of the two complementary forces, or principles, that make up all aspects and phenomena of life. The two are depicted as the light and dark halves of a circle which, together, form harmony. Yin is conceived of as passive, female, dark and absorbing. Yang is conceived of as active, male, light, and penetrating.

Yin is often depicted as a broken line, and yang an unbroken line. The broken line is soft flexible, crossable. The unbroken line; fixed, accurate, and hard.

The longer I'm around the more I see how these opposite but complementary forces of yin and yang are present in all aspects of our daily lives, including the driving aspect! Yin and yang are great labels for the differences in energy forces; differences in men and women; differences in approach and style.

At a couple of recent autocross events (and at the driving school, definitely there!). There was a female camaraderie, a feeling of being supported and nurtured. I've been cheered from the sidelines by the gals when I turned in terrible times or didn't finish, or came over the finish line off track with my windshield washer and wipers going. The gals gave me more than cheers, they gave me tips, gave me their versions of how to approach the exercises.

One of the first women I met when I was a new member, not even THINKING of autocrossing, told me "it's just like going into turns on a bicycle, make the best arc you can and do it smoothly." Then she said, "girls are great bike riders." That got me thinking . . .

Since then I've been coached by a number of terrific men and women. Not that I know anything yet about driving well, but I have learned a lot from you guys and gals. Men taught me to attack, women to finesse. One of the terrific women at the PCASD driving school, taught me to start soft and roll into hard when braking, another, how to shuffle steer rhythmically.

I feel mostly yang energy at an autocross, all the power, noise, speed, and adrenaline. In fact, I AM mostly yang energy when "running" the track. Yang is good, yang is fun, yang is powerful! But you need yin energy at these events, too. I realize I need to use more yin when I drive; be more absorbing, calmer, slower, smoother.

I am so grateful to the dedicated and talented men who've risked their sanity to instruct me, but the women have been very special, too. Without exception, every woman I've met or been mentored by at a PCA event has been totally supportive.

Don't get me wrong, I like men, a lot. But we women, we're softer, smoother, we smell better and some of us can drive better too!



Come join the GGR

# Adopt-a-Highway

Next event is Saturday, April 23rd at 9:00 am

Meet at Interstate 280, Park & Ride, Woodside Road Exit, Woodside.

For more information, contact Jean Ohl at 650.341.9020

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# **GGR Time Trial #1** by Anne Del Villano, GGR

Since the close of the 2000 race season, a lot changed. We elected, a new president, got statement shock from our re-assessed net worth, found out there is new meaning in ISO but some things never change. Renewing bonds with our race buddies, feeling the excitement of the first race weekend and pent-up enthusiasm to hit the throttle at Thunderhill. On Friday's driver's High Speed Driver Education, 76 students showed up along with 38 instructors volunteering their expertise. Judging from the number of time trial registrations, 160 drivers and 20 still on the waiting list, a busy time trial race season looks like a certainty.

Chris Murray, the new Time Trial Chairman, provided the guidelines and words of wisdom, along with a great sense of humor. Word has it that he "got the hook" at Friday's driver meeting and he almost met the same fate at the driver meeting on Saturday. The instructors got a surprising reminder to wear their name badges or wear a very prominent, orange cone hat. Shirley Neidel, who no doubt handcrafted the hat, enthusiastically tied it on Rich McGlumphy's head. From Rich, it quickly moved to Gene Kindred, to Ken Parks, to Neil Jackson, and then the instructors wore their nametags.

If you overlooked the high wind on Friday and Saturday, you could not help but relish the lush green hills, blue skies, snow-covered peaks and sunshine – and the non-stop roar of motors. As time trials go, this weekend was uneventful, which means it was successful. Aside from a few unanticipated mechanical disappointments, everyone managed to get a lot of driving in. Masuo and Louise had a main shaft seal drop out of the transmission. No problem, Masuo dropped the engine and tranny and popped it back in only to have it pop out again on Saturday. They still managed to get most of their runs in each day - nice to be mechanically inclined. Mary Beth Wilson, GGR Rookie of the Year, and Jerry Pretti continue their close competition with times of less than a second apart.

One of the few incidents, dubbed a miraculous recovery, took place on turn one. Ed Shih spun and hit the wall or rather drove up it backwards leaving nothing more than tire marks on the wall and no damage whatsoever to his car. Ron Davis, who races almost full-time after leaving Cisco last September (maybe that's why the stock tanked), corded his tires while doing 120 mph coming out of turn one. He too, spun and spun and continued to spin in the dirt and didn't get to drive in the timed runs.

Kevin Christiansen, a student driver, but hardly a novice with a long background of SCCA street schools, took the driver's ed course on Friday and got the green light to drive without an instructor at the time trial. Guy Covington, another student, drives a 3.0 liter 911 SC stock car that was set up by Matt Lowens. He admitted to having "butterflies" before the timed run. Of course, we all know that no matter how many times you drive, you still get them.

An event of this magnitude takes the collective effort of many volunteers. Special thanks to the instructors who gave up their driving break to help other drivers. Thanks to Chili, Lynn and Chet Martin, who oversee the grid. Thanks to the course workers who have the toughest job of all. Thanks to Louise for organizing a great dinner event, Laurie Yonk for handling registration, and, of course, Chris Murray for chairing the time trial series and to those I forgot to mention – a big thank you. Clearly, everyone enjoyed the weekend and will keep their fingers crossed that they make the list for Laguna in May.

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(above) GGR member Vaughn Temple sent in this picture,  
comparing his early Carrera with a new Twin Turbo at Dublin  
last season.

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# **For The Record** Louise Sousoures, Secretary

## **March Board of Directors Meeting**

The meeting was called to order at 7:45 PM at Karen Neidel's house. Board members present were Larry Sharp, James Ohl, Cherie Kuhn, Bob Gardner, Sharon Neidel, Karen Neidel and Nugget Editor Howard Yao. Webmaster Susan Angebrannt and Louise Sousoures were absent. Members Marianne Gardner, Chris Murray and John Seidell also attended.

### **A. APPROVAL OF MINUTES**

The Minutes from the Board of Directors meeting of 1 February 2001 were unanimously approved as written.

### **B. POSTMORTEM OF EVENTS**

Time Trial tech inspection in San Jose were very well attended. Vice President reminded everyone that insurance waiver forms must be signed and witnessed. No Friday Night Social in February, new location being established, and Adopt a Highway was rained out.

### **C. DIRECTORS REPORTS**

*PRESIDENT*, Larry Sharp

1. Received gift certificates for Region growth award. PCNA will distribute them to the members listed as of cutoff date. Also gift certificates will be valid for 12 months; originally only until May of 2001.

*VICE PRESIDENT*, James Ohl

1. Calendar Changes: Autocross on March 3 is cancelled. The Under the Lights autocross event will be moved to later in the year.
2. Insurance has been ordered for events in April.
3. Locations for the remainder of the board meetings assigned.

*TREASURER*, Sharon Neidel

1. Submitted report.

*MEMBERSHIP*, Cherie Kuhn

1. There were 32 new members this month; 7 transfers in, 5 transfers out. Motion to accept New Members was accepted unanimously. Total members count is 1739.
2. Membership database needs to be audited prior to making a roster. Cherie suggested putting a note in the Nugget to have everyone contact her for Nugget mailing address or phone number corrections or to add email addresses. Board consensus to plan for mid year printing of new membership roster.

*COMPETITION*, Bob Gardner

1. We have received the 2001 Competition Rule Books. Books distributed to Autocross and Time Trial chairs and President.
2. Autocross chair wrote a letter thanking Strasse for their sponsorship of the GGR Autocross Series. Time Trial chair mentioned that Strasse would also be helping the Time Trial Series in some way.

*SECRETARY*, Louise Sousoures, absent

1. Zip disk to be provided by Past Secretary in compatible format for Secretary to print remainder of procedures manual for distribution.



*SOCIAL*, Karen Neidel

1. Still researching locations for Friday Night Socials. Will investigate the Round Table near Grant Road and El Camino since similar location. Will specifically check out how busy they are on Friday nights.
2. Since Carlsen is still in the planning stages for their new facility, the Carlsen Concours/Swap Meet will stay on Aug 5th.

*NUGGET EDITOR*, Howard Yao

1. Submitted newsletter budget.
2. Discussion ensued regarding amount of Nuggets that are printed. Nugget Editor suggested printing company could look at each month's membership total and add a nominal number to it to determine the next month's print run. The nominal number would include sponsors, advertisers, newsletter Parade competition and other publicity.
3. Researched future legislative action about older car smog requirements. Will read the bills to become more familiar for future Nugget article.

*WEBMASTER*, Susan Angebrandt, absent

1. Webmaster would like to meet with Membership at the March Time Trial to discuss the membership list. GGR member may also have electronic method of comparing data in PCA vs. GGR databases.
2. The membership roster will be offered at cost.

#### **D. OLD BUSINESS**

1. Budgets were submitted for Mt. Hamilton tour and Reflections on the 70s Dinner Banquet.
2. Time Trial budget updated. All sponsors for the year have been confirmed.
3. Treasurer submitted budget forms to all board members with instructions for filling out.

#### **E. NEW BUSINESS**

1. Nugget mailing. Social Director and Treasurer signed up for a bulk mail training class. Motion approved unanimously for Social Director to pursue training class and file paper work for bulk mailing permit. Motion approved unanimously to have George & Shirley Neidel commence with the responsibilities for mailing the Nugget.
2. Time Trial Procedures. Discussion ensued regarding time trial instructor training exercises. Concern has been raised by small minority of members regarding safety, liability, etc. The Board supports the concept of instructor training. However, a motion was passed by all board members present that exercises not be allowed at a GGR Time Trial.

#### **ADJOURNMENT**

There being no further business to come before the Board, a motion to adjourn was approved at 9:40 PM. The next Board of Directors meeting will be held 5 April 2001 at Cherie Kuhn's house. Call Larry Sharp at (925) 371-2258 to add items to agenda.

# Members

Cherie Kuhn, Membership



## Official Count

New Members:	32
Transfers In:	7
Transfers Out:	5
Total Membership:	1739



### New Members:

Terri Bostick	Sunnyvale	1986	944
Larry W. Brewster	San Jose	1964	356
Christopher & Kristi Carter	Livermore	2001	Boxster
Anthony & Maria Caruso	Campbell	2001	996
Paul Ciandrini	San Mateo	2000	996
Richard B. Coffin	Foster City	1973	911
Joe & Pat Dyer	Sunnyvale	1993	928
Todd & Lisa Grantham	Alameda	1985	911 Carrera
Jahan Hill	Monte Sereno	2000	Boxster
Matthew Idler	Mountain View	1987	911 Carrera
Michael D. & Corinne Jennings	Santa Cruz	1995	993
Scott Jordan	Santa Cruz	1969	912
Michael R. Keenly	San Jose	1999	996
Richard R. Keenly & Janice Yoshihara	Incline Village	2000	Boxster
Brian Kinard	Redwood Shores	2001	996
David R. Koberstein	San Jose	2001	Boxster
Germain D. & Lisa Labat	San Mateo	2001	Boxster
John E. Lambert	Los Gatos	2001	911
Aaron Lamson	San Francisco	2001	Boxster
Paul J. Montalvo	Emerald Hills	2001	Boxster
Ron A. & Grace Nitafan	Daly City	1985	911
Gerald R. Novick	Los Gatos	2001	996
David Pace & Diane Jonte-Pace	Los Altos	2001	996
David F. Pritchard & Elizabeth Field	Burlingame	1996	911
Phil Rogers & Angela Narvasa	Redwood City	2001	Boxster
Frank H. & Virginia Russow	Los Altos	2000	996
Sherry Scholer	San Carlos	1986	911
Simon D. Tennant & Maggie Ricketts	San Francisco	1978	911
Dimitris & Christina Su Tsihclas	Los Gatos	2001	Boxster
Paul Van Ye	Oakland	1979	928
John P. Vandervoort	San Jose	1986	911
Frank J. Wissman	Belmont	1984	911

### Transfers In:

Dan Devlin	Menlo Park	2000	Boxster
Jeffrey A. Evans	San Francisco	1982	911
Andrew Forrest	Palo Alto	1988	911
Winthrop Hoyt	San Francisco	1974	912
Kiran M. Patel	San Francisco	1999	911
Marcus B. Sucro & William Enligk	Sunnyvale	1980	911SC
James A. Small	Campbell	1972	911

### Transfers Out:

Robert Crookshank	Madera	1970	914
Shawn Essex & Heather McAboy	Carmel	1980	911SC
David Hooper	Los Altos	2001	996
John & Carol Yontz	Los Gatos	1986	911 Carrera
Michael Keenly	Loma Prieta	2000	996



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**1983 928S.** Raiders colors. Excellent int w/ \$4,000 sound system. 93K mi. \$8,500. Contact Ross Smith at 408.243.8589 or raws@yahoo.com

**1985 911 Carrera Targa.** Burgundy/blk int. 88k mi, rblt trans, no leaks, f/r spoilers, lowered, chip. \$23,500. Contact Don Oates at djoates@netscape.net

**1999 Boxster.** Red/blk int. 20k mi, 2.5 yr warranty left. New tires, heated seats, 6 CD changer, hardtop w/ roll cart & cover. \$45,000 obo. Contact Doug Fisher at 925.837.9040 or dack@ncal.verio.com

**1988 911 Carrera Cabriolet.** White/blk top/tan leather int. Pampered 2nd owner car. Power top/seats, chip, 107k mi. Wonderful shape inside/out, needs nothing. \$31,000. Contact Scott at 650.208.8798 or ses1048@yahoo.com.

**1995 911 Carrera Coupe.** Guards Red/blk. 65k mi, 6-sp, 18" Fiske FM-5 w/ Yokos. Garaged, covered, non-smoker, never raced. Just completed 60K service by Kahler's. \$47,900. Contact Mark Janis at 925.249.1291 or mrjanis@home.com

**1993 911 RS America.** Full race set up, cage, fuel cell, race seats, spare wheels & tires. Never wrecked. Includes TPD trailer for \$59,000. Contact nancy@gallen.com

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**1985 911 Carrera Coupe.** Garnet Red/tan leather, 41K pampered mi, sunroof, whale tail, polished Fuchs, Always garaged & covered. \$25,500. Contact Kirk at 925.846.5386 or cardinot@wellsfargo.com

**1997 911 Carrera S.** Arctic Silver/blk. 18" wheels, ABD limited slip, litronic, stainless tips,

Euro springs, 4,300 original owner miles, a flawless car. \$69,000. Contact Mike at 408.356.5440 or mvad@pacbell.net

**1992 911 C2.** Guards red turbo body, whale tail, 25K mi, new P-Zeros, all records, excellent cond. Contact Gary at 650.591.7868.

**1974 914 2.0.** Set up for Time Trialing. Lowered, corner-balanced, with 911 front struts & calipers, upgraded torsion & sway bars, 180lb rear springs. 5 bolt Fuchs. Front GT oil cooler, recently rebuilt engine, rear spoiler, rollbar, 5 pt harness. \$8295. Contact Leigh Anne Drake at ldrake711@cs.com or 408.848.1574

**1984 911 Carrera Coupe.** Red with Black Int. Sunroof. Excl cond CA car, one owner 16 years. 175K mi, \$17,499 obo. Call Fran at 650.493.6318 or strega4u@aol.com

**1973 914.** 2.0L engine with dual Weber 44s, new KYB shocks and 140lb rear springs. New clutch, new Pirelli P700s, many other extras. \$4000 obo. Contact Doug Wood at 408.330.9120 or dogwood@mac.com

**1987 911 Targa.** White/black int. 132K mi, excellent condition, maintained by DM Motors. Call Pete at 650.854.1129

**1970 914/6.** Ivory/black, all numbers match, 93K mi, 14" Fuchs. Concours condition. \$19,900. Contact Scott Saylor at msaylor@redshift.com or 831.659.0921

**1992 911 C2.** Red/tan leather, lowered, sway bar, big brakes, lwt flywheel, immac. \$37,000. Contact Mike Jolliffe at h707.964.4704

**1971 911S Targa.** Silver/blk, #s match, very easy 98+ pt. resto. car. 131K mi, zero upgrades. Orig dash, no cracks, fact. bucket seats. Orig manual and tool kit. CA car, never raced. 29+ year GGR member. \$19,500 obo, contact Bob at 650.345.7353 PM.

**1974 914-6 GT3R Race Car.** (0hr) 3.4L twin plug w/ 915. New clutch & flywheel, extra set wheels, ext. list of mods to open top car. Jerry Woods motor w/ 325 hp in an 1830 lb car. Asking \$40,000, open trailer incl. Contact Lloyd at ljdemartini@hotmail.com or 925.606.8543.



# Marketplace

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**1974 914-2.0.** Needs work, not running. Was set up for Time Trialing. Roll bar, Fuchs, etc. \$1,000. Contact Danny at 650.349.2108.

**1990 911 Carrera 2 Race Car.** Great donor car - damaged right rear. Best of everything: new fuel cell, Recaro SPG & SRD seat, Cup suspension, Kinesis K10 wheels, much more. Contact Mark at 650.279-1233 for details.

**1991 911 C2 Cabriolet.** Cobalt Blue w/ Lt Grey. Tiptronic, Computer, Yokos. New top, battery, brakes, oil lines. 88k miles. \$36,000. Contact Richard at 650.575.6080

**1983 928.** Quartz/Tan, 86k mi. Well maintained. AT, AC, Sunroof. Great Sunday driver. First \$10,500 takes it. Contact Bill Fergus at 831.477.7796

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**911 Race Engine** 275hp, 2.7L. Wayne Baker built, best parts, fresh, ready to race. Contact Wayne at 858.586.7771 for more info.

**Pistons & Cylinders** from '80 SC, 90K mi, five good, one needs work \$900. **Forza II** wide body seat, black cloth, new in box \$260. **Fuchs** replicas (4)7"x15" w/ Yokos \$350. **Centerline** (4)7.5"x15" w/ R1s for \$250. '80 SC **Oil Tank** w/ small leak at plug \$200. Contact Mike at 831.637.7567 or 831.636.1314 evenings.

**911 Parts.** Koni S struts for early 911 \$300. Rear Carrera shocks \$50. Pair Duralite 12x16 3 pc wheels \$325. Panos '75-'87 \$25/yr. Contact Gary McNair at 707.252.2363.

**944 Turbo Parts.** Cylinder heads from '87 Turbo, ported/flowed \$500. Extrudehoned 951 intake manifold, 951 exhaust manifold, 968 oil pan, best offer. Koni double-adj front strut, driver side only \$100. Turbo DME \$200. 944 Turbo KLR \$200. Many other parts. Contact Mike Mitchell at 510.713.9248 or mahler9th@aol.com

**993/924S Parts** for sale. 993 blk leather seats

\$1500 pr; mufflers \$300; headlights \$300; fog lights \$150; steering wheel w/ airbag \$500. 924S Phone Dial wheels w/ Pirelli tires \$500/set. Turbo Mesh Wheels \$200/set. Contact Petar Kostic at 831.469.3956 or kpera@aol

**911 2.2 Engine.** Apart and in boxes, complete motor incl sheet metal, exhaust, heater boxes, etc. Excl condition. If interested, call 925.828.5161.

**1977 2.7 Engine** for sale. Ran very good. \$1000 obo. Contact Thomas at 408.238.8023 or motral@yahoo.com

## WANTED

**Recovering Porscheholic in need of later 944 or 944S2** for weekend pleasure cruises. No smokers need apply. Must be fit. Competition mods a plus, but not a requirement. Must be street legal, no Firehawk funny cars. Please contact Ray Scruggs at 415.459.3527

**Shop Manuals** for 1990 911 C4. Contact Marlin at 650.245.2970 or marlin.segal@dna.com

**G-Force T/A R1 Tires.** Need 1 or 2 205-50ZR-15, new or used. **901 gears**, need M third and S fourth. **Fuchs** or **Cookie Cutters**, need 4

7x15 or 7-8x15. Email richard.park@l-3com.com.

**911 Parts Roll Bar/Cage** for '70 911 coupe, duck tail, front "S" spoiler, and used 225/50/15 track tires. Contact Thomas at 510.486.8788.

**Classifieds** - Sell or find Porsche products and paraphernalia. Send or e-mail your ad to the Editor before the 10th of the month to be published the following month. Include your PCA membership number or include a check for \$10 per ad, payable to PCA-GGR. Ads will run as space permits. Ads may be edited or rejected at the discretion of the Editor. Please inform us if items have sold or ad needs to be revised.

## **Golden Gate Region, PCA**

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*Address Service Requested*

*Hwy 101 730am Oct 18h*



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