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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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For additional billing and submittal information, visit:
or contact Clinton Wong, 510.339.3152 or cwong@asiapacificmicro.com
If you want to update your contact information, make sure you contact Membership Director Cherie Kuhn this month. This will be the last chance this year before we print our club roster, so don’t delay in getting your info to her.

Thanks to Karen and Sharon Neidel, we are resuming the use of club members for the mailing of *The Nugget* to you. Hopefully the service they provide will be tremendously better than what we have been receiving in the past. Thanks to George and Shirley Neidel for helping out and volunteering to do this for the club.

If you haven’t come out to an activity this year, you might be surprised how popular the events have been. Both the Time Trial at Thunderhill and the Autocross at Marina were sold out and Laguna Seca is also filled. I hope everyone is enjoying the club and look forward to seeing more of you coming out.

Remember, the Wine Tour & Le Mans Dinner is on May 5 and the trip to Craig Breedlove’s Spirit of America shop in Rio Vista is on May 26. Call me to find out more.
Some bad news for the Nugget. Rob Herrera has taken a job in New Mexico and will have moved by the time you read this. Rob has been bringing us monthly interviews of our members & sponsors. So naturally, we are looking for someone who can take over his valuable role. Its a great way to meet people and get involved with the Nugget. Please contact me if you are interested!

Now back to the homefront, Marina and I are having a house-warming party, Saturday, May 12th, from noon to 5:00 pm. It'll be an informal event for people to drop by throughout the day and check out our pad. There will be food, drinks, and a lot of Porsche talk. I would love to freak out our neighbors with Porsches lined all along the street! So don't be a stranger and stop by and say hi. Our address and phone is on page 3.

While you're here, you can visit Kermit. Since last month's glossy photos, a valve guide went bad, so I have been rebuilding the engine in the garage with the help of a couple GGR friends (I am withholding their names to protect their innocence). Kermit will be running by the time the party comes around, but there will be many photos to see and stories to tell.

Last weekend was the first Autocross of the season on Saturday and the Larry Sharp Advanced Autocross School on Sunday. I attended both events and had a wonderful time. Larry did a great job of bringing in some of the best instructors in the nation: Glen Brooksby, Bob Gardner, Dave McGuigan, Andy McKee, Theresa Neidel, Tom Provasi, Dan Thompson, and Terry Zaccone. A lot of rubber was scrubbed off that day and it helped make some very fast autocrossers, even faster. I can't wait till the next autocross to see how the Class of 2001 does.

Between these two events, Larry also held a Tech Session on Autocross Course Design on Saturday night. It was interesting to see how much thought goes into the design of a course. Larry started off with a turn by turn analysis of the course we just finished driving that day. He explained the correct approach to the course and how he used design tricks to throw us off. As he revealed the secrets of each turn, you could see people hitting their heads, saying "Oh, so THAT'S what I should have been doing!" I think Larry got a good kick out of that.

On a final note, I just wanted to talk about Porsche factory driver, Bob Wolleck. He was killed on March 16th in Florida. He was one of the most successful drivers in modern times, having won the Porsche Cup seven times, Daytona four times, Sebring once, and was the German and European Champion in 1983. This year was supposed to be his last season of racing, before taking over management responsibilities in Porsche motorsport.

What's so unique about a race car driver dying. Well, he wasn't killed while driving, he was killed on his bicycle. After 35 years of professional racing at the highest level, pushing the limits of his driving and his equipment, he dies on a bicycle. This is one of those awful ironies in life, that puts a little perspective in our day to day lives.

Also, please pay extra attention to our two wheeled friends out on the streets and highways, they are a little more vulnerable...
Running of the Cars by John Seidell, Autocross Chair

The GGR/STRASSE 2001 Autocross Series

Check out the GGR website, it is full of information about autocrossing. It also has the results of the season so far. Also, read up on the new PAX class which is offered to GGR members at each autocross this year.

The Annual Larry Sharp Advanced Autocross School on April 1 was a success. All of the students learned a lot about designing and running a course. The instructors were really great, as the instructor-student ratio was 1 to 3. The food was much better than last year thanks to Louise Sousoures and KC Sharp. Overall everyone said that this year was the best yet for the school. I have heard rumors that there may be a school for beginners only, limited to 30 students sometime in the future.

#1 Saturday March 31 at Marina
#2 Sunday May 6 at Dublin
#3 Sunday May 27 at Dublin
#4 Sunday June 17 at Marina
#5 Saturday July 14 TBA (still trying to secure a site)
#6 Saturday August 11 at Marina (Zone Event), LPR runs Sunday
#7 Saturday September 1 at Dublin (Charity Autocross, $2 per cone hit)
#8 Saturday November 3 at Dublin

Notice that a new date of May 27 at Dublin has been added to the schedule to make up for the March 3 cancellation. Plan on attending the Sunday June 17 event at Marina. It is a good time of year when the weather is perfect for running Porsches. Last year everyone only had good things to say about the site. It is very large and will provide some higher speed areas. Beginners are welcome. You do not need to attend a school before attending an autocross. Instructors are available at each event.

A few reminders: Please show up to an autocross soon after 7:30 AM to help set up the course. Registration is from 7:30 AM until 8:30 followed by the driver's meeting. From 7:30 to 8:30, the tech crew will be going around and checking the cars. While you are out on a course walk, please leave your timing card on the dash and have the cars cleaned out and ready to go. Have your helmet on the passenger seat and the trunk and engine lids released (in other words, do not lock your car and set the alarm!). This will help get us ready to send out the first car at 9 AM. Registration for the afternoon rotation is from 11:30 to 12:00 Noon. The last car out is before 5 PM. Bring some food, water, sunscreen, a hat, your helmet (GGR has loaner helmets available). You might bring a paper pad and pencil to make a map of the course.

One important item to remember is to check in at the timing trailer before going to your worker assignment so that you do get your placing points towards the year end awards and so you can run your car. You should go and relieve a worker when it is time, so that there is a smooth transition between run groups. That way the cars can keep running and that equals more runs!!

Hopefully you have noticed many new cones and a new PA system. These will make the events run better. Next on the list is new timing equipment so we can run large numbers of cars through each rotation, giving lots of runs. Let’s run the cars!!!
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**Racin' Around**  Bob Gardner, Competition Director

Ferrari and Shumi are leading the F1 Standings. Dale Jarrett is atop the NASCAR standings and still won’t race the UPS truck. Dan Jones finished second in his first SCCA National race. All is pretty much right with the racing world. Now I have to crawl up on my soapbox and make a plea for help.

This season marks the end of the Seidell era for our GGR/Strasse Autocross Series. At the end of the year, John is planning to step down as the AX Chairman. So I am starting to look for next year’s replacement now. The one thing that keeps our various events running is volunteers. If club members don’t come forward to take the place of those who have volunteered in the past, then events die. This year there won’t be a Zone 7 PCA Club race or Zone AX School because no one stepped forward to fill the void left when those event chairs who stepped down. If anyone wants to know more or thinks they might want to step up as the AX chair, please give me a shout.

In reviewing the 2001 rulebook, a couple of minor errors have been identified. A technical bulletin to correct these has been issued to the GGR website and the Nugget. Speaking of rules, everyone needs to start thinking about changes that they would like to see incorporated into next year’s edition. These changes need to be submitted by June 15th for the August rules committee meeting, which really isn’t long from now when you consider how busy the summer can get.

Keep the shiny side up!

---

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Technical Bulletin (GGR 01-1)
for 2001 GGR Autocross and Time Trial Rules
The following revisions are in effect as of April 11, 2001.

CLASSIFICATIONS
1. Reclassify the Boxster S from T to N, Appendix B: Summary of Classes, p39.

IMPROVED CLASS
1. Clarify Appendix C: Summary of Modifications, p41, Correct INTERIOR: Seats specifications by changing "T-4.1e" to read "Any two".

PRODUCTION CLASS
1. Clarify Appendix C: Summary of Modifications, p41, Correct INTERIOR: Seats specifications by changing "T-4.1e" to read "Any two".

---

The Sequoia Region Presents
Zone Concours #2 at The Greater Valley Concours d'Elegance
Sunday, May 20, 2001
California State University, Fresno

Hundreds of Classics & Exotic entrees
Zone 7 entries receive two free invitations to the Saturday night Garden Party (a $100 value)
Pre-registration to is required (deadline April 30, 2001)
Fee: $25
"Display only" available in the PCA Corral

Details, entry applications: contact Jim or Jan Coon, at (559) 298-1548, jrce@gpe.com, or visit the Sequoia Region web site at www.pca.org/sqa
The results are in from the April 8 Sacramento Valley Concours! 16 brave Porschephiles braved a chilly morning at Niello Porsche this morning to mark to beginning of the 2001 Concours season today.

Taking a new Series prize for “Best of Show” was Tom Sisson of Sacramento Valley Region with a beautiful yellow 2000 Boxster. The prize is determined by dividing points earned by points possible, excluding any earned for mileage to level the playing field among wash ‘n’ shine, street, full, can competition classes. Tom earned 99.38% of all point possible.

Showing that high mileage cars can not only compete but win was Kevin Mollineaux out of Sequoia Region showing a 1974 911 with over 205,000 miles. Mileage alone earned him 13 points. The moral of this story: drive them and show them!

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Sacramento Valley and Yosemite Regions present
Zone 7 Autocrosses 1 and 2
June 2 and 3, 2001
Mather Regional Park, Rancho Cordova
Fee: $30.00 per driver
Early registration & tech - 7:30 to 8:30 A.M.
Late registration & tech - 11:30 A.M. to 12:30 P.M.
1990 or later Snell stickers required • Loaners available

Directions - From Hwy 50 East through Sacramento, take Mather Field exit; turn right at signal and proceed south to Norden; turn left onto Norden; turn right at first signal onto Mather Blvd.; at the intersection Mather Blvd. and Douglas, turn right through the gate into the site. For information, contact Tim Howard (SVR) at (530) 644-8374 or Bill Winkler (SVR) at (916) 364-5425 (e-mail bwinkler@softcom.net) or Bud Behrens (YR) at (209) 477-6496 (e-mail buddyb@compuserve.com)

Third Annual Zone 7 Saturday Night Pool Party at the Brooksby Home - 6:30 P.M.
Food (including beverages) • Pool • Spa • Saturday Autocross Video • $20.00 per adult - $12.00 for kids under 12. Directions to the Brooksby home will be available at the Saturday autocross. Prepayment required by May 28; make check payable to PCA-SVR and send to Glen Brooksby at 3001 Barbary Lane, Sacramento, CA 95864-7257. For further information call (916) 484-7257 or e-mail ghrookabymd@home.com

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

**May**

3 Thursday

5 Saturday

6 Sunday

11 Friday

12 Saturday

19 Saturday

19-20 Weekend

20 Sunday

26 Saturday

27 Sunday

**June**

2 Saturday

2-3 Weekend

7 Thursday

8 Friday

10 Sunday

10 Sunday

17 Sunday

---

**GGR Board Meeting** at Sharon Neidel's Residence, 7:00 pm. Contact Sharon at 650.508.1308

**Wine Tour & Le Mans Dinner**. A tour, capped off with dinner & a Le Mans slide show, full of great stories. Contact KC Sharp at 925.371.2258

**GGR/STRASSE Autocross Series #2** at Dublin. Contact John Seidell at 925.938.9531 or johnseid@aol.com

**Thank God It’s Porsche Friday** at Round Table Pizza, 157 East El Camino Real (at Grant Road), Mountain View. Karen Neidel 408.225.5356

**Zone 7 Rallye #3** hosted by SVR at Dublin

**Zone 7 Concur Tech Session** at Kahler's Werkstatt, 6117 Dougherty Road, Dublin. Ed Dugan 510.889.6988

**GGR/Sutro & Co. Time Trial #3** at Buttonwillow. Contact Chris Murray at 510.538.3800.

**Zone 7 Concours #2** hosted by SQR, Fresno. Jim Coon 559.298.1548

**Zone 7 Tour to Spirit of America**, Rio Vista. Visit famous record breaking car. Contact Tom Krugman at topclass356@hotmail.com

**GGR/STRASSE Autocross Series #3** at Dublin. Contact John Seidell at 925.938.9531 or johnseid@aol.com

**GGR Adopt-a-Highway**. Contact Jean Ohl at 650.341.9020

**Zone 7 Autocross #1** hosted by SVR and **Zone 7 Autocross #2** hosted by YR at Mather.

**GGR Board Meeting** hosted by Howard Yao in Millbrae, 7:00 pm. Contact Howard at 415.350.8914 or 650.652.5775.

**Thank God It’s Porsche Friday** at Round Table Pizza, 157 E. El Camino Real (at Grant Avenue), Mountain View. Karen Neidel 408.225.5356

**Zone 7 Concours #3 & Swap Meet** hosted by LPR at Parts Heaven

**RR Autocross** at Petaluma Fairgrounds

**GGR/STRASSE Autocross Series #4** at Marina. Contact John Seidell at 925.938.9531 or johnseid@aol.com
GGR Events Calendar

Zone 7 Rallye #4 hosted by YR, Stockton

Kiss Me I’m Basque Weekend. Zone 7 Autocross #3 and Zone 7 Autocross #4 on Sunday hosted by SNR in Reno

Palo Alto Concours - Featured Marque: Mercedes Benz

Porsche Parade 2001 begins!

SVR Autocross at Mather

Porsche Parade 2001 continues...

Zone 7 Concours #4 hosted by YR at Lodi

Thank God It’s Porsche Friday at Round Table Pizza, 157 E. El Camino Real (at Grant Avenue), Mountain View. Karen Neidel 408.225.5356

GGR/STRASSE Autocross Series #5 location TBA. Contact John Seidell at 925.938.9531 or johnseid@aol.com

GGR Adopt-a-Highway. Contact Jean Ohl at 650.341.9020

SVR Autocross at Mather

Zone 7 Concours #5 hosted by MBR at Lake Elestero

Zone 7 Rallye #5 hosted by DR at Dublin

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Yosemite Region invites you to

Spirit of America

A Zone 7 tour of Craig Breedlove's land-speed-record shop in Rio Vista

Saturday, May 26, 2001 • Shop tour starts at 10:00 A.M. • Donation - $5.00 per person

Directions - From Highway 12 in Rio Vista, exit at Front Street, proceed south parallel to the Sacramento River. The shop is 1/2 block south on the right. Touring - Individuals or groups who would like to tour to Rio Vista with Yosemite Region should arrive by 9:00 A.M. at the park 'n' ride adjacent to the Flag City truck service at the junction of Highway 12 and I-5. Lunch - Barbecued tri-tip sandwiches will be provided by Lira's Market. (On weekends some locals make a special trip to town for one of Lira's sandwiches.) The cost is $6.00 per person. Drinks are extra. Please contact Tom Krugman if you intend to join us for lunch at (209) 527-4117 or e-mail topclass356@hotmail.com

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"FIA C-154.T/98"
"FIA D-153.T98"
"FIA D-142.T/98"
"SFI” or “SFI 16.1”

Only MOMO harnesses marked as FIA or SFI certified are involved.

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(right) Advanced AutoX Instructors: Larry Sharp, Bob Gardner, Glen Brooksby, Dave McGuigan

(above) Andrew Blyholder carrying some impressive speed through the final turn of the course.

(right) Parker Merrill in his '83 911SC, giving the peace sign
(left) Advanced Autocross Instructors: Andy McKee, Theresa Neidel, and Terry Zaccone.

(above) Kristi Soo Hoo waving before her run
(below) Louise Sousoures next to Instructor Dan Thompson

(above) Terry Zaccone showing Bert the finer points of steering
(below) Bert Del Villano in his beautiful '74 914, I mean, their beautiful 914, didn't forget about you Anne!
(above) AutoX Chairman, John Seidell, conducting the morning Driver’s Meeting

(below) How many people does it take to push a Boxster on grid?

(above) With 97 people at our first Autocross, there was a lot of waiting. Harold Williams dozes off, while our Webmaster, Susan Angebranndt inches the car forward

(below) Bill Newlin and the Provasis just hangin’ out.
Come join the GGR

Adopt-a-Highway

Next event is Saturday, June 2nd at 9:00 am

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

For more information, contact Jean Ohl at 650.341.9020
All Suits Are NOT Created Equally

by Rob Buttweiler, Lone Star Region

As first time suit buyers we, like most folks, wanted to get the “best” within our various budgets. We polled all of our racer buddies, scoured the racer catalogues and spent many hours surfing the net for answers. We found likely what you found, a bunch of unsubstantiated claims and anecdotal information: “Shiny Nomex is bad” or “PBI/Kevlar is the best outer material” or “a 2-layer SFI-5 is just as good as those Italian suits, so why spend the money.” When these “folklore facts” are coupled with the ambiguity (and ignorance) presented by many retailers, comparing one suit to another difficult at best. Yet, we were able to make at least a little sense of it all.

We are limiting our discussion to SFI-3.2a/5 (SFI-5) rated suits as they seem to be what most folks prefer and, more importantly, an SFI-5 rating meets or exceeds all current and expected requirements without the need for additional protective underwear.

What we first discovered is that although SFI-5 is indeed a rating which exceeds most sanctioning bodies’ requirements, it is simply a qualitative measure of fire protection. Although an SFI-5 suit is “good enough” to meet the benchmarks, it does not give us any indication just how protective one suit is in comparison to another. Further, and perhaps more importantly, an SFI rating is only one of fire protection, it does not measure how well a suit is constructed nor how comfortable it is to wear.

To put protection from fire on an even keel we are going to use a suit’s Thermal Protective Performance (TPP). This rating is based upon the readings of caloric sensors exposed to both direct flame and indirect (radiant) heat when compared against Stoll’s curve (a predictor of the blister-point of human skin as a function of heat and time). This value is a laboratory-derived number which ideally represents twice the time it would take to receive a 2d degree burn when protected by the material. In other words, if a material or combination of materials has a TPP of 20, human skin protected by that material in the same test circumstances would blister in 10-seconds (lovely). The TPP is arithmetic and combinative, so a TPP of 20 is about twice as good as a TPP of 10 and, two layers of TPP 10 material roughly yield a TPP of 20.

The TPP is a world-wide standard in almost all industries where fire and heat protection is important (military, fire-fighting, space-travel, etc.). In fact the SFI Foundation uses the TPP of suits to issue their certification. A TPP of 6 or more receives an SFI-1 rating, a TPP of 19 or more receives an SFI-5 rating, a TPP of 38 or more receives an SFI-10 rating. Note that a TPP of 37 is *way* better than a TPP of 19, yet both rank an SFI-5 rating.

The thermal protection of a suit is, of course, determined by the make-up and quantity of its layered components. There are a handful of different fire-resistant fabrics used in suits these days, the most notable being those with a large percentage of Nomex and PBI/Kevlar.

Nomex is an aramid fiber produced by DuPont. Nomex is knitted, woven, braided and felted into numerous forms. Nomex does not flow or melt upon heating. It does not decompose or char at a significant rate until well over 350-deg. C. It is chemically and thermally very stable, readily takes a dye and has high UV resistance. It is machine washable and can be dry cleaned although it will be harmed by the use of chlorine bleach.

By far the most often encountered fabric is Nomex IIIA which is a blend of Nomex (93%), Kevlar (5%) and carbon fibre (2%). It is made from spun fiber and is the most popular material due to its low cost. However, of all, it is considered the least comfortable, it does not readily wick-away moisture, is not supple and is prone to pilling.

More comfortable fabrics are found when spun Nomex is combined with a high percentage of Kevlar. A common example is a twill-weave spun Nomex (25%) and spun Kevlar (75%) blend called Nomex Delta T. It is more expensive than Nomex IIIA, but it is much more soft and
supple while sharing its heat and fire resistance.

The most expensive and most comfortable of the Nomex blends employ multi-filament fiber (the analogy is: filament yarns are to spun yarns as fishing line is to sewing thread). The vast advantage of filament yarns are their exceptionally high strength-to-weight ratio as well as their very low coefficient of sliding (i.e. increased mobility) when compared to spun yarns. Examples of fabric which employ multi-filament Nomex frequently also include multi-filament Kevlar sometime in combination with spun Nomex. These materials are lightweight, soft, subtle and slippery—one of the most comfortable heat and flame resistant materials made. Because of its light weight, a given weight of multi-filament Nomex has greater fire and heat protection compared to spun Nomex.

PBI generally makes-up the balance of heat and flame resistance materials, and is almost always found in a blend of Kevlar (60%/40%). It is an expensive fabric and is quite

(continued on page 23)
A. BAUER INC

Another win for the Bauer Team 1996 SCCA Champions in GT2 and Prepared Endurance

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comfortable, with excellent breathability and moisture-wicking properties as well as a low coefficient of sliding. It has a moderate UV resistance and is machine washable, although it has less dimensional stability than Nomex (it shrinks). Its main disadvantages include high price and inability to be dyed. (There is a popular misconception that PBI/Kevlar provides superior burn protection to that of Nomex. In fact, PBI/Kevlar provides no greater thermal protection than any other fabric of similar weight.)

A woefully inadequate material sometimes found in “budget” suits is FR cotton. When new FR cotton has similar heat and flame resistance to Nomex, however it is both heavier and more importantly lacks durability. Simply, its fire-resistance qualities can be washed-out. Although a suit, which employs FR may indeed meet the SFI-5 grade with at least a TPP of 19, it will not do so after as few as 10 washings.

All SFI-5 suits are made using some layered combination of the above fabrics. The least expensive suits with adequate protection are simply two layers of knit Nomex IIIA. Additional protection can be inexpensively provided by adding an extra layer of Nomex IIIA. For more money, but increased comfort, the innermost layer of Nomex IIIA can be replaced with a high Kevlar fabric like Delta T. For great comfort, and highest cost, the suit may be made entirely of multi-filament Nomex or a combination of it and PBI/Kevlar.

Finding the proper balance of protection, cost and comfort is indeed difficult. However, one of the most overlooked safety factors is comfort. Consider racing in typical Texas 90-degree heat wearing a light, cool and comfortable multi-filament suit versus the same race with a triple-layer Nomex IIIA suit. There is no question you, as a driver, will be in better physical and mental condition—safer—at the end of the race if you where wearing the lighter suit. All the better, it is easy to find a multi-filament suit, which has a TPP great than that found in a triple-layer Nomex IIIA. Likewise, if you own a comfortable suit you will be more inclined to wear it, perhaps to include the near-race conditions present at some DE events. The bottom line, comfort is a real and important safety consideration.

Finally, the design and quality of manufacture are essential in the suit’s overall performance. One would reasonably believe that a one-piece suit would out perform a similar two-piece suit, however, we have been unable to find evidence to support the assumption. There is no doubt, however, than a poorly-made suit will fail long before one which displays quality workmanship. Be just as critical with the quality of the tailoring as you have been with the protection and comfort. Nevertheless, if you are seeking the lowest price entry-level suit do not expect ultra high quality workmanship. Suits are just like anything else, you frequently get what you pay for.

In all of the above we tried not to mention specific suits, retailers nor make any specific recommendations. It is your’s to decide which suit is best for you. Do, however, take a careful eye at not only what you are buying, but also from whom. Read what they have to say and ask questions. A recent call I made yielded a salesman who told me that a PBI/Kevlar suit was the only one to get because “Nomex is just like nylon, it melts.” We all know that Nomex is nothing like nylon and does not melt, ever. So, thank you very much, I will be spending my money elsewhere.

Perhaps after reading all of this you are going to do exactly what you were planning before, but at least now maybe you have a bit better insight into the makings of a safe suit.
For The Record  Louise Sousoures, Secretary

April Board of Directors Meeting

The meeting was called to order at 7:35 p.m. at the home of Membership Chair in Clayton, California.

Board members present were: Larry Sharp, James Ohl, Louise Sousoures, Cherie Kuhn, Bob Gardner, Sharon Neidel, Karen Neidel. Nugget Editor Howard Yao, Webmeister Susan Angebranndt. Jean Ohl, Marianne Gardner, Steve Kuhn, Chris Murray, John Seidell and Henry Watts were also present.

A. Approval of Minutes
The minutes from the Board of Directors Meeting of March were approved unanimously.

B. Postmortem of Events
High speed driving school, Friday, March 9. 80 students attended, fun and smoothly run.

Time Trial, March 10 to 11, sold out.

No Friday night social this month.

Adopt-A-Highway, normal crew attended. Two long -time members participated.

Autocross No. 1, March 31, very well attended, 97 drivers.

New PA system is a significant improvement.

Tech talk on Saturday night, March 31 at Mountain Mike’s in Marina. 40 people attended. Received commitments from four members as new designers for courses in the future.

Autocross School on Sunday, April 1. Well attended. Format was well run and all were pleased with the outcome.

C. Directors Reports

President: Larry Sharp
1. Received e-mail from Bob Worth from PCNA talking about the membership contest gift certificates. Some people are not getting them due to errors in the mailing list. Worth is sending President a list of those that have been returned. President will meet with Membership about the returns they’re getting and try to investigate that to sort out the correct addresses for members.

Vice-president, James Ohl.
1. Calendar changes were submitted.

Treasurer: Sharon Neidel.
1. Submitted report.
2. Motion to approve Treasurer’s report approved unanimously.
**Competition:** Bob Gardner.
1. Discovered mistakes in the rulebook. GGR rule book no longer in compliance with Zone rules. Classification of the Boxster S should be N class car, not a T.
2. Additionally, there is a discrepancy in the rule that now allows race seats in improved cars, yet when you go to the summary of modifications, it’s not allowed except for 914.
3. Proposed to post errors and omissions on the web site in the rule book area. Post in the Nugget as well. Rule change will be official after web posting.
4. PAX class is beginning to create interest, especially at the first autocross. Windrush will be sponsoring five trophies for PAX class.

**Secretary:** Louise Sousoures
1. Procedures manual will be printed and dispersed to all.
2. Storage locker will be transferred to Secretary’s address when the paper work is completed.

**Social:** Karen Neidel
1. Friday night socials will resume in May. Reserved room at Round Table, El Camino and Grant in Mountain View.
2. Attended bulk mail training. Treasurer and Social Director will fill out mailing permit, then get it to Nugget editor. Membership to do labels, sorted by zip code.

**Nugget Editor:** Howard Yao.
1. Regarding ads for the Nugget, encourage six-month or twelve month ads for long-term strategy for businesses and discounted rates.
2. There are now instructions on the web site regarding billing or submitting ads.

**Webmaster:** Susan Angebranndt
1. National membership list database is not able to be compared with GGR database with assistance of a computer program.

**D. Old Business**
1. Nugget mailing — taken care of.
2. Membership audit: Will be done manually before issuing the roster.

**E. New Business**
1. Chief Time Trial Instructor gave a presentation regarding instructor training exercises referred to at the March board meeting, question and answer session followed. All the Board members agreed to take the matter under advisement and to meet to discuss at a future time and place.

**ADJOURNMENT**
There being no further business to come before the Board, a motion to adjourn was approved at 10:10. The next Board of Directors meeting will be held at the home of Treasurer at 7:00 p.m. Call Larry Sharp at (925)371-2258 to add items to the agenda.
### New Members:

<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
<th>Year</th>
<th>Zip Code</th>
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<tbody>
<tr>
<td>Andrew &amp; Colleen Atwood</td>
<td>Pleasant Hill</td>
<td>1970</td>
<td>911</td>
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<td>Arthur E. &amp; Marilyn Banos</td>
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<td>Raymond M. Blindauer</td>
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<td>Roger H. Bohl</td>
<td>San Francisco</td>
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<td>David A. &amp; Laura Bottom</td>
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<td>Jimmer Fisk</td>
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<td>John &amp; Patricia Flavio</td>
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<td>William R &amp; Andrea Matteson</td>
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<td>Gregory Morris &amp; Walter Skowronski</td>
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<td>1975</td>
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Hung Vo & Katrina Nguyen  
San Jose  
2001  
Boxster
Justin Walker & Bea Yormark  
Palo Alto  
2001  
996
James Wampler & Marilyn Stelzner  
Menlo Park  
2001  
Boxster
Richard & Sean Wesslund  
Tiburon  
1995  
993
Yoseif Whiteson & Kristy Lefebvre  
Sunnyvale  
2001  
Boxster
Erica Ziemer  
Redwood City  
2000  
Boxster

**Transfers In**

Noah & Steve Pollak  
Sunnyvale  
1977  
911

**Transfers Out**

Gerald Lee & Lisa Szeto  
Pasadena  
1989  
944
Mark & Kim Mathis  
Fremont  
1977  
930
Richard Mc Clelland  
Meadow Vista  
1996  
993
Michael & Pamela Mc Kee  
Davis  
1982  
911SC

**41st Anniversary**

Frank & Norma Nocera  
Alameda  
1973  
911T
Karl & Susan Keller Jr  
Sonora  
1961  
356B

**38th Anniversary**

George & Shirley Neidel  
San Jose  
1972  
914

**37th Anniversary**

Joe & Darla Reitmeir  
Los Altos  
1970  
914

**36th Anniversary**

Robert & Lauffer  
Mountain View  
1965  
356C

**33rd Anniversary**

Robert & Marilyn Burn Jr  
Woodside  
1968  
912

**32nd Anniversary**

Tony & Roberta Reid  
Fremont  
1969  
912
Paul & Ingrid Lang  
San Jose

**31st Anniversary**

James & Jamie Owen  
San Jose  
1977  
924
Roy & Sasaki  
San Jose  
1954  
356
Arthur & Catherine Brenes  
Castro Valley  
1987  
911

**15th Anniversary**

Barry & Judy Smith  
San Jose  
1973  
911S
Steve Young & Betty Jeong  
San Mateo  
1976  
911S

**10th Anniversary**

Stephen Mathes & Mary McGrath  
San Francisco  
1990  
911C2
Eric Filseth & Tina Peak  
Palo Alto  
1971  
911T
La Van & Louise Bock  
Discovery Bay  
1969  
911S

**5th Anniversary**

George & Janet Kelts  
San Francisco  
1987  
911
Rick & Christina Bode  
Dublin  
1995  
993
Kennith & Lynn Hensley  
Alameda  
1987  
911
Randolph & Diana Lee  
Sunnyvale  
1973  
914
Lawrence & Carol De Ritis  
Saratoga  
1975  
911S
Michael & Sara Philippi  
Oakland  
1986  
944T
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PORSCHES FOR SALE

1998 Boxster. Ocean Blue, 38k mi & dealer maint. Sport Package, 17” whls, orig owner. $37,500 obo. Contact Carey at 415.970.2230 or carey@xorninc.com

1970 911 GT4. Like new w/ complete rebuild. '70 tub w/ full carbon/fiberglass 993 rebody. Over $100k invested. Make reasonable offer. Contact Timothy Watson for details/photos at 559.298.3010 or 559.449.1622

1976 911S Targa. Peroux red/beige int. Mint cond, 80k mi, all orig except new top and CD stereo. Polished wheels, runs perfect. $15,500 obo. Contact Robin Flores at 408.640.8861 or randaent@aol.com

1973 914 2.0. Full suspension upgrade, rollbar, race seats w/ 5pts, lap timer, oil cooler, Bursch, 2 sets wheels. Teched, aligned, ready to go! $7,695. Contact Brooks Esser at 650.255.0249

1997 Carrera 4S. Glacier white.grey leather. 33k mi, power seats, factory euro kit, polished 18" turbo twists, new P-Zeros. $60,000 obo. Contact Ron Davis at 408.223.8344

1970 914/6. Ivory/black, all numbers match, 93K mi, 14" Fuchs. Concours condition. $19,500 obo. Contact Scott Saylor at msaylor@redshift.com or 831.659.0921

1997 Carrera 4S. Glacier white/blk int. 7k mi, factory wing, GT2 fr spoiler, H&R adj struts, flawless. $75,000. Contact Guy Newhouse at 408.542.4277 or gnewhouse@finisar.com

1970 911E Street/Track car. SC rotors & suspension, Konis, 23mm t.bars, 22mm swaybars, rebuilt 2.2 w/ Webers. Monza seats, 5pts, 6" offset Fuchs w/ Hoosiers, Bright Blue. $10,000 obo. Contact Doug Fisher at 925.837.9040 or dack@ncal.verio.com

1969 911S Coupe. Tangerine/blk int. Parade Full Concours Winner '82,'85,'90. Owned for 20 yrs, orig paint, sport seats, blue print engine 10k mi ago, new MFI, SSI exchangers, polished Fuchs. $35,000. Contact Gary Griffiths @ 831.454.0308

1989 911 Carrera Cabriolet. White/blk int, power top & seats. 17k mi, excellent cond, all records incl orig window sticker. Contact Mike at 408.836.7386 or mbebout@sagent.com

1973 914-6 3.2. Used only the best parts, I need the cash and I'm taking a large loss. '88 911 DME 3.2 engine w/ 60K mi. The body is red, straight & solid. $13,500. Contact Janet at apunk@mindspring.com

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


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

1992 US Carrera Cup. Only red race car of 45 built. Race ready. Excellent. $75,000. Contact Rich at 408.369.9607 or visit www.mcgraw.org/Cup_Car/Cup_Car.htm
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


1974 914 2.0. Set up for Time Trialing. Lowered, corner-balanced, w/ 911 fr struts & calipers, upgraded torsion & sway bars, 180lb springs. 5 bolt Fuchs. Fr GT oil cooler, recently rebuilt engine, spoiler, rollbar, 5 pt harness. $8295. 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

1992 911 C2. Red/tan leather, lowered, sway bar, big brakes, lwt flywheel, immaculate. $37,000. Contact Mike Jolliffe at h707.964.4704 or w707.937.0255.

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

PARTS & MISC

914 Parts. Harness bar, used w/ rollbar, $60. 73/74 factory muffler (near new), $200. 914/6 Bilsteins, adj, $100. Fr/rr valence, $75 ea. Center console w/ 3 gauges, ltr shift boot & heater lever, $170. All prices OBO, contact Sergio Meza at 925.833.8545.

1998 Trailex 22' Trailer. Aluminum & enclosed. Only used 3 times, 158" awning, tire rack, alum. wheels w/ spare. $12,800. Contact Ben McGraw at rwblue911@cs.com

Subwoofer box for 911/930. Sit on folded rear seats, with 2 8" speakers, factory vinyl finish. Make me an offer. Marcus Sucro at 408.743.9463 or msucro@aol.com

911 Parts. Momo Apache steering wh & hub, $150. '73 fr bumper $100, '73 steering wh, $75, '73 Boge struts & calipers, $175, Alloy "S" calipers $300, and misc interior. Contact Ken at 510.522.8004.

RE-71s, set of 225/50ZR15 & 205/50ZR15, about 3 years old. $200 obo, contact Marco Sucro at 408.743.9463 or msucro@aol.com

Open Car Trailer. Steel, custom built, windscreen, tool box, spare & mounting bkts. Tires have 1k mi. Single axle. Will delivery within reason. $1,200. Contact Wes or Diane at 831.643.0356

968 Dash, brand new in factory shrink wrap. For tan interiors, best offer takes it. Contact Jon at jonseigel@yahoo.com

914 2.0 Engine, disassembled & clean, Euro P/C, Webcam 73, HP lifters, new flywheel, clutch, D-jet. $2000 you build, $3000 I build.

BFG Race Tires, many sets of R1s, call for sizes, $400-500 a set. Contact Larry Moeller at 408.848.4787 or lmoeller@gavilian.cc.ca.us

22' Enclosed Trailer. Dual axle all brakes, 92" wide, 2 drawer tool boxes, elec wench/jack, ramp extender, work bench, sub-floor storage. Good shape, $6,000 obo. Contact Jim at 408.548.3176 or jim@artisan.com

1987 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


1974 914 2.0. Set up for Time Trialing. Lowered, corner-balanced, w/ 911 fr struts & calipers, upgraded torsion & sway bars, 180lb springs. 5 bolt Fuchs. Fr GT oil cooler, recently rebuilt engine, spoiler, rollbar, 5 pt harness. $8295. 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

1992 911 C2. Red/tan leather, lowered, sway bar, big brakes, lwt flywheel, immaculate. $37,000. Contact Mike Jolliffe at h707.964.4704 or w707.937.0255.

1971 911S Targa. Silver/blk, #'s match, very easy 98+ pt. resto car. 131K mi, zero upgrades. Org dash, no cracks, factory bucket seats. Org manual and tool kit. CA car, never raced. 29+ year GGR member. $19,500 obo, contact Bob at 650.345.7353 PM.
911 Parts. Roll-bar by AutoPower bolt-in $200. Fuch Replicas, 7"x15" w/ 1/2" & used BFGs, $350. Bursch exhaust $75. Rear '72 bumper, door panels, etc... Contact John Beck at jfb725@yahoo.com

Pirelli 18" P ZERO. Brand new, 0 miles. (2) 225-40ZR18 & (2) 265-35ZR18. $900. Contact Anthony Lizano at docapl@aol.com or 925.837.5037.

911 Parts. Fiberglass Carrera Tail, 21/27 torsion bars, Fr. Bilsteins, Rear Kinis, SC suspension parts, SC brakes w/ Pagid Orange, much more. Contact Josh Ofstein at 415.863.0661 or jofstein@hotmail.com for details.

Dream Trailer. 24' Aerodyn enclosed trailer w/ every factory option, 3 doors, 2 windows, cabinets, roof air, work bench, small frig, 4 wheel brakes, all white ext. $10,000. For information, call 510.390.1170.

911 Parts. 911SC '80-3 heat exchangers $125. 911SC Throttle body, fuel distributors, fuel regulator, all for $150. 2.6"x15" Cookie Cutter w/ tires $200. 2.7"x15" Cookie Cutters w/ tires $200. 930 front spoiler lip & valance $225. Carrera front spoiler $95. '79 911SC steering wheel $100. '86 944 Turbo calipers $150. Contact Ken Holladay at 408.842.0616

Factory Fuchs, two sets of 8"x15", $600 per set of 4. Cookie Cutters, one set 7"x15", $250. Goodyear Cantilever 210 Slicks, 23x9x15, $400 for set of 4. 2.7 Nikasil cylinders w/ J&E 10.5 pistons. Total Seal Rings, $900 for set. One set of 4 pistons & cylinders $250. Call E.J. at 925.625.1146 or fast-914@pacbell.net


993 Wheels, factory hollow spoke turbo wheels, 2-8"x18" and 2-10"x18" w/ Hoosiers. $2400 for set. 914-6 Wheels, 4-5.5"x15" Fuch 5 bolt w/ Michelin MXV, $450 for set. Call Jim Thompson at 408.267.5320, San Jose.

Fuch Alloys. One pair of 9x16 with Yoko R-compound tires. Polished outer w/ black centers. $1,100. Contact Danny 650.349.2108.

Custom Open Trailer for 911. Doors open when car on trailer. Single axle, beavertail, elec. brakes. 3 years old, good cond. $2,100 new, asking $1,200. Contact Mark at 650.279.1233

Harness Bar by Weltmeister w/ harness guides, fits 911 coupe $75. Battery for '87 911, brand new $40. Contact Brad Maker at 925.736.4345 or maker@lstc.com

WANTED

Parts for '88 944 Turbo S. Burgundy carpet set, weatherstripping, pas. floorboard, exh tip. Like new cond. only. Contact Jon Wactor at 510.530.8635 or jwactor@earthlink.net

911 Parts, to borrow flywheel seal inst tool for '74 911. Also M and S 901 gears. Contact Richard Park at 650.342.5883 or richard.park@L-3com.com

One Kuhmo, 205/50-15. Contact Andrew at 510.236.8531 or andrew@argsf.com

BBS Wheels for 911, 15" or 16" 7" & 8"s, will consider Fuchs, do not need tires. Contact Larry at 408.848.4787

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

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.
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