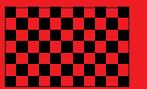


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T H E N U G G E T

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The Zone 7 website is <http://vista.pca.org/zone7>

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Cover: *David Evan's 914 on the track*
- photo courtesy of Head-On Photos

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

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July 2002
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James' Jabber James OHL, President



Hard to believe that so much of the year has gone by – where did the time go? But, GGR has many more exciting events planned for this year. Please check the calendar in *The Nugget* or visit our website at www.pca-ggr.org.

Please email or snail mail any and all address changes to Cherie Kuhn, our Membership Director **and** to Diana Tringali, the PCA Executive Secretary. Her address, including email, can be found in the back of *Panorama*. Since PCA is now sending us monthly membership updates electronically, this will make a lot less work for Cherie. If both addresses are the same, less time will be required to resolve differences.

The Board has moved up the deadline for submitting articles to *The Nugget*. Howard now must get your material by the **10th of each month**. In this way, we can get *The Nugget* to and from the printer quicker and get it to the Post Office several days prior to the first of the month. We want to avoid the first-of-the-month mail glut, so that you will get your *Nugget* sooner.

GGR is also starting to face some financial realities. Up until about the mid-1990s, the rebate from PCA (PCA gives us part of you PCA dues, was \$12, is now \$14) plus about \$6,000 to \$8,000 from other revenue sources (primarily the time trial and autocross series) would cover all the GGR expenses not already covered by event fees. Well, our friendly printer retired and the cost to produce the Nugget has increased. Plus postage costs increased, as did all the other costs. Can anyone name a cost that is now less? In short, GGR now has to ask too much from the time trial and autocross series and other sources. The Board is exploring cost reduction measures and looking at other ways to raise additional revenue. One noticeable cost saving measure was the elimination of the color pages from the inside of *The Nugget*. We may also raise the cost to advertise in *The Nugget*. In future months, I'll discuss other measures the Board is considering.

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Porsche Time

Howard Yao, Editor

This issue is focused on the names we give our Porsches. This all started because Hank Watts is selling his car, The Elf. Out of curiosity, I sent him a one sentence email inquiring if there was an interesting story behind the name. A few days later, I received a reply email from Hank, which is basically what you'll see on page 10. I wanted to thank all the other members that have contributed as well. If your Porsche has a name with an interesting story, I'd like to hear from you.

Speaking of hearing from you, **we still need to find a new Editor**. If you want to get more involved in the club, this is a wonderful way to do it. Feel free to call or email me if you have any questions regarding this position.

Also, I know there has to be a lot of golf nuts in the club (was that a pun?). I'd really like to start an annual charity golf tournament, but I have no experience in organizing this type of event. If you are "connected" to the golf world or if you would simply want to help plan such an event, let me know!

I've been enjoying our weather lately. Its actually hot in the summer, imagine that. We just wrapped up our annual New Member Social last weekend and it was a gorgeous day. Jean Ohl planned another great tour and Cherie Kuhn put the whole thing together. No accidents and no speeding tickets - it was a successful event!

There was a really strong turnout of news cars as well - a whole bunch of brand spankin' new 996s and Boxsters. There was also a 928 and a 356C to balance out the mix. It's amazing how darn fast the new cars are. During the tour, I pulled out onto the roadway pretty fast, but within 2 seconds, a 996 would be right up on my tail. When there was an open stretch of road, you could see an entire row of 996s lunge forward to close a gap really quick - a very impressive sight. So I was the slowpoke of the group, but if they came out to an autocross I'd blow their doors off!

It's neat talking to new members, because you tell them some basic stuff and it all seems very interesting to them. Like "if you hit a cone, you get a second added to your time" or "your car would be classified in the D Stock category." It won't be long before these same members start coming out to events and then start asking real different questions like "what components constitutes the factory M030 suspension package" or "should I take this turn as a double apex or just treat it as a sweeper and trail brake to induce slight oversteer." At that point, I would just send them off the Bruce Anderson or something. It's nice when you still get questions with easy answers.

Warning - sentimental moment. I was just on the GGR website and for some reason, I was checking out the old autocross results from 1997 to 2000. It was funny to see how many names I recognized. Some members have vanished, other have moved away, a bunch have gone into Time Trialing, some are still going at it with the same cars, some have converted their humble 911s into crazy Z-class race cars. Some people were really awful drivers back then, but are now the superstar drivers of our club. By chance, I noticed that Ken Holladay drove his 1979 911SC to win the Kp class in 2000. Last month I received a classified ad from Ken, selling a 1979 911SC with a blown motor. The car has since been sold and will probably show up at a GGR event by its new owner. Its funny how things change so radically, yet remain so much the same.

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Contact Anne Del Villano at adelvill@aol.com

Lodging: a number of facilities are available in the Monterey Bay area. Since these events will be taking place over the Labor Day weekend, it is advisable to secure lodging as soon as possible.

For info, contact:

David Leong (GGR) at (925) 362-2431, e-mail david@delong.org

Pete Siemens (LPR) at (408) 354-8129, e-mail tarpyto p@ix.netcom.com

Or see the GGR web site at <http://www.pca-ggr.org/>



Porsches Galore

by Gary Myers, GGR Member

Unlike the seductive lady in the James Bond movie, "Goldfinger", this should have been a movie about Porsches Galore. The set was the paddock garage at Sears Point Raceway on May 11, 2002. The scene was an Open House at The Racers Group (TRG) shops at Sears Point. The cast was about 50 Prowler and Porsche pushers. The star was Kevin Buckler, owner/driver of the TRG racing team. This was the team that won the GT class at the Rolex 24 Hours of Daytona in February. The weekend before the Open House, they qualified first in class for the 24 Hours of Le Mans.

The cast opened the show with lunch at the TRG shops amid an amazing array of vintage Porsche racing machines. After lunch, the star took control of the show. He talked about the three TRG businesses: development of aftermarket performance parts, preparation of customers' Porsches, and his racing team. He showed the cast how his performance parts are developed and then fired up a Porsche on the dyno. With it rear wheels on rollers and the front end anchored, he took the car on a quick acceleration trip to 100MPH to demonstrate the power of their new computer chip.

For most of us, the piece de resistance was a tour of the race shop. It was here that Kevin showed us the Daytona winning GT3 RS. He talked about his experience driving at night, in heavy traffic, on the Daytona banking. He shared the previous weekend's experiences of driving the French country roads, which are part of the 8 mile Le Mans course, at 170 MPH. He also discussed the logistics and expenses needed to field a team for a 24-hour race, but it was his driving experiences that made our spines tingle. Kevin certainly showed star quality in this performance. We appreciate his sharing his unique perspectives with the cast of P-pushers. Although the Goldfinger seductress was not present, it was a pretty racy affair, afterall.

PS: An American Le Mans Series race was held at Sears Point the weekend following the Open House. Kevin qualified his GT3 RS on the GT class pole and finished the race second in class.



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From the Rep Tim Fleming, Zone 7 Representative

Sometimes you need to shake things up.

I had the pleasure of attending CRAB 29 in late April; as most of you know CRAB (Concours-Rallye-Autocross-Begegnen) is the only multi-region, multi-event weekend in Zone 7. What makes CRAB special is that although many traditions are maintained, something changes every year. This year, Mike and Emily Willis and their CRAB team had their goal to "think outside the box", with numerous changes designed to make the event less formal and more fun. Overall the CRAB team was very successful, and will set the tone for upcoming CRABs. I believe that the approach to "respect tradition, but don't be afraid to shake things up" certainly applies elsewhere in PCA, and in Zone 7 as well (in life as well! - Ed.).



I have been working this year with a terrific group of Presidents in Zone 7. Several of our regions have Presidents in the last year of their terms; these are experienced individuals and they are managing your regions' activities very effectively. However, what is worrisome is that I am hearing that many regions are having difficulties finding board candidates for next year, much less Presidential candidates. Long time club members and leaders have "done their thing" (many are leaving under "term limits"), and newer members don't have time. These certainly are valid positions, but it does not answer the question as to who will lead this organization? I am writing this column to address the following questions: (1) why should people consider serving their region? and (2) what can be done to encourage candidates to run?



Why should people serve? First of all, volunteer organizations survive and thrive based on the level of volunteerism in the region. Do you enjoy your regional activities? Then consider helping out to assure that these activities continue. Do you want more or different activities? Then consider if you have been doing your part to offer alternatives, or volunteer to help organize and/or run these activities. Also, remember that the regions are generally their own legal entities; failure to exercise fiduciary control, including filing tax statements, could put the region in jeopardy. A personal statement: I started in PCA by attending concours events, dinner meetings, and autocrosses, and quickly realized that if I wanted these events to continue, I should be helping out as well. What I did not realize is that in your participation in the organization of the club, you develop friendships and appreciation for the club and individuals that would not have been possible otherwise. My volunteer efforts have been personally rewarding and fulfilling at all levels; there is true camaraderie in the leadership of PCA. The PCA "tag line" sounds trite but it's true, "it's not just the cars, it's the people".



How can we encourage candidates? This comment obviously is directed to current leadership. Although there are no easy fixes, I would offer the following suggestions: (1) focus recruitment activities on active members (stating the obvious first), (2) tailor the job to the individual (some people don't want to lead, but a supporting board role would be great), (3) some people don't mind leading, but don't know enough people in the club to "fill out" the board-the current board needs to help fill the other positions, (4) consider consolidating board positions and/or placing a lower priority on the "less popular" region's activities, and (5) make sure that there are experienced members still on the board, to ensure continuity. One idea that Golden Gate Region implemented was to change their bylaws to make



their positions two-year, staggered terms; this approach provides built-in continuity, which I like.

Fear of "not knowing what to do" certainly discourages people from participating at a leadership level. My experience has consistently been that the long time leaders of this club, although not interested in serving in that capacity anymore, nevertheless are great resources for advice and guidance. They worked hard to make this club great and want the club to continue successfully. The combination of fresh talent mentored by experienced leaders can rejuvenate a region. Personally, I am seeing two fine examples this year, in Monterey Bay Region and Redwood Region. Both regions had longtime active members as the previous leadership; these individuals put in considerable personal time and effort, for two years or more; they were ready to step down, and deservedly so. When the time came for new leadership, the regions' chose (drafted?) Steve Taty and Patrick Carroll, respectively, with less than perhaps four years PCA membership between them. Taking absolutely nothing away from the previous Presidents (again, who did a great job of maintaining the Regions), these two regions are exploring new meeting venues and formats, have increased touring, are participating in Zone activities at a greater level, and are providing increased member satisfaction, which ultimately helps sustain the club. My observation is that this success is due to the enthusiasm of these new presidents, supported by experienced boards (especially past-presidents), and not being "burdened by tradition". A great formula for success.

The bottom line is that Porsche Club of America exists not for the cars, but for the owners. How can the club serve you? And what can you do to help? Call me or your region President.



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Car Names Hank Watts, GGR Time Trial Chief Instructor

The naming routine goes back a bit. I have a sister who named her cars. A '57 Olds was "Betsy". I don't know if her previous cars had names, but the Olds was bought new and was a very important car for her. I never thought much about this, but was standing in a bank line one day and overheard one of the two guys in front of me say to the other, "When I bought Olaf, my first BMW . . ." I thought to myself, "That's cute. He named his car."

So, when I bought my first expensive car (having had a tendency to drive vaguely interesting but very used cars up until then), a '68 Mercedes 280SL, I gave it a good Germanic name, Fritz. I have good images for German names, having spent my junior year in high school as an exchange student in Stuttgart.

When Fritz was sold and the replacement, an older but very interesting '58 Mercedes 300SL roadster was acquired, it was named Max. I even ginned up a name for a car that never happened. In the grey-market era I had a plan underway to buy a '84 Mercedes 560SL in Rotterdam, have it equipped with AMG suspension and motor modifications and a BMW 5-speed transmission. This car was to be "Klaus." Eventually I determined that it was going to take dealing with 12 businesses and government agencies to make the car legally mine... : Mercedes dealer in Rotterdam, transport to southern Germany, AMG, transport to a shipping port, shipping agency, shipping line, customs handler, federal DOT, Customs bureau, transport to California, EPA compliance fabricator and California DMV. I abandoned the project as a potentially very interesting car, but infeasible due to time and costs.

Eventually I decided, after test driving and renting various appealing cars, to buy a 911 Carrera ragtop. The basic search had been for a 2-seater convertible, a roadster. There were not a lot of choices in '85. As is clear so far, I was quite fond of the solid engineering of Mercedes cars. But, having driven a 911 Cabriolet, on any given day, given a Mercedes and the Porsche in the driveway, the car I'd actually drive would be the 911. So, sensibly, I bought one.

This was originally to have been an '85, but delays, due, I think, to the custom-color leather interior, pushed it to an '86. Upon reflection I seemed to have used up most of the good monosyllabic German names, and two syllables for a car seemed excessive, at least then. My inspiration was the sense I had, when test driving the demo before placing the order, of a car that had a mischievous side. It seemed to be tugging on my sleeve, imploring me in various ways... "Let's take the off ramp...Let's head to the mountains...Let's DO SOMETHING!!"

I remembered that, in Norse mythology (sufficiently close to Germanic for my tastes) there was a god of mischief named Loki. Now, in many readings of Norse mythology, Loki is a monster or the devil. But he is, I believe, part of Odin's council and some readings allow the more mischievous sense of him. This seemed to fit perfectly and the car was so named (and christened with poured, not broken, champagne as I took delivery somewhat into the evening of December 21, 1985 in a ceremony apparently still remembered by some mechanics and the salesman). Loki ended up being the name of my publishing company as well.

After getting involved in autocrossing via the '86 Zone 7 autocross school, the Zone 7 series and, once I found out about it, the GGR series then running at the fairgrounds in Pleasanton, I began time trialing the car. There was a steep entry cost, as I had to put a rollbar in for the first event. Unlike other cars, cabriolets were not allowed a 2-event exemption from the rollbar, thereby enabling the drivers/owners a chance to see if they liked the sport enough to make this modification to their precious Porsche.

I remember looking down the grid at the various cars, seeing my nearly new, Garnet (burgundy metallic) cabriolet with the custom-color interior leather and the burgundy top and thinking, somewhat proudly and vainly, "I think I have the prettiest car on the grid." Looking
continued on page 16

Cinco de Mayo Shirley Neidel, Beloved GGR Mom

On Saturday, a day before the 5th, twenty six members had a Cinco de Mayo dinner at Pedro's Restaurant in Santa Clara. No awards, no special meetings, just a group that had a good time talking and hanging out together. I'd like to see us have more of these social events; where you have time to get to know your fellow members better, instead of beating your fellow members lap time. We do enjoy the atmosphere of our monthly Friday Night Socials. Hopefully, more people will begin to come out and join us there as well!

Diablo Region Porsche Club



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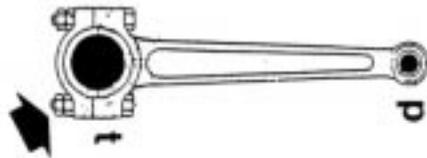
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New Member Social photos by Charles Wege & Steve Kuhn



Another beautiful tour through the mountains of Woodside. Most of these pictures were taken at the Ano Nuevo State Park, overlooking the ocean.



GGR Events Calendar Larry Sharp, Vice President

July

11
Thursday

GGR Board Meeting hosted by Bob Gardner, 7:00 pm. Contact James Ohl at 650.341.9020 or jamesohl@attbi.com

12
Friday

Friday Night Social at Round Table Pizza, 157 East El Camino Real, Mountain View, 6:00-9:00. Susan Kennedy 408.267.4052

13
Saturday

SVR Autocross at Mather. Contact Bill Winkler at 916.364.5423

14
Sunday

DR Rallye "Pic Tour". Contact Brian Cameron at brian554@earthlink.net

20-21
Weekend

GGR Time Trial #4 at Thunderhill. Contact Chris Murray at 510.536.3800 or drchrism@hotmail.com

21
Sunday

Zone 7 Concours #5 hosted by MBR. Contact David Alioto at 831.658.0356

28-3
Week

Porsche Parade at Boise, Idaho

August

8
Thursday

GGR Board Meeting, 7:00 pm. Contact James Ohl at 650.341.9020 or jamesohl@attbi.com

9
Friday

Friday Night Social at Round Table Pizza, 157 East El Camino Real, Mountain View, 6:00-9:00. Susan Kennedy 408.267.4052

10
Saturday

GGR/Strasse Autocross Series #5 location TBD. Contact David Leong at 925.362.2431 or david@dleong.org

10
Saturday

SVR Autocross at Mather. Contact Bill Winkler at 916.364.5423

11
Sunday

SR Autocross at Madera Fairgrounds. Contact Dean Posey at 559.297.0897

11
Sunday

Zone 7 Concours #6 hosted by DR at Blackhawk Museum, Danville. Contact Frank Cunningham at 925.609.9481

16-18
Weekend

Monterey Historics at Laguna Seca. Feature marque is Corvette. Contact Gary Mutoza of MBR at 831.726.3500 for local activities and Porsche corral passes or visit <http://flash993.tripod.com/pcamontereyarea/>

24-25
Weekend

GGR Time Trial #5 at Thunderhill. Contact Chris Murray at 510.536.3800 or drchrism@hotmail.com

31
Saturday

Zone 7 Autocross hosted by LPR at Marina. Contact Pete Siemens at 408.354.8129

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continued from page 10

back on that a few years later it was clear to me that, while perhaps true, it wasn't necessarily the smartest thing to have engineered. Time trialing has an element of risk to any car and putting a very pretty one that you value a great deal into harm's way isn't necessarily the brightest move, depending on how you evaluate the rewards of the sport.

After a few events, David Wong (who was time trialing an '83 chifon 911SC coupe) and I decided that we should really not be putting our very nice cars on the track, but should rather partner in a track car. In test-running this idea by his wife Gale, he got the response from her, "That's cute: Watts-Wong Wacing," which was the genesis of the team name.

We found a car for sale by Tom Provasi. A '69 911E in pretty stock condition, for sale for a fair price. My impression of the test drive was that it didn't accelerate very fast, didn't stop very well and leaned a lot in the turns. I asked David, "It doesn't go, it doesn't stop and it doesn't corner. Why do we want this car?" We decided, quite correctly, that our track preparation program would correct all this and bought the car. Obviously it needed a name. Well, it was obvious at least to me that David was a great and tolerant partner, so the name search began.

The most distinctive characteristic of the car was its greenness. Not an ordinary, pleasant green, this was close to the Conda Green of those years, but not quite Conda. It had been repainted, the original color being an unappealing, faintly greenish tan. The not-quite-Conda green was very close to the color of a John Deere tractor. It was ugly enough that we had to sneak up on the fuel pumps to get a load of gas. So, something green-related was needed for a name. Green reminds one of Ireland, shamrocks and elves. AHA! Something elfin, which would also celebrate the agility we hoped for from the car. We checked the German names for elves but there were difficulties with way too many syllables or things synonymous with fleas or something, so we eventually abandoned the Germanic transformation and simply called the car - "The Elf."

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Flame, quite literally! by Steve Kuhn, All Around Great Guy

Just a little context. Steve and Cherie own two early 911s, both very fast Time Trial cars. Flame was a brand new 1970 911 that they picked up from the Factory. For more info on Flame (and some very cool photos of Steve and Cherie), check out the May 1999 issue of Excellence for a feature story. Ed.

I don't think you give cars names, you just 'learn' what their names are over time. Flame got its name by catching on fire numerous times back in the early seventies. One of our first track events was at La Junta in Colorado, Cherie was sitting in Flame ready to enter the track when I heard a commotion and people were getting very excited. There were flames extending 3 to 4 feet from Flame's engine compartment. Everyone seemed to lose their composure except Cherie who calmly got out of Flame with her fire extinguisher and put out the fire. That fire melted/burned the plastic air filter box and a couple of the pot metal stacks on the Zenith carbs. One of the stacks was nearly gone and pieces of molten metal had coated one of the valves creating more backfiring through the intake and consequently more fires. The fires continued regularly until we finally had the engine rebuilt and replaced the Zenith carbs with Webers.



photo by Charles Wege

Nothing exciting about Silver. I had it repainted in LA and it had a very sparkly silver paint and we decided it wasn't 'a silver car', it was Silver.

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Friction Circle by David Bennet, Trash Talking AX Reporter

STRASSE/GGR 2002 Autocross Series



GGR Autocross #3 kicked off at the long forgotten Golden Gate Fields. The site has been used by SCCA consistently for quite some time, but GGR AX had been absent from this location for quite a while. Approximately 98 drivers showed up for an Andrew Blyholder designed course which attempted to minimize the problems associated with running on the slippery surface. The course was quick with many competitors seeing third gear in certain sections. New cars seemed to flavor the event as Sharon Neidel showed up in her recently acquired 968 which had been brought up to spec by Rennwerks, Ed Shih brought a new 996 turbo to the table, and Rob Boynton brought his new 996 GT2. Dean Thomas was the lucky instructor who got to "assist" Mr. Boynton in Weissach's finest, helping him to quell the tail out tendencies of this rear-wheel drive only beast. By the end of the day, Rob was able to get down to .6 seconds faster than the TTOD during fun runs, demonstrating the enormous potential of the car. At the end of the day it was Tobias Olney in his 914-6 on steroids that took top time of the day. TTOD on street tires was Ed Shih, in his aforementioned new 996 twin turbo. Additionally, the Rennwerks crew must have been doing something right because they helped Sharon nail down TTODL.

This event saw 29 new drivers join our tire smoking ranks and I would like to advise them on another important element of motorsport etiquette. More specifically, I would like to advise them to cheat whenever possible.

Now when I say cheating, I don't mean sabotaging another participant or cutting a corner in a course. The type of cheating I'm referring to falls more along the line of misinformation. For example: If you are in a class with a variety of people vying for the season class win, upon entering discussions with your competitors about your respective cars, never attest to the actual fitness of your vehicle. If, like me, you are in such a class (L stock is heavily populated), you should never mention that you intend to replace your shocks, tie rods, bushings, buy new tires etc. Then, upon doing so, you should never actually admit to having made these improvements to your car and instead you should simply suggest that it is your driving improvement that has caused you to beat your competitors by leaps and bounds. As long as you keep this in mind, you will likely be a very successful AX or TT competitor.

GGR Autocross #4 will be held at Candlestick and it would seem that we have some interesting plot lines building. Who will be king of the 996 Turbos? Will the GT2 crush everyone in sight? Will Howard Yao continue to reign supreme in Bp? Only one way to find out, come out to the Stick and drive the car the way you know you should.

David, thanks for the tip. You better remove all your trick parts on your Carrera because I may be scheduling an on-site "Tech Inspection" at AX #4 - just to make sure that you really are a L Stocker! Remember, once you're in Li, you'll be dog-meat. McGuigan, Leong, Bauman, and Dunwoodie will work you over quite thoroughly. Ouch! Ed.



Roach-Mobile Ken Park, Treasurer



This is something I hope to actually have made and placed on the car. Basically, when I bought the car from Mike Cullinan, I named it "The Roach" due to it's color. It's now becoming bigger than life. I wonder if this will start something.

Ohls-Mobile James & Jean Ohl, President & First Ladie

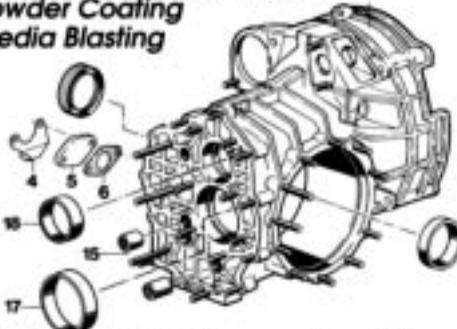
Our 97 Silver Boxster is equipped with a Tiptronic transmission, so it is named "TIPSTR" as a result.

On a side note, the Ohl's commuter car is a little Honda Civic and the license plate says "OHL5MBL" Ed.



photo by Charles Wege

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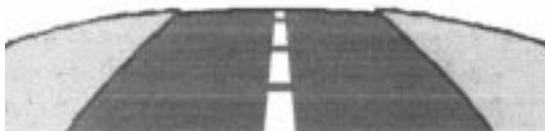
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Adopt-a-Highway

Next event is Sunday, September 8th at 9:00 am

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For The Record Louise Sousoures, Secretary



CALL TO ORDER

The meeting was called to order at 7:35 p.m. Board members present were James Ohl, Louise Sousoures, Cherie Kuhn, Bob Gardner, Ken Park, Nugget Editor Howard Yao, and Webmeister Susan Angebranntd. Also present were Harold Williams, David Leong, Jeanne Ohl, Bob Peterson, Hank Watts, Chris Murray, Larry Adams, and Tim Stewart.

A. APPROVAL OF MINUTES

The Minutes from the Board of Directors Meeting of May, 2002 were unanimously approved as amended.

B. POSTMORTEM OF EVENTS

1. Adopt-A-Highway – well attended.
2. Cinco de Mayo dinner - well attended.
3. Hillsborough Concours – not many Porsches. Jerry Seinfeld Club Sport was shown.
4. Time Trial – well attended, 130 drivers, 93 drivers ran for times.
5. Autocross – 98 people, no complaints regarding sound.

C. DIRECTORS REPORTS

PRESIDENT, James Ohl

1. Received from National observer reports for HSDS and TT #1 & #2.
2. Received new insurance regulations from National.
3. Received Region Focus regarding Driver's Education guidelines.
4. Will be voting at Parade with regards to the purchase of new software for National database.
5. Received email from RCE Developers. They are attempting to build a car test facility in the Bay Area to make available to car clubs. Delegated Autocross Chairman to contact them and ask how we can help.

VICE PRESIDENT, Larry Sharp

1. Calendar Changes: None.
2. (through Susan Angebranntd) Insurance certificate for New Member Tour and Social will be in mail or will have faxed copy tomorrow.

TREASURER, Ken Park

1. Submitted Treasurer's report.
2. Submitted profit and loss report for year to date.
3. Transferred funds from checking to savings.
4. Ordered laser checks for computer. Treasurer has requested information emailed to him so as to print checks out by computer.
5. Treasurer's report approved unanimously.
6. Bob Peterson: Submitted a report depicting quantities and cost of merchandise to purchase for Goodie Store. Motion made to approve the potential purchase of 50 each of hats, polos and t-shirts; sweat shirts, denim shirts and jackets to be special order only item. Motion was approved unanimously.
7. Treasurer to submit budget next meeting for purchase of above items, plus patches and decals.

MEMBERSHIP, Cherie Kuhn

1. There were 28 new members this month; transfers in, 6; transfers out, 7. Motion to accept New Members was approved unanimously.
2. New Member Social is planned for June 8, approx. 40 new members attending.



COMPETITION, Bob Gardner

1. Autocross Chairman discussed the LPR/GGR Zone dinner at Marina, will submit new budget.
2. Autocross venues: Autocross Chairman and Tim Stewart will submit permit request for possible autocross venue at Alameda Naval Station. They will research and report back to the board at a future meeting.
3. Transponders for timing of Time Trial events: Buttonwillow event – transponders worked seamlessly. Discussion ensued regarding the potential to rent the system again for the next two Time Trials. Time Trial Chairman will explore other tracks and their transponder systems.
4. Communicators for Time Trial instructors: Henry Watts gave a presentation to the board regarding the replacement communicators for instructors. Motion made to purchase 15 in addition to 30 already purchased, eliminate restriction of two years, with the proviso if any instructor should quit within a year's period, there will be a requirement to return the new communicator to GGR. Donation of older style communicator is voluntary, David Leong will keep record of these donations.

SECRETARY, Louise Sousoures

1. Nothing to report.

SOCIAL, Susan Kennedy

1. Carlsen swap meet: Carlsen will be having their open house the same weekend as the swap meet/concours. Larry Adams will be chairing concours, Carlsen will be providing trophies.
2. For swap meet, volunteers are needed to assign spaces, park cars, advertise event, etc.
3. GGR will be cooking for open house the night before, with all proceeds to go to charity.

NUGGET EDITOR, Howard Yao

1. Deadlines for ads, articles, etc. are now due by the 10th of each month.
2. Nugget Editor has submitted e-mail to all board members summarizing existing expenses for producing newsletter and proposing some ideas to reduce costs.
3. Discussion ensued regarding possible ways to lessen the cost.
4. Issue regarding above proposals were tabled until the next meeting for further review.

WEBMEISTER, Susan Angebrannt

1. Would like to purchase new software for web site. Motion made and approved pending budget to be submitted at the next meeting.

D. OLD BUSINESS

1. Geographic boundaries: Some members who attended LPR board meeting last month were not in favor of changing the boundaries.
2. Dealerboards: Tabled until next meeting.

E. NEW BUSINESS

1. None.

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 July 11, 2002 at 7:00 p.m. at residence of Competition Director. Call President at 650.341.9020 to add items to agenda.

New Members Cherie Kuhn, Membership



Official Count	
New Members:	28
Transfers In:	6
Transfers Out:	7
Total Membership:	1773



New Members

Yehuda & Hanna Bamnolker	Cupertino	2002	BOXSTER
Fred & Susan Bianucci	Millbrae	2002	996
Richard Brechin	San Francisco	1995	993
Brad Breehl & Carla Westmoreland	San Mateo	1983	928
Larry J Burgess & Loren Sonsan	Pacifica	1982	911
Charles Chi	Hillsborough	2001	996
William J & Sharon Dally	Stanford	2002	BOXSTER
Ned Engelke	San Francisco	2000	996
Mario G & Maria F Fernandez	Santa Rosa	1987	911
Patrick J Flynn	San Bruno	1978	928
J Michael & Pamela Gullard	Menlo Park	2001	911
Garry J Haussler	Redwood City	1958	SPEEDSTER
Wenhung Huang	San Jose	1991	CARRERA
David H & Joanne Ichiki	Foster City	1998	CARRERA
Damian S Inglin	Los Altos	1999	996
Joshua A Karsh	Los Gatos	1990	911
William H & Julie Kelly	Castro Valley	1986	951
Bruce Levine & Lori Brown	Oakland	1990	996
Randy & Carmen Lewis	San Mateo	1987	911
Eric Lindstrom	San Francisco	1984	911
Rene Marrero	San Mateo	1988	911
Mohammad Mortazavi	Atherton	2002	911 T
Doug Olkein & Kirstan Rock	Cupertino	1983	911
Richard A & Frances Papapietro	Mountain View	2002	911
Jay Parikl	Redwood City	1989	911
Thomas P Petrilla & Kenneth Coffelt	San Francisco	1971	911
Robert Tang	Foster City	1994	968
Alain Vu	San Jose	2001	996



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Transfers In

Scott Burrow	San Francisco	2000	BOXSTER
Michael Fagan & Susan Monte	Palo Alto	1987	944
Robert & Jeannie Hamchuk	San Jose	1974	911S
Howard Koenig & Elizabeth Rody-Koenig	San Francisco	1991	911
R Robert & Robert D Mattei	San Francisco	1978	930
David E Sturtz	Berkeley	1996	911

Transfers Out

Audrey L Adams & Clyde Nagakura	Los Gatos	1987	911
David M & Melanie Borun	Riverwoods	1986	944
John & Melanie Cason	San Diego	1973	911
Michael J Drury	Santa Cruz	1996	993
Peter Neukirchner	Sparks		
Dan A & Lisa Nitake	Marlborough	2001	996
John & Jennifer Wong	Pleasanton	1988	930

41 Years

Donald & Lois Lollich	Concord	1961	356B
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38 Years

Charles & Michael Petersen	Lafayette	1996	993
Dr John & Miriam Graham	Hillsborough	1964	356C

34 Years

Terry & Judy Zaccone	Saratoga	1968	911L
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33 Years

Anthony E Guinasso	Belmont	1959	356
Mary L & Brigitte N Rothmund	Hollister	1977	911

32 Years

Kenneth L & Linda C Mack	San Jose	1970	914/6
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31 Years

Ursula Grunfeld	Mountain View	1973	914
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30 Years

Donald T Beavers	Hayward	1997	911
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26 Years

Frank Sutton	Oakland	1974	911
Dennis J & Cindy Kahler	Pleasanton	1974	911

25 Years

William H & Elizabeth Cilker	Milpitas	1972	911S
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15 Years

Bob & Marjorie Fooshee	San Jose	1984	928
Morgan & Rebecca Harwell	San Jose	1973	914

10 Years

Alfred Abken	San Francisco	1982	924 TURBO
David L Mcguigan & Helen McGuigan	San Jose	1986	911
David R Palic	Santa Cruz	1983	911SC
Maureen & John Yager	San Francisco	1975	914
Paul H & Marie Lehman	Hillsborough	1988	911

5 Years

John R Marum & Jeremiah Jeffress	Oakland	1987	924
Fred & Erica Scjubba	Saratoga	1989	911
Michael & Lynnore Hobgood	Redwood City	1970	914
Parker Merrill	El Cerrito	1983	911SC
Dan J Jones	Woodside	1997	911

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1995 993 Cabriolet. Blk/champagne, Tiptronic, 24k mi, 17" whls, new rear tires. Contact John Kiger at 408.921.0726 or john@kiger.com

1994 Strosek Speedster. Steel Strosek body kit, 3.8L w/ Quaife 6sp. Concours winner. Formerly owned by Barry Bonds, too many options to list, over \$135k in mods. \$90,000 or partial trades. Visit www.gullwing.cc. Contact Clinton Wong at 415.509.8388 or cwong@asiapacificmicro.com

1991 Carrera 2. Blk/blk, 62k mi, H&R springs, lowered, Fikse FM-10s. Also Design 90 whls. Never raced. Garaged. \$30,000. Contact Stover Babcock at 408.623.6123 or stover@sbsg.net

1990 Carrera 2 Coupe. Blk/blk, 53k mi, 17" turbo rims, Ruf torque tube, all records. \$35,000 obo. Contact Jeffrey at 408.448.4465.

1998 993 Cup Car. Factory car, 3.8L, only 15 hrs on motor/trans. 9k km. Excl cond, never wrecked, history. \$89,900 obo. Contact John Mulvihill at 949.510.3738 or supercup@cox.net

1990 Carrera 2. Silver/linen. 140k mi. Bay area car, no accidents, no probs. \$20,000. contact Dennis at dennis@proscancolor.com

1986 944 Turbo. Silver/blue. 152k mi. Recent plugs, wire, cap, rotors. Extra set wheels. Great daily dr. \$5,500. Contact Brian at 408.962.2013

1997 Carrera 2S. Midnight Blue/grey. 13k mi, 18" wheels. Absolutley perfect. Must sell soon. \$56,000. Contact Frank Buhrmann at 415.642.6108 or fb@ix.netcom.com

1986 944 Turbo. Very comp club racer & TT. Runs 1:44s at Laguna & 2:08 at Thunderhill. Pro built & maint. All the best equip, 2 sets whls. \$15,500 obo. Contact Jay at 650.965.1574

1980 911SC Coupe. No AC or sunroof. Monty exhaust, adj bars, 7&8 Fuchs, Bilsteins, sport seats, clean. \$12,500. Contact Nick at 510.558.9004 or nzrose54@yahoo.com

1997 Carrera 4S. White/blk lthr. 10k mi, factory aero kit, immac garage queen, pics available. \$65,000. Contact Guy at 408.594.1777

2000 Boxster S. Silver/grey lthr int. Sport Touring pkg, CD Litronic, 24k mi, garaged, perfect. \$45,500 obo. Contact Jim at 415.596.4949

1969 911 Coupe. "The Elf", stock 2.4S w/ MFI, street/track, full race suspension, 915 trans, cage. \$10,900. Contact Henry Watts at 408.245.4040 or hank@camdesigns.com

1989 944S2. Guards red/blk. New timing belt, cam tensioners, clutch, & brakes. Very good paint and int. Always garaged, records. \$10,500. Contact Dan Dickson at 415.956.0640

1972 914-4 Race Car. PCA-GT5R, 200hp, 1496lbs. Huge rear wing, coil overs, big brakes, huge 3 pc wheels, cell, cage, trailer, 2nd race engine. Fiberglass molds and spares. Best offer package. Contact Bill Newlin at bnewlin22@juno.com

1987 911 Cabriolet. Turbo look, 23k mi, new top, rechromed Fuchs. A/C, lthr. Baltic Blue. \$34,900. Contact Tom at tomp@perry-smith.com

1984 911 Carrera Targa. Bronze/tan. Stock, reconditioned top, 16" Fuchs, 131k mi. \$14,500. Contact Sean Lannan at 408.420.5986

1970 914-6. White/blk. All orig, matching #s, 27mm torsions, Konis, 4k mi since full engine rebuild, side shifter w/ new clutch, new PMO carbs, Fuchs. \$12,000. Contact Bobby at 916.429.0930

1989 911 Coupe. Silver Anniv. Edition. Black/silver int., sunroof, 85k mi, 2nd owner. Excl cond in & out, all records. \$30,000. Contact Denis Prone at 650.654.6421 or radiantdjp@aol.com

1969 911 TT/Street Car. Burg/blk, 2.2L with 915 box, fully set up, ducktail, front spoiler, no rust, never bent, call for details. \$12,500 obo. Contact Gary at 415.468.2729

1984 911 Carrera Targa. Slate blue/blue int. Stock & clean, new top, PW, AC, 16" Fuchs. Contact John Erlandson at 650.493.7510

1984 911 Carrera Coupe. Red/blk lthr int, 5spd, sunroof, no rust or leaks, one owner, xlnt original cond. \$18,500 obo. Contact Frances at 650.493.6318 or strega4u@aol.com

1988 911 Cabriolet. Factory turbo body. 3rd pl concours at Parade 2000. White/blk int, 3rd owner, all orig & records. 76k mi, must see to believe. \$37,950. Contact Guy Covington at 775.770.2007

1978 911SC Targa. 2nd PCA owner, 130k mi, all options/records. Petrol blue/blue lthr int., new whls & tires, clean stock car. \$14,950. Contact JC at 650.377.7112



Marketplace

PARTS & MISC

Matched Carrera Fuchs. Factory set w/ 1974 date codes. Anodizing intact, could use paint. Good Pirelli tires. Contact Andy at 408.395.9171

951 Weltmeister Chip. TC-8200, DME&KLR 86-87, includes wastegate shim. Works for 88-89 as well. \$300. Contact Bob at bnrwood@illinoisalumni.org

912 & Misc Parts. Steel whl hubcaps (porcelain & plain crest), bumper overrides F&R, Chrome engine grill, all NOS. 912 "Flapper" boxes. 5.5x14" Fuchs, 914-6 fr slotted rotors. Contact Larry Grove at 415.454.6674 or grovejnl@mindspring.com

18" Sport Classic II Wheels. 7.5" (offset 50) and 10" (offset 65). Flawless. \$1,700 obo. Contact Bruce Levine at 510.530.9311 or belevine@ix.netcom.com

911/928 Wheels. Four 16" "Flat Dish" whls with Comp T/As. Very good cond, no scars. \$400 obo. Contact Johnathan at 415.885.4115

MOMO Corse Steering Wheel. 350mm w/ hub. Excl cond. \$200 obo. Contact Joby Noriel at 408.272.7369

Fuchs with tires. Four orig 6&7x16 w/ center caps. Falken tires in good shape. Contact Bill Rolf at 408.399.3430 or bro1f1963@yahoo.com

Gear Sets. Stock and trick gears for 901 and 915. Other parts available as well. Contact Stover Babcock at stover@sbsg.net or 408.623.6123

KEP G50 Pressure Plate. For 87-89 911/930. 600 lb capacity. Only 14 lbs vs 24 lb factory unit. \$450. Contact Garrick Lew at gsl@mltsf.com

Fuchs and Magazines. 16x6 from '85 Cab. Excl cond. Excellence & Panos from 93-present. Best offer, must pickup. Contact Pete Sunday at 925.253.1572

Fuchs. 6&7x16 with older Potenzas. Wheels in super shape, painted gloss black. Contact Paul at 650.878.8988 or siambxr@muaythai.zzn.com

930 Parts. 4 sets of torsions - 19, 22, 26, 29mm. 930 tail and decklid, A/C condenser, tail screens, 930 exhaust, 3LDZ Trbo, bumpers. Make offer. Contact Keith Ray at 408.799.9789 or yargk@pacbell.net

Fuchs. 7&8x15 in super cond, all orig, no center caps. \$825 obo. Contact Derek at 916.485.3945

Drivers Suit. Racequip 3 layer, red/white. Std size Large, as new worn once. \$200 obo. Contact Bill Freed at 415.876.2455 or bfreed_98@yahoo.com

Wheels. 6&7x16 Fuchs. Two 7x16 Fuchs. 4 Phonedials w/ tires. 996 18" turbo twist wheels. Con-

tact Jeff at 650.941.4331 or reitme4@sbcglobal.net

993 C2 Wheels & Tires. From '93 car, 16" cup wheels w/ RE730s. \$600 obo. **993 Winter Tires.** Only 100 mi on them. Bridgestone WT-05. \$300 obo. Contact Doug at 415.609.7245

69-73 911 Parts. 8&9x15 Fuchs, \$1,600. Header, 1.5" inlet, Jet Hot coated, \$200. H&R Springs 650lb, \$150. 901 Tranny, geared: stock, F, L, S (broken), X. Make offer. Contact Neil at 510.666.0343

Fuchs. 16x6 wheels from '85 Cab. Excl cond. Best offer, must pick up. Contact Pete at 925.253.1572

Boxster Hardtop with Cart. Pastel yellow, repaint if nec. Hardly used, excl cond. \$1,350 obo. **Boxster 2.5 Exhaust.** From '97 car. \$75. Contact Calvin Cheng at 408.988.4553

914 2.0L Motor. No sheetmetal, induction, or exhaust. One head is off w/ small repairable crack. \$500. Contact George at 510.428.2910

2000 Braco Custom Car Carrier. 24'x102", over a page of specs/options. Contact George at 408.288.6236

Porsche Design Watch & free jacket. Quartz w/ 1/10 sec chrono. Blk dial, SS bracelet. Retail \$1,650, offered at \$999. Contact Ed at chrisbg90@aol.com

WANTED

914 and 912E Motors. 914 race-prep desirable. Good running 912E. Contact Ken Holladay at 408.842.0616 or kenjacqui@jps.net

Transmission. 901/2 5spd for 67 911S. No "airport" gears. Must be in good working cond. Contact Michael Sondel at 925.351.4837

Open Trailer. For my 911 to track events. Must weigh less than 2000lbs. Contact Dean Thomas at 415.203.0456

Roll Bar/Cage. Prefer DAS bolt-in bar/cage. Contact Juan Pineda at 415.641.9192

Transmissions. 901, 915, 944, G50 cores wanted. Contact Stover at stover@sbsg.net

RUF Wheels. Looking for set of 17" wheels in good cond. Contact Rene Marrero at 650.520.4014

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