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cover: dark skies move in on thunderhill during GGR time trial #1. except for a short sunday morning rain-fall, drivers enjoyed near perfect weather.

photo by jim bauman

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. business and classified ads are provided for the convenience of the membership and are not an endorsement from the GGR. GGR cannot take any responsibility for the quality of the products or services provided.

nugget advertising rates: 5 or 10 printed issues and 12 online issues (monthly):

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For more information, see http://pca-ggr.org/pdf/adsguidelines.pdf or contact Anne Del Villano, 407-909-0636, or adelvil@aol.com
April is here, the autocrosses and time trials have begun, GGR is cleaning up the highways, and the Friday Night Socials are again “well-attended.” People seem to like the new location for the Friday Night Socials, Harry’s Hofbrau - The Carvery in the Foster City. But, GGR members living in the East Bay have been asking for a commute-friendly location, so we are going to try an experiment. In April, there will be an additional Friday Night Social at the Harbor Bay Club in Alameda. Please see the GGR Website www.pca-ggr.org, for additional information.

Elsewhere in this issue is a brief recap of GGR’s 2002 financial position about which a few words of explanation are necessary. GGR needs a cash balance of about $35,000 to $40,000 in order to finance club activities. For example, racetrack deposits are due long before GGR realizes any time trial revenues. In 2002, The Nugget was published, printed, and mailed monthly, yet the rebate of a portion of your PCA dues used to primarily finance The Nugget only arrives quarterly. GGR entered 2002 with a smaller than desired cash balance. Thanks to magnificent efforts on the part of many people, GGR’s cash balance grew by almost $12,600, the amount needed to rebuild the cash balance to about $36,700. Some of my earlier articles have described efforts that were undertaken to reduce 2002 expenses that will continue into 2003. The most notable is the painful decision to only publish, print, and mail 10 issues of The Nugget instead of the normal 12 issues in 2003. The two “missing” issues will be published to the GGR Website but not printed or mailed.

Most GGR activities do not generate revenue. The only GGR activities that generate significant revenue are the competition events – autocross series, time trial series, and club race. Traditionally, these events must support the many GGR activities that do not generate revenue (e.g., Board expenses and annual GGR awards) or generate insufficient revenue to cover their expenses (e.g., The Nugget or the GGR Membership Directory). For 2003, the time trial and autocross series are being asked to contribute at least $5,000 and $1,500, respectively.

On another note, I am again getting questions from people about missing telephone numbers in the GGR Membership Directory published last month. This directory is based upon data from PCA National. If PCA National does not have your correct address or telephone number, neither does GGR. And, if you are a dual member of GGR, you must ensure that GGR’s Membership Director has your correct information.

Finally, due to the lack of response to my plea for help with GGR’s Adopt-A-Highway program (only two people indicated they wanted to help but neither showed up in March), the regular crew has voted to stop this activity after July. This decision will only be reversed if more people show up to help who are also willing to make a long-term commitment to support this activity.
Last month we wrote a short feature about the Carrera GT, Porsche’s amazing 612 HP V10 rocket. No sooner had the ink dried on the March Nugget, when we received a phone call from Porsche Cars North America. “Hi,” said the amiable voice at the other end of the line. “This is April Scherz, from PCNA marketing. Is this Tom Pickett?”

“Yes it is,” I said. “Can I help you?”

As it turned out, she wanted to help ME. In fact, she wanted to help both Jim and I as we are co-editing this publication. PCNA was having a “press preview” day of the Carrera GT in March. She was curious to know if Jim and I wanted to fly out to Atlanta to represent the Nugget, drive the Carrera GT at Road Atlanta, and report on our findings.

Fast forward to early March. Road Atlanta. And there they were. A pair of Carrera GTs. Joe Rusz from Road & Track and Csaba Csere from Car and Driver had just taken their turns at the wheel. The nametags of some of the other press reps seemed familiar, but our attention was really focused on the cars.

Jim climbed into number 1, and I shoehorned my way into number 2. Alongside each of us sat a PCNA rep … just to make sure we didn’t get too crazy.

The instrument panel was definitely Porsche - all business. After the two-hour briefing that took place earlier in the day, it all seemed so familiar.

I turned the key. The engine started with a sudden growl, Jim’s car was just as eager.

“You want to let her start on her own, don’t give it any throttle” said the rep.

The ten cylinders clattered away behind my head, with a definite presence—not loud, just enough so that you know it is there. The effect was similar to a Ferrari V-12, but with a definite Porsche growl and valvetrain chatter. I was quite aware of the 600 horsepower now under my command.

Moving out on the track from the pit area, we accelerated smoothly through the six-gears to 80 MPH, seemingly without pushing on the accelerator. This car has immense power and acceleration!

We were limited to 5000 RPM when we drove the cars, so the full potential waits to be seen, but even with the restrictions, we were able to achieve 0-100 MPH in less than 12 seconds.

Lapping the track at 145 MPH is fun, but like a date with a supermodel, it was over before we knew it. But we were happy. Man, were we HAPPY!
The Zone 7 Autocross School is BACK!!

The Golden Gate Region of the Porsche Club of America is hosting the 2003 Zone 7 Autocross School. This year the school returns to 3Com Park on May 17-18, 2003.

Some of Zone 7’s best autocrossers will be out there instructing, and the school is limited to 90 students, so register soon!

If you’ve ever wanted to experience your Porsche’s limits in a safe and fun environment, now is the time!

Applications are available online at the following web sites:

http://vista.pca.org/zone7
http://www.pca-ggr.org

This year’s school is sponsored by Anderson-Behel Imports and Hi-Tec Automotive.

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Nugget

1992 - 2003

Nugget, GGR’s mascot for the last 10 years, and owned by the De Martinis, passed away in January after a short illness. He was a regular at many GGR events, including autocrosses and time trials. We’ll all miss him.
Well, we are into our season of competitive events now and are well on our way. Our first time trial will be a pleasant memory for many as well as our annual HSDS. The Beginners Autocross school was a great success with the able leadership of Howard Yao and John Siedel. We had some great students especially in the Boxster classes. Our first Autocross event at Candlestick drew 90+ drivers. David Leong and his crew are off to another great season.

Lots of rookie drivers! Most of the cars coming to the Autocross were of the stock and slightly improved ilk. Great competition for Top street tire competitor. We (Dean Thomas, David Leong and only slightly myself) have come up with a revised PAX index for the 2003 AX season and feel that it fairly deals with our cars as they relate to our current class structure. All indexes flow competitively from Stock thru Modified now.

On another note, the board has approved revised time trial budgets for this season. There will be a minimal increase in overall fees for all venues. This is due mainly to the increased fees that the tracks are wanting for the basic track rentals. Laguna has increased to $10,500 per day just for the track, never mind the ambulance, tow truck, etc...etc... That is a $4,000 per day increase. Buttonwillow and Thunderhill have also made small increases.

As Chris Murray our illustrious TT chairman says "Laguna Seca is very proud of their track." With the new budgets will also come the prospect of TT participants receiving a fees rebate if our events make a modest profit above and beyond our fixed costs for each event. Rebates will be available to each entrant that applies for the next TT event at least 10 days prior to the date of the event. Rebates, when available, will be in each participants registration packet at the track. Instructors will also be sharing in the bounty by receiving certificates to be used towards Friday test sessions when available, or a portion of their TT entries. Each of these rebates or incentives will be predicated on each TT event being profitable. No profit...no rebates or incentives. Each event WILL be profitable if each and every TT participant makes it to as many events as he or she can, if not all of them.

As always if the participants in any of our TT or AX events have questions regarding our competition rules please direct these to me...that's a big part of my job! Let Chris and David use their efforts in putting on our great competitive series.

Porsches are made for driving...do it!

Dan Thompson
Competition Director
## GGR Event Calendar

<table>
<thead>
<tr>
<th>When</th>
<th>What</th>
<th>Where</th>
<th>Who</th>
<th>Phone</th>
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<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>3</td>
<td>Board Meeting 7:00 PM</td>
<td>The Ohl Residence Foster City, CA</td>
<td>James Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jamesohl@attbi.com">jamesohl@attbi.com</a></td>
</tr>
<tr>
<td>5</td>
<td>Zone 7 Rally School</td>
<td>Pleasant Hill</td>
<td>Rik Larson</td>
<td>916.481.6084</td>
<td><a href="mailto:sysnake@attbi.com">sysnake@attbi.com</a></td>
</tr>
<tr>
<td>5</td>
<td>PCA Exec Committee Sprint Meeting</td>
<td>San Francisco</td>
<td>Mike Lommatzsch</td>
<td>408.369.1515</td>
<td><a href="mailto:mpl@ix.netcom.com">mpl@ix.netcom.com</a></td>
</tr>
<tr>
<td>12-13</td>
<td>GGR Time Trial #2</td>
<td>Buttonwillow Raceway</td>
<td>Chris Murray</td>
<td>510.538.3800</td>
<td><a href="mailto:drchrism@hotmail.com">drchrism@hotmail.com</a></td>
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<tr>
<td>13</td>
<td>Zone 7 Rallye #1</td>
<td>Tracy, CA</td>
<td>J. Toney</td>
<td>530.666.1908</td>
<td><a href="mailto:yoloconflict@aol.com">yoloconflict@aol.com</a></td>
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<tr>
<td>18</td>
<td>Friday Night Social</td>
<td>Harbor Bay Club, 200 Packet Landing Rd., Alameda</td>
<td>Howard Yao</td>
<td>650.652.5775</td>
<td><a href="mailto:hly5@yahoo.com">hly5@yahoo.com</a></td>
</tr>
<tr>
<td>19</td>
<td>Adopt-A-Highway 9:00 AM</td>
<td>Highway 280/Woodside Road</td>
<td>Jean Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jamesohl@attbi.com">jamesohl@attbi.com</a></td>
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<tr>
<td>May</td>
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<tr>
<td>1</td>
<td>Board Meeting 7:00 PM</td>
<td>The Ohl Residence Foster City, CA</td>
<td>James Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jamesohl@attbi.com">jamesohl@attbi.com</a></td>
</tr>
<tr>
<td>3</td>
<td>Zone 7 rallye #2 (SVR)</td>
<td>Spring Flowers, Vacaville</td>
<td>Phillip Marks</td>
<td>925.935.6077</td>
<td><a href="mailto:goosemarks@aol.com">goosemarks@aol.com</a></td>
</tr>
<tr>
<td>3-4</td>
<td>GGR Time Trial #3</td>
<td>Laguna Seca Raceway</td>
<td>Chris Murray</td>
<td>510.538.3800</td>
<td><a href="mailto:drchrism@hotmail.com">drchrism@hotmail.com</a></td>
</tr>
<tr>
<td>16</td>
<td>Friday Night Social, 6-9pm</td>
<td>The Carvery, 1297 Chess Dr. Foster City (just off Hwy 92)</td>
<td>Howard Yao</td>
<td>650.652.5775</td>
<td><a href="mailto:hly5@yahoo.com">hly5@yahoo.com</a></td>
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<tr>
<td>17-18</td>
<td>Zone 7 Autocross School</td>
<td>3Com Park</td>
<td>Ed Shih</td>
<td>650.595.8795</td>
<td><a href="mailto:esshih@pacbell.net">esshih@pacbell.net</a></td>
</tr>
<tr>
<td>24</td>
<td>Agricultural Inspection Tour</td>
<td>See Page 16 of this issue!</td>
<td>Rob Neidel</td>
<td>415.464.0252</td>
<td><a href="mailto:rob@neideldesign.com">rob@neideldesign.com</a></td>
</tr>
<tr>
<td>25</td>
<td>LPR Autocross</td>
<td>Marina Airport</td>
<td>Cathy Carlson</td>
<td>831.728.3190</td>
<td><a href="mailto:3acres@redshift.com">3acres@redshift.com</a></td>
</tr>
<tr>
<td>31</td>
<td>GGR Autocross # 3</td>
<td>TBA</td>
<td>David Leong</td>
<td>925.362.2431</td>
<td><a href="mailto:david@dleong.com">david@dleong.com</a></td>
</tr>
</tbody>
</table>
Time Trial Chair, Chris Murray
20257 Redwood Road
Castro Valley, CA 94546
510.538.3800
drchris@hotmail.com

Time Trial Registrar, Lori Hageman
2723 Hillcrest Ave.
Antioch, CA 94509
925.252.0206
GGRRegistrar@aol.com

Autocross Chair, David Leong
3911 Le Roy Way
Lafayette, CA 94549
925.299.1596
david@dleong.org

Goodie Store, Bob Peterson
5323 Cribari Glen
San Jose, CA 95135
408.528.9284
bps944@aol.com

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Autocross
Beginner’s School

By Howard Yao
Photos by Jim Bauman, Dave Leong, Henry Watts, Tom Pickett

I was driving around with my wife Marina the other day in our station wagon as we drove past a series of turns in San Mateo. We weren’t driving very fast, but she sternly says, “Why do you always do that!” I really didn’t have an idea what she meant, so she continued, “You always drive straight into a turn, then you turn at the very last second! Good thing I completely trust your driving skills; if it was anyone else driving, I would be screaming.”

I thought about it for a second, then I realized what I meant, which brought a big grin on my face. I explained to her that I took a late apex on the previous turns. She gave me one of those looks, you know the look that your wife gives you, when you talk about your Porsche. It’s a look where she thinks you’re a little crazy, a little obsessed, a little silly, but at the same time, kinda cute. We had a good chuckle about it as we headed home.

Since Marina doesn’t autocross or anything like that, I doubt if she knows the difference between a late or early apex, but she does know its one of those words that I’m always yapping about with my students at an autocross, which brings us to the first driving event of 2003 for GGR, the Beginners Autocross School.

I’m glad to say that the event turned out really well, 45 students and 24 instructors on a gorgeous Saturday at Candlestick Park with tons of runs for everybody. John Seidell and I co-chaired the event, I handled the student registration, while John conned...
a whole slew of instructors to work all day for only some donuts, a sandwich, and a t-shirt. Its almost criminal how much good work we get out of our dedicated instructors, we must have violated some labor laws – working in the cramped conditions of a passenger seat, long hours, no pay… what a beautiful system!.

As usual, our drivers education events are really popular. For every student that enrolled, I must have had to turn away 3 interested parties – that’s a lot of emails and phone calls! Fortunately, Ed Shih has volunteered to chair the traditional two day Zone 7 Autocross School in May, which I always mentioned to the members that I had to turn away from the beginners school. Ed, you may not know this, but your school is already half full (or half empty)!

We had a wonderfully diverse turnout of cars on Saturday. In no particular order, we had a gorgeous 356 coupe, a pristine ’55 Speedster, a 914 with a Chevy V8, a whole slew of 911s, and even a 928 with the original old school Pirelli P7s. I’ve never driven a 928, so somehow I talked my way into the drivers seat to check it out. I managed to execute a beautiful 180 degree spin out at the first high-speed turn. Kind of embarrassing, if you ask me, for an alleged good driver to go out and demonstrate how to screw up good and proper. In my defense, those tires must have been at least 15 years old, but the massive torque from the Teutonic V8 and the powerful brakes were a real treat for a 914 owner. Needless to say, I will not disclose my lap time.

I forgot to mention one important thing at the autocross school, so Class of 2003, listen up! You’ve all learned some good basic driving skills, but do not EVER drive like a maniac on our beloved public roads. That’s what autocrosses and time trials are for – a safe release for all you speed demons out there. If you have something to prove with your car, prove it at a PCA event and your successes and failures will be eternally posted on our website for all to see!
Howard Yao and John Seidell, event organizers

A fine pair of vintage Porsches from an era when cars were CARS and not computers!

Mr. Fix-it, Tom Pickett, found himself tightening loose wheel nuts on a student's 911

Guest instructor and Porsche racing legend Derek Bell (R) watches Jamie Bauman (AKA Melissa Jr.) and instructor Gary Dorighi (L)

GGR Past President Terry Zaccone, and occasional autocrosser, rumored to have invented autocross in the last century

3Com Park provided a fine location for the school
Larry Sharp and Dean Thomas give the midday chalk talk while event co-chair John Seidell (L) supervises.

Chief Autocross Instructor Rob Neidel hangs on while his student dives into a turn.

Hank Watts instructs using unusual hand puppetry.

Instructors and their students in action.
CALL TO ORDER
The meeting was called to order at 7:30 p.m. on March 6, 2003, at The Carvery, Foster City.

Board members present were James Ohl, Jeff Williams, Louise Sousoures, Dan Thompson, Ken Park, Howard Yao. Also present was David Leong, Harold Williams, Tim Fleming, Chris Murray, Jean Ohl, Judy Williams.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting of February 2003 were unanimously approved as written.

B. POSTMORTEM OF EVENTS
1. Friday night social – well attended.
2. Beginner’s autocross school – well attended.
3. Autocross #1 – 94 drivers attended.

C. DIRECTORS REPORTS
PRESIDENT, James Ohl
1. Reports that Taste of the Track is correctly implemented per our method.
2. Submitted motorsports guidebook from National web site.

VICE PRESIDENT, Jeff Williams
1. Calendar Changes:
   Coyote Run, September 6; Rallye #6, October 11;
   July board meeting has been changed to July 10; board meetings will be held at residence of the President until further notice.
2. Insurance for Time Trial #1 has been ordered, but requires amendments.
3. Will be searching for someone to fill the position of Donation Manager.

TREASURER, Ken Park
1. Submitted report.
2. Action item to speak with Olen Creech regarding publishing financials has been completed.
3. Motion made and duly seconded to publish financials in the next Nugget and online approved unanimously.
4. Treasurer’s report approved unanimously.

MEMBERSHIP, Chet Bottone
1. There were 33 new members this month. Motion to accept New Members was tabled until the next meeting.

COMPETITION, Dan Thompson
1. Submitted oral report for the March Time Trial attendance.

SECRETARY, Louise Sousoures
1. Nothing to report.

SOCIAL, Howard Yao
1. Rob Neidel appointed a tour chair.

NUGGET EDITORS
Jim Bauman & Tom Pickett
1. Nothing to report.

WEBMEISTER, Susan Angebranndt
1. Nothing to report.

D. OLD BUSINESS
1. Red book: Some changes were submitted to Secretary to amend and correct.
2. 2002 close-out on books has been finalized.
3. Time Trial Chairman and Hank Watts submitted new proposal regarding the instructor incentive issue and discussion ensued regarding same.
4. A motion was made and duly seconded to accept this new proposal, vote was 4-1 in favor of the proposal.
5. Above proposal will be explained to the Time Trial community at the first event.

E. NEW BUSINESS

1. Zone 7 Representative submitted orally the following information:
   A. Will be receiving within a week a letter from PCA explaining instructor training for Drivers Education series. PCA will be developing a model program to be due out 2004.
   B. PCA will be developing minimum safety standards for autocross.
   C. PCA will be soliciting input for electronic fund transfers vis-à-vis region rebates.
   D. A PCA club consultant will be attending various events in Zone 7 throughout the year, i.e., CRAB, etc.

ADJOURNMENT

There being no further business to come before the Board, a motion to adjourn was approved at 9:55 PM. The next Board of Directors meeting will be held April 3, 2003 at 7:00 p.m. at the residence of the President, Foster City, Calif. Call President at 650.341.9020 to add items to agenda.

Respectfully submitted,
Louise Sousoures
GGR Secretary 2003

ZONE 7 AUTOCROSS SCHOOL
Hosted by Golden Gate Region
May 17 & 18, 2003
Candlestick Park
Details:
http://vista.pca.org/zone7/
3rd Annual Agricultural Inspection Tour!!!

Please join us for the Third Annual Agricultural Inspection Tour Hosted by Rob Neidel and Mary Matthews.

WHAT?

- More Agriculture to Inspect!
- New Destinations!
- More Great Porsche Roads!

WHEN?

Saturday, May 24, 2003. We will meet at 10:00 am and leave promptly at 10:30 am.

WHERE?

We will leave from the Strawberry Village parking lot in Mill Valley (next to Sonnen Porsche at 900 Redwood Highway).

This year's tour will be a Multi-Region event with our friends in Redwood Region. We'll be venturing up to the Dry Creek area, which offers us new agriculture to inspect!

THINGS TO BRING:

- Picnic Lunch
- Full tank of gas
- FRS radio
- Sense of humor

If your Porsche lives on a trailer, feel free to bring your other vehicle. Contact Rob and Mary at 415 464-0252 or rob@neideldesign.com to RSVP.

We hope to see you there!

Color: Prejudice in the World of Speed

Geez, it's like lemmings to the sea. Someone spouts off about yellow being faster and what happens? All the rest fall in line behind this mindless drivel.

Logical sense goes out the window just because some chromatically challenged guy in a back room somewhere decides to call it "Speed Yellow" instead of baby-barf yellow or something with a less marketing appeal. So, since its got "Speed" in the name it must be faster, right? Wrong! (Whatever happened to YPAF anyhow?)

Common sense says that the entire red/yellow end of the color spectrum signifies the presence of higher heat, right? After all, they are the warmer colors. So, what is the source of heat? Friction! (duh) It has to be friction because of the lack of evidence of any outside energy source. So, without outside energy, the only source of heat is friction (or chromatic friction).

Now, BLUE, on the other hand, is a cool (really cool, actually) color that signifies a relative LACK of friction. Therefore, on equivalent cars, the blue must indeed be faster for its lack of chromatic drag as it travels through light. Extensive studies done by the Spray Paint Institute of Technology (SPIT) show that this is, indeed, correct. The relative speed advantage of cars in the blue end of the color spectrum is enhanced especially when the sun is directly overhead and the intensity of daylight is at its greatest.

The performance advantage falls off in dusk and the evening hours because of the reduced light and, thus, chromatic friction. It does reappear in the presence of artificial light if the light is near the color temperature of sunlight. This phenomenon can be somewhat disconcerting as the blue car will leap ahead through areas of bright light, (under streetlights, for example) during the nighttime hours. This can be an advantage to the driver of a blue car with a flashlight since merely shining the light on the hood of the car at night is good for an additional 10 mph.

I hope this gives you a new appreciation and sensitivity to the color/performance question. Don't diminish your car's performance with an improper color selection.
# GGR Financial Statement

**PORSCHE CLUB OF AMERICA - GOLDEN GATE REGION: Balance Sheet as of 12/31/2002**

## ASSETS

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<td>Total Current Assets</td>
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<tr>
<th>Other Assets</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Thunderhill Track Rights, net</td>
<td>19,250</td>
<td></td>
</tr>
<tr>
<td>Prepaid - Thunderhill deposit</td>
<td>7,500</td>
<td></td>
</tr>
<tr>
<td>Total Other Assets</td>
<td>26,750</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL ASSETS**  
$ 63,425

## LIABILITIES & EQUITY

<table>
<thead>
<tr>
<th>Equity</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Retained Earnings</td>
<td>$50,753</td>
<td></td>
</tr>
<tr>
<td>Net Income</td>
<td>12,666</td>
<td></td>
</tr>
<tr>
<td>Total Equity</td>
<td>63,425</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL LIABILITIES & EQUITY**  
$ 63,425

## Profit & Loss

**January 1 - December 31, 2002**

<table>
<thead>
<tr>
<th></th>
<th>ACTUAL</th>
<th>BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Revenue</td>
<td>Expense</td>
</tr>
<tr>
<td>President</td>
<td>27,369</td>
<td>1,122</td>
</tr>
<tr>
<td>Treasurer</td>
<td>2,339</td>
<td>385</td>
</tr>
<tr>
<td>Vice President</td>
<td>0</td>
<td>120</td>
</tr>
<tr>
<td>Social</td>
<td>6,396</td>
<td>6,700</td>
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<tr>
<td>Membership</td>
<td>3,213</td>
<td>4,274</td>
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<tr>
<td>Webmeister</td>
<td>40</td>
<td>1,235</td>
</tr>
<tr>
<td>Secretary</td>
<td>0</td>
<td>1,726</td>
</tr>
<tr>
<td>Goodie Store</td>
<td>1,155</td>
<td>5,731</td>
</tr>
<tr>
<td>Nugget</td>
<td>20,175</td>
<td>41,793</td>
</tr>
<tr>
<td><strong>subtotal</strong></td>
<td>61,187</td>
<td>63,152</td>
</tr>
</tbody>
</table>

**Competition:**

<table>
<thead>
<tr>
<th></th>
<th>Revenue</th>
<th>Expense</th>
<th>Profit / (loss)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Club Race</td>
<td>72,395</td>
<td>67,591</td>
<td>4,804</td>
</tr>
<tr>
<td>Time Trial</td>
<td>177,502</td>
<td>172,504</td>
<td>4,973</td>
</tr>
<tr>
<td>Autocross</td>
<td>20,680</td>
<td>24,703</td>
<td>4,177</td>
</tr>
<tr>
<td>Other</td>
<td>6,712</td>
<td>5,040</td>
<td>1,672</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$345,796</td>
<td>$333,090</td>
<td>$12,666</td>
</tr>
</tbody>
</table>

**Notes:**

- e) Cash flow comes from PCA National in the form of quarterly rebates
- b) Excess cash flow from (a) funds monthly regional newsletter, "The Nugget"
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San Jose, CA 95123
For Questions call 408-225-8103
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Racer’s Group Secret Plan for LeMans 2003 Revealed

On the heels of last year’s victory at Le Mans, Porsche racing mogul Norbert Singer awarded Kevin Buckler and the Racer’s Group a chance to participate in a secret project – known internally at Weissach as “Project XE1.” A Nugget investigative reporter (who for obvious reasons must remain nameless) uncovered details of this mysterious “Project XE1” at the Porsche Cup awards ceremony held late last year in Stuttgart, Germany.

Project XE1, it seems, is Porsche’s effort to campaign the Cayenne Turbo XL at Le Mans 2003. For months late last year there was a fierce internal power struggle at Porsche concerning who would drive this “Cayenne GT2.” Hans Stuck had already been snagged by BMW to drive BMW’s X5 entry, with the Mercedes, Cadillac, and Acura drivers also announced. In Weissach, Lucas Luhr and Timo Berhard had been pegged as local Porsche favorites, but in the end, a strong lobbying effort in Zuffenhausen paid off for the Racer’s Group.

So it seemed official. In addition to the 2-car stable that everyone expected, the Racer’s Group was also about to campaign the Cayenne GT2. Competition to drive the Cayenne was fierce. Due to the single driver rule for this class, a mud-slinging campaign (literally) between drivers Buckler, Schrom, and Cunningham nearly caused Porsche to withdraw its offer. “I’ve seen Buckler in the mud,” said Cunningham. “and it’s not pretty. Not pretty at all.” Buckler’s business partner, Michael Schrom said “Marcus Grunholm is a friend of mine, and Kevin is no Marcus Grunholm!” Buckler, in his defense, said “Marcus WHO?” In the end, it was determined that Soccer Mom Debra (Kevin’s wife) had the most SUV experience in the room, and therefore would be the sole driver. The Boss had spoken.

But what about this Cayenne GT2, and how will it perform on the newly realigned track? A special section of the Mulsanne Straight has an offshoot for vehicles competing in this new class. “It will be mostly mud with a few large rocks thrown in as obstacles.” Says April Scherz, Managing Director “La Sarthe.” “The vehicles in this class will exit the Mulsanne just past the Playstation Chicane, negotiate the special stage, and reenter the normal circuit just past Michelin Chicane.”

The Nugget obtained secret internal documents that describe some of the modifications that the Racer’s Group is making to the SUV to ensure a class victory. Key to the Cayenne GT2 is the revolutionary 5-wheel drive system. Conventional auto technology has the steering wheel rigidly anchored to a gear reducer, and that gear reducer has always been firmly secured to the main frame. Porsche has added a unique shock absorbing system to the entire steering command, including wheel, shaft and driver’s seat. By integrating the steering wheel to the seat, they have essentially isolated it, and the driver, from the frame. This virtually eliminates all of the bone shattering vibration that can rob a driver of control. As a result, Buckler estimates that he would be able to drive at speeds in excess of 160 mph over rough, bumpy roads, something the current stable of Cayennes have not been able to accomplish.

Posing as a potential customer looking for T-shirts and key fobs, the Nugget sent a reporter to the Racer’s Group Headquarters at Infineon Raceway to see what was happening. Racer’s Group engineers are still struggling with some key aspects of their entry. “We bought this Cayenne GT2 off the factory floor” one engineer was overheard telling someone on his cell phone. “We had it shipped over here air freight, completely stripped it and put it back together our way. But, we seem to have a few leftover parts that nobody can identify. And, we’ve misplaced the car seat.”

But, despite all that, spirits remain high within the Racer’s Group think tank. Late in the evenings, Buckler and crew can be seen practicing in local vineyards, creating a blush among the merlot and chardonnay vines, while Racer’s Group marketing works on the bottle labels for the new libation.
Report for April

New members 38
Transfers In 2
Transfers Out 7
Total Membership 1803

New members
Philip Nicol San Ansemo 1959 356a
Bob Beach & Stephanie Tranby Benicia 1967 911
Antonio Perez & Brenda M Serrano San Jose 1972 911
John A Jefferies Santa Cruz 1987 911
Jerk B Love & Andy Steinfeld Palo Alto 1996 993
Mark A & Tara Jane Arnold San Carlos 1970 914
Bob & Yvonne Brooks Los Altos Hills 1997 993 Turbo
William R & Patricia Archibald Sonoma 2000 Boxster
David Chune San Francisco 1984 911
Rob & Jennifer Millier Los Gatos 2002 Boxster S
Rick Zobelein San Mateo 2001 911
Steve Wagner & Mary Jo Doherty Cupertino 2003 Boxster
Paul Goldman Redwood City 1973 914
Erik T Pavelka & Megan Callahan San Francisco 1969 911 E
Knut Ream Melo Park 1998 Carrera S
Michael K Kim San Francisco 2003 996 Tt
Ashley H Anderson San Francisco 2003 C2
Thomas A & Marcie Dinkel San Francisco 1967 911 Coupe
Onil Gunwardana San Francisco 2000 Boxster
Eric P Siemens San Francisco 2000 Boxster
Jean-francois Vincent & Melanie Laporte Cupertino 2000 Boxster
Anthony C Rodoni Redwood City 1975 911 S Targa
John & Alison Crane Palo Alto 2003 911
Holger Berndt & Anne Hoyer San Francisco 1999 996 Coupe
Luis Pablo Grodnitzky San Francisco 2001 911 Carrera
Paul To & Teresa Cheng Menlo Park 2000 911 C2
Stefan Reyriak San Francisco 1996 911 Coupe
Andrew & Stuart Broughton San Rafael 2003 911
Ramsay S Chu San Francisco 2002 911 Carrera
Craig S & Joann Heberer Redwood City 2001 986
David Altstader & Maggie Sanchez San Francisco 1973 911 S
Winnie W Lee San Jose 2000 Boxster
Alex Kilgo San Francisco 1991 C2 Turbo
Tej Johl San Francisco 2003 911
Robert Rheaume San Francisco 2003 Boxster
Ming C Chong & Adrian Stevens San Francisco 2003 Boxster
Chris Genau & Jennifer Day Seattle WA 1973 911 Coupe
Ronald J Wong & Linda J Manusarz San Carlos 2003 Boxster

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Gregory J Pantelis & Cathy Smith Monte Sereno 20 Years
Stuart & Catherine Cain Gilroy 15 Years
Peter & Christine Stoneberg Orinda 15 Years

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1968 912, Engine has 30k miles on rebuild, Fuchs Alloys with good tires. Straight body with no rust, paint and interior ok. $3500.00 or best offer. Contact Ron Kain at 916.761.2707 or e-mail at ronkain@pacbell.net

1982 911SC Targa Brown metallic, black interior, 101K miles, alarm, 3rd owner, Carrera tensioner upgrade, service records since 20K mi, extras, $11,500 Contact Manuel Pardo at mpardo@itsa.ucsf.edu or 415.608.5804.

1968 912 30k miles on engine rebuild, fuchs alloys, good tires, body straight, rust free, paint and interior ok. $3500.00 or best offer. Contact Ron Kain at ronkain@pacbell.net or 916.761.2707.

1974 911 Silver w/blue-black. Rebuilt 2.7 upgraded to “5” space plus rebuilt transaxle. Lowered Koni sports shock & struts. Adjustable spring plates and rear sway bar. 16” SC wheels. Contact Kevin Molineaux at arcanauto@sbcglobal.net or 559.499.1041.

1987 944S (w/S2 motor) Red/black, rare full leather interior, very well maintained and in exceptional condition, numerous performance upgrades, competitive autocross car, motor-86k, body-120k. One of the nicest around. $12,700. Info and pictures at http://www.geocities.com/thanatos67/. Contact Harry Demas at harry.demas@sbcglobal.net or 650.776.4973.

1972 914-6 TT/Club Racecar Full fiberglass body kit w/flying wing; 3.2 engine dynos at 284 HP 915 gearbox, Brim Tec brakes. $18,500 obo. Add $1,500 for tandem open trailer w/box. Contact Rich McGlumphy at muppet@jps.net or 916.725.9828.

1993 964 Red/Tan, 106K miles, CD, 17” 3.6 style turbo wheels, pwr seats, pwr sunroof, lightweight flywheel, fabspeed chip and bypass, bra, car cover. Major service just performed. Contact Ralph at rigons@hotmail.com or 925.854.4167.

2000 C4 996 Cabriolet triple black, 6-speed, AWD, unique C4 wheels, power seats, CD w/hi-fi package, stability management, windstop, cup holders, warranty, dealer maintained, all receipts, original owner, 23K miles, $71,500 Contact Carl Swirsding at CarlsHome@aol.com or 650.949.1166.

1990 944 S2 Convertible Alpine white/blk, 6k, 5sp. Bhpnt CD, refined design 90 rims, new tires, new shocks, 3rd owner, timing belt, water pump and rollers, well maintained, divorce sale $15,000. Contact Kevin Carabell at 415.258.9971.

1975 914 Race Car 2.7 RS GD Racing motor, lots of extras, pictured on Aug 2002 Nugget. $17,000 Contact Chuck Davis at 650.591.7396.

1989 944 S2 Coupe in excellent condition, all original, 2nd fastidious owner, alpine white with superb midnight blue interior, new tires, belts, just serviced, bra $11.600. Contact Earle Beveridge at earleb@sbcglobal.net or 415.974.0317.

1985 Carrera Targa Good, clean car, strong runner. White with burgundy/parchment/blue leather interior; Koni Sports; ’86 anti-roll bar. 230K miles. Needs head work. $9,500 See http://moutons.org/Porsche. Jerry Mouton, pca-ggr@moutons.org or 650.494.1649


1995 993 C4 Exceptional Time Trial, DE, or AutoX car. Always under the care of Jerry Woods Enterprises and The Racers Group. Email for more info and pictures. $39,000. Contact Stephen Silver at quikstuf@pacbell.net or 831.479.0396.

Contact Robert Novak at robert-novak@attbi.com or 650.622.9463

1978 911SC Coupe 3.063k mi. silver/blk, no AC, 16" Fuchs, pw sunroof/window, new paint to bare metal, new brakes, tires, dash, headliner. $16,800 B.O Contact Rudy Aquino at ra58@pacbell.net or 650.296.3438.

1978 911SC Targa 3.0 130K. ALWAYS garaged and covered, 2 owners, Petrol Blue/Sky blue full leather-sport seats, 7's/8's, all factory options. Just serviced ($1000+) @ GD Racing. have e-pics. Contact JC at xrtt750@yahoo.com or 650.377.7112 pager.

1978 911 Cabriolet Dark blue/blue top, tan leather, stick, 128k, cup 16" wheels, recent tires, very good cond, AM/FM/CD. 3rd owner, garaged. $28K Contact Peter Engler at peter.engler@right.com or Day 415.263.4226.

1991 911 Cabriolet With Bridgestone S-02's. Used for 15K miles on a 996, will fit Boxsters, 993. 8x18 with 225/40-18 and 10x18 with 265/35-18. $2100. Contact John Gong at rsasaki@aoptix.com or 510.928.8401.

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