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GRAPHICALLY SPEAKING

The start of a new year is a good time to look back on the past year and try to put into perspective just what it all meant.

As far as GGR goes, I think that on a whole we have a very strong club. Our events are very well put together, and we have a good group of dedicated members. At the events we all seem to have a good time, but in my opinion there seems to be one very important aspect missing, and that is the FUN.

Now don’t get me wrong, I enjoy driving my Porsche with Porsche friends. But I think there is a lot more hassle in doing it these days. We seem to be bogged down in an over-organized club. If you didn’t know any different, our board meetings could be for a high tech business in the valley, not for the fun hobby we all enjoy. There appears to be too many rules, too many "personality problems", too many power plays, and as a result, too many hurt feelings.

I can remember a few years ago when the board meetings would end up being conducted in a Hot Tub. Now, that may be getting a bit too laid back. But we must remember that first and foremost, this club should be FUN, FUN, FUN!!! When it starts to become work, we turn people off.

So for the new year I would like to propose that we bury the hatchet and all try to interject more fun into OUR CLUB.

Now let me hop off my soap box. I am looking for some help with the production of the NUGGET. If you are interested in helping out on the editorial side, becoming a reporter, photographer, helping with production, typing, anything, we can use your help. Please give me a call.

Thanks... and remember FUN, FUN!

Llew Kinst

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On the cover:

Thanks for helping on this issue; Gaylord Lineaweaver, Keith Milne, Steve Szabo, and Mom.
Listed below is a directory of GGR’s Committee Chairmen and other important positions that make the club function smoothly. Call these people if you have questions for their area of responsibility, or if you’d like to volunteer to help them in the duties of their job. Please call before 9PM.

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Vice President:
Ken Mason

Secretary:
Barbara Cummings

Treasurer:
James Ohl

Membership:
Dick Petticrew

Competition:
Terry Sullivan

Social:
Danielle Ringen

THE YELLOW BRICK ROAD

Happy New Year!

I hope you are all ready for a great year of Porsche fun. We have a very enthusiastic Board ready to serve you. For those of you who don't know, your 1987 Board is:

President: Sharon Neidel
Vice President: Ken Mason
Secretary: Barbara Cummings
Treasurer: James Ohl
Membership: Dick Petticrew
Competition: Terry Sullivan
Social: Danielle Ringen

We are ready to work, but we need your help. GGR can't run without the aid of the many support positions. Most of these are available for 1987. Take a moment to look at your NUGGET in the area called "GGR Directory". If you think you might be interested in any of these positions, give me a call. It is a great way to get involved in GGR.

Remember activities day January 10th! This is your day. If you have a idea for an event, or just an interest in setting the calendar for '87, come. If you want to put on an event and you can't come on the 10th, call me, or the appropriate activity director (Danielle or Terry), we'll be happy to help you. I can't express strongly enough the importance of this day. We want to make GGR a Region that you're happy participating in. Give us your ideas.

Remember that you only get out what you put in. Believe me, I speak from experience that the more involved you get with PCA and GGR, the more you'll love it.

As we start a new year I want to also remind you that there are some fantastic events put on by other Regions in zone 7. We have a new zone rep, Bud Behrens, of Yosemite Region. Bud has been a great supporter of GGR and zone 7. I'd like to see GGR return some of that with a big show of support for zone events this year. I'll try to keep you updated on zone events but let me suggest you consider the Auto-X and concours series, they're great!

CRAB applications are available. Sign up now! The same committee will be putting CRAB on this year, led by Dwight and Linda Mitchell. It will be May 1, 2, & 3. Mark your calendar, this us an event you don't want to miss.
On a National level, it's time to mail that Parade application if you want to go to the Dallas Parade July 4-10th. I'll be there and I hope you will be too.

Well, there's certainly plenty to do for '87. Whether you want to participate on a Regional, Zone or National level, or all three, it's looking like a great '87.

The best thing you can do for GGR uis to come to an event. Let's see you in '87. You'll have fun!

Sharon

PHOTOS

ATTENTION EVENT CHAIRMEN!

Pictures -- -- -- We need PICTURES! Please rustle up your most spectacular photographs for the '86 SCRAPBOOK -- -- Action, Humor, Human interest -- -- Whatever best illustrates our great GGR activities.

Mail, with proper identification, to: Barbara Bower 4256 Manuela Ave. Palo Alto, CA 94306

... or give to a Board member ASAP ... por favor!
MONTE CARLO NIGHT

by Bill Newlin

The road to Monte Carlo came to an elegant end Saturday night November 15, as all the Time Trialers got decked out in something other than Nomex. Ted Atlee in a monkey suit! Oh, and you should have seen Ed O'Shea in his Hawaiian dinner jacket. And the ladies never looked better as helmet hair was not to be seen that night.

Our Time Trial Chairman Charlie Arolla put on what I'm sure will never be equalled again as far as class acts go. The site was the Red Lion in San Jose. The Arolla's did a fantastic job starting things off with a huge mountain of tortilla chips and a tasty array of dips from nacho to guacamole. After some great bench racing, recalling how well we all did this year, and a free drink which was included with our meal, we casually strolled (more like a LeMans start) into the grand dining room all decorated in Porsche colors; red, yellow, and black in ballons and ribbons. The grand door prizes lined one wall and suddenly we were like kids in a candy store as we tried to decided which prize we would gamble our assets for.

The dinner was excellent and throughout it our Master of Ceremonies, Charlie, would give out door prizes. There was also wine that was included with dinner, so who could ask for more? No need to ask, the desert was baked Alaska which was unveiled ala Rocky with a musical fanfare and sparklers. That Charlie thinks of the coolest things.

After din-din the beautiful awards for the '86 series were handed out. The design on the trophies matched our complimentary t-shirts, also included with dinner, all created by Design Dimensions. Thanks Joan Ryberg and Mike Fellows, you two do excellent work.

After the awards, including some great recognition awards to all who have given so much for the sport, we got on to the gambling. Yes, gambling right here in San Jose. Not with real money of course (Charlie is a cop you know), but with GGR dollars. GGR dollars were earned by working a time trial, driving a time trial, winning a time trial and depending how many and how well you did, the amount varied. Class records or entire year participation and so on got you even more GGR dollars as bonuses. Barbara McCrory and Gary Walton, GGR drivers of the year, must have had about 100,000 GGR dollars each.
Anyway, off to the gambling tables where the guys with the big ---s would really see how long they could keep the hammer (dollar) down and for how long. It was sort of like at the black jack table and letting your bet ride compared to lifting at turn one at Laguna Seca (nobody lifts at turn one), although after seeing Bill Packwood gamble I have to wonder. Really Bill, one dollar bets, come on. While all this was goin' on there was a hot disco band providing music to dance to, listen to, or if you were like me, lose to. The blows were there to show us how to dance and John Gilbert was there to show us how to gamble. Speaking of learning how to gamble, you should have seen Maryann Berens playin' black jack. The game is 21 Maryann! She is a teacher but we know it isn't math she teaches. Anyway, what's that old saying about beginner's luck? She'll probably black flag me for this.

After two hours of playin' hard (it's the only way we know) it was time to cash in your chips for raffle tickets. Jim LaMarre tried to cash in his tortilla chips. For every GGR $100 you got a raffle ticket. You then put your tickets in any of the approximately 30 big prize drawing boxes, and then took your chances again as the drawings commenced. I really had my heart set on a set of tires, but nothing like John Hawkins, who had won big at the crap tables and had 22,000 GGR dollars which he put in the box for a set of BBS wheels. Nice try, but no cigar John, but not to worry as Karen won a trip to Tahoe in a new Porsche, courtesy of Carlisen porsche. All kinds of super things were raffled off, there were even color TV's, that lucky Carol Beach, and a free entry to the '87 T.T. series won by Terry Sullivan and of course lots of happy faces that showed their appreciation. At this time it was almost Sunday, no, come to think of it, it WAS Sunday, and as the music played once again, the group got into action again. What a bunch of party animals. What a great evening.

Thanks again to Charlie & Snookie Arolla who really outdid themselves, not just that evening, but thru the entire year.

C U in Nomex next time.
AUTOCROSS

ANNUAL AUTOCROSS AWARDS BANQUET

WHEN: Saturday, January 17, 1987
WHERE: The Velvet Turtle
380 South Kiely Boulevard
San Jose
TIME: 6:00 p.m. Cocktails (no host)
7:00 p.m. Dinner
ENTREES: Chicken Marsala - $18.00
Brochette of Beef - $16.00
Both entrees include mixed green salad with herb dressing, rice, two fresh vegetables, "turtle pie", and coffee, tea, milk or iced tea. Wine available from the bar.
For additional information, call:
Paul Seidel, 408/578-9413

RESERVATION DEADLINE: January 13 1987
Send check for reservations with entree choice. NO RESERVATIONS WILL BE TAKEN OVER THE PHONE. Send to:

Paul Seidel
6109 Urlin Court
San Jose, CA 95123

If reservations are not cancelled by January 13, you will be responsible for your dinners.

For additional information call Paul or Carole Seidel 408-578-9413

GGR AUTO-X #9

Warm sun and a challenging course greeted GGR autocrossers for the "Run What You Brung" season finale at the Pleasant Fairgrounds. A quarter of the field consisted of non-Porsche vehicles, from John Peichoto’s Chevy Suburban to Sergio Meza's 190E.

The U-shaped back section provided many places to lose time, but by the end of the day most drivers were rewarded for finesse! with faster times. Stacy Lynd and Jeff Reitmeir pushed their white VW cabrio to more than respectable times. Newcomers included Guillermo Toro-Lira and Bill Freed (who was later heard muttering about his father's choice of street tires). Fast time of the day was Gary Walton at 54.63.

Our thanks to Norbert Nieslony and Autohaus for sponsoring a great series, and to all those who came early and stayed late for track pres and cleanup.

Steve McCrory
Class A (Red, Orange)

- Rich Stephens 58.95 Porsche 914-6
- Kurt Kaub 59.00 Porsche 914-6
- Ed Ducey 61.81 Porsche 914-6
- John Hoyt 63.06 Porsche 911
- Steve McCrory 63.83 Porsche 911-S
- Tom Green 63.95 Porsche 911-SC
- Steve Rinkle 65.93 Porsche 911-SC
- Russ Rinfret 69.79 Porsche 914
- Guillermo Toro-Lira 69.90 Porsche 944
- Peter Kane 70.16 BMW 318i
- Bill Mustang 71.81 Porsche 944

Class AL

- Barbara McCrory 64.77 Porsche 911-S
- Marj Green 65.14 Porsche 911-SC
- Janet Plemons 66.37 Porsche 911-S
- Cristin Stephens 68.20 Porsche 914-6

Class B

- Dick McClelland 59.29 Porsche 914-2.0
- Tom Yamamoto 60.78 Porsche 944 Turbo
- Richard Stuck 62.86 Porsche 911-S
- Jeff Reitmeir 63.79 VW Rabbit
- Steve Young 64.41 Porsche 911
- Bob Stiffler 65.47 Porsche 911-S
- Steve Nieslony 65.60 Porsche 914-2.0
- W. G. Hewitt 69.91 Porsche 914-2.0
- Jerry Kondeff 70.58 Datsun 280Z
- Jay Oppenheimer 70.91 Porsche 914-2.0

Class BL

- Julie Taylor 63.70 Porsche 944 Turbo
- Stacy Lynd 65.38 VW Rabbit
- Kim Gray 69.70 Porsche 914-2.0

Class C (Blue, Green, Purple)

- Gary Dorighi 61.45 Porsche 914-2.0
- Andrew Blyholder 63.88 Porsche 914-1.7
- Mike Gugert 64.38 Porsche 914-2.0
- Phil Gresho 65.09 Datsun B-210
- Scott Antes 65.30 Datsun B-210
- Ed Ellefson 66.24 Porsche 911-T
- Bob Fernandez 67.93 Datsun B-210
- Essy Fariab 68.82 Porsche 944 Turbo
- Sergio Meza 70.20 Mercedes 190E
- Allen Saltzman 77.23 Mercedes 190E
- John Peichoto 78.25 Suburban

Class CL

Nancy Dorighi 64.62 Porsche 914-2.0

Class D (Black, Brown, Grey)

- Gary Walton 54.63 Porsche 914-2.0
- Ron Koepper II 56.30 Porsche 914-2.5
- Rob Neidel 63.45 Porsche 914-2.0
- David Colman 63.59 Mazda RX-7 Turbo
- Dave Blanchard 64.80 Dodge GLH
- Troy Lathrop 65.76 Porsche 914-1.7
- Darrell Terry 66.48 Porsche 944
- Lyndon Jesmin 68.56 Porsche 944 Turbo
- Grant Lyon 70.33 Porsche 911
- Norbert Nieslony 70.49 Porsche 914-1.8
- Mark Zeilinger 71.58 Mazda RX-7
- Mark Zanella 73.21 Ford Mustang
- William Freed 75.57 Toyota Celica
- Rick Sherman DNF Datsun 240-Z

Class DL

- Teresa Neidel 63.68 Porsche 914-2.0
- Joan Colman 65.33 Mazda RX-7 Turbo
- Karen Neidel 66.56 Porsche 914-2.0
- Danielle Ringen 77.52 Pontiac

Top Ten

- Gary Walton 54.63
- Ron Koepper II 56.30
- Rich Stephens 58.95
- Kurt Kaub 59.00
- Dick McClelland 59.29
- Tom Yamamoto 60.78
- Gary Dorighi 61.45
- Ed Ducey 61.81
- Richard Stuck 62.86
- John Hoyt 63.06

Total Drivers 58
It has been an interesting year having test flown the PFM 3200/Mooney, 4 days at the Nurburgring and a safe year time trialing.

Recently I had the opportunity to drive the 944S/16 valve and the 1987 Carrera, courtesy of Rich Pasquali and Carlsen Porsche.

The following will, no doubt, puzzle those who know me as a 911 fanatic. The 944S/16 valve is a fantastic car approaching what I consider to be the ultimate Porsche, other outstanding Porsches notwithstanding.

The 16 valve 188 HP engine vs. 147 HP transforms the car. This engine is very smooth with torque building at 4000 RPM and coming on strong as the 6840 RPM redline is approached.

Certainly the 951 (944 Turbo) has a bit more grunt but it does not have the beautiful song and response of the 16 valve. Comparing the 944 and 944S, test numbers hint at, but do not tell the story. A difference of 41 HP has just got to make a big difference in a car and it does.

My initial reaction was excitement similar to the 911 in 1966 and the first 911S in 1967. Out in the mountains I found the handling to be excellent and nicely balanced. Adequate power and beautiful engine response allow the rear wheels to be steered playfully on power with moderate trailing throttle oversteer also available as a tool. (Proceed with caution).

Overall balance and beautiful gearchange make this a fine car which is going to cause fits in it's time trial class. I do still find the steering wheel position to be too vertical and too low. Also the weight should be down around 2500 lbs.

Personally, I dislike popup lights in general, but the car is beautiful with it's lights retracted.

Big news about the '87 Carrera is its new 950 transaxle and hydraulic clutch. Noticeable also are the eurostyle headlights of similar appearance to the M1.

The 950 transaxle uses Borg-Warner syncros (like the 944) and has a new shift pattern with reverse to the left and forward. This opens a spot for 6th gear in the future.

This transaxle is probably related to the 959, so a 911/4x4 must be on the way.

The transaxle shifts beautifully with a very light and accurate feel. The familiar hesitation and grinding from a stop are eliminated. The bad part is the clutch action and shifter. A new shifter is used with a long thin lever pivoting from near the floor. I didn't find the shifter pleasant to use as the throws are long and the lever somewhat springy.

Clutch action is a very critical factor in the subjective evaluation of a car. In the Carrera I found the clutch action to be rather awkward with engagement coming at the very top of the clutch pedal.

Compounding this is the familiar non-linear helper spring in this range of pedal movement. I find this curious as hydraulically actuated clutches normally have very nice actions.
I found the handling of this stock Carrera to be vague and insecure. The car did not go into the mountains. The good part is that the Carrera is a tour de force of workmanship and development. It is also fast. I guess for me, the time of the 911 has come. It will be interesting to see where Porsche goes with this fantastic but anachronistic car.

As I was finishing this study, Des Fitzgerald drove up with his Carrera Turbo-look time trial car. I was devastated by the beauty and technical purity of this car.

What is the ultimate Porsche? Thought you'd never ask.

Proposal #1:
- Body: Very near the 944S in size and concept.
- Weight: 2500 lbs.
- Engine: a. 60 degree V6, 3.0 liter, 250 HP.
  b. 90 degree V8, 3.0 liter, 250 HP.
- Transmission: 6 speed with Torsen differential.
- Fixed headlights.

Proposal #2:
- Body: 911 style.
- Weight: 2500 lbs.
- Engine: Rear mounted, ahead of rear axle.
  a. 6 cyl, 3.2 liter,
     959 heads, 300 HP.
  b. 8 cyl, 3.5 liter,
     959 heads, 350 HP.

I am interested in your input. See you in April at Laguna Seca.
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I AM SO-O-O-O TIRED

by Rocky Rhodes

Like most people, I think about tires only when I am forced to. I was forced to recently. Cruising up the freeway toward home, I felt that familiar rumble that should have warned me of impending disaster. I would have noticed too, if I hadn't been on a routinely rough section of road. By the time the road smoothed out, it was too late; one of my trusty Pirelli's suddenly quit, forcing me to retire (as it were).

Research into what was currently available led me to two conclusions: a) tires have gotten very expensive (what hasn't); and; b) tires are becoming little more than fat rubber bands. At this rate, we'll be back to solid rubber donuts by 1990. All of this is great for the cafe racers among us, I suppose, but I find that I still yearn for a nice 70 or 75 series tire for the street machines.

Its not that I am an obstructionist, nor am I a conscientious objector to progress, per se. Its just that the taller profiles seem to offer better qualities for street work.

First, I find that the ride of the taller rubber better suits the temperament of my already overworked kidneys. I learned this lesson the hard way, driving many miles in a British ox cart...there are few "modern" machines that are so well equipped to drive this point home. Taller tires did much to soften the built-in intimacy between driver and road. Believe me, you can know too much about the tarmac beneath you.

Second, I find that while the lower profiles extend the window to break-away, when it happens, it is too abrupt to be much fun. In competition, this is part of the price of expanding the envelope. On the street, however, it unnecessarily expands the consequence of error (as well as extending the opportunity for terror).

Realistic weatherability is another factor here. As tires get lower and fatter, it becomes more imperative that they be confined to fair weather usage. The 245-60's on the family bus get exciting at road speed in the rain...very much like riding on a 3,000 lb. water ski. With no tow rope. Some fun.
For me, however, the core problem is that the lower profiles proportionately lower the socially acceptable fun quotient in the everyday world. Ever since my glands stopped screaming in my ears, I have found that on the street, it is less important to go fast than it is to feel like I’m going fast.

Post-pubescent living teaches a great respect for the idea of broken bones and advancing age teaches that the injuries that you cause others are the most painful. Thus, anything that reduces the speed required to reach the fun point will reduce the price of intoxication at the edge adhesion. Walter Mitty as Barney Oldfield in slow motion... that's the ticket.

The British bomb that has served as resident roadster in my garage for many years, came alive when I removed the front roll bar and installed 70 and 75 series rubber. I found that it was then possible to achieve some fairly interesting attitudes at thoroughly sane speeds. Any small miscalculation had appropriately small consequences. Fun on the cheap...this is life at its best.

Of course, there are lower as well as upper limits to this effect. Taken to its logical extreme, one might surmise that maximum fun would be provided by a 155-90 series tire mounted on 3" wheels, thus producing many four wheel drifts at five or six miles per hour. While this idea does have some bizarre appeal (it might be just the thing to spruce up the ride of your Nash Metropolitian), I must admit that it is not a practical compromise solution.

I would instead propose that the tire manufacturers not abandon this theoretically sizable market segment. I would think that 185 to 205 widths in 70 to 75 aspect ratios (with suitably aggressive tread patterns...the run-of-the-mill Sears or J.C. Penny "all weather" numbers definitely do not count here) still have very good market potential among the "substance over form" segment of the driving enthusiast crowd.

---

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MINUTES

Karen J. Hawkins
Secretary, PCA/GGR

The Board Meeting was held on Wednesday, December 3, 1986, at La Hacienda. The meeting was called to order at 7:55 p.m. Board members present: Sharon Neidel, Jack Kuhn, Karen Hawkins, Mike Lommatzsch, Eric Winston, Karl Keller, John Peichoto, Terry Zaccone (Past President). Guests included: Ken Mason, Barbara Cummings, James Ohl, Danielle Ringen, Dick Petticrew, Terry Sullivan, Teresa Neidel, Susan Raimer, John Hawkins, Leslie Winston, Cathy Kuhn, Judy Zaccone, Gary Ringen, Janine Peichoto, Suzanne Petticrew.

The minutes of last month's meeting were approved.

OLD BUSINESS: Budgets for the next 60 days: Budgets needed for January dinner meeting (Seidel), February dinner meeting (Berens), and bumper car night (Keller). Budget approved for activities day. Event Financial Reports: All financial reports in. Post Mortem of Events: November 1 autocross - nice event; November 15 time trial dinner - great dinner, lots of fun; November 22 autocross fun day - excellent turnout. Advertising in Nugget for Upcoming Events: All advertising in. Insurance for Upcoming Events: Jack will order insurance for January autocross.

Changes to Calendar: Sharon distributed a tentative 1987 calendar to 1986 and 1987 board members with the following events through March:

- 1/10/87 Activities Day (Kuhn)
- 1/17/87 Dinner Meeting - Autocross awards (Seidel)
- 1/24/87 Autocross #1 at Pleasanton (Berens)
- 3/14/87 Charlie's Chili (Arolla)
- 3/28-29/87 Yosemite (Kuhn)

Keller's January 24 bumper car night will be changed to a February date - he will advise board. July 11/12 time trial cancelled. March 14 Charlie's Chili will be official March dinner meeting. Goodie Bag Report: Submitted and approved.

ESSENTIALS

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Because until you have it, you don't have the essentials.
Completion of Action Items: Sharon will get more information on club shirts - set up charge. Sharon to contact Paul Scott to pick up Historian boxes when a new Historian is found. Barbara Cummings to follow-up on location of 1982-1984 minutes. Mike working on list of manuals that should be in existence. Eric to follow up on autocross bounced check. Karl to contact Seidel on January dinner meeting budget. Karl to follow up on bounced check and deposit for October dinner meeting. Llew Kinst to prepare Nugget procedures manual. Election Update: Official 1987 GGR Board election results: President - Sharon Neidel, Vice President - Ken Mason, Secretary - Barbara Cummings, Treasurer - James Ohl, Social Director - Danielle Ringen, Membership Director - Dick Petticrew, Competition Director - Terry Sullivan.

NEW BUSINESS: Autocross equipment: Request for new equipment (microphone, speakers, tarp, 100 cones) and repair timer - estimate $500. Motion made and approved from 1986 budget.

DIRECTORS REPORTS: President: Attended Zone Presidents' meeting - National is issuing third rebate to regions - $2.00 per member. Bud Behrens confirmed as Zone 7 rep at Fall Board meeting in Fresno. Parade bid for 1989 by San Joaquin (Gilpin/Patton) in Monterey. Discussion regarding National assignment of members to region without meeting criteria of region - no dissent from 1987 board. Vice President: Thanks to Karl Keller, activities day will be held at Ken's Porsche Technique. Flyers will be mailed. Ken Mason and Jack will meet to exchange VP files. Secretary: Report on status of scrapbook. Request for all available pictures from Karl Keller and Jack Kuhn. Also requested 2 copies of each 1986 Nugget for use in scrapbook.

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Treasurer: Treasurer's report submitted and approved. Expenses incurred by 1986 Board to Mike Lommatzsch by December 15. (December 27 final deadline).

Competition: Need 1987 time trial chairman - either committee or individual. Sponsors for all time trials have been obtained. The July time trial was preempted by a motorcycle event. We have 3 autocross dates at Pleasanton, lost the Ford plant. Working with Diablo and LPR regions to share their dates. Social: Wish for everyone at dinner to attend joint board social. Motion made and approved for Shirley Neidel to reserve Vasona Park for family picnic. Membership: Report submitted and approved. 5 new members - applications submitted, 3 new dual, 2 transfer in, 1 audit addition, 4 transfer out, 6 non-renewals - total GGR membership - 943. Nugget: Nugget Editor not present. Discussion and comments on Nugget regarding timeliness. Suggestion made to change dinner meetings to dinner socials. Sharon is looking for Nugget Editor.

The meeting adjourned at 11:05 p.m.
November 26, 1986

Dear PCA Newsletter Editor:

I'm sending you a news release that's a little out of the ordinary from what you might expect from Porsche Cars North America, Inc. but your fellow members are just a bit more enthusiastic about our cars than the average person, and they might be interested in this.

The Nevada Opera Association is selling chances to win a 1987 Porsche 928S 4 in an effort to raise funds. The chances are $100 each and only 2,500 of them will be sold. The winner will be determined March 26, 1987.

If your club is interested in purchasing one as a door prize, the Nevada Opera Association is willing to sell the ticket at a discount. Please contact Joanna Sjogren, President, at 702-786-4046 or leave a message for her at the toll-free number 800-992-2072.

If you are interested in publishing the opportunity in your newsletter, here is a press release from the Nevada Opera Association. The Nevada Opera Association is one of the non-profit organizations PCNA supports in Reno.

Sincerely,

Martha McKinley
Manager, News Media Relations

For $100 you could become the proud owner of a 1987 Porsche 928S 4

Your $100 tax deductible donation makes you eligible to become the owner of a 1987 Porsche 928S 4. The owner will be selected Thursday, March 26, 1987 at the Nevada Opera's Classic Auction III.

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Participants limited to 2,500. Donors need not be present to win. Ordered and delivered through your local authorized Porsche dealer in the U.S.A. Payment of all applicable taxes and fees is the responsibility of the winner.

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The Mart is available at no charge to PCA members; non-PCA members may submit ads for Porsches and/or Porsche-related parts or accessories, 5 lines maximum, $10/month; make checks payable to PCA/GSR. Sorry, we do not accept ads from businesses. (Businesses may contact the Nugget Ad Manager for commercial advertising information and rates.) Mail (don't phone) your ad to the Nugget Editor by the first of each month prior to month of publication. Include phone number; addresses will not be printed due to space limitations. If non-PCA member, payment must accompany ad. The Nugget reserves the right to reject any ads submitted, or to edit them, is not responsible for errors and does not guarantee compliance with the Regulation of the Federal Trade Commission.

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1975 914 1.8, black, Bursch exhaust, 19mm m/cylinder, 100 lb rear springs, turbobail, factory type air dam, blk. spider mags, auto antena, lowered, 13 inch steering wheel, new clutch. Needs paint, very clean, no rust Calif. car. Owned by PCA members since 1980. Asking $4000.00. Call Greg Peart, 916/920-9133

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CARS WANTED

1971 911 Targa. Straight rust-free tub most important. Interior and engine condition unimportant. Fenders, hood and quarters condition not critical. The car will be used for a short hood, slope nose Cabrio conversion. Please call me with all possibilities. 415/932-2793

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PARTS WANTED

Set of "original equipment" fog lights for 1967 912. Would like wiring and switch if available, but will buy lights without them. Any reasonable condition O.K., not for concours. Bill Curley, 408/395-2062 home, 408/973-2825 work.

Pano Oct/Nov/Dec 82/will buy years or collections. 72/911 deluxe large brochure, 915 26/26 4th gear, 28/23 5th gear or complete late gear box, 72 911S front oil cooler and related parts. Bob Neal, 436 Van Buren, Los Altos, Ca. 94022. 415/949-3271.

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