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5940 STONERIDGE MALL ROAD
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VIEW from the TOP

It's funny how some things never change. No matter how many terms I serve on the Board, one problem always seems to remain. How do we make new members feel welcome.

Those of us who have been around know how much fun GGR is. We have such a good time and have so many friends, it's hard to believe that people think we are snobbish and intimidating, but to a new member we are. If you are like me you look forward all week to seeing your Porsche fiends on the weekend. When I get to an event, I'm often so busy with the people I already know that I don't notice new members who are standing alone. We are all guilty of this at our events.

I always feel terrible when I talk to a new member who was just about ready to give up on the Club after attending several events without feeling welcome; particularly when I know I was at those events and had a great time. There is plenty of room in GGR for any Porsche enthusiast.

Our Board has really made a commitment this year to making new members feel welcome. Our emphasis on instruction at the autocrosses and time trials as well as the relaxed Friday Night Socials are all attempts at giving new members a chance to come to an event and meet people, learn the terminology, and generally feel like they fit in.

Remember what it was like when you were new? What made you stay? Try to share that friendship with a new member. The Board can't do it alone. We need the help of everyone at the events.

If you are a new member I can only tell you from experience that you'll probably never enjoy the Club if you stay on the sidelines. I know it's hard but you just have to take the initiative to walk up and talk to people. Just because we didn't continued on page 5
TGFP

Friday night, June 12th will be tour night. Come join us to see what fun we have had on tours in the past and see what is in store for you the remainder of the year.

Harry's Hofbrau
6:30 till 9 PM
NO DINNER RESERVATIONS REQUIRED

If you have any pictures to share contact Lee Jennings or Shirley Neidel ASAP.

If you plan on putting on a tour this year be sure to come out and let the club know what fun you have planned for them.

See Everyone there!!!!!!

GGR AUTO-X #6

GGR Autocross and Driver's School #6, sponsored by the Autohaus of Norbert Neislony, will be staged at the San Joaquin County Fairgrounds in Stockton on July 25th. Time Trialers, this will be a great way to tune up for the Laguna Seca event the following week. Make plans NOW to attend. Details in the July Nugget.

AUTO-X TIP OF THE MONTH

Concentration. This is a difficult thing to teach. Just as it is necessary for a gymnast, a golfer, or a pole vaulter, a great autocrosser must learn to concentrate. Some tips: Don't have the Blaupunkt blasting while you wait your turn on the grid. Get into your car and start reviewing what you're about to do. By the time you are 2 to 3 cars from your run, you should be tightly buckled into your seat with your helmet on and ready to drive. This is a good time to visualize the course in your mind and mentally drive it a few times. Carry this concentration and intensity through the completion of your run. Drive your practice lap just as you would your timed runs. When you finish your run, put your car back in line and see if you can visualize your entire run. Think about what worked well and what you'd do differently on the next run. Finished? Okay, now you can hop out of the car and have a good time with your friends.

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4 days Bora Bora
6 days Moorea

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notice you don't mean we don't want to share our friendship with you. You may have to make the first move and introduce yourself as a new member, but I think you'll be glad you did. If you want to get involved, come to an event. Take a chance and talk to an active member, you won't regret it. It's easy to recognize the active members and Board members as they wear name tags that identify their offices or note that they were past Board Member, Past President, etc. I hope we'll spot you first, but if we don't please find us.

Let's remember that there is room for all of us in GGR. Try to meet a new member this month and show them what a great Region GGR is. We can all use another Porsche Friend.

Sharon

nugget deadline: THE 1ST

ROLL BARS

Frey Racing offers a 10% discount to all Porsche Club members on any roll bar or roll cage. Both street & SCCA approved models available.

We also have a full compliment of:
- safety harnesses
- driving suits
- fire retardant underwear
- rental driving suits
- driving shoes
- gloves
- helmets
- stop watches
- and much more

Visit our showroom —
Hours: 9:00 a.m. - 8:00 p.m.
Monday - Friday
10:00 a.m. - 5:00 p.m.
Saturday

Frey Racing, the one-stop racers center.
530 Reed Street, Santa Clara, CA 95050
(408) 727-9970

ANNUAL FAMILY PICNIC & BARBEQUE

Vasonna Park in Los Gatos
Sunday, June 21st
9 AM to 6 PM

Here's your chance to spend a warm Sunday afternoon at the park with your fellow Porsche Club friends and families. Imagine a day away from the hustle and bustle where you can either take part in the volleyball, softball, the famous "EGG TOSS" and other games, rent a sailboat, take a hike, or just kick back in the sun on your lounge chair with a "Cool One" and enjoy the beauty of Vasonna Lake.

The Region will supply the beer, wine, soft drinks, ice, charcoal and cups. You will need to bring your own barbecue choice, plates, and utensils.

Each family is invited to bring a POT LUCK dish that should serve a minimum of 8 people. Categories are divided according to last names.

A-G Salads, Rolls, Garlic Bread

H-P Corn, Vegetables, BBQ Beans, Chili

Q-Z Appetizers, Chips, Desserts

If you have a prize donation or need additional info** Call Ruth Price at (408) 365-9115.

Directions: Take Hwy 17 (880) South towards Santa Cruz, and exit at Lark Avenue. Left on Lark to Los Gatos Blvd. Right on Los Gatos Blvd. to Blossom Hill Ave. Right on Blossom Hill Ave., cross over Hwy 17 and turn right into the park entrance. There is a two dollar parking fee! Follow the road into the park and veer to the right side of the lake until you come to the Circle Group area. Park and take the trail down to the lake.

(Leave your Porsche at home.)

THERE IS LIMITED PARKING SO ARRIVE EARLY.

NUGGET 5
The problem all started with a dirty and plugged fuel injector in our 924. The available fuel at local service stations occasionally seemed to be contaminated and I thought that the fuel filters should be changed prior to installing the injectors.

The 924 has one fuel filter location under the car in front of the fuel tank. Mistake number one was to work on the fuel system in the garage instead of in the driveway. It became obvious that this rear filter had not been changed for some time as I had quite a bit of trouble removing the fuel line from the filter.

As a safety precaution, I had a plug ready for the fuel line and a CO2 fire extinguisher on hand. Mistake number two, the gas tank was full. Still, knowing that I had the plug for the fuel line and figured there would be no problem. Mistake number three, the drop light was incandescent instead of flourescent. This detail never entered my mind.

There I was under the car, flat on my back, drop light next to my head, screw driver in hand, trying to pry off the rubber fuel line.

I had struggled for some time with the fuel line when suddenly, BOOM!! the light bulb exploded into instant flame under the car. The fuel line had come loose and the gasoline was pouring out. There I was still lying on my back, under the car, flames everywhere, including my left arm and hand. I said to myself, "Aw, ....". At that point you have never see anyone move faster than "the kid."

I bailed out from under the car and ran about ten feet to the sink. I turned the water on full and it still took ten to fifteen seconds to put out the flames on my arm. Finally the flames went out and I turned around to see flames covering the entire underneath of the car and spreading around on the garage floor. Of course, all this time the fuel from the car was feeding the flames. I grabbed the CO2 extinguisher and almost put out the fire until I emptied the CO2 bottle. Then I really had problems. The car was really on fire, black smoke was choking me and completely filled the garage (fortunately the door was open). The heat was intense by then and I said to myself "To hell with the car, save the house."

I pushed the car out of the garage and for some unknown reason I pulled on the emergency brake half way down the driveway. I ran back to the garage where continued next page
GGR'S CARS continued

several small fires had broken out in several places. I build and fly radio-controlled model airplanes and, of course, all the models, cans of paint, fuel etc. were on fire. I grabbed the garden hose and finally put out all the small fires. I then ran to phone the fire department. WRONG. The fire had melted the wiring and the phones were dead. In a panic I ran next door yelling, "Call the Fire Department!" I hurried back to the house to find the 924 was completely engulfed in flames.

Mistake number four, the CALTRANS pickup that I drive for work was also parked in the drive next to the 924 and was by then also on fire. I quickly ran back to the house to get the keys to the truck but the front door was locked. So I dashed back through the smokey garage and opened the door to the house. This maneuver, of course, let all the smoke pour into the house. I retrieved the keys, moved the pickup, grabbed the hose and put out the truck fire. In the meantime the 924 was burning furiously with flames about 15 to 20 feet in the air and no sign of the fire department.

At that point I suddenly remembered the animals. I dashed back into the house, scared the hell out of the cats, grabbed the dogs and ran back outside again. With all the noise and activity quite a crowd of curious neighbors had gathered. I handed the dogs to one of the neighbors and just at that point the fire department arrived. OOPS! They had sent a small truck designed to put out small grass fires with water only. The driver said, "Can't use water on a gasoline fire, I'll send for another truck." (I didn't have the heart to tell him that I had just put out the pickup fire with my "little ole garden hose.")

About this time I realized that the 924 was a total so I decided I needed pictures of the event. I went back to the house, got the camera and started clicking away. Finally the fire department arrived with a hook and ladder truck. I told the fellows, "Don't try very hard to put out the fire on the 924, I think it's gone." Suddenly two loud explosions occurred. No, it wasn't the gas tank, it was the shock absorbers which sounded like mortar shells. One fired fifty feet back into the garage, through the cupboard door and into a case of cat food. What next?

More small fires had broken out in the garage. They were caused by the model fuels and were burning merrily. About then the Paramedics arrived. I didn't know why,
GGR'S CARS continued

no one was hurt. At least not me. Wrong. The initial shock was wearing off and I suddenly realized that my arm hurt like the devil. I looked down to see skin dripping down and mixing with the sleeve of my coveralls.

The Paramedics convinced me to go to the hospital but not until I left instructions with the fire department and the neighbors on how to handle things. Great help GARRY! On the way to the hospital the arm really hurt and the paramedics used almost 6 quarts of ice water to cool it.

At emergency I pleaded for some pain pills or a shot. I finally got the shot which made me forget the arm, as the shot hurt worse. The nurse asked me if I wanted to notify anyone, like my wife Shelia maybe. I said, "Sure, but tell her I'm okay and just come pick me up."

The nurse did call and left a message that I needed to be picked up. Shelia received the message, immediately left work and stopped by the house to get directions to the hospital. Upon seeing the burned out hulk of the car and the condition of the house, she had serious doubts as to how "okay" Garry was.

In the end everything turned out fine. After three months of hassle with the insurance companies, the house was repaired and we purchased a new 1983 944.

I did learn some important lessons though. Do not work on the auto fuel system in the garage, or with a full fuel tank. Never use a drop light with an incandescent bulb. Be sure you have replacement value on all insured items. Pictures or videos of all your belongings will help also and save lots of hassles later.

Garry Korpi

TECH TIP: High speed engine misses in the 911SC are often traced to weak, worn out valve springs. This generally occurs after 60,000 miles and acts like a bad injector. Have a mechanic test your valve springs.

Courtesy of AUTOMOTION
Time Trial

Here it is the first Time Trial and our car is not ready. Sound familiar? Many Time Trialers were in the same boat with cars scattered all over town at the various mechanics and body shops. In a last minute surge most were able to make the tech sessions at Kahler's and Ken's only to find they did not pass the newly revised and more stringent roll bar rules. After much discussion and a whole lot of padding, it looked like the show might go on.

Friday night was the usual socializing, bench racing and long underwear. A chill was in the air but the warm feeling of being back with our friends took much of the bite out of the wind.

Saturday morning we were awakened by a great imitation of Charlie Arolla's "Good Morning Time Trialers." Ken Mack had to really strain to get his voice down that low. Not long afterwards people were moving about and the sounds of power began to vibrate through the foothills. The Drivers Meeting was, as usual, informative, reminding us of the dos and don'ts of racing. There was a drawing for the early entry next Time Trial and as Kevin Mack drew the name from the hat, Ken Mack winced as he said his own name, keeping it "all in the family" there.

The accidents and incidents were few and well handled by Bud Behrens and his extremely efficient crew of workers and helpers. The day went smoothly and everyone was primed for beer and dinner after the last run session ended and turn workers were picked up. Our dinner consisted of bar-be-que chicken, steak, baked potato, salad, and various liquid refreshments. It was served to a "track record" of 150 hungry Time Trialers. After dinner, the Easter Bunny (Karen Neidel) arrived and passed out wine goodies to continued next page
TIME TRIAL continued

those in attendance. The door prizes were numerous and greatly appreciated by all lucky enough to be picked. In addition to the door prizes, two Tag Heuer Stopwatches were won by two fast fingered racers, Karen Hawkins and Ted Atlee in a stop watch contest. To win, the contestants had to start, then stop the timer as close to 15,000 seconds as possible. Karen stopped the timer closest for the women and Ted for the men. Stan Michelman passed a hat among the group and a total of $83.00 was collected to be donated in GGR's name to the Special Olympics.

For the children on Saturday morning, Shirley Neidel rounded the kids together for egg coloring and produced some really pretty eggs for the Easter Egg Hunt on Sunday. Shirley was up first thing Sunday morning and went about hiding all the eggs. Approximately 10 AM the hunt was on and the kids were looking all over a nearby field. I believe each one found something.

Sunday was a real test for the track workers, but they passed with flying colors and grease sweep. We had a total of 15 students at this event, and after their second event when they complete their instruction with instructors' approval, they will receive their licenses.

Timed runs began after lunch and by the end of the day, we had a few track records. Danielle Ringen, Jim LaMarre, Paul Seidel, Karen Hawkins, and John Hawkins. John broke the previous record on BF Goodrich Comp TA tires. Awesome, John! We did have one big oil spill which caused a delay and with time a big factor, all runs were changed to one practice and one timed run. It was quite a day and when racing came to a close, beer and snacks were awaiting.

The turn workers again did a great job and two workers were applauded for their outstanding performance. There was a special drawing for the workers before the awards were distributed and some very nice gifts provided by our sponsors were given out.

It was a great racing weekend and we've only just begun. Thanks again, Anderson Behel Porsche-Audi, Ken's Porsche Technique, and Kahler's for making this weekend happen.

Denise Terry

EVENT 1
GOLDEN GATE REGION TIME TRIALS SERIES
LAGUNA SECA RACEWAY APRIL 18 & 19

STOCK

Class W
Troy Lothrop 1:33.86
Keith Standiford 1:35.71

Class S
Ron Wicker 1:32.54
Greg Higgins 1:33.53
Jim Housman 1:42.52

Class SL
K. Gray DMR

Class V
Terry Sullivan
Larry Heitman
Ken Mack

Class W
Henry Watts
Tom Smith
Larry Smith
Ray Holdsworth

Class Y
Essy Farib
Mike Hove

TOP THREE STOCK
Terry Sullivan 1:25.17
Larry Heitman 1:28.47
Ken Mack DMR

CATEGORIES

TOP THREE CATEGORIES

PRODUCTION

Class AP
W. Borken-Hagen DMR

Class B
Jim LaMarre 1:25.05R
Dave Schmanski 1:26.63
Gary Gruver 1:32.31
Bill Packwood DMR

Sponsored by
ANDERSON BEHEL PORSCHE+AUDI
KAHLER'S PORSCHE MERCEDES
KEN'S PORSCHE TECHNIQUE

GGR 10
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<th>Class KP</th>
<th>Sam Bardor</th>
<th>1:25.41</th>
<th>Class JL</th>
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<td>1:22.32R</td>
<td>Class J</td>
<td>Ed Ducey</td>
<td>DMR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Gary Ringen</td>
<td>1:23.66</td>
<td></td>
<td>Rich Stephens</td>
<td>DMR</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Jack Roose</td>
<td>1:30.68</td>
<td></td>
<td>Rodney Rapson</td>
<td>DMR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Carl Wishek</td>
<td>1:25.94</td>
<td></td>
<td></td>
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</tbody>
</table>

continued on page 14
Autocross

WE FINALLY GOT TO AUTOCROSS!!!!

On Sunday, April 26, a beautiful sunny day, no rain, no flea markets, we had 70 eager drivers rarin' to go autocrossing. This was our first event of the year, and because of short notice, a no points practice event. We had ten students signed up for instruction as well as some graduates of the Zone autocross school that was held in Stockton three weeks before.

Class N was taken by Troy Lothrop with a nice 56.857, good run. In Class S and SL Jeff Reitmeir and Stacy Lynd turned great times. They had just converted the 914 2.0 back to stock from production for SCCA autocrossing. The car apparently doesn't know it because it is still going as fast as before. That's good driving!

Class W was taken by Kurt Pressler with a 54.873, followed by students Larry Webb and Lyndon Jesmin.

Class Y was Dick Petticrew's with a 56.370, closely followed by John Piechota in Dick's car.

Ed Wilson did a very respectable 54.742 in the green 912 for class AP. Class EPL was real close with Nancy Dorighi just getting by Karen Neidel by .35 seconds. Classes FP and FPL had the Zaccones doing their usual fine jobs.

Super production category, class B, had Paul Seidel getting Jim LaMarre by just .38 seconds. Class L was up in the air most of the day but Jim Brooks was able to settle it before the event was over.

Street Modified, 4 cylinder class J had Rich McClelland getting Bob Fernandez by just .068 seconds. That's close! It was nice to see Chris Huergas out with his new, to him, brown Carrera, after several years of not running.

WHAT'S THIS??!!! A new TTOD in Class Z by Darrell Terry in the new super zoomie 911 autocross car. Denise got TTOD Ladies in it too. Good Runs!

It was a great day, the school worked really well, so come out and join us at the next one.

See ya,
Dick (McClelland)

GGR PRACTICE AUTOCROSS
APRIL 26, 1987

STOCK CATEGORY

Class N
Troy Lothrop 56.857
Keith Standiford 58.247
Kirk Sullivan 58.828
Brian Suen 60.138
Chris Beeson 62.320

Class S
Jeff Reitmeir 54.421
Randi Tatum 58.279

Class SL
Stacy Lynd 55.555

Class V
Jim Freitas 61.041
John Fulton 61.261

Class W
Kurt Pressler 54.873
Larry Webb 58.988
Lyndon Jesmin 59.143
Essy Pariab 59.657
Grant Lyon 61.017

Class VL
Nancy Lee 56.370

Class Y
Dick Petticrew 59.999
John Piechota 56.733
Michael Dhuuy 58.155
James Ohl 60.899
Chet Martin 67.437

Class YL
Lyn Martin 65.045

PRODUCTION CATEGORY

Class AP
Ed Wilson 54.742
In today's sophisticated automotive technology, smart electronic components have replaced the simple mechanical elements of the past. Vehicle security need not be an exception. The weakest component in theft detection, the motion sensor, has always been based on the same crude, mechanical approach. At TECHNÉ Electronics, we solved the problem by creating the world's only fully electronic motion/shock detector. The design is so unique, it's patented.

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THE UNGO BOX

FROM TECHNÉ

Techné Electronics, Ltd.
916 Commercial St.
Palo Alto, CA 94303
## GGR AUTOCROSS RESULTS

### SUPER PRODUCTION CLASS

<table>
<thead>
<tr>
<th>Class APL</th>
<th>Marsha Wilson</th>
<th>56.165</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class CP</td>
<td>Jim Pasha</td>
<td>57.820</td>
</tr>
<tr>
<td>Class CPL</td>
<td>Janet Pasha</td>
<td>59.411</td>
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<tr>
<td>Class DP</td>
<td>George Weidel</td>
<td>57.748</td>
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<tr>
<td>Class DPL</td>
<td>Sharon Weidel</td>
<td>58.084</td>
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<tr>
<td>Class EP</td>
<td>Gary Dorighi</td>
<td>54.592</td>
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<tr>
<td>Class EPL</td>
<td>Nancy Dorighi</td>
<td>57.437</td>
</tr>
<tr>
<td>Class FP</td>
<td>Terry Zaccone</td>
<td>54.420</td>
</tr>
<tr>
<td>Class FP</td>
<td>Ian Thompson</td>
<td>55.767</td>
</tr>
<tr>
<td>Class FP</td>
<td>Ed Ellefson</td>
<td>57.429</td>
</tr>
<tr>
<td>Class FPL</td>
<td>Judy Zaccone</td>
<td>55.854</td>
</tr>
<tr>
<td>Class HP</td>
<td>Steve McCrory</td>
<td>55.660</td>
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<tr>
<td>Class HP</td>
<td>Lee McKay</td>
<td>56.650</td>
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<tr>
<td>Class HP</td>
<td>Bob Stiffler</td>
<td>57.328</td>
</tr>
<tr>
<td>Class EP</td>
<td>Barbara McCrory</td>
<td>55.953</td>
</tr>
<tr>
<td>Class IP</td>
<td>Liz Stiffler</td>
<td>57.503</td>
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<tr>
<td>Class JP</td>
<td>Brian Maddox</td>
<td>57.206</td>
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<tr>
<td>Class JP</td>
<td>Danielle Ringen</td>
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<tr>
<td>Class JP</td>
<td>Richard Walton</td>
<td>55.614</td>
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<tr>
<td>Class JP</td>
<td>Dennis Vasconcellos</td>
<td>61.491</td>
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<tr>
<td>Class JPL</td>
<td>Roxanne Vasconcellos</td>
<td>61.599</td>
</tr>
</tbody>
</table>

### PRODIFFIED CLASS

| Class P | Daron Webster | 58.509 |
| Class Q | Marty McGuire | 56.345 |

### STREET MODIFIED CATEGORY

| Class J | Rich McClelland | 51.796 |
| Class U | Chris Hueras | 61.449 |

### MODIFIED CATEGORY

| Class Z | Darrell Terry | 50.743 |
| Class Z | Gary Walton | 50.955 |
| Class Z | Gary Quibolan | 53.700 |

### SOCIAL

| Steve Weislony | 56.213 |
| Bruce Hellen | 59.601 |
| Robert Crookshank | 61.082 |
| Ben Smukler | 62.760 |

### TOP TEN

| Darrell Terry (TTOD-M) | 50.743 |
| Gary Walton | 50.955 |
| Rich McClelland | 51.796 |
| Bob Fernandez | 51.864 |
| Tom Yamamoto | 52.499 |
| Scott Antes | 52.837 |
| Dick McClelland | 53.347 |
| Gary Quibolan | 53.700 |
| Jim Brooks | 53.979 |
| Denise Terry (TTOD-L) | 54.015 |

### Time Trial Results continued

### Class XL

| Denise Terry | 1:27.11 |
| Susie Atlee | DNF |

### Class Z

| Mike Saputo | DNR |
| Ron Wilson | DNR |
| Mat Lowrance | DNR |
| John Wagner | DNR |
| Don Miraglia | DNR |

### TOP THREE OVERALL: LADIES

| Jan Grove | 1:19.33 |
| Rebecca Newlin | 1:19.36 |
| Sue McClumphy | 1:25.63 |

### TOP TEN OVERALL

| X Gary Walton | 1:11.82 |
| X John Hamill | 1:12.65 |
| M Bill Newlin | 1:14.30 |
| M Jerry Harvel | 1:15.55 |
| EX Larry Grove | 1:15.89 |
| X Gary Nylander | 1:16.14 |
| M Bob Paul | 1:16.38 |
| X Dennis Tolen | 1:16.64 |
| U Rich McClumphy | 1:17.45 |
| G John McClure | 1:18.41 |

R = New Track Record
GGR Board Meeting Minutes
April 20, 1987

The minutes of last month's meeting were approved with corrections.

OLD BUSINESS Budgets next 60 days. Mike Lommatsch's budget for the dinner meeting was approved as presented. Event Financial Report. Jack Kuhn's still missing - extenuating circumstances. Post Mortem of Events: Zone 7 autocross school excellent, no repeat of problem with flea market at Stockton site. GGR Social had excellent turnout - tire representatives expressed further interest in interaction with club. Swap Meet/Concours was excellent. New Member Meeting was poorly attended by Board Members. Time Trial showed excellent organization and attendance. Easter egg hunt went very well and was super well organized by Shirley Neidel. Buddy System, a discussion was held. This should be one on one contact by interested members of GGR. Danielle would like to see a letter published on the subject in the Nugget. TCFF: next month's topic will be on Paint and Restoration, the none on tours, followed by a "speednight" and finally a "Parade night." Club Shirts: still awaiting a price breakdown and further information.

Computer Al Berens suggested the Club should go to a canned software data base for Club needs and he would like to see the Club purchase a Macintosh for Nugget preparation. A discussion was held and will be continued. James Ohl will form a study committee about this situation.

DIRECTORS' REPORTS President: The National Insurance Policy has been renewed. Membership: 4 new members. Total GGR membership stands at 803. Report approved as submitted after correction. continued next page...

WE SET THE STANDARD
CARLSEN PORSCHE

We at Carlsten Porsche are automobile enthusiasts, deeply involved in all phases of auto sports. We have raced almost every Porsche made, from 356's to our championship 944.

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Rules Changes Deadline

Proposals for changes in the autocross and concours rules for 1988 should be submitted to the Zone Rep by July 1 of this year. Copies of all proposals will then be sent to each region for review, discussion and approval. Final adoption of any changes will be made by the Zone autocross/concours representatives before November 1.

Any regular, family or affiliate member of a Region within Zone 7 has the right to submit a proposal, but it must be in written form and in the hands of the Zone Rep before the deadline.

Special Year-End Awards

In the past there has been some questioning of the selection process for the special awards given at the annual awards banquet. In order to provide for a wider representation of opinion, a special awards committee, chaired by the Zone Rep, has been appointed to select the recipients of the following awards:

Zone 7 Enthusiast of the Year
Rookie of the Year
Tenacity Award
Event of the Year
Dummkopf

Members of the awards committee are Glenn Hills (GGR), Sharon Neidel (GGR), Brian Perry (RR), and Mike Willis (SVR). Anyone who has a nominee for one of the above awards should contact a member of the committee. (There are already three candidates for the "Big D", but further snitching is encouraged.)

Bud Behrens
Zone 7 Rep

The next Board Meeting will be on Monday, May 18th at the residence of Terry Sullivan, 209 Forrester Road, Los Gatos. Call Terry at (408) 358-2858 if you need directions. The following Board Meeting will be held on June 22, at the home of James Ohl, 637 Greenwich Lane, Foster City. Call James at (415) 341-9020 if you need directions.

Ken for Insurance and she should submit a budget to make this an official event. Time Trial awards dinner set for November 14th. December 5th will be the date for the GGR Christmas Party at the Radisson Inn. Nuggets: Al submitted a detailed report. Goodie Bag: James Ohl gave a short report on behalf of the Martins.

Respectfully submitted,

Barbara Cummings
Secretary

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Campbell, CA 95008

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ZONE

Ken's Porsche Technique
Autocross & Driver's School
No. 5

Event Chairman: Glenn Hills

Exciting * Fast * Challenging

REGISTRATION

7:00 - 8:30 AM: For the true autocrosser who wants all the action!

9:30 - 10:00 AM: Lost or lazy autocrossers miss the first run.

Noon - 12:30 PM: For the sleepyheads or over-partied.

DRIVER'S SCHOOL

New drivers, don't forget to call me or drop me a card with your name, type and color of car, and number of autocrosses you've driven. I'll reserve you an instructor.

HILLS HOT LAPS

Saturday, June 20th

San Joaquin County Fairgrounds, Stockton

DIRECTIONS

From I-5 in Stockton, take Charter Way EAST for just over a mile. Turn RIGHT on Airport Way and take the 1st LEFT into the Fairgrounds. If you are coming from the Bay Area, it's an hour from Pleasanton.

FOR MORE INFORMATION

Gary Dorighi
1040 Poda Court
Fremont, CA 94539
(415) 657-7543

No open exhaust. Loaner helmets available. Entry fee is $8.00 per driver or $15.00 per couple.

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Every knowledgeable Porsche enthusiast depends on certain things. One is a source for parts and advice for his special Porsche requirements.

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WELCOME TO GGR

New Members

Patrick C. Dooley
417 Del Media #9
Mountain View, CA 94040
(415) 949-3659
1969 912

H. A. Fick
1495 Tartan Trail
Hillsborough, CA 94010
(415) 378-3707
1957 356A

David Loader
6043 Foothill Glen Drive
San Jose, CA 95123
(408) 578-5074
1975 911S

Ralph E. Schooley
(Barbara Deal)
502 S. Castlerock Terrace
Sunnyvale, CA 94087
(408) 730-9570
1979 924

New Duals

Richard Frank
46975 Ocotillo Court
Fremont, CA 94539
Diablo Region

Dyke Hensen
117 Riverview Avenue
Little Silver, N. J. 07739
Northern New Jersey Region

Kristi Ross
386 Ridgewood Avenue
Mill Valley, CA 94941
Redwood Region

Ben Smukler
P.O. Box 4072
Visalia, CA 93278
Valley Oak Region

Transfers In

Jan B. Armstrong
(Debbie)
455 King Street
Redwood City, CA 94062
1977 924
from Sierra Nevada Region

Rachyl Brunton
195 Frederick
Santa Cruz, CA 95062
1975 914
from San Joaquin Region

Patrick A. McDevitt
(Lorelei)
3931 Clay Street
San Francisco, CA 94118
1985 944
from Los Angeles Region

Total Primary Membership: 803

28 YEAR GUARANTEE*

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A PORSCHE IS NOT A CAR

A car is an appliance that transports one from one place to another. That's all it does. Obviously, a Porsche offers so much more, that transportation is only a minor part of it's value. Peter Schutz has a great analogy for this. He says a Porsche is not a car in the same sense as a mink coat is not merely a coat. If you tell a woman that a down parka is warmer, lighter, more durable, waterproof, and cheaper, she will simply look at you as if you didn't know what you were talking about! Or as Danielle Ringen says, a diamond is not another chunk of coal, either.

So, a Porsche does more than just get you there. What does it do? It's pretty; it's fast; it's durable; and it has great performance. Some other cars have one or two of these attributes, but no car has all of them, as Porsche does. What am I leading up to? What, indeed! Autocrossing, of course! You can attend all the club dinner meetings, parties, concours, tours, and swap meets, have a wonderful time, and still not know what a Porsche is all about. Those events could be enjoyed as well in any kind of car, including a Yugo! (I would take exception to the tours-Editor)

Now a controversial statement: There is no other production car in the world that will survive extensive autocrossing (and time trialing) as well as a Porsche! I believe that if you take a dozen Porsches and a dozen of any other makes, directly from dealers' showroom floors, and run them at Le Mans, a higher percentage of Porsches by far will finish than any other marque.

Because of this remarkable durability, you can take your Porsche autocrossing all year and all you will wear out is your tires.

But why should you autoross? Of course, you don't have to. You can be content to simply drive your Porsche around and go to all the fun events we have and have a great time. Few non-Porsche people will have as great a time. You can bask in the status and desireability of the car and be perfectly content. I do that too, and enjoy it. But there is much more! Consider how Porsche got the reputation. Porsche enters their cars in motorsports events all over the world, but they always enter with the intent of improving their production cars. The 962 is a good example. These cars could be lighter if they didn't insist on testing production car oriented components like the new Porsche dual clutch gearbox and anti-lock braking. However, they seem to be reasonably successful (!) in spite of this. The bottom line is that your Porsche has many components that have been race developed and proven.

You don't need this kind of automotive competence to get from point A to point B. But you can experience this incredible prowess to a great extent by learning how to autocross.

There are two major benefits from autocrossing. First, I guarantee that if you participate in two autocrosses, you will be a much safer driver on the street because you know more about how your car behaves in stressful conditions. Second, you will get the opportunity to experience the incredible performance potential of your Porsche.

Come to the next Autocross. Sign up for an instructor and learn how to really extract some performance from your Porsche.

Terry Zacccone
Autocross Enthusiast

GGR 20
Only two weeks to go before many of us sit down for one of the most wonderful dinners that have ever been served. Why don't you join us?

Our guests from Chateau St. Michelle have been invited and are eagerly awaiting this grand opening event.

A "teasing" of your various courses includes assorted canapes presented by Frau Zinfandel, King Salmon a la dill and caper sauce presented by Herr Chardonnay, and a special creation from Chef Capozzo for dessert to be enjoyed with Fraulein Reisling.

There are still a few spots left, so why not hurry to the phone and make reservations for an evening of fun, food, and friends.

Cost: $30 U.S. Dollars per person
Place: Pacific Fresh Restaurant, Sunnyvale
Date: Monday, June 15th
Time: 6:30 PM Sharp

Contact: Mike Lommatzsch at (408) 978-7108 for reservations or more information.

**FOR SALE**

1984 911 Carrera Targa, black/grat-beige interior. 13,250 miles. 7 & 8x16" polished wheels. H-1 Headlights. Front and rear spoilers, Euro-tail light lenses, seat covers, car cover, short shifter, convex side mirror, alarm, locally purchased in excellent condition. Compare to a new one $33,000/BO. Richard Goldie (415) 573-6646.

911 Parts: Complete 911S 2.7L CIS Engine, 10K miles - excellent. L & R Fender, no rust or dents, $500. Rear deck lid $250. L & R Bumper extension $150. All from 1977 911S - all excellent. 81 911SC Heat exchanger and muffler complete. $800. 2 7x15" and 2 6x15" factory alloys with XWX. Excellent $950. Steve Young, (408) 446-2421.
THE MART continued

1982 911SC, excellent condition, chiffon white w/dark brown interior, 40K miles, one owner, power sun roof, windows, antenna, Clifford alarm, cruise control, air conditioning, new clutch and new alternator, extended warranty, recent tune-up. $28,500/obo. (415) 830-9543 leave message.

1985 1/2 944 factory lightweight competition car: ex-Carlsen Firehawk championship winner, no sunroof, radio, etc.; ran SCCA and IMSA in 1986, won both SCCA races it ran; spare engine, 16 15" rims/tires, 10 16" rims, etc. etc. Great time trial/road racer. $19,500/trade. Geoff Provo, (415) 365-5099.

Four race ready 195/60 A001s on 7x15 5 lug cast American mags. $350/obo. Call Ralph, (415) 851-2604.


1983 911SC, lowered, mint condition, 39K miles. 16" alloys, metallic slate blue with full blue leather. Sunroof, air conditioning Blaupunkt, cruise control, electric windows, alarm, bra, cover. Garaged in Bay Area. $27,000 or bo. Norm (415) 538-6606.

1974 Porsche 914, 1.8L, white, 100K miles, much new: brakes, clutch, suspension, and more. AM/FM Cassette with 60W power amp. Enkei wheels, asking $4000 or bo. (408) 257-6578.


1982 911SC, excellent condition, chiffon white w/dark brown interior, 40K miles, one owner, power sun roof, windows, antenna, Clifford alarm, cruise control, air conditioning, new clutch and new alternator, extended warranty, recent tune-up. $28,500/obo. (415) 830-9543 leave message.


1964 Silver Reuter 356C Coupe, $126521, 1600cc stock CA car, second owner. All disk brakes, original owners manual and tool kit. Excellent street car. $8500 firm. Melinda Lloyd (408) 354-0028 evenings/weekends, (408) 356-7147 days, except Wednesdays.

1964 356C with factory sunroof, "B" engine, transmission and spindals. $7000 spent on overhaul 3,000 miles ago. Bad paint, needs some body work. $5,500. Jim Halverson (415) 339-8468.

1973 914 2.0 Street/auto-X/time trial prepared. Balanced engine; limited slip transmission; oil cooler; 914/6 suspension and brakes with 19mm master cylinder, adjustable balancer; Bilsteins; 21mm bars; 180 lb. springs; 22mm adjustable sway bar; factory alloys. $8500. Dale Dorjath, (408) 997-0914.

Driving suits/socks/gloves - men's size 42L-44L, ladies size 12. Take one or both, best offer. Dale Dorjath, (408) 997-0914.

1974 914, 1.8L, white, 100K miles, much new: brakes, clutch, suspension, and more. AM/FM Cassette with 60W power amp. Enkei wheels, asking $4000 or bo. (408) 257-6578.

1986 944 Turbo, Guards Red/grey leather, 14K miles, limited slip, heated sport seats, Turbo "S" (Escort Enduro) blackbox with 240 HP, Koni Sport adjustables, P-7s, sunroof, cruise, moldings, rear wiper, central locking & alarm. Full warranty GGR 22

914/4 2.0 Parts: Stock (OEM) torsion bars $70, ATS STAR mags (4 bolt) with lug bolts and center caps, $325 for set of four. Another set of ATS STAR mags (but not as nice) $250. Rear Koni shocks (still good) $60/pair. Set of 4 "trick" steel rims 6x15 $200. Set of 4 spacers (1/4") $50, Set of lug bolts for 914/4 alloys $50. Rear brake rotors $5 each. Help me clear out my garage. No reasonable offer refused. Call Gary Dorighi (eves) (415) 657-7543.
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The precision engineering built into every Porsche can only be appreciated by developing a true interaction between car and driver. For this reason, Porsche Motorsport is providing every customer that purchases a new Porsche with their exclusive one day “Performance Driving School” at the World renowned Jim Russell British School of Motor Racing, Laguna Seca Raceway. The morning is spent “hands on” behind the wheel of your Porsche learning driving techniques and theory. After lunch, the entire afternoon is spent on the track with progressive grading by the staff of professional instructors. By the end of the day, you'll know the true performance of your new Porsche and be a better driver.

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Sunnyvale, CA 94087
408-737-2628

COMPETITION
Terry Sullivan
209 Forrester Road
Los Gatos, CA 95030
408-358-2858

SPECIAL EVENTS

6-4-106 Porsche Parade-Dallas
16-36 GGR Social (Harry's Hofbrau) p.4
16-36 Zone 7 Auto-X (SVR/SJR)- Cal
16-36 Expo & Zone Meetings p.18
16-36 Gourmet Dinner (Lommatzsch) p.21
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16-36 Family Picnic (Price) p.5
16-36 Board Meeting (Ohl) p.16
27/28 POC Time Trial-Riverside
27/28 SVR Dixie Tour to Tahoe

July

4-10 Porsche Parade-Dallas
10-36 GGR Social
12-36 Zone Concours (DR)-Lafayette
18-36 Roaring Camp Tour (Mason)
25/26 SNR River Raft Tour
26-36 POC Time Trial-Willow Springs
27-36 Beach Party (Zaccone) p.8
27-36 Board Meeting (Petticrew)