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AUDI VOLKSWAGEN

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5940 STONERIDGE MALL ROAD
PLEASANTON, CA 94566
415-463-9510
This is an event from the past and I hope it brings some of you old time members out again. We would like to see you.

That’s it for this month. Hope to see you all at an event soon and remember, "HUMM-BABY, IT’S GONNA BE FUN!"

Mike Lommatzsch
President

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SUNDAY BRUNCH AT COCOANUT GROVE

Join us for Sunday Brunch in the Sun Room of the beautiful Cocoanut Grove at Santa Cruz Beach Boardwalk. Special arrangements have been made for this gala event. Brunch includes: Fruits, Salads and Relishes, Domestic and Imported Cheeses, Eggs St. Charles, Baked Ham La Glaze, Smoked Bacon and Sausage, Freshly Baked Muffins and Pastries, Omlettes (your call), Desserts, Complimentary Glass of Champagne, Coffee, and Other Special Selections from the Chef.

DATE: Sunday, May 15th

TIME: Tour starts 8:30 a.m.
      Brunch Starts 10 a.m.

COST: $15 per person
      (includes tax and tip)
      if we have over 50 people, $2 refund
      Parking is $2 per car

TOUR START: Ken's Porsche Technique
1436-4 White Oaks Road
Campbell, CA 95008

RSVP: Your paid reservation to:
Rhoda Sliifka
601 Porsmouth Lane
Foster City, CA 94404
415-578-0459

RESERVATION DEADLINE: Sunday, May 8th, with your check payable to PCA-GRR. Phone reservations accepted, but I still need your check in advance.

HOW TO GET TO KEN'S: From the intersection of Highway 17 (880) and Camden/San Tomas X-way, go east on Camden. Turn right at the first signal - that's White Oaks Road. Go straight at stop sign. Ken's is on the left in the first block - look for all the Porsches.

Porshaven

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FOR THE PORSCHE AUTOMOBILE.

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EL CERRITO, CA 94530
415-526-6364

NOT AFFILIATED WITH PORSCHE CARS OF NORTH AMERICA.
Hockenheim
Where Porsche 917's Finished 1st and 2nd in 1972 with Leo Kinnunen in the Lead

April 16 & 17
Laguna Seca Raceway

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Repairs & Service On PORSCHE MERCEDES
(415) 829-2050

Registrar Mike Lommatzsch – (408) 978-2108
Chairman Dave Blanchard – (408) 257-8647

1988 Time Trial and Drivers School Series
The Golden Gate Region of the Porsche Club of America Presents:

1988 Autocross and Driver's School
***** Event Number Two *****

Date & Time:
Sunday April 24th
7:00 - 8:30 am: First registration, you get the most runs
9:30 - 10:00 am: Second registration, you miss the first run
12:00 - 12:30 pm: Last chance to register, you miss the first run

Location:
Alameda County Fairgrounds, Pleasanton
From I-680 take Bernal Ave. and head east. Left on Valley (1st light). 1st right into fairgrounds.

Driver's School:
Students call or write Terry Zaccone, our chief instructor for the series. Give him your name, type and color of car, and number of autocrosses you have run. He will set you up with an instructor.
Terry Zaccone: 13046 Anza Dr. Saratoga, Ca. 95075 (408)257-6575

More Information:

Event Chairman:
Diablo Region

Sponsored by the Autohaus of Norbert Nieslony
MEMORIAL WEEKEND SOLVANG TOUR

Make your Memorial Day Weekend something to be remembered! Why not spend it traveling down the south coastal areas to a little town called "Solvang" located in the Valley of Santa Ynez. We'll be visiting some local wineries and even a private party is planned to watch Porsche at Indy.

This Valley is the home of Mission Santa Ines, Buellton's Split Pea Soup, many wineries and Solvang. Solvang, an American town with rich Danish heritage, is noted for it's wide array of bakeries, shops, and restaurants. It is also known for it's "storks." It is believed that the presence of a stork's nest not only protects the homeowner from lighten- ing, but that he is sure to live long and grow rich.

The Memorial Weekend Solvang Tour will start mid-morning on Saturday, May 28th, from a South Bay location. From there we will travel south toward the coast to pick up some great Porsche roads leading us to the Santa Ynez Valley. On the way we will stop for a picnic lunch and visit two wineries: Rancho Sisquoc and Firestone. The Firestone Winery was started by the grandson of Harvey Firestone of Firestone Tires fame.

Saturday night will be spent at the Kronberg Inn in Solvang. There, dinner will be on your own, as there are numerous places to satisfy your dinner taste.

Sunday will leave you with plenty of free time to visit the town of Solvang and other local areas. We will plan another wine tasting at Santa Ynez Valley Winery late in the afternoon, for those wishing to partake.

Sunday evening, we will have a catered pary with bar, hors d'oeuvres and cold cuts while we watch the Indy 500 and Porsche's new area of dominance.

Monday, we will head back north with a possible stop for Brunch at Fontana's along the way. This will leave us an early afternoon to return to the Bay Area.

I can't guarantee you that Porsche will win Indy, but I can guarantee you a good time! Join us for a weekend and let's see the coast together.

The price is just $150 per couple which includes: two nights room, Indy party, tour awards, wine tasting, great Porsche roads, and more!

Date: May 28, 29 & 30th

Reservations: Mike Lommatzsch 408-978-2108

I.M.B.I.E. SOME CULTURE II

Oh, yes, a sequel. The Sonoma County Cultural Association is again proud to present it's Second Annual Agricultural Inspection Tour. On Saturday, June 18th, join us for a scenic tour of the Dry Creek Valley area near Healdsberg. We will be visiting numerous "Agricultural Inspection Sites" along the way. Watch May and June Nuggets for further details.

Joan Sanders
Rick Bower
Phil Zimmers
ZONE SEVEN PRESENTS

1988 CHAMPIONSHIP AUTOCROSS SERIES

YOSMITE REGION'S AUTOCROSS NO. 1
Saturday, May 7
SAN JOAQUIN DELTA COLLEGE PARKING LOT S-2, STOCKTON
Dick Williams, Chairman (209) 333-0161

DIABLO REGION'S AUTOCROSS NO. 2
Saturday, May 21
ALAMEDA COUNTY FAIRGROUNDS PARKING LOT, PLEASANTON
Jim Pasha, Chairman (415) 828-6810
[GGR POINTS EVENT, ZONE 7 RULES APPLY]

**MAY 7**

<table>
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<th>Grid Times and Run/Work Sequences</th>
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<td><strong>A / YR</strong></td>
<td><strong>B / DR</strong></td>
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<td>Opens 8:30 A.M., Closes 8:45 A.M.</td>
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<tr>
<td><strong>B / A</strong></td>
<td><strong>D / B</strong></td>
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<tr>
<td>Opens 10:00 A.M., Closes 10:30 A.M.</td>
<td></td>
</tr>
<tr>
<td><strong>C / B</strong></td>
<td><strong>A / D</strong></td>
</tr>
<tr>
<td>Opens 11:30 A.M., Closes 12:30 P.M.</td>
<td></td>
</tr>
<tr>
<td><strong>D / C</strong></td>
<td><strong>C / A</strong></td>
</tr>
<tr>
<td>Opens 1:00 P.M., Closes 2:30 P.M.</td>
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**RUN GROUPS**

A—Production 356, 912, 924, 928 and 944; Showroom Stock 924, 928, 944
B—Production 914-4 [All]
C—Production 911, 930, 914-6; Showroom Stock 911
D—Superstreet, Improved, Modified

Social entrants must run with appropriate group

**PARTICULARS:** At both events registration and tech open at 7:15 A.M. Fee is $9.00 for single and $8.00 for additional family member. All cars must be teched and on grid in run-ready condition prior to grid closing time. No open exhaust. Helmets should have 1980 or later Snell sticker; no loaner helmets available. Course walk times are approximately 8:00 A.M. and before the third run group. All drivers must work as per above schedule in order to receive year-end points.

**DIRECTIONS:** To Stockton site take March Lane East from I-5. Turn left at Pershing [signal]. Turn right at second Burke Bradley Drive [Northwest Entrance]. Bear left at T and turn right into lot.

To Pleasanton site take Bernal Avenue exit East from 680. Left at signal and right at fairgrounds entrance. Follow road to parking lot.

FOR ZONE AUTO-X INFORMATION, CALL BUD BEHRENS (209) 477-6496

CIRCUS TIME
As hoped for last month at this time, a Rallye Series for ’88 is very much a reality. By combining events being put on by our neighboring Regions with those of our own, there is a total of six Rallyes selected to make up the Series. This is enough to give everybody a chance to experience several different types of Rallyes, and to have fun! Having fun is the purpose of this Series; it is not intended to be a highly competitive, T & D (Time & Distance) test of skill for only the aficionado. Each Event will be different! But, if you can read an odometer and a clock, you should easily be able to run with the pack.

Why a series? To be truthful, we don’t HAVE to have one; each Event can stand on its own. However, it is felt that the series aspect will encourage one’s initiative and inquisitiveness to learn about and enjoy the various types of Rallyes. Try one, or try them all, it’s your choice. If you do pursue the Series, I have established a set of rules (I hate that word) leading to a year-end recognition of accomplishments for any and all participants:

Class: Each Event will have 3 Classes: Beginner (no previous rallye experience); Novice (4 or less previous rallyes); and Advanced (5 or more previous rallyes). Once classed, you stay in it.

Series Trophies: There will be a minimum of one trophy per class plus one for each additional four qualifiers. It will be awarded jointly to the driver and passenger (navigator?).

Qualifications: Four out of the six events minimum to qualify for trophy. If more are entered, only the best four are counted.

Event Scoring: First Place in each class receives 100 points, and all participants in the class receive points on a descending basis in accordance with a preprinted table. The Rallye Master earns 100 points.

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

For most enthusiasts, the Automotion catalog fills this need. Altogether, over 110 pages of accessories, tune-up parts, posters, books, suspension kits, racing equipment, wheels, spoilers, flares, restoration, seats, gauges, steering wheels, clothing, decals, model kits, and tech tips—dozens of tech tips that can save you hundreds of dollars.

No other Porsche catalog—at any price—offers a comparable range of parts. And no other parts company gives the personal advice and care Automotion is famous for.

Call (408) 736-9020 to order your catalog shipped via UPS for $4.00, refundable.

Because until you have it, you don’t have the essentials.
Checkpoint Operators: Yes, it takes a bit of help to put on a rallye, and it helps to also learn how a Checkpoint functions. Hence, Checkpoint Operators will receive 80 points per event which will count towards the Series total.

Rallyes for 1988

<table>
<thead>
<tr>
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<th>Event</th>
<th>Rallye Master</th>
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<td>CRAB (a rallye is one of the events)</td>
<td>SVR - Rick Larsen</td>
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<td>June 19</td>
<td>Picture Rallye</td>
<td>DR - John Clever</td>
</tr>
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<td>July 3</td>
<td>Rallye School &amp; &quot;This is a Test!&quot;</td>
<td>GGR - Keith McMahan</td>
</tr>
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<td>August 6</td>
<td>Hare &amp; Hound Rallye</td>
<td>DR - John Clever</td>
</tr>
<tr>
<td>September 24</td>
<td>Prieta Prix A-B</td>
<td>GGR - Dave Croom</td>
</tr>
<tr>
<td>October 2</td>
<td>Pan Am Rallye</td>
<td>LPR - Larry Brisson</td>
</tr>
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Dick Petticrew
Rallye Chairman

EDITOR'S 2 CENTS

Obviously if you have gotten this far you have noticed that the Nugget has a different look. The answer is, of course, the long awaited Club computer and its publishing program. We have only just begun to play with this system and the results are fascinating and fun. My wife Barbara, who produced 90% of this issue and did most of the templates for the pages, has used up reams of paper looking at the special effects possible with the system. Unfortunately we cannot make full use of the graphics capabilities of this system until our printer is upgraded in memory, but having played with the program on the screen, I can say we will have some nicer issues of the Nugget to look forward to in the future.

For those who suffered through a year of near letter quality print, I apologize and hope the new typeface is more to your liking. In order to get more per page it was a necessary trade-off. Now we will be able to have a first class, yet fun publication. From the editor's point of view this is Club funds well spent. Your comments are invited, as always.

Al Berens
Nugget Editor

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NEED SOME PARTS TO IMPROVE YOUR BODY?
OR DO YOU JUST WANT TO SHOW IT OFF?!!
IN EITHER CASE, COME TO THE GGR PCA SPONSORED CONCOURS AND SWAP MEET.

WHEN: SAT. MAY 14, 1988 8:00 A.M.
WHERE: SUNNYVALE MOTORSPORT
$10 PER SPACE  FOOD AND DRINK AVAIL.

WHO'S WHO IN GGR

Sweethearts Mike Lommatzsch and Teresa Neidel lounge with Roger Feterman and Marilyn Sweet of Loma Prieta Region.

Valerie Blanchard (Vice President), Dave Blanchard (Time Trial Chairman), and Barbara and Jeff Lateer (Garretson Enterprises, GGR supporters).
ROOMY WANTED

Yolanda Gale is looking for a female roommate to share a room at Parade. If you are interested please contact Yolanda at 200 Alicia Way, Los Altos, CA 94022, (415) 948-6102.

ON AGAIN, OFF AGAIN, ON AGAIN AUTOCROSS

GGR’s April 23rd Autocross was given up earlier this year and Yosemite Region has scheduled an event at Delta College in Stockton for that day and invites all interested (frustrated?) autocrossers to join them for a day of shoe-box racing, fun, and food. As the Time Trial has moved back one week, you now have two days to Autocross, the 23rd at Stockton and the 24th at Pleasanton.

Correction to The Roster

Yolanda Gale wishes to apologize for an error in the ad for Ken’s Porsche Technique in the new Roster. Long-time GGR supporter Ken Mack’s old shop phone number was run by mistake. Please correct your roster to read (408) 377-8055 under Repairs & Services. Support Ken and all of our advertisers, they support our Porsche habits. Their livelihood is the Region’s livelihood too.

Steve York

STARMAKER

WEDNESDAY NIGHT SOCIAL

Starmaker at the Farmhouse, Redwood City

So..., you want to be a STAR? Have you craved fame and fortune, groupies and a Porsche Limo of your very own? Well, come to the Farmhouse on Wednesday evening and get started. The STARMAKER allows you to sing your favorite songs, pop, rock, classics, oldies, country with complete musical and vocal back-up, YOU sing the lead. There are terrific microphones provided and you’re also given the words so stage fright won’t make you blank out. If you wish, a tape will be made for you to take home so you can really drive your friends crazy. GREAT TIME!!!

If you’re not so daring (no guts, huh?) at least come watch the others try their hand - many groups sing together too - and have a good meal with your fellow Porsche friends. Good Italian food and very generous servings, family style and inexpensive. A mid-weekbreak you’ll really enjoy.

THE PLACE?:

The Farmhouse
386 Convention Way, Redwood City
(across the street from THE HIGHWAY PATROL - watch it!)
(415) 369-3337 - call for directions

Questions? Call Danielle Ringen:
(415) 948-9025

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
RESULTS
GGR Auto-X #1
February 15, 1988
Sponsored by
The Autohaus of Norbert
Neislon

STOCK CATEGORY No. 1

Class N
Troy Lothrop 101.689
Andrew Blyholder 101.890
Barbara McCrory 104.688
Steven McCrory 105.076
Pat Schmidt 106.754
Brian Suen 107.570

Class S
Ray Mason 102.289
James Ohi 104.539
Jon Wactor 107.241
Dave Kimes 107.988
Gary Brown 108.639
Cheit Martin 108.766

Class SL
Beth Schutz dnr

Class V
John Fulton 101.026
Jim Frietas dnr

Class W
Bob Crookshank 101.382
Wayne Foster 101.777
Skip Snyder 102.073
Essy Fariba 102.659
Dave Anderson 103.971
Bob Belz 104.258
John Blanchard 104.370
Michael Grimm 104.788
Ian Craven 105.065
Dan Lofgren 105.096
Gay Gin 105.624
Paul Harvey 107.067
Grant Lyon 108.263
Thomas Murphy 108.875

Class WE
Nancy Lee 105.226
Barbara Cummings 110.998
Karen Crookshank dnr

Class Y
Jim Pasha 102.028
David Blanchard 102.245
Guillermo Toro-Lira 102.986
Michael Dhuay 103.183
John Lyte 104.127
David Croom 104.813
Joe Budrow 107.364
Greg Werts 109.636

Class YL
Valerie Blanchard 102.685
Paula Evans 107.356
Lyn Martin 109.000

PRODUCTION
Class AP
Ed Wilson 100.646

Class APL
Marsha Wilson 102.890

Class CP
John Peichotto 104.423
Joe Okeef 105.164

Class CPL
Janine Peichotto 105.129

Class DP
Mike Lommatsch 58.782
Tom Provasi 59.700
Bob Lain 100.289
Stan Conston 101.523
Steve Conston 103.456

Class DPL
Sandy Provasi 101.051
Mary Lain 103.896
Teresa Neidel 104.842

Class EP
Rick Bower 58.295
Ray Scruggs 59.102
Dick Petticrew 100.064
Greg Peart 100.842
Rob Neidel 101.675
Mike Gugert 102.437
Ken Mason 102.899
Greg Perzall 106.341

Class EPL
Karen Neidel 100.715
Lois Wright 103.534
Cyndee Nightingale 103.552
Carey Beiz 107.291
Sue Perzall 107.845
Marilyn Mason 124.649

Class FP
Terry Zacone 57.471
Henry Watts 58.467
Mike Confer 59.395
Roger Petey 59.647
Ian Thompson 59.699
Kirk Doberenz 100.416
Ed Eileten 101.495
Phil Lawrence 108.644

Class FPL
Judy Zacone 58.925
Carolyn Doberenz dnr

Class HP
Art Seeger 58.429
Richard Stuck 58.850
Bob Stiffler 101.825
Bill Wallace 104.134

Class HPL
Liz Stiffler 103.860

Class IP
Brian Maddox 105.099

Class IPL
Dianne Ringer 103.060

Class JP
Paul Seidel 101.533

SUPER PRODUCTION
Class B
Al Lise 101.422

Class BL
Julie Taylor 106.524

Class L
Jim Brooks 55.698
Sergio Meza 58.987
Steve Cross 59.613
Jack Kuhn 101.843
Bob Cross 102.609

Class LL
Lorna Cross 108.050

PRODIGIES
Class P
Ed Clement 58.594

Class Q
David Coleman 54.604

Class QL
Joan Coleman 58.058

Class R
Bud Behrens 57.789

continued next page
New Members

New Members

David Dickinson
421 Eastgate Lane
Martinez, CA 94553
(415) 228-5822
1980 911SC

Stan C. Cooper
1390 Market Street
San Francisco, CA 94102
(415) 861-2587
1970 914

New Duals

Jim Kershaw
(reinstated)

Ron Henteleff
6228 Fulton #303
Van Nuys, CA 91401
Los Angeles Region

Ray Scruggs
83 Pixley Avenue #8
Corte Madera, CA 94925
Redwood Region

Transfers In

Walter J. Chalton
(Kathy De Vincitzi)
2112 Ticonderoga Drive
San Mateo, CA
1967 912
from Sierra Nevada Region

Gerald F. Wetter
(Deborah)
1458 Dove Lane
Sunnyvale, CA 94087
from San Diego Region

Michael C. Costa
(Frances)
1550 142nd Avenue
San Leandro, CA 94578
1972 911T
from Diablo Region

David L. Cross
(Janice)
956 Kintyre Way
Sunnyvale, CA 94087

1964 356
from San Diego Region

Leonel Figueredo
(Jeanne Bukowski)
340 Durant
Mill Valley, CA 94941
1987 911
from Gold Coast Region

George R Jansen
(Virginia)
17401 Valley Oak Drive
Los Gatos, CA 95030
1970 911T
from Loma Prieta Region

Arlene Moorhead
(James)
150 Vicksburg Street
San Francisco, CA 94114
1987 911
from Smokey Mountain Region

Edward Sebree
(Jane)
P.O. Box 31265
San Francisco, CA 94131
1965 356
from Diablo Region

Dean G. Watts
(Judy L Triggs)
1206 Porta Ballena
Alameda, CA 94501
1976 930
from Diablo Region

Hunter S. Ziesing
1920 Pacific Avenue #6
San Francisco, CA 94109
1974 911
from Diablo Region

Transfers Out

Ren Walker
1 Surfway #239
Monterey, CA 93940
to Monterey Bay Region

GGR Auto-X Results continued

Class RL
Mary Ann Behrens
dnr

STREET MODIFIED
Class G
Rich McClelland
54.636
Dick McClelland
56.134
Steve Ferrell
103.655

Class GL
Karen O'Shea
101.877

Class U
Dwight Mitchell
54.558
Lloyd Demartini
55.508
Kern Breaux
58.849
Bill Keith
102.382

Class UL
Linda Mitchell
56.749
Patti De Martini
58.191
Cindi Breaux
105.370

MODIFIED
Class M
Jeff Reitmeir
58.361
Maurice O'Heavn
104.309

Class ML
Stacy Lind
100.045
Mary Le Cattin
108.813

Class Z
Darrell Terry
55.452
Jeff Lateer
56.091
Greg Orton
100.164
Rod McBroom
101.244
Gary Walton
dnr

Class ZL
Jacki Orton
103.190

Fun Runners
Gary Dorighi
57.759
Jeff Andrade
106.198
Rod Rasmussen
106.765
Felix Marcinez
106.834

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April 9 & 10
Zone 7 Auto-X School Hosted by Loma Prieta
San Joaquin Delta College Parking Lot S-2.
For info: Lloyd DeMartini 415-572-9562

April 23
Zone 7 Concours Prep Session
at German Competition Motors
Fee: $5 per person
(includes lunch)
For info: Dick Cottrell
415-692-2100 or 415-357-2761

April 24
Zone 7 Concours #1
Hosted by Redwood Region
Laney College, Oakland
Fee: $5 per car (includes owner & guest)
For info: Dick Cottrell
415-692-2100 or 415-357-2761

April 29, 30, May 1
CRAB XVII Hosted by Sacramento Valley
Red Lion Inn, Sacramento
For info: Kern & Cindi Breaux
916-966-2761

May 7
Zone 7 Concours - cancelled

Zone 7 Auto-X #1 Hosted by Yosemite Region
San Joaquin Delta College Parking Lot S-2
Fee: $9 first driver, $8 family or affiliate member
Run Sequence: A, B, C, D
For info: Dick Williams 209-333-0161
or Bud Behrens 209-477-6496

May 21
Zone 7 Auto-X #2 Hosted by Diablo Region
Alameda County Fairgrounds
Parking Lot, Pleasanton
Fee: same as Auto-X #1
Run Sequence: B, D, A, C

For Info: Jim Pasha 415-828-6810
Note: this is also a GGR Series Event, run under
Zone Rules. All drivers must adhere to
Zone Run/Work Rules in order to receive
GGR points

Send information to Bud Behrens, 6424 Culpepper Place, Stockton, CA 95207, 209-477-6496.

HOW TO PREPARE YOUR PORSCHE FOR SHOW

By popular demand, the Second Annual Porsche Prep Session will be held at:

WHERE: Wolfgang Reif's
German Competition Motors
25437 Mission Blvd.
Hayward, CA 94544
415-537-5955

WHEN: April 23, 1988
9 a.m. to noon

COST: $5.00 per person
includes lunch!

Purpose: Open discussions by experts on how to prepare your car for Show. From "Wash & Shine" to "Street" to "Full Concours."

Speakers: Wolfgang Reif, demonstrating the finer points and details of his 1962 Roadster, winner of 30+ First Place Awards.

Henry Watts, Author of Car Beautiful, contributor to Porsche Panorama. Henry will specifically concentrate on products, brand names, and correct usage.

Space is limited, please confirm your attendance by sending your $5. check to Wolfgang's ASAP. Late arrivals are welcome, but as food and refreshments are included in Prep Session, apply early.
from the Tech Chairman...

SMOG CHECK...YOUR TURN?

Ok...so you received your license renewal from DMV and right there at the top it says: "Smog Certificate Required". OH, NO! Well, don't panic. Under S.B. 409/423, the State of California enacted it's MVPC (Motor Vehicle Pollution Control) Enforcement Act for 1985. Now, what does that mean?

As a licenced "Inspector" in our current Smog Control Program, I will try to explain this "Smog Check Program" in layman's terms. Basically, when you are required to bring your car to a licensed "Test/Repair Station" the "test" is performed by a "Licensed Test/Repair Mechanic" who has gone to the State Bureau of Automotive Repair School (B.A.R.) and been qualified to test your car. The actual test is performed on a State Registered "T.A.S." (Test/Analyzer System) Device. These machines are extremely accurate and are calibrated, by law, monthly. The machine records any data entry and test results on a cassette that is reviewed by the State. Obviously, this is a pretty serious (read aggressive) program to make all vehicles comply with C.A.R.B. (California Air Resources Board - no pun intended) Rules.

Now, how do we survive this State scrutiny? OK...what the State requires us to do is:

1) Guarantee that our registered vehicle has all the required Smog Contol Devices, as originally equipped by the factory, on our cars. These devices include: Evaporative Control, Exhaust Gas Recirculation, Thermostatic Air Cleaner, Air Injection Reaction (Air Pump), Full Pipe Restrictor, 2- or 3-way Catalyst, Positive Crankcase Ventilation, Closed Loop Fuel System, Thermal Reactors, Emissions Calibrated Carburetor, Throttle Return (Decel) Control, Oxygen Sensor, and others.

2) That our cars have been maintained to the degree that, assuming these devices function properly, they will meet the Standards of Emissions established by the State for the size of engine at both idle and part throttle (2500 RPM). BOOM - That's it.

OK...a little long winded, but, these are the basic parameters required for California's Test Program. Now...to the Test. When you have your car tested, this is the way it happens:

Step 1) On the first page of the T.A.S. Menu the technician enters the vital statistics: His own Personal Entry Code (for later scrutiny), Vehicle License No., make of car, engine size, number of cylinders, 2 or 4 stroke, dual exhaust (yes or no) (by the way, 928's are single), etc.

Step 2) The visual test. This is where the tech checks for whether you have all those devices or not. The second page of the Menu lists these devices, and the tech can enter any one of five responses: P - passed (the device is there), N - not applicable (the car was not required to have this device), S - missing (required device is not there), M - modified (required device is modified to disable it's initial intention - B-B's in vacuum lines fall in this category), and finally, D - disconnected (self explanatory). The technician usually checks all of these devices to make sure they are there and not modified. Then, after the visual checks are entered into the machine, it asks the tech to check the warning lights on the dash (especially the EGR Lights) and the Fillpipe Restrictor. The State has made a big point of this. The tech has a tool to measure the size of the tank filler neck.

Then, after a couple of internal self-calibrating checks by the machine, the actual "Running Test" is performed. First, with an inductive tach pickup on a spark plug wire, and the "sniffer" in the tailpipe, the engine is run up to 2500 plus or minus 200 RPM for 30 seconds. Then, after the engine is dropped to idle, emissions are measured for another 30 seconds. At this point, the test is over. The machine averages "Majority Input" for high and low tests and displays measurements.

OK...it's over. For most 1980 and later cars with Oxygen Sensor, they pass first time with under 100 PPM (parts per million) HC (Hydrocarbons) and under 1.0% CO (Carbon Monoxide).

Now, let's get back to the nasty part...Remember, there are two parts to the test, the Visual, and the "Sniff Test." Even if your car passes the "Sniff Test," if any of the required Emission Devices were "missing," "modified," or "disconnected," you would fail the test, and would be required, regardless of cost, to have that device(s) installed before a Smog Certificate could be issued. If all those devices were there, yet your car exceeded the Emission Levels called for by the machine, then the complicated part starts. The State requires you to spend up to $50., in addition to the Smog Test Fee, for at L.E.T. (Low Emissions Tune-Up) to reduce those emissions. Most of the time this means leaning out the fuel mixture so that the Catalytic Converter and/or Air Pump can "process" the exhaust gas to meet the Standard. Now again, most of the time, on cars with Cats. this works, but, what about the rest of us: '72 911S with mechanical injection (used only for tours), 1.7 914 with MPC Injection (autocross car, continued next page
but still registered), U Class Time Trial car (gotta have plates - right?). OK...what happens here is this: (assuming all required devices are installed) You must pay up to $50. at a licenced "Test/Repair Station" for the L.E.T. If the emissions are reduced, yet still don't meet the Standards set by the State, then you have fulfilled your obligation and a Certificate will be issued. If your situation is hopeless, and the emissions cannot be reduced (i.e. burned valve, worn out Injection Pump/Throttle Bodies), then you will be referred to a B.A.R. "Referee Station" for your Certificate. Hopefully, this experience hasn't been too traumatic.

At the start of the article, I told you not to panic - so don't. There are options for those with older cars. Any Pollution Control Device/Part which is listed by the manufacturer as no longer available is exempt - yet only the Referee Station can certify this. Such parts include: Air Pump '68 912 (Decel Valve still available), Thermal Reactors '76 912E (supply is dwindling), Air Pump Brackets '79-'82 924 (supply is dwindling). Included in this category are Weber Conversions for 912 (not 914). Again, these questions are determined by B.A.R. 

Hopefully, you've picked up some insight into California's Smog Check Program. In closing, a couple of thoughts... for '75 - '77 911's: most Shell Stations have no idea what a Thermal Reactor looks like (did I say that?). For Mechanically Injected 911's: please go to someone who knows what they are doing - it may smog, but it won't run. And to 914 owners with Webers: sorry, move to Nevada.

RPB

GGR has another young potential autocrosser. Trenton Richard Ringen was born to Gary and Danielle Ringen on March 9th at 10:13 PM. This 20 1/2 inch GGR member weighed in at 8 pounds 1 1/2 ounces. Congratulations to our Social Director and her husband.
AUTOCROSSING

This article is addressed to first-time Autocrossers, and those who have done it for a while and still don't get it. The first thing you need to know is that autocrossing is several times safer than driving in traffic and it will not hurt your car. After you have autocrossed a few times, you will not only be a better and a safer driver, you will begin to gain an appreciation for the magnificent machine you have in your Porsche. Unless you have autocrossed or raced your Porsche, you have no hope of understanding why Porsche has attained their pre-eminent position in the automotive world.

But enough of the commercial, what you need to know and do to start autocrossing? First, look at the Events Calendar and choose an autocross you can attend. The only other things you need to do are to put some extra air in the tires (40lbs. all around - we'll adjust them at the event), and clean out all the loose things in the car (a pop-bead or orange rolling out from under the set can be exciting if it gets under one of the pedals). Then next thing to do is to call me so I can arrange an instructor for you.

In PCA, autocrossing is not only an opportunity for strong competition, but it is also one of the major social events on the calendar. With 50 to 80 cars and 140 people, you won't be bored if you are interested in Porsche things.

Try to get your spouse interested in autocrossing. There are a number of advantages to this. If you really get bitten by the autocross bug (and I cannot imagine how you can avoid it), it will be extremely helpful, if not necessary, for your spouse to be reasonably in tune with the activity. You can spend a lot of time with this hobby, and if that time can be spent together, doing something you both enjoy, it's infinitely better. Also, when it comes time for the next set of tires, it is helpful if your spouse needs them as much as you do.

That brings us to another important point; the cost. As a beginner, you will probably not be competitive if your class is a large one. You generally expect to spend your time as a beginner finding the handling limits of your car. For this period of time, you don't have to spend any extra money on the car. When should you expect to need to improve the continued next page
Beginning Autocrossing continued

car? A good rule of thumb is to avoid spending money on the car until your times stabilize. What does that mean? The beginning autocrosser will typically improve his time by large amounts, on the order of five or ten seconds on consecutive runs, and there will be wild variations on his times during the day. As you learn to handle the car, the amount of time you knock off during the day will become much less, and your performance will become more consistent. If you are enthusiastic, get instruction, and want to learn, your times will probably level out after about three autocrosses. If you continue autocrossing until you reach this point, you are sunk, and can consider yourself a committed autocrosser.

Now you are driving the car reasonably well, but you are still five seconds away from first place. From here on, your costs will depend on how ambitious you are about winning. Improvements to the car will get you three of the five seconds, but the last, and hardest, will only come from practice. There are certain basic things you need in order to prepare a stock car for autocrossing. I'll cover those in the article on intermediate autocrossing. In the next article, I will finish the beginner part with a discussion of things you need to know about driving the course.

Terry Zaccone

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New Business: Appointed Positions: Dinner Meeting Chairman, Francis Costa; Safety Chairman, Dick McClelland. Charity Donation: Judy Zaccone approached the Board to donate the Club's old computer to Taumaia Pelatoaga, an eleven year old girl from San Jose who was paralyzed from the neck down when she was hit by a car at the age of three. It was indicated that the use of such a computer would greatly increase her potential and word skills by allowing her to do some things such as homework on her own. The Board voted to donate the old computer as soon as the new one is up and running. Rally Series: See Dick Petticrew's article in the Nugget. Roster: Four Star Travel's Ad in the Roster was not correct. Four Star Travel will be credited 50% off the cost of the add to be taken either as a refund or credit to future Roster or Nugget advertisement. A full refund will be given to Potentials as their ad did not appear at all. Time Trial Update: There are problems with the April event. David is trying to work these out with Laguna Seca. He will keep the Board posted.

Director's Reports: President: Monterey Bay Region has approached the Board with regard to GGR participation in their upcoming events. Mike continued next page
Board Minutes continued

VISIT SOUTH MONTEREY COUNTY


Meeting adjourned at 11:00 p.m.
Respectfully submitted,
Karen Neidel

The next Board Meeting will be held on Tuesday, March 29th, at 7:30 p.m. at Karen Neidel's home: 5880 Lean Avenue, San Jose. BYOB.

TOUR TO THE PARADE

PORSCHEN CLUB OF AMERICA
MONTEREY BAY REGION

Brunch at Fort Hunter Liggett Officers Club, visit the Mission and return via Highway 1 and the Big Sur Coast

WHEN: April 10th
TIME: 9:00 a.m.

START: Del Monte Shopping Center, Monterey (west side by Dean Witter)

1st Stop: Highway 68 & Reservation Road, to pick up cars from Salinas and points north

2nd Stop: Brunch at Fort Hunter Liggett at high noon

COST: $12.50

Comments from last years tour: "Great driving tour!" "Brunch surpassed many Monterey hotels!"

RESERVATIONS: By April 6th, Make checks payable to Monterey Bay Region, PCA, and send to: Fred Smith, 80 Country Club Gate, Pacific Grove, CA 93950, w/375-5315, h/375-9235

We will be driving to the Parade again this year and you are welcome to join us, if you like. We are planning to leave Thursday, July 21, and arrive in Colorado Springs on Saturday, July 23, in time to register and pick up our packets. On the first day, the route goes straight through Yosemite, over Tioga Pass, continuing East on 120 just South of Lee Vining, through Basalt and Tonopah and up Nevada 6 to Ely. The second day, we continue on US 50 until it turns into I-70 and we spend the night in Grand Junction, Colorado. On Saturday, we drive the 290 miles on 50 and 115 to Colorado Springs, arriving in the afternoon. Coming back, we plan to swing South to see Natural Bridges and Canyonlands National Parks, arriving home Tuesday night, August 2nd. I've never been this route so it should be exciting.

I will have more detailed information available later, including phone numbers for motels for you to make reservations.

Terry Zaccone

CELEBRATE THE "YEAR OF THE DRAGON"

- The first Zone 7 Concours for 1988 will be hosted by Redwood Region.

WHEN: April 24, 1988, Sunday
WHERE: Laney College Campus
5th Ave & East 8th Str.
Oakland, CA
COST: $5.00 per car
   (includes owner and guest)
   $5.00 Adults
   $3.00 Seniors and students
   $25.00 For Sale Auto
   (Private Party)

SCHEDULE OF EVENTS
Opening Ceremony by the famed Lion Dancers
8 a.m. to 10 a.m.: Car Placement
10:30 - Noon: Judging Begins
Noon - 1:00 p.m.: Lunch Break
1:00 - 2:00: Judging (cont)
3:00: Awards
4:00: Closing

- PARTICIPANTS: Members of the Porsche Club of America, Zone 7 and their Porsche's, according to Zone 7 Concours Rules, including Wash & Shine
- All Participants will receive: Entrant Gift, Event T Shirt, Event Poster

- REFRESHMENTS: Oriental delicacies will be available for purchase all day

- ENTERTAINMENT: Asian dancers throughout the day, self defense demonstrations by students

- SPONSORED BY: Oakland Asian Cultural Center

The Mart

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-GGR. Sorry - we cannot 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 the month prior to the month of publication. Include phone number; addresses may not be printed due to space limitations. If non-PCA member, payment must accompany ad. The Nugget reserves the right to reject ads submitted, or to edit them, and is not responsible for errors, and does not guarantee compliance with the Regulations of the Federal Trade Commission.
NOTICE: PORSCHE, TARGA, CARRERA, AND PORSCHE-CARRERA are registered trademarks of Dr.Ing. h.c. F. Porsche AG.

FOR SALE


1973 1/2 911T 2.4, metallic brown with black/tan custom interior. Original engine with 47K miles. Great stereo. Truly excellent condition. Driven by
The Mart continued

LOL on Sundays. $12,000. (408) 245-8139 after 6 PM M-F and weekends.

'85 Snell - less than 1 year old Shoei open face helmet. Low (autocross) mileage. Size: Large. $60. Call: John Fulton (408) 287-9260.

1965 356SC, excellent condition, white\black, second owner, original CA car w/original plates, very clean, rustless body, rebuilt transmission, new gas tank & strong engine with 2 new Solex carbs. Car is all factory stock, including original Blaupunkt radio. $12,500/obo. Call Bob at (415) 283-4086, day/evenings.

1979 911SC, low miles, excellent condition, Guards Red, air, power windows, sunroof, whale tail, alloys. $18,500. (209) 835-3352 or (209) 832-1152.

1973 1/2 911T Targa #9113111175 White/Black C15, 5 PKG, A/C, original paint, good condition. 205 Comp T/As, must sell, $7,295. Jim Freitas, (415) 471-4399 after 4 PM.

Porsche goodies: Monte Carlo Momo steering wheel $100, Diest 5 point harness $80 a set (have 2 sets), (209) 835-3352 or (209) 832-1152.


911 short shift $70, early exhaust $150, factory chin spoiler $80, factory alloys (2 15x6, 2 15x7) $800, 4 Yokohama 205-50 R08R tires $200, Car cover, $50, colgan Bra $35, '76-'77 theroc reactor replacements $40. (209) 835-3352 or (209) 832-1152.

1 set Garretson GE100 Cams $350.
1 set 906 cams $400.
Larry Chmura, 1701 Ridgewood Road, Alamo, CA (415) 944-5300.


911/914 parts: 914 seats-black/waffle pattern inserts, excellent, $200. 911 early genuine magnesium American racing wheels (not the more common aluminum ones) as used on early SCCA 911s. Rare, straight and undamaged, need clean-up $400 set (vintage racers - don't you KNOW what these are??!!) John Rice (707) 553-1288.

356 B/C used mats, floor, tunnel, luggage compartment. New left hand bumper hub with top, left. New Cabriolet window rubber. John Richardson, 58 Heather Lane, Orinda, CA 95563, (415) 254-6648.

Cibie 5.75 inch (round) hi-beam headlights, New (still in box), $50/pair. John Boldt (408) 262-2660.


1969 912 white/black interior. 10K miles on rebuilt engine. Smog legal. Factory mags and bra. $5,950 or for a 1969 912 Targa or 356 convertible with cash. (415) 672-1843.

WANTED

Used/excellent: 930s boost gauge - complete and reasonable. Complete 930 European exhaust system. John Rice (707) 553-1288.

1968 912 factory wood steering wheel. J. Richardson 58 Heather Lane, Orinda, CA 95563, (415) 254-6648.

'64/'65 356 Cabriolet. Must be red. I am looking to buy a vry clean (not concours) example. If you have one or know of one for sale, please call. I am willing to pay a finders fee if I purchase. Renee Peterson (415) 846-9119.

FAIRFIELD

DODGE

Thomas Murphy
PCA/GGR
Dodge Cars Xplorer & Intervac
Dodge Trucks Motor Homes
Special 7½’ x 18’ Dual Axle
Pro-Am Trailer
(707) 427-1355
THE BAY AREA'S
PORSCHE
HEADQUARTERS

Porsche Motorsport in Sunnyvale is the bay area's premier Porsche sales & service center offering you the complete line of new and previously owned Porsches. Our professional sales and service staff has to not only meet the high standards of Porsche but also those of the Lucas Dealership Group.

Porsche Motorsport's Parts Dept. is second to none in offering you the most extensive inventory of factory replacement parts and accessories to be found in the bay area.

Our Porsche service center has just installed a state of the art computerized Hunter alignment equipment designed specifically for aligning vehicles with four wheel independent suspension. It is the only one of it's kind in the area which makes it of special interest to all Porsche owners.

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Pleasanton, CA 94566
(415) 484-1301

Coming Events

APRIL
2  Time Trial Ground School - Hills
7  Time Trial Tech
9-10 Zone 7 Auto-X School - Stockton
12  Time Trial Tech
16-17 GGR Time Trial #2
20  Wednesday Night Social - Farm House
    Redwood City - Ringen
23  Zone Concours Preparation School
    Yosemite Auto-X - Stockton
24  Zone 7 Concours - Redwood Region
    GGR Auto-X #2 - Pleasanton - McClelland
26  May Board Meeting - Ohl
29-30 CRAB - Sacramento Valley Region

MAY
1  CRAB (Rallye GGR #1)
7  Zone 7 Autocross - Stockton
   GGR Pot Luck Dinner - Later
14  Motorsport Concours/swap Meet - Levine/
    Gugert
15  Coconut Grove Brunch - Slifka
21  Zone 7 Auto-X - GGR #3 - Pleasanton
24  June Board Meeting - Lommatzsch
28-30 Solvang Tour - Lommatzsch
DRIVEN TO BE NUMBER ONE

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10% DISCOUNT TO ALL PCA MEMBERS ON ALL SERVICE AND PARTS PURCHASES

SPECIAL CONSIDERATION ON PURCHASE OF ANY PORSCHE, AUDI OR VW

LOCATED AT THE JUNCTION OF I-580 & I-680
5940 STONERIDGE MALL ROAD
PLEASANTON, CA 94566
415-463-9510
Greetings from the beautiful Hawaiian Island of Maui. Hope the weather back on the "Mainland" is as good as it is here. Teresa Neidel and I were married on June 25 and this is where we are spending our honeymoon. What a magnificent place to spend a week.

The 1988 Porsche Parade is just around the corner. In a matter of weeks, many of us will be leaving for Colorado where we will gather with many other Porsche enthusiasts from around the U.S. and abroad. Here we will spend a week of concoursing, rallying, autocrossing, socializing and plenty of partying. GGR will be well represented with over 30 cars attending. If you didn't plan on going to Parade this year, it's not too late to start planning for the 1989 Porsche Parade. Until you go to one, you will not know how much fun and comraderie you are missing.

My hats off to the Lateer's for hosting the dinner meeting during the month of May. With over 40 people in attendance and many potluck items oozing from their dishes we all dug-in for a great meal. One of the first items to disappear was Stephanie Anderson's great fajita's. Steph will you do a dinner meeting with those as our appetizer, dinner and dessert? The following Friday was our casual social at Harry's Hofbrau. Shirley Neidel shaped this event around people going to Parade and here you could make plans for your trip to Colorado. On Saturday, May 14, we held our first concours/swap meet of the year. Thanks to Mike Gugert and Bob Levine for making this event a success. Let's not forget Porsche Motorsport in Sunnyvale for providing us with the facilities for this event. Rhoda Slifka with much help from Jean Ohl took us to Coconut Grove on the Santa Cruz Beach Boardwalk for brunch on the 15th. It was scrumptious. There we stayed for the afternoon to try many rides and practice for the bumper car tour later in the year. Again, we drew over 110 cars for the autocross on May 21st. Thanks to the Doberenz's and Jim Pasha for a challenging course. With one minor course correction, the Memorial Weekend Solvang Tour was a success. My thanks for all those who participated.

It is time to start thinking about next year. I know, it's only July but as the saying goes "all good things take time". The current Board is now putting together the 1989 Nominating Committee. The Nominating Committee's job is to find members of GGR that are interested in volunteering to serve on the Board of Directors for the 1989 year. The recognition and enjoyment (spelled "FUN") you get greatly outweighs the time and effort you have to give. If you have any interest in running for the Board, take a few minutes to look at your roster and examine the various positions and their respective responsibilities. I am sure you will find something that catches your interest. Then show up for our Nominating Social and "volunteer" to run for that position. And if by some chance we don't hear from you, don't be suprised if you here from US!!!

That's all for this month. See you at an event soon and remember, let's have FUN!

Mike

Ps.....Again the month of May was real disappointing. Just when we take 2 out of 3 from the Mets, we loose four in a row and 3 of those to the Phillies. Can't figure it out. Still only 4 games out of first and its not to late to make a move. Hmmmmmmmm-Baby let's do it now!!!!!
HARE AND HOUND RALLYE

When:
Saturday, August 6th

Where:
1062 Riverside Drive, Los Altos

The Rallye will start with instructions at 4 PM and the first hound (car) out shortly thereafter. It promises to be a great chase and the bigger the pack, the better the hunt will be! The chase cars should take a couple of hours to corner the hare, then we will finish up at a kennel for dinner and results. We may even have a few special bones for the best of the pack. For information call Dave Croom at (415) 948-5275.

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4355 STEVENS CREEK BLVD., SANTA CLARA • 247-1655
Conveniently located between Kiely Blvd. and Lawrence Expwy
POORSCHE

Concourses & Swap Meet

Sunday
August 7th

FREE ADMISSION

CONCOURSES:

Registration Opens at 8 AM
Registration closes at 10 AM
Judging begins at 10:30 AM

The Golden Gate Region Concours will count
towards the Zone 7 Series points.

The event will be run according to Zone 7
rules.

Cost: $12 per entry

Classifications:
A. 356 Concours and Street
B. 911, 912, 914, 930 Concours abd Street
C. 924, 924, 928 Concours and Street
D. Wash and Shine 356, 911-912-914-930, and
924-944-928
E. Modified, Race Cars

OPEN AT 8:00 AM

SWAP MEET

Sell unwanted leftovers
Trade your treasures
Clean out your garage
Thousands of Porsche parts, all models
Gates open at 8 AM
Cost per space: $12

For Information call:

Mike Gugert [concours] (415) 484-1875
Bob Levine [swap meet] (415) 926-6601

at CARLSEN PORSCHE-AUDI
1730 Embarcadero Road
Palo Alto

NUGGET/5
TOUR TO PARADE

If you are going to Parade and would like to tour with one of the groups, here are some of the times they are leaving:

George Neidel  Thursday AM July 21
Terry Zaccoone  Thursday AM July 21

They are traveling two different routes, so contact them to see which route you wish to travel.

Ken Mason, James Ohl, Chet Martin and Group are leaving Friday at noon, July 22.

Mike Lommatzsch may not be leaving until late afternoon Friday, July 22.

For the new comers going to Parade: after you register and have your dinner packets, etc., if you wish to be seated together at any of the dinners, you must have the tickets for everyone in your party in order to reserve a table. If you have one of the '89 Monterey T-shirts, Gene Gilpin has asked that bring it. We (Zone 7) are putting in a bid for the '90 Parade and visors will be available when we get there. Please see me to buy one as we would like you to have it with you on Monday night.

Shirley Neidel

Time Trial Kids News

At the beginning of the year Carole Seidel suggested that we have sponsors to help pay for the fun and games we have. Good idea, Carole, thanks! Even better, she and Paul sponsored the first event. The second one was sponsored by Terry and Anne Sullivan. The July event is sponsored by T & J Painting (Tom and Sandi Provasi).

We will have a kite flying contest, late Saturday afternoon: there will be two categories - homemade kites and store-bought kites. Adults can play also, just bring your kite. I will have a couple on hand for a few kids, but please try to bring a kite for them or the materials to construct one while they are at the track. I like to use the sponsorship money for the prizes.

There will be no kids games at the September Time Trial due to all the things that will be going on at the Charity event. There will be plenty for them to do or bring some of their own games for them that time. The October event will be sponsored by Chuck Davis, The Friendly State Farm Agent. Bring your bikes to this one.

Thanks to all who asked to sponsor the kids. No one was asked to do this, which I think is great! Once the announcement was made that Paul and Carole were helping with the first one, members asked if they could pay for the next. This proves that we have a great bunch of people out there.

Shirley Neidel

T. G. F. (my) P.

The August Friday Night Social on Wednesday? Well stranger things have happened in this club. Once again the Club heads for the Farm House (lots of food, low bucks) on Wednesday, August 17th. Mark your calendars early and plan to arrive between 6 and 6:30 for dinner with your friends. Entertainment follows in the bar with sing it yourself songs from oldies to the latest songs from the charts with Steve York's Starmaker.
Celebrating

Brands Hatch

The "Baby" with Ickx/Mass aboard
takes it all in 1977
Porsche 1st-6th

July 16 & 17
Sears Point Raceway

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Registrar Mike Lommatzsch – (408) 978-2108
Chairman Dave Blanchard – (408) 257-8647

1988 Time Trial and Drivers School Series
July 1
Deadline for submitting proposed amendments to the zone competition rules (autocross and concours). Send proposals to Bud Behrens.

July 9
GGR Autocross #5, sponsored by the Autohaus of Norbert Neislony, at Delta College Parking Lot S-2, Stockton. Regular fees. For information call Kirk Doberenz at (415) 837-0479. (Alternate site in Stockton will be used if available.)

July 10
Zone Seven Concours #4, sponsored by Lukes and Sherman, hosted by Diablo Region at Lafayette. Fee: $5 per car. For information call Brian Perry at (415) 479-1241 or Dick Cottrell at (415) 692-2100 or 367-2761.

July 16 & 17
GGR Time Trials #3 at Sears Point Raceway, sponsored by Honest Bill's Porsche Service and Plus 1 Motorsports. For info and fee call Dave Blanchard at (408) 257-8647.

July 24 to 30
33rd Porsche Parade at Clarion Hotel, Colorado Springs, Colorado. For information call Allan Worrell at (303) 634-0707.

August 7
Zone 7 Concours #5, sponsored by Lukes and Sherman. Hosted by Golden Gate Region in Palo Alto. Usual fees. For information call Mike Gugert at (415) 692-2100 or 357-2761.

August 21
GGR Autocross #6, sponsored by the Autohaus of Norbert Neislony, at Golden Gate Fields, Albany. For information call Kirk Doberenz at (415) 837-0479.

The next deadline for submitting zone events to be included in this calendar is July 15. Send information to Bud Behrens, 6424 Culpepper Place, Stockton, CA 95207 or call (209) 477-6496.
Sponsored by:
Excellence Magazine
Porsche Club of America —
Golden Gate Region &
Sears Point International Raceway
for the Benefit of the
Sonoma Valley Hospital Foundation

Labor Day Weekend
September 3-4-5, 1988
Sears Point International Raceway

Spectators pay a one time $10 donation (Children under 12 are free) which includes a ticket for all three days and includes a chance to win one the grand door prizes, including a 4 day Bob Bondurant Driving Course (value $2000). One need not be present to win.

Participation in any event includes your $10 donation and chance at the grand door prizes.

Labor Day Weekend at Sears Point International Raceway will be one of the most exciting of the year for Porsche enthusiasts. The combination of an Auto-X, Concours, Time Trial, plus vendor displays, and a wide variety of door prizes will provide everyone with an array of exciting activities in this beautiful Sonoma Valley area.

There will be no limit on spectators for this wonderful Porsche weekend with a charity theme, but there will be a limit on the number of registrants for each event. Early registration is a must.

Applications

Applications will be available at PCA events, or for further information or applications contact Sharon Neidel at (408) 972-9140 (Evenings), 5880 Lean Avenue, San Jose, CA 95123.

Saturday, 9/3/88
8:30 AM to 5:00 PM

CONCOURS

Zone 7 Points Event run under Zone 7 rules.
Entry Fee: $20 per car

AUTO-X

Course will utilize part of the Race Track.
Non-points Event run under GGR rules and classes.
Event trophies will be awarded.
Entry Fee: $20 per driver.

CHARITY BALL

We have been invited to attend the Foundation's annual Charity Ball to be held at the track. A $100 per person donation is requested to attend the Ball; the cost of your event entries will be applied toward your donation to the ball.

Sunday-Monday, 9/4-5/88
8:30 AM - 5:00 PM

TIME TRIAL

Normal Labor Day Weekend event run under GGR rules for car preparation and driver certification. A limited number of student entries will be available.
28TH ANNUAL

SPORTS CAR OLYMPICS

The Northern California Sports Car Council cordially invites you and your friends to attend this premier event. Events include 2 autocrosses, Gim-mick Rallye, TSD Rallye, Concours d'Elegance, Funkana, Sports Car quiz, food and fun.

So mark your calendars, Labor Day weekend - September 3, 4, and 5 at Boreal Ridge, California.

For more information about the Sports Car Olympics, please call Rob Wester (1988 Chairman) at (415) 930-0979.

JOIN THE FUN!

ANNUAL GGR FAMILY PICNIC

Vasonna Park in Los Gatos
Sunday, August 14th
9 AM 'til ?

Here's your chance to spend a warm Sunday afternoon at the park with your fellow GGR friends and families, instead of under your Porsche. Imagine a day away from the hustle and bustle where you can either take part in volleyball, softball, the new soon to be famous Beer Drinking Contest, 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 at least 8 people. Categories are divided according to last names.

A - G
Appetizers, Chips, Desserts

H - P
Salads, Rolls, Garlic Bread

Q - Z
Corn, Vegetables, BBQ Beans, Chili

Your Car A Star!

A book is in the works on the 1965 to 1973 900 series automobiles. It is a book on restoration of incomplete or modified cars to original specifications. The author (Brett Johnson of Central Indiana Region/356 Registry) is looking for original cars to photograph. He is looking for every model in his range with optional equipment or without.

Mr. Johnson will supply the film and photo list to interested parties.

Contact: Brett Johnson, 7510 Allisonville Road, Indianapolis, Indiana 46250 or call him at (317) 841-7677. *His deadline for publication is mid July so you must respond quickly.*

A 914 book is also in the works, and interested 914 owners are also requested to respond.

If you need additional info, call Jean Ohl (415) 341-9020.

Directions: From San Jose, take Hwy 17 (880) South towards Santa Cruz, exiting at Lark Avenue in Los Gatos. Left on Lark to Los Gatos Blvd. to Blossom Hill Avenue. Right on Blossom Hill Avenue, cross over Hwy 17 (880) and turn right into the park entrance. There is a parking fee. Follow the entrance 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 to the picnic area. **THERE IS LIMITED PARKING, SO ARRIVE EARLY!**
Porsche vs Corvette

Saturday, August 20th
Golden Gate Fields

GGR Autocross Number 5
Saturday, July 9th Stockton

Stockton Delta College: March Lane East from I-5. L at Pershing. R second Burke Bradley Dr. (Northwest Entrance). Bear left at T and right into lot.

GGR Autocross Number 6
Sunday, August 21 Golden Gate Fields
Second Annual Time Trial - Autocross Challenge

For more information call Kirk Doberenz at 837-0479
Regional Dues???

It seems that for the last five or six years, every GGR Board has had to address the issue of regional dues. Your current Board is again looking into the possibility and necessity of regional dues and would like to hear from you as members.

Recently, we had to raise the dual membership rate from $12.00 per annum to $18.00. The major reason for this increase was to offset the cost of the Nugget and roster to dual members.

Now we are looking into ways to have the primary members financially support the region. First, we know that PCA National supports each region by providing us with $9.00 per member rebate. This comes out of your yearly dues and amounts to about $6,800.00 to GGR. But let’s take a look at what the region needs.

Currently the Nugget has an advertising income of $8,000.00 and expenses of $14,300.00. That’s a loss of $6,300.00. Then we have the roster that has an income of $1,300.00 with expenses totaling $3,000.00. This amounts to a $1,700.00 loss. Finally, we have the club’s general operations. This includes Board expenses, new member meetings, goodie bag income/expenses, family picnic, year-end awards, interest income and club stationary to name the major ones. These all combined have an income of $5,100.00 with expenses totaling $11,800.00. Again a loss of $6,700.00. The combined total of these losses is $14,700.00. Keep in mind this does not take in account any events that may occasionally have a loss though all events are suppose to break even.

Now let’s apply the National rebate and dual membership fees ($1,000.00) to this figure and we arrive at a loss of only $6,900.00. And it won’t matter if the National rebate goes to the Nugget to help it break even or to the club’s general operations. The final figure is still the same.

The Board is considering increasing the surcharge that is added to all time trial, autocross and two-day tour participants that now stands at $1.00. Or we could add a surcharge to all events. We could require that all events make a certain percentage of profit. Another way would be to charge all members a yearly regional dues. Regional dues you say? This is not new to PCA and in fact some regions charge fees as high as your National dues.

There are many pro’s and con’s for both sides of these proposals and the Board will weigh all these before making its decision. But first we would like to hear from you, the members. What would you say to $10.00 per year regional dues? Or how about making all events produce a 5% profit? Now is your time to speak out and be heard. Please contact one of your Board members and let your voice be heard.

Mike Lommatzsch
President

NUGGET NEWS

If you are submitting lengthy material for the Nugget consider sending the editor a floppy. We are capable of reading many IBM wordprocessors and the time saved in inputting articles greatly speeds Nugget production. ASC II files can also be read from other computers. Your disk will be returned as soon as the Nugget is sent to the printer. Be kind to your editor!

REPAIR AND RESTORATION OF ALL PORSCHE INSTRUMENTS
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BOARD BUSINESS IN BRIEF

Golden Gate Region Board Minutes
May 24, 1988

The minutes of last month’s meeting were approved as submitted.

OLD BUSINESS: Budgets for next 60 days: all in. Event Financial Reports: all in. Post Mortem of Events: CRAB was a good event and well attended by GGR members. Dinner at Lateers: well attended, everyone had a good time. Friday Night Social: average attendance. Porsche Motorsport Concours/Swap Meet: Concours had 15 cars and Swap Meet was small. Brunch at the Coconut Grove: all who attended had a great time, the food was excellent and the weather was great. Auto-X: excellent turnout, well run. Delinquent accounts: Bounced Check from Time Trial; James will send letter. Insurance for Upcoming Events: all ordered. Changes to Calendar: August 22, Gluttony Tour cancelled. Charity Event status: written report submitted. Club insurance: written proposal submitted. Nugget Income: James and Rod are in contact with regard to this matter.

DIRECTORS’ REPORTS: President: received information on Sports Car Olympics and will forward to Al for the Nugget. Received minutes from NCSCC. Check from PCA for first quarter given to James. Vice President: received and discussed letter received from Steve Conston. Secretary: no report. Treasurer: report approved as submitted. Competition: Phoned in report: auto-Xs proceeding as planned. Membership: has most of the listing into the new computer. Social: discussed events to replace the Gluttony Tour. Received contact from Mark Morris Tires, Eastridge, about possible sponsorship. Nugget: went to press on time. Al has made arrangements to put the hotline number back on the back cover. Written report to be submitted. Goodie Bag: will mail written report.

Respectfully submitted,

Karen Neidel
Secretary

The August Board Meeting will be held at the home of Valerie Blanchard, Tuesday July 19th, 7:30 PM. Call (408) 257-8647 for directions or information.

CREDITS: Photos of the Monterey Concours courtesy of Allen Rosenberg. Auto-cross photos courtesy of Tom and Marj Green and Automotion.

Notes From National

During the year, the Board of Directors of PCA meets quarterly to conduct their business much like GGR does on a monthly basis. The following are a few items of interest that have arisen from these meetings.

1. PCA National will be awarding recognition pins for those members that acquired 25 years of continuous membership in PCA. Special decals will soon be available for those that have acquired 20 years of continuous membership in PCA.

2. PCA membership as of March 31, 1988 stands at 27,743.

3. PCA is looking into the possible availability of Directors and Officers coverage for national and regional officers.

4. PCA is evaluating the possibility of a dues increase. It would be the first dues increase since 1979. At this time, $36.00 seems to be the new figure. That would be an increase of only $6.00 over 9 years.

5. PCA is donating $1,000 toward the restoration of the only building remaining on the site where the original Porsche vehicle was constructed. The site is in Gmund.

6. Bids for the 1990 Parade are being accepted. Monterey in California is one possibility with another from Canada’s Ottawa region.

7. The 1989 Treffen in the spring and fall will be put together by Englewood Travel.

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NUGGET/13
NEW MEMBERS

Chuck Englert
17 A Lorton Avenue
Burlingame, CA 94010
(415) 347-5715
1976 914 2.0

Stephen O. Faddis
1461 Main Street
Santa Clara, CA 95050
(408) 296-3916
1975 914

Brad Shadoan
11 Marlin Cove
Oakland, CA 94618
(415) 841-9180
1965 356C

Peter F. Sprouse
795 Driscoll Road
Fremont, CA 94539
(415) 651-4044
1974 914

NEW DUALS

Ted Miles
33 La Cima Road
Soquel, CA 95073
Loma Prieta Region
1977 911S

John Byrne
127 Eddy Street
Pt. Richmond, CA 94801

Leonard G. Harrington, Jr.
1618 Pecos Circle
Stockton, CA 95209
Yosemite Region

TRANSFER IN

Frank E. Adams, Jr.
(Sachi Tanimoto)
135 Hakins Road
Woodside, CA 94064
from Metropolitan New York Region

Steven J. Van Dyke
(Etta Mae)
One St. Francis Place #2509

San Francisco, CA 94107
1980 911
War Bonnet Region

Gordon L. Buhle
(Monique Aguilar)
139 Meadow Drive
Bolder Creek, CA 95006
1986 951
from Northeast Region

Herbert Hoeptner III
(Diane)
15085 Venetia Way
Morgan Hill, CA 95037
1977 911
from California Central Coast Region

TRANSFER OUT

Eduardo Venegas
Tiburon, CA
to Redwood Region

Paul Zink
Los Angeles, CA
to Los Angeles Region

Tour Germany with Canada West Region
October 13 - 22, 1988

Canada West has organized an Exciting Tour of Germany this fall to give Porsche owners a number of fascinating impressions of Germany in a minimum of time. Using just 6 working days, we'll spend 2 nights in Germany's Top Resort, BADEN-BADEN, and on our way back to STUTTGART we'll visit the BLACK FOREST and HEIDELBERG. A Special Tour of the PORSCHE FACTORY has been arranged and we'll also see the MERCEDES-BENZ MUSEUM and Tour BMW'S new factory in REGENSBURG. We'll also go to MUNICH, the BAVARIAN ALPS and The Beautiful RHINE VALLEY where we will cruise the River and sample the Wine.

We'll complete the Tour with a visit to the lovely SPA (Casino and all) at BAD NEUENAHFR (via FRANKFURT where you can rent a Porsche for the last 2 days). Nearby is the famous NUERBURG RING where you can do a lap or 2 with a Race Driver or in your own rented Porsche.

COST:
Land Arrangements: (Per Person-Double Accommodation)
Price includes 1st class accomodations, taxes and service charges, Continental or Buffet Breakfast and luncheons throughout plus five Dinners. Tour Bus Transportation, all Entrance Fees and Rhine Cruise included.

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Airfare: (via Lufthansa German Airlines)
EX Vancouver
EX Calgary / Edmonton
EX Toronto / Montreal
EX USA Points - Contact Travels by George

Deposit of Can. $500 required at time of booking. Final Payment is due August 29, 1988. Any Bookings after this date require Full Payment in Advance.

For further information and a complete itinerary, contact Travels by George, #330-470 Granville Street, Vancouver, B.C. V6C 1X5
(604) 686-2987 Telex 04-55279
B.C. Travel Act Registration #152-6
SPONSOR SHOWCASE

It was 1970, and after 8 years as a tool and die maker, Ken Mack (of Ken's Porsche Technique) had decided that a change of occupation was in order. While living in Ohio, he had been active in gymkhanas and into Chevys, owning a Corvette. But lately, he was being beaten by a particular '68 911 and decided that one day, he too would own a Porsche. After reading an article in Road and Track, he sold the Vette and bought a white 1970 914 1.7 liter and also joined PCA. Then came the realization that he knew nothing about this Porsche, and not even how to service it! A job with Chuck Stoddard soon remedied both the occupational and 914 problems and in 2 and a half years he was totally hooked on Porsches.

In 1972, Ken moved west to seek his fortune in sunny California. That year, he joined Anderson-Behel and after a while moved on to Alex's Porsche House. In 1977 Glen Hills convinced Ken to campaign his blue 914/6 with GT flairs in a time trial. And once again, Ken became hooked! He even went so far as to develop his own monster time trial car from a 914 chassis, a feat which has been chronicled by VW & Porsche Magazine in their December 1987 issue (on page 32 and inadvertently mislabeled as an autocross car). The license plate on Ken's current time trial/street car, a blue 911, provides insight into his choice of favorite Porsche and perhaps his ultimate goal; it reads "O2BA962". Ken has been sponsoring GGR time trials (and providing door prizes) since 1980, and the April event at Laguna Seca was his ninth sponsorship. Bravo, Ken!

Ken's Porsche Technique was founded in 1979 and is one of the Bay Area's premier independent Porsche repair facilities. Ken feels that it is important to provide good quality, general service work to keep all types of Porsche owners happy and their cars on the road. He provides complete maintenance and repair for Porsches and also provides specialty services for those who use their cars in competition. Since starting his business, Ken has been fortunate enough to work on a few exotic Porsches such as a 906, a 4 Cam Carrera, and a '74 RSR (for which he also participated as part of the pit crew). Ken believes that building a strong personal relationship with both the owners and their cars is important in providing quality service. Ask anyone who knows him, and you will find that he practices everything he believes. Drop by to see Ken's Porsche Technique, located at 1436-4 White Oaks Rd. in Campbell and talk to Ken, a true Porsche nut.

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1988 Solvang Tour

Saturday morning, May 28th, dawned cool and misty, but that didn't keep 26 intrepid Porsche pushers from setting out on their journey to Solvang. Solvang is a very picturesque village, near Santa Barbara, that looks like you have been dropped right into the middle of Denmark. This was the first tour I have been on in years that all of the cars were Porsches - WOW!!

Our tour chairman, Mike Lommatzsch, didn't want us to get bored on the trip, so he devised a crossword puzzle and quiz to be taken en-route. If you have taken this type of test before you know that ALL of the answers are "plainly visible." Boy those signs are hard to read when you're flying by at speeds in excess of the "double nickel."

After about an hour or so into the tour we were in the wilds of Carmel Valley. Then, over the CB came the question, "when is our first rest stop?" To which Michael replied, "another 45 minutes - or so." Well, the CBs really got busy then with statements about "experiencing pain" already and "no way am I going to last 45 more minutes." Susan and I were the first to stop - that's easy when you're the last car. We plunged into the scrub oak grove and the rest is history. After getting underway - oh, so refreshed - we found the rest of the tour stopped about a mile further down the road. Only time will tell how many cases of poisoned oak will come from the much-needed (impromptu) rest stop.

Soon we found our way back to 101 and continued our trip South, getting off onto country roads here and there to really tour as Porsches are meant to tour. Our lunch stop was a Rancho Sisquoc winery near Santa Maria. Brad and Ginny Murray provided some wonderful snacks for the tasting. After a tour of the winery and a very generous tasting (Susan and I liked their Sauvignon Blanc and Sylvaner Riesling), we settled down for lunch at the winery's very nice picnic area. After lunch we toured over to the Zaca Mesa winery for a tasting. This was a very new and modern all-redwood facility with a very good menu of white wines with just a few reds. We were now ready for the final leg of the tour to Solvang and the Kronborg Inn. It took just seconds to check in, unpack and get ready for dinner at The Danish Inn. Mike and Teresa arranged an "olde man" birthday party with balloons, cards and cake for Dave Blanchard. Was he ever surprised!

Sunday morning we watched the Indy 500, most of us in the "party suite," where there were two TV sets to watch and more goodies to eat than you could ever imagine. I don't know how Mike packed all that stuff in his 914. Too bad Porsche didn't finish. Just remember - it wasn't a Porsche part that broke. After the race, prizes were given out for those who did well with the quiz and crossword puzzle. First went to James and Jean Ohl, second to Karl and Susan Keller, and third went to Dave and Valerie Blanchard. Then there were door prizes. Many thanks to Carlson Porsche + Audi and Automation for donating all the prizes.

Many of us then spent the rest of the day doing a walking tour of Solvang, visiting the many shops, and trying the Danish pastries. Others sunned by the pool and soaked in the outdoor spa. There were some new faces on the tour and it was great to meet them. Thanks for coming out to Dee Norbrega, Jim and Arlene Moorehead, nd Dev Mahaevan. Monday morning found us all packing and getting away on an early start for home to beat the traffic. Three cars (Ohls, Martins, and Kellers) took the "ridge route" so's we could get in some more high speed touring - WHEEEEE!!

Our fearless president, Mike Lommatzsch, put on one great tour. Them's what missed it should kick themselves.

Karl Keller

REMAINING SCHEDULE

GGR AUTO-X SERIES 1988

Porsche-Corvette Challenge
August 20 Albany
Golden Gate Fields
Not a Series Event

GGR #6
August 21 Albany
Golden Gate Fields Site

GGR #7
September 17 Stockton
Delta College Site

GGR #8
October 15 Pleasanton
GGR Zone 7 Event
## RESULTS: GGR AUTO-X #3 / DIABLO REGION ZONE 7 AUTO-X

GGR Series sponsored by the Autohaus of Norbert Niebyl

Zone 7 Series sponsored by B. F. Goodrich & Broadmoor Tires

Note: Results are in GGR Auto-X series format.

### Categorized Results

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### Results continued next page

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Time Trialers • Autocrossers • Students

Have your Porsche PRE-TECH inspected FREE.* Pass inspection the first time. Our detailed tech and safety inspection includes the first hour of any needed repair or service . . . a $55.00 value. Let us set-up your Porsche, start on the winning edge.

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GERMAN MOTOSPORTS

1175 Willow Ave. • Sunnyvale, CA 94086 • 408/296-1514
Monterey Bay Region

Zone 7 Concours #2

May 15, 1988

Results

356 Full Concours
No Entries

911, 912, 914 930 Full Concours:
Bob Biddle         GGR/MBR  244.00
Bruce McKay        GGR       242.50

924, 928, 944 Full Concours
No Entries

356 Street Class
Bob Blackburn       GGR       240.75
David Aliotti      MBR       238.25
Steve Douglas      LPR       235.25
Terry Moore        DR        229.00

911, 912, 914, 930 Street Class
Stan Fiorentino    SJR       242.00
Bob Belz           YR        239.50
Phil Short         MBR       237.50
John Kutchka       MBR       236.75
Wanda Case         DR        236.00
Bruce Hermann      MBR       231.00
Heinz Speicher     MBR       225.25

924, 928, 944 Street Class
Bruce Douglas      GGR       237.75

356 Wash and Shine
Dave Kite          MBR       176.00
Gary Mutoza        MBR       161.25

911, 912, 914, 930 Wash and Shine
Ed Morris          DR        189.00
Sandy Sanderson    MBR       184.50
Terry Reeder       DR        168.50

924, 928, 944 Wash and Shine
Mark Dier          GGR       176.00

Competition/Special Interest
Dick Cottrell      RR        242.25
Max Handley        RR        240.25
Every knowledgeable Porsche enthusiast depends on certain things. One is a source for parts and advice for his special Porsche requirements.

For most enthusiasts, the Automotion catalog fills this need. Altogether, over 110 pages of accessories, tune-up parts, posters, books, suspension kits, racing equipment, wheels, spoilers, flares, restoration, seats, gauges, steering wheels, clothing, decals, model kits, and tech tips—dozens of tech tips that can save you hundreds of dollars.

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Call (408) 736-9020 to order your catalog shipped via UPS for $4.00, refundable.

Because until you have it, you don’t have the essentials.
I promised you last time I would say something about throttle-steering. This is my very favorite driving skill. To me, it represents the epitome of coordination between a well-balanced car, like the Porsche, and the driver. Again, it’s difficult without pictures, but use your imagination. This technique is illustrated best by the wide sweeper ending in a tighter turn, as we often have at Pleasanton. Picture the straight up the right side at Pleasanton, with the wide-open left-hand sweeper at the end, ending with the entrance to a fairly severe left turn. You can maintain good speed around the end, but you must slow down to make the left-header. There are two ways to do this. You can make the last part of the sweeper a straight line toward the left turn apex, so you can brake, or you can (sometimes) negotiate the entire sweeper-plus-left turn with no braking, using throttle steering. As you approach the middle of the sweeper and start to turn in toward the left turn, the rear end will get light, and you may start sliding if you are going fast enough. As you back off the gas, the rear end will start to come out more, and the nose will point more to the left. As you feed in the gas, the back end will stop coming out and the nose will stop moving left. By this technique, you can make surprisingly small corrections in the attitude of the car, without losing a lot of speed. The trick, of course, is to start this maneuver at the right point, so you can place the nose of the car right next to the apex pylon of the left turn and accelerate under full throttle out of the turn. If you start too late, you will go wide and will not be able to come in to the apex. If you start too early, you will early-apex and will not be able to apply full throttle as early in the turn. If you are going too fast (there is, after all, a limit), application of the throttle will not be enough to counteract the side-slip and around you go! As you can imagine, this takes lots of practice, and even then, it doesn’t always come out right. But when it does, you really notice it, and it feels good!

Ultimate preparation for autocrossing depends, of course, on your car and class. Let’s talk about production class and assume you do not have your own professional shop. Check the rules to see what is allowed and how many points you can have without being bumped to a higher class. Contact an enthusiast shop to do the work. By this I mean find a shop that develops an autocross setup for your type of car, by successfully autocrossing and applying the knowledge for use on customer cars. Have him install and align all the suspension bits found to be effective, within the rules. Decide what is the widest wheel you are allowed under the rules and obtain the lightest type you can get. This usually means wheels such as Porsche alloys, Centerline, or BBS racing. The one-piece road wheels by famous makers, like BBS, are quite heavy, so you should get the three-piece racing. You notice I haven’t said anything about cost here (I won’t). Then get the most competitive tire available. Currently it is the Yokohama A008R, but others may come along. Do not be tempted by offers of sponsorship to use a tire that is not competitive. We’re talking about winning in this article, not just participating. Your tires should be skimmed to less than 4/32nds and broken in. Your adjustable shocks should be set up quite stiffly, and the car should be lowered consistent with your consulting expert’s recommendation. The engine, of course, should be in the best possible state of tune.

Now, about your head. What do you need to do to be a consistent winner? PRACTICE. You need to go to all the autocrosses you can find. This may mean Pleasanton in the morning and Stockton or Sacramento in the afternoon. It certainly means getting to the GGR events before 8:30 so you can get maximum runs. Arrange your personal life around the series you are competing in. Include other Region series, as well as GGR and Zone 7. When you are at the autocross, concentrate on your performance. Get advice from experts, get instruction, if possible. Plan to walk the course before you run. Try to figure out what gears you will use and where you will brake. Make sure you watch the runs of the very best drivers. Notice where they brake and how they place the car in the turns. During your run, keep reminding yourself to pay attention to driving. It is surprising how much your attention fades during three laps, especially if it is a hot day. Always try to achieve the best possible time. When you take a practice lap, start right in as fast as you can go. This is the time to see if you can make the turns as fast as you had planned. Be careful, however, at the last turn before start/finish. You cannot afford to be sideways there and get a bad start. When you finish, stay on the gas all the way to start/finish; don’t let up early.

Well, the rest is up to you! I’ll see you out on the course.
THE MART

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/GGR. Sorry - we do not accept ads from businesses (Businesses may contact the Nugget Ad Manager - back cover - for commercial advertising information and rates). Mail (don't phone) your ad to the Nugget Editor by the first of each month prior to the month of publication. Include phone number; addresses may not be printed due to space limitations. If non-PCA member, payment must accompany ad copy. The Nugget reserves the right to reject any ads submitted, or to edit them, and is not responsible for errors and does not guarantee compliance with the Regulations of the Federal Trade Commission. Notice: Porsche, Targa, Carrera, and Porsche-Carrera are registered trademarks of Dr. Ing. h.c.F. Porsche AG.

FOR SALE:

924 & 944* stuff: front and rear Koni adjustable gas shocks, roll bar*, front sport seats, Garretson Enterprises distributor, F&R Weltmeister sway bars, competition springs*, stainless steel brake lines, Ferodo front pads (new), bra, mats, headers, rear lens conversion, 3 piece fender cover*. All parts used, 50% off list. Don Henkel, Yosemite Region (209) 957-4517 after 5 PM.

911 Shocks - set of four (4) used Kontrolle. Gas fronts fit '69-74 Boge struts - Rears fit all 72-74. $75/obo. Used Bell Star II Helmet, size 7-7/8. $50/obo. Sergio (415) 823-3145 (w) or (415) 833-8545 (h).

Time Trialers! The nurse’s station is For Sale. ’78 Cobra Maxi Van conversion Loaded $11,500. Also, single axle car trailer built by Frey Racing, new reinforced tongue and bracing $900. Package deal for $12,000. Bert Wall or Marta Newcomb (408) 266-4237 after 6 PM.

’76 914 2.0 excellent condition. Maintained by Jerry Woods. Driven only on Sundays by little old lady, original owner. $6500. Terri (408) 727-9200, (408) 246-4563.

1985 928-S, end of the year model in excellent condition with 24K miles. Completely loaded with all the accessories: sunroof, automatic, blue leather interior, slate grey exterior, built in CB and wiring for radar detector. Approximately four years left on Service warranty, garage car. MUST SELL - ONLY CALL IF SERIOUSLY INTERESTED - (318) 487-4115 or (318) 443-7208 (business phone). Ronald Marks, DDS.


Complete carpet set from 1967 912 in reasonably good condition (including grey sisal mats) $75; Amco crme crossbars in very good condition $20, one steel 4 1/2" steel wheel $10; all prices are firm - Bill Curley (408) 395-2062.

WANTED:

Set of 2 front chrome bumpers for 1967 912 in original condition; Bill Curley (408) 395-2062.

Limited-slip unit for 901-style transmission or entire 901 transmission with limited-slip unit. Any condition. Contact Henry Watts, (408) 245-4040.

For Your TRAVEL Needs

Call Valerie Blanchard
four star travel
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PruneYard Tower One
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THE BAY AREA'S PORSCHE HEADQUARTERS

Porsche Motorsport in Sunnyvale is the bay area's premier Porsche sales & service center offering you the complete line of new and previously owned Porsches. Our professional sales and service staff has to not only meet the high standards of Porsche but also those of the Lucas Dealership Group.

Porsche Motorsport's Parts Dept. is second to none in offering you the most extensive inventory of factory replacement parts and accessories to be found in the bay area.

Our Porsche service center has just installed a state of the art computerized Hunter alignment equipment designed specifically for aligning vehicles with four wheel independent suspension. It is the only one of its kind in the area which makes it of special interest to all Porsche owners.

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**GGR EVENTS HOTLINE**  
408-227-7208  

**COMING EVENTS**  

**JULY**  
2 Rallye School & Rallye #3  
Preregistered  
7 Time Trial Tech  
9 GGR Auto-X #9 - Stockton p.11  
10 Zone Concours/ Diablo Region p.20  
12 Time Trial Tech  
16-17 Time Trial - Sears Point p.7  
19 August Board Meeting - Blanchard p.13  
24-30 Porsche Parade - Colorado Springs  

**AUGUST**  
6 Hare and Hound Rallye - Croom p.4  
7 Carlsen Concours/ Swap Meet p.5  
13 Tech Session - Bower  
14 Family Picnic - Vasonna Park p.10  
17 Wednesday Night Social - Farm House p.6  
20 Pebble Beach Concours  
Time Trial Ground School - Hills  
Porsche/Corvette Challenge p.11  
21 Monterey Historic Car Races  
GGR Auto-X #6 - Golden Gate Fields p.11  
23 September Board Meeting - Ringen  
25 Time Trial Tech  
30 Time Trial Tech
PIKE'S PEAK - REACHING FOR THE TOP
DRIVEN TO BE NUMBER ONE

BERKEY IMPORTED CARS INC.

PORSCHE
AUDI VOLKSWAGEN

10% DISCOUNT TO ALL PCA MEMBERS ON ALL SERVICE AND PARTS PURCHASES

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4350 ROSEWOOD DRIVE
PLEASANTON, CA 94566

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FUN

As the year winds down, it is that time again to begin thinking about next year's activities and whether you would be willing to put on an event that benefits the membership. Watch your December Nugget for the advertisement of our 'Activities Day' as this is the time you want to be heard.

Speaking of being heard, the Nominating Committee has been hard at work drumming up a fine slate of candidates to run for the Board of Directors next year. Be sure to be heard by voting in your choices of people who can best lead this region into the 1990's.

Events for the past month have been busy and all that have put on events have done a marvelous job. The Hare and Hound Rally was well run by the Crooms and all had a good time, even the course approval/set-up team. The following day Carlsen Porsche-Audi again hosted their annual Swap Meet/Concours. Nice turn out and what a beautiful day. Thanks again to Carlsen for hosting this event and to Mike Gugert for chairing the concours and Bob Levine for putting together the swap meet. The Family Picnic seems to have had a drop off of participants this year. Jean Ohl still had enough things for us to do and everyone had a good time. The autocrosses on the weekend of Aug. 20-21 went off with a bang. The Porsche-Corvette Challenge on Saturday drew over 110 drivers with most Porsches taking the top spot in the "Production" classes and the Corvettes cleaning up in the "Modified" classes. The following day back at Golden Gate Fields we had our own autocross which was another success. My thanks to Kirk Doberenz, Gary Walton, Gary Dorighi and the rest of you that brought this all together.

Do not forget the Oktoberfest this month as it looks to be a great event. The restaurant is authentic and the chairpeople, Hal and Becky Schuette have put in a lot of hard work to bring this about. Be sure to attend.

Remember, you have to participate to have FUN.

Mike
I seldom get behind the keyboard to editorialize but I recently received a press release from PCNA which calls for comment. At the Porsche Parade it was announced that the bottom line for the Porsche line will cost the buyer approximately $38,000. Porsche is changing its image in an era of hard times and trying to establish itself "for a more exclusive market." I will assume that the cutting of production will cause Porsche to become a Ferrari, Maserati, or Lambourghini type of company rather than the more mass appeal with higher production numbers that the company became in the late Seventies and early Eighties.

The 944 series is getting a larger engine (2.7 liters for the standard, 3.0 liters for the 944S2) with higher compression and more horsepower (and more torque, the bane of many car magazine reviewers). All kinds of new equipment will become standard, ABS, sunroof, Blaupunkt AM/FM digital cassette radio alarm system, cruise control, and electric seats for the passenger. Upscale items will certainly make these cars more attractive, the durability and general (sic) reliability which has always been a strong sales point when buying a Porsche will certainly help a sagging market. In its niche, the 944 was the standard by which its competition was measured, but always with price versus horsepower as a reservation. The new Cabriolet is certainly a beautiful automobile and sure to become the popular model that the 911 Cab has become.

The rest of the product line is also getting enhancements along with the new 911 Speedster and Carrera 4 to flesh out the product offerings. Although the press release gave no prices, I will assume that these enhanced models will also come at enhanced prices. Perhaps this upscaling of the product line will enhance the after-sale value of the cars which has fallen so dramatically lately.

What all this means is obvious on the surface, higher prices to the Porsche buyer and enthusiast. What this means to PCA and GGR is more subtle. When I joined PCA in 1974, the diehard enthusiast bought new cars more often and used them in competitive events almost as is. In 1974 dollars, the cars were expensive in comparison with Detroit iron, extravagant compared to Japanese cars who had only the 240Z as a product offering, but within reach of the average buyer who was willing to stretch a little (I even bought a 911!). In 1989 (the upcoming model year) a median income person will not be able to afford a Porsche due to the increase in cost of the vehicle and the now prohibitive insurance. The PCA enthusiast will more and more become a second hand owner (we see this trend developing more and more since 1980 much to the chagrin of the factory and PCNA whom we look to for support). We are becoming parts buyers rather than car buyers.

The new model range will probably make Porsches more attractive as an item to own and lust after. Depending upon what steps the Japanese take to counter these enhanced products from Porsche I expect the automotive press will be recommending Porsche with more enthusiasm than we have seen in the last few years. The dollar to mark ratio is slowly working in our favor again and we may see better prices (not cheaper, but less of a jump than we have been experiencing). Insurance is surely the final piece in the puzzle. The automotive press has indicated that some of the targeted marques such as Mercedes and Porsche are considering self-insurance for their new cars as a means of making them more attractive to would-be buyers. The high cost of insurance is certainly a real deterrent to many enthusiasts (myself included), more so than the high prices of the vehicles.

The factory and insurance companies seem destined to play an important role in the complex equation of what equals a Porsche enthusiast and PCA member. As has often been noted we get very few new members with new cars. New cars appear at functions usually driven by longtime members who have upgraded their Porsche choice. New owners seem to lack the enthusiasm and loyalty which longtime PCAers feel (maybe because we lived through the giant-killer days of Porsche - before Porsche became the giant to be killed). Owning a Porsche has always been somewhat of a status symbol but today it seems to be more too much symbol and not enough heart.

This trend at the factory is going to have a real impact on the Club. Hopefully it will enable all of us to retrench and add value and prestige to the cars we drive rather than cause a sagging interest to sag even further.

Al Berens
Nugget Editor
Pan Am Rallye

Date: Sunday
October 2, 1988

Registration: 12 Noon

First Car Out: 1:00 PM

Start Location:
Ken's Porsche Technique
1436 White Oaks Road
Campbell

Registration Fee: $6.00 per car

Length: 2 1/2 hours

Finish:
South Santa Clara Valley

Awards: 1st Place in three classes

Additional Information:
Contact Rallye masters: Dick Petticrew (408) 737-2628 or Paul Seidel (408) 578-9413

NOTE CHANGE IN START LOCATION AND TIME!

DUMBO TOUR Fails to Fly

The tour to Disneyland has unfortunately been cancelled because we failed to meet our minimum for the bus ride down. Thanks to all those who expressed an interest in going. It could have been a wild time.

Mystery Tech

10 AM at Carlsen
Porsche

OCTOBER 29th

Come to the service depart at Carlsen Porsche Audi in Palo Alto on Saturday, October 29th, for Rick’s famous Mystery Tech. What’s a Mystery Tech? Well, the subject’s a mystery to him at the time of this magazine going to press. He does promise to work up an entertaining and useful tech program before the date and will be happy to let you know the details if you call him at (415) 854-4782 between 7 and 9 PM.

Carlsen Porsche Audi is located at 1750 Embarcadero Road in Palo Alto - that’s on the east side of the Bayshore Freeway.

Congratulations!

Karen O'Shea and Rich McClelland were married on Saturday, September 10th. These Porsche marriages are really getting out of hand, aren't they!? Best wishes to them both. There's nothing like a community property autocross car.
PCR Input Sought

Members of regions within Zone 7 who wish to submit changes or additions to the Parade Competition Rules are invited to send such recommendations to Bud Behrens, who will refer each proposal to the proper section of the rules and then forward all of the proposals to Chick Misura, National PCR chairman.

The final vote on any PCR changes will take place at the National Board of Director’s Meeting during the 1989 Parade in Michigan and will be in effect during the 1990 Parade in Monterrey.

All proposals must be in writing, bear the signatures of the persons making them and be received no later than October 30, 1988.

Bud Behrens
Zone 7 Representative

October 22 & 23

Time Trial and Drivers’ School #5, hosted by Golden Gate Region, at Laguna Seca Raceway. For information call Dave Blanchard at (408) 257-8647.

October 29

Zone 7 Autocross Reps meeting to vote on rules changes for 1989, 11:00 AM at 6424 Culpepper Place, Stockton. Call Bud Behrens for information at (209) 477-6496.

November 19

Zone Seven Parade Committee Meeting, 10 AM, Ramada Inn, Stockton. For information call Gene Gilpin at (209) 439-7292.

Zone 7 meeting for out-going and in-coming presidents, 1 PM, Ramada Inn, Stockton.

Zone Seven Awards Banquet and Dance at Le Bistro, Stockton. $28 per person fee includes Swiss Chicken, wine with dinner and live music. Special PCA rates at Ramada Inn. For information and dinner reservations call Bud Behrens at (209) 477-6496.

GGR RITES OF PASSAGE

John and Julie (Arnold) Zych are the proud parents of a baby girl. Janelle Leigh was born August 4th, 8 lbs. 14 ozs., 21 inches.

Past GGR President, 1980 Enthusiast of the Year, and current National Public Relations Chairman, Bill Patton tied the knot on August 21st at an oceanside ceremony in Carmel. Bill is pictured here with new wife, Brenda. Bill is currently a member of Diablo Region.
GREAT RACES
1988 TIME TRIAL SERIES

Monte Carlo Night
(BlackJack - Slots - Craps - Dancing)
Time Trial AWARDS BANQUET
GGR Dinner Meeting
Nov 12 - Red Lion - San Jose
Not going to be cheap, but will be loads of FUN!!
Call Valerie (408) 257-8647 for more info

PORSCHEMANIA

Oh sure, I'd kid myself. I'd say "I'm just a social
driver, I can park anytime." There were good
reasons for the trips I took. I love the T.V. Guide
crossword puzzle and since the first place it was
delivered on Tuesday night was a little liquor store
in Tiburon, I would drive from the Peninsula to pick
it up at midnight. So what? But friends would ask
"By way of Modesto?"

And there were other triggers: have a nice meal,
drive the Porsche; watch a football game, drive the
Porsche; have sex, drive the Porsche.

But then I realized I was driving the Porsche in-
stead of eating, instead of watching sports, instead
of... (well, it never substituted for that, but I noticed
more and more that I was driving during sex).

So I put duct tape on the headlights and I kept
my Phase-9 exhaust and racing slicks on all the time
so I wouldn't be tempted to drive: wrong. How do
you explain to the police why you just skidded in the
rain from one intersection to the next at night with
no lights, sounding like Jimmy Brooks?

So I looked up a local chapter of Porsche Enders
and went to some meetings, where each of us went
up front and said "My name is Sergio and I'm a
Porsche driver", and then tell your story. No, wait a
minute, that was Porsche Anonymous. That's right.
At Porsche Enders they would come around with a
tray with leather gloves and ignition keys on it and
you were supposed to say "No thank you."

Anyway, I learned that my problem was probab-
ly genetic and not my fault. Apparently there is
promising research into a Volkswagen substitute
and until then the autocross and time trial main-
tenance programs are thankfully available.

The Turtle

PHOTO CREDITS:

Many thanks for all the photos this month. Cover
photos by Rob Neidel and Mike Lommatzsch. In-
side Parade photos courtesy of Mike Lommatzsch,
Terry Zacccone, Ken Mason, and Rob Neidel.
Porsche - Corvette challenge photos courtesy of
Danielle Ringen and Kirk Doberenz. Family Picnic
photos by Danielle Ringen. Bike Tour photos by
Brian Suen. Many thanks to all of you for sharing
them.
GREAT RACES
1988 TIME TRIAL SERIES

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Chairman Dave Blanchard – (408) 257-8647
1988 Time Trial and Drivers School Series

GOLDEN GATE REGION 8
ACH DU LIEBER
IT'S OKTOBER
FEST!

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DATE:
OCTOBER 8th, 1988

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MENU:
Roladen (stuffed cabbage rolls).......................... $14
Smoked Pork Loin...................................... $14
Sausage Sampler........................................ $11

RESERVATIONS:
Please send your check, indicating meal selection, payable to PCA-GGR, to:
Becky and Hal Schuette
226 Stevens Court
San Carlos, CA 94070
or call: 415-595-2806

The restaurant has great German atmosphere and the food is great! The parking lot is spacious and right in front of full view to keep our Porsches safe.

A dessert of rum cake can be had for $1.00 extra per person.
ZONE SEVEN PRESENTS

1988
CHAMPIONSHIP
AUTOCROSS
SERIES

GOLDEN GATE REGION PRESENTS AUTOCROSS NO. 6
Saturday, October 15, 1988 at
ALAMEDA COUNTY FAIRGROUNDS PARKING LOT, PLEASANTON
Bob Crookshank, Chairman [408] 227-2527

LOMA PRIETA REGION PRESENTS AUTOCROSS NO. 7
Sunday, October 16, 1988 at
ALAMEDA COUNTY FAIRGROUNDS PARKING LOT, PLEASANTON
Lloyd DeMartini, Chairman [415] 572-9562

OCT. 15 GRID TIMES AND RUN/WORK SEQUENCES OCT. 16
B/GGR Opens 8:30 A.M., Closes 8:45 A.M.
D/B Opens 10:00 A.M., Closes 10:30 A.M.
A/D Opens 11:30 A.M., Closes 12:30 P.M.
C/A Opens 1:00 P.M., Closes 2:30 P.M.

C/LPR A/C D/A B/D

RUN GROUPS
A—Production 356, 912, 924, 928 and 944; Showroom Stock 924, 928, 944
B—Production 914-4 [All]
C—Production 911, 930, 914-6; Showroom Stock 911
D—Superstreet, Improved, Modified

Social entrants must run with appropriate group

PARTICULARS: At both events registration and tech open at 7:30 A.M. Fee is $9.00 for
single and $8.00 for additional family member. All cars must be teched and on grid in run-
ready condition prior to grid closing time. No open exhaust. Helmets should have 1990 or
later Snell sticker; loaner helmets available. Course walk times are approximately 8:00 A.M.
and before the run group. All drivers must run/work as per above schedule in order to
receive year-end points. NOTE: The Saturday autocross is also a Golden Gate Region points
event run under zone rules.

DIRECTIONS: To Pleasanton site take Hwy 680 to Bernal Avenue exit East. Left at signal
and right at fairgrounds entrance. Follow road to parking lot.

FOR ZONE AUTO-X INFORMATION, CALL BUD BEHRENS [209] 477-6496

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FOR ZONE AUTO-X INFORMATION, CALL BUD BEHRENS [209] 477-6496

CIRCUS TIME
Zone Seven Presents
the Series Finale!

The Awards Banquet and Dance

Saturday, November 19th
at Le Bistro
3121 W. Benjamin Holt Drive
Stockton

Cocktails at 6 PM, Dinner at 7 PM, and Dancing at 9 PM.

Dinner choice is Swiss Chicken (includes dinner wine) at $28 per person. Deadline for Reservations is Monday, November 14th. Send check payable to PCA - Zone 7 to Bud Behrens, 6424 Culpper Place, Stockton, CA 95207. More details next month.

PROTESTS

We had three protests at the Affair of the Heart Time Trial.

1) Mat Lowrance’s newly rebuilt car was challenged by the Competition Director and Time Trial Series Chairman as being illegal for the Class Z. After review of the present wording for Modified category, the protest committee decided to allow Mat to remain in Class Z and to propose new language for the Modified category rules for 1989 that will clarify the issues in question.

2) Mike Lommatzsch protested Tom Provasi for having a 914 1.8 injection system on a 1.7 motor (4.2.a). The protest committee disallowed the protest because of two factors. a. This issue had been brought before the competition committee earlier and research through various technical sources in the area showed that there was not performance advantage to using this setup. b. Rule 4.2.2.b allow the fuel injection to be recalibrated, thus allowing either system to effectively mirror the other. Net result, no performance advantage.

3. Mitch Kennedy protested Marc Mager’s Class G 944 Turbo as being improperly classed. Upon inspection, the car was found to be missing significant interior pieces, the passenger seat and also the license plate. As these are all required for the class, the protest was upheld and the protestor’s money was returned. Marc was allowed to reclassify the car in Class X.

Yosemite Region Presents
The Stockton Auto Center

Porsche Classic Concours d’Elegance
featuring
Miller’s 962 GTP and
Quaker State Indy Porsche

Food, Refreshments, and prize drawings all day.

SATURDAY, OCTOBER 8th

<table>
<thead>
<tr>
<th>7 AM</th>
<th>Car Placement</th>
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<tbody>
<tr>
<td>10 AM</td>
<td>Open to Public</td>
</tr>
<tr>
<td>10:30 AM</td>
<td>Judging</td>
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<tr>
<td>3 PM</td>
<td>Awards Presentation</td>
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PORSCHE SWAP MEET ALL DAY

For further information call Bob Belz at (209) 465-2800 or (209) 823-5209.

Map

Hammer Lane

Stockton Auto Center

Interstate 5 Stockton Highway 99

Benefitting the American Heart Association, San Joaquin-Calaveras Division and the United Cerebral Palsy Association of San Joaquin County.
Board Meeting Minutes
August 23, 1988

The minutes of the last meeting were approved as submitted.

OLD BUSINESS: Budgets for the 1st 60 days: No budget for the Oktoberfest, Vintage Sampling or Roaring Camp tour. Event Financial Reports: All in. Post Mortem of Events: Parade rated a 7 1/2 on a scale of 1-10. The Region and Zone did well. Hare and Hound was well put together. Everyone who attended had fun. Tech had a small turnout but was very personal. Family picnic had a low turnout but everyone who attended had a great time. Nominating Social at the Farmhouse had a small turnout, but almost all who attended have shown an interest in running for the Board or chairing an event or committee for next year. Porsche/Corvette challenge had an excellent turnout. The course was fast and fun. Auto-X the next day was also well attended with another excellent course. Delinquent Accounts: none. Insurance for upcoming events: all ordered. Changes to the Calendar: move tech session scheduled for September 24th to October 29th. Charity Event Status: All is going well. The new track staff is better to work with. Brian Perry has replaced Mike Gugert as Concours chairman for the event. Applications are coming in slowly but steadily. See Sharon's written report for further details. Club Insurance: Sharon has finally received the lists of equipment to be included. She will obtain quotations and coverage information. Rulebook/Roster: Chet is starting to put the Roster together with Lynn's help. They have begun to contact advertisers. 4 full page ads will be available along with the basic listing. The ads will be the front and rear inside covers and the two facing pages at $200 each. It has still not been decided if the Roster and Rulebook will be combined or not. Chet is to look into the difference in cost and report back to the Board as soon as possible. Nominating Committee: Members of this year's nominating committee are: Danielle Ringen (Chairman), Mike Lommatzsch, Al Berens, Rick Bower, and John Peichoto.

DIRECTORS' REPORTS: President: Mike received another check from the Executive Council. This one is for $200 and is a per Region newsletter subsidy. The Observers' Reports for the July Time Trial were good. Mike received a letter from Redwood Region with regard to their stand on the current National issues. Mike reported on the meetings held at the National Convention. Vice President: No report. Secretary: No report. Treasurer: Submitted and approved new budget for Disneyland Tour. Club financial status is good. Approved written report. Membership: Approved written report as Chet could not attend meeting. 7 new members, 2 new dual members, 5 transfers in and 3 transfers out. Competition: submitted revised budget for Auto-X series. Social Director: No report. Nugget: Nugget went to press on time despite 50% late material, including two events that were not confirmed until the night before the deadline. Goodie Bag: See written report. Latest order of GGR jackets were returned to the manufacturer for poor quality. Everyone who ordered in this batch will receive a refund. Jackets will no longer be available for purchase.

Respectfully submitted,

Karen Neidel
Secretary

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While on a summer break from his engineering studies on the east coast, Denny Kahler, of Kahler's Porsche/Mercedes Service in Dublin, found a job at a VW and Porsche repair shop. It was 1970 and Denny had already been bitten by the "speed bug" and found the cure in drag racing with a VW Bug. He even held the "J-Gas" class record for a while. But now, the lure of speed and his interest in repairing VWs, Porsches, and exotics drove him from his studies and into his current occupation.

On his way to the west coast, Denny stopped in Salt Lake City in time to watch racing on the ultimate drag strip, the Bonneville Salt Flats. Years later, the dream of participating in this flat out speed contest would be realized through his 2.0 liter 911 "project car" as it reached an average of 183.737 mph (a new record for the class) and hit 200 mph at the end of the run. Next year, Denny plans to return to the Salt Flats with a 3.0 liter engine. The 2.0 liter is presently on display at Automotion in Santa Clara.

Denny has participated in hill climbs and time trials with various cars. He has owned a 928, 930, 911, and 914/6 in addition to the '59 Convertible D which was his first Porsche (having been restored after a great amount of hard labor). He currently owns a '59 A Coupe, a '64 C Cabriolet, and the 911 Bonneville Salt Flats Car. Denny's time trial cars have been a '70 911S, a '72 911 (turbocharged), and a fast 3.2 liter 914/6. The April time trial at Laguna Seca was his 10th consecutive sponsorship. GGR salutes you, Denny!

After 14 years in the same location in Dublin, Kahler's Porsche/Mercedes Service is moving to a new location with more facilities. The new address is 6117 Dougherty Rd, Dublin, CA. The phone number remains as before, 415-829-2050. Denny has had the opportunity to work on a few exotic Porsches such as a 4 Cam Carrera, a 935, and an RSR. His favorite racing Porsche is a 959, and for the street Denny says "all Porsches are too much fun to pick a favorite". As for his shop Denny feels that quality service for all Porsches (and Mercedes) street or racing is important. He feels that the job is not done until it is done right.

Stop by and see Denny Kahler's new shop in Dublin and be sure to thank him for his outstanding support of GGR.

Thanks Again!

My wife Barbara once again came to my rescue by typing this month. Thanks also to those who supplied disks to read, it saves a lot of time. - Editor
New Members

Chuck Lea
1399 Ygnacio Valley Road #31
Walnut Creek, CA 94598
(415) 930-0209
1972 911S

Michael J. Moss
1518 DeSoto Way
Livermore, CA 94550
(415) 373-1522
1974 911

New Duals

Raoul C. Proctor
118 Atwood Court
Los Gatos, CA 95030
(408) 356-7620
1984 944

Los Angeles Region

Scot Krag
423 Beach Drive
Aptos, CA 95003
(408) 688-5577
1967 911

Loma Prieta Region

Transfers In

Gary Dorighi (Nancy)
44142 Boitano Drive
Fremont, CA 94539
1974 914
from Diablo Region

Richard C. Lindberg
20680 Leonard Road
Saratoga, CA 95070
1982 911SC
from Loma Prieta Region

James F. Maxwell (Jencan)
446 Cutwater Lane
Foster City, CA 94404
1983 911SC
from Kansas City Region

W. H. Pigott (Jo Ann)
132 East Court Lane
Foster City, CA 94404
1988 911
from Cascade Region

Fritz W. Schneider (Marie)
P.O. Box 391703
Mountain View, CA 94039
1967 912
from Maverick Region

Transfers Out

Robert A. Blackburn
to Loma Prieta Region

Gordon Ledbetter
to Silver Sage Region

Allen Rosenberg
to Sacramento Valley Region

Total Primary Membership: 782

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GOLDEN GATE REGION 14
The water-pumpers and the other 911’s didn’t have any problem, although Karl’s 911 got almost as hot as Marcel. So, after a day of running at 280 degrees, we stopped at Grand Junction, Colorado. The next day was an easy 300-mile trip into Colorado Springs, where we arrived about 1:30 p.m. Our route took us over the 12,000 foot Independence Pass. Marcel didn’t get hot at all, probably because we followed a motorhome traveling at 10 mph for 30 miles, and which would not pull over to let the 40 cars by.

We were able to register for the Parade on Saturday afternoon. The Clarion hotel had all the rooms ready, which is the first time in the last several Parades. As far as I know, everyone received excellent service from the hotel. After registering with the very friendly Parade staff, we were able to unload and wander around meeting old friends from last year. That, by the way, is one of the best parts of going to consecutive Porsche Parades, seeing the friends you made last time.

On Sunday, we slept late and then wandered around watching the concours nuts taking their cars apart in the parking lot. Lots of energy there! The welcoming party on Sunday night was an outside BBQ with unlimited Miller beer. With about 1500 people, I thought there would be the usual long lines, but I was pleasantly surprised to find enough dispensaries that we never had to wait in line at all. This Parade did an outstanding job of that all week, the best I have ever seen.

On Monday, we went to the Concours, which was held in a lovely location in the hills above Colorado Springs. For me, the highlight was the display of the Cisitalia and the Dan Gurney Formula 1 car, brought over by the Factory. Monday night was the Concours Banquet, which, as always, a long night. The food was excellent, and the speakers included Drs. Peter Porsche and Rudi Noppen from the factory. The results of the Parade bidding for the 1990 Parade were announced. San Joaquin Region was

The next day, we continued across the desert at speeds limited only by Marcel’s oil temperature.
awarded the Parade, which will be held in Monterey. This will be a Zone 7 Parade with all the Regions helping. The reason it was awarded to San Joaquin is that one, and only one, Region must sign the bid to take the responsibility. Since Gene Gilpin engineered the bid, his Region signed for it. Bill Patton will be helping Gene as co-chairman. I will be writing more about this in the future, as we will have a lot to do to make this a good Parade. Don’t forget, Zone 7 is considered extraordinarily active and overwhelmingly competent. We usually dominate Parades in the trophy collection and, to some extent, in participation. Given that reputation, we had better put on the very best Parade ever! We can do that.

On Tuesday, we slept in again (this is vacation, right?) while the Rallye participants got up early. Tuesday afternoon, we went out to see the Autocross site and walk the course. All the serious people were there, Dwight Mitchell, Larry Wilson, etc. It was immediately apparent that the course was designed by people who are not as intense about autocrossing as we are. The course was quite good for the most part, except for the start and finish. I will never understand why people insist on using standing starts and stop boxes for autocrosses. Also, the course was not lined and, in many places, it was very difficult to see where the course was among the pylons. We managed to prevail on the organizers to lengthen the stop box from about 30 feet to twice that. Certainly, everyone was faced with the same challenge, but the course was more a combination rally and autocross, putting some premium on navigating skills, rather than a pure test of autocross driving skill. A very high percentage of all the people, some very experienced, who competed in this event, did not get a time for any one of their three runs because of DNFing. We need to be certain that this does not happen when we put on a Parade event, because it severely detracts from Parade enjoyment for those people.

On Wednesday, we went out to the autocross site to watch people run. Rich Bontempi won the 914 class with a blistering run that was only beaten by four or five people during the entire event. Greg Peart was right behind him.

Wednesday night was the Rally dinner at the Flying W Ranch, again in the mountains outside of town. This included a very enjoyable country and western show, an excellent all-you-can-eat BBQ, and the trophy presentation. The Rally cannot have been very hard because John Clever won.

On Thursday, we ran in the morning and in the afternoon it rained hard on the last class, the 3.2 Carreras. Their class was then put off to the end of Friday’s running. Thursday night, we went to see the melodrama at the Iron Springs Chateau in Manitou Springs, again, in the mountains outside of Colorado Springs (everything interesting is in the mountains outside of Colorado Springs). The evening included another stuff-yourself-to-the-gills dinner. The melodrama was great fun, what with the "OOoahh’s" and "Hubba-Hubba" from the audience.

On Friday, we continued watching the autocross, mainly because I was on the Protest Committee. This was the day the Improved and Modified classes ran. Unfortunately (for them), it rained off and on all day, so no one was able to make really fast times. The rain also scrambled the normal order of places, since some superzoomies can’t function in the wet, and were beaten by more modest machinery. I was very impressed by the Top-Time-Of-Parade run by the 910 in the wet. That is quite possibly the best Porsche for autocrossing, even better than the 914-6. We’ll probably be seeing lots of them at our events now. The poor 3.2 Carrera class had to run in an incredible downpour, after being held over from Thursday because of the rain. This was an exciting day for us (especially since we had run the day before in the dry). Several times the course was closed and the workers were brought in because of the lightening that was striking nearby. One bolt destroyed the power transformer on the corner next to the track. The workers wanted to come in because their earphones were crackling and they were getting small shocks from the mikes (whips!). All of this, of course did not make the speed event too enjoyable for most of the participants who had to run in the wet. I must say that the Autocross Chairman, Dale Thero, and his crew, handled these stressful conditions with patience and skill, minimizing the discomfort and disappointment as much as possible.

On Friday night, there was an Autocross Awards Dinner, which was to have been outside, but which was moved inside because of the rain. It was an excellent buffet. It was gratifying to see the Parade Autocross Awards given at a regular dinner, rather than in the parking lot at the end of each day (as it was in the case at Dallas). The Parade awards this year were a heavy metal original sculpture of a Porsche #001.

We had to get up early on Saturday to get to the Tech Quiz by 0900. The quiz was a good one, as usual, although I don’t know how I can really judge that, since I didn’t know many of the answers (one answer was "missing body parts").

The Saturday night banquet was another very enjoyable time. The Colorado people certainly did it up right this Parade. Pirelli, the Tech Quiz Sponsor,
provided bottles of Italian wine for each table, in unlimited quantities!

My impression this year was that a lot of Zone 7 people attended with the expectation that we would simply blow the rest of the country away. This has happened in the recent past, but I do not believe this happened this year. As a matter of fact, many of our best competitors were beaten in good, solid, head-to-head competition in all the events. I think that this year Zone 7 was given a reality check on the amount of expert talent that there is in the rest of PCA. We did well, but we were not awesome. That's good, because the rest of the country finds it easier to accept us if we lose once in a while. Maybe in three of four Parades we'll do it again.

On Sunday morning, we started home by way of Pike's Peak. We were joined on the return trip by Bud and Mary Ann Behrens, Frank and Barbara Bower, and Valerie Blanchard. The top of Pike's Peak was clear, but there was certainly no running round up there (puff, puff). We continued to Moab, Utah, for the first night. On Monday, we drove through some truly beautiful and impressive country. We started out by driving through Arches National Park, just outside of Moab. Then we drove south to Natural Bridges Park, back up across the Colorado River in Canyonlands Park, then West through Capitol Reef National Park, and up to Delta, Utah, where we stayed the night. Valerie went South before Delta to vacation in Las Vegas.

On Tuesday, we drove all the way home via US 50, and 180. That was a mistake, we should have gone over Sonora pass or such. When we got to Donner pass, there was a big sign across the road: "Road Construction, next 65 miles," and there was.

The Colorado Parade reaffirmed for me that the Porsche Parade is the very pinnacle of Porsche Club events. You really owe it to yourself to attend and participate often.

Terry Zaccone

Top three photos GGR cars at Parade, bottom photo the Parade Concours.

Marcel relaxes with a beer after a hot day's drive.
Second Annual AUTO-X/TIME TRIAL Challenge

August 21, 1988

A total of 113 drivers braved cool morning breezes and occasional drizzle at Golden Gate Fields for this year's Autocross/Time Trial Challenge chaired by Gary Walton and yours truly. (Rumor has it that Rich Walton designed the course.) Kirk and Carolyn Doberenz wearily returned from the previous day's Porsche/Corvette Challenge to help us set up the course and register the drivers along with Dwight and Linda Mitchell, John and Janine Peichoto, Wayne Foster, Greg Peart and a few others I'm probably forgetting. Thanks for the help, everybody!

Each driver was treated to four runs of this "40 seconds per lap" course that included a third gear straightaway begun and ended by some important Alan Johnson Type I and Type II turns. All in all there was enough shifting and drifting to keep the time trialers happy and enough lock to lock turns to keep the hands of any autocrosser wrestling with the wheel.

With only 26 drivers admitting to be time trialers, the statistical edge was with the autocrossers, claiming 27 out of a possible 42 class wins. A look at the top 10 shows 8 slots filled by autocrossers. However, sadly, TTOD men's and overall was taken by Gary Walton - a declared time trialer because he ran his awesome time trial car. Ladies' TTOD was saved for the autocrossers by Stacy Lynd.

There were some great battles between the conheads and the closed course clowns as Troy Lothrop (TTer) edged out Andrew Blyholder (AXer) in class N while Dwight Mitchell (AXer) squeezed by Lloyd DeMartini by .23 seconds in Class U. Another duel ended with our chief autocross instructor, Terry Zaccoone getting bumped by TTer Hank Watts by .11 seconds in Class FP. I'd have to say that the Time Trialers really held their own, but a look at the names reveals that most of the "time trialers" started in autocrossing or are still active Autocrossers. Friendly competition aside, the cool morning evolved into a beautiful day beside the Bay with everyone enjoying the panoramic view of San Francisco, the two bridges in the distance, and occasional passing of sailboats under full sail. As usual, the kids had their own autocross with their bicycles and flew kites with Grandma Shirley. Everyone had a great time as this is truly an outstanding autocross site. See you next year!

Gary Dorighi

Porscheaven

VINTAGE, SALVAGED AND NEW PARTS FOR THE PORSCHE AUTOMOBILE.

RUN BY ENTHUSIASTS, FOR ENTHUSIASTS.

10362 SAN PABLO AVENUE
EL CERRITO, CA 94530
415·526·6364

NOT AFFILIATED WITH PORSCHE CARS OF NORTH AMERICA.
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**GOLDEN GATE REGION 22**
The morning started out overcast, but the Porsches were coming out of the woodwork. We had about 80 Porsche drivers show up before the second Corvette driver showed. I don't think those plastic cars like to run early in the morning. We started the day running one practice and one timed lap, but quickly realized we weren't moving through the grid fast enough. Golden gate Fields is a large site, so we decided to switch to one timed lap. It took the timing people a few cars to get used to the fast pace, but things settled down and most of the early arrivals (Porsches) got 5 laps. Dwight Mitchell designed a great course that both the Corvette and Porsche people enjoyed. Everyone had a great time giving the other marque a bad time. We even had some Corvette people announcing for a while, but they had a hard time keeping up with motor mouths like Terry Zaccone and Dave Blanchard. Bob Williamson offered to let me drive his Corvette, but the shifter had come loose and so he had to drive our Porsche. He won't hear the end of that one!

Overall the day was a great success with 123 drivers competing. We had set up 6 men's and 6 women's classes and had cars in all but one class. Awards were given out at the end of the day and then we headed to Granata's for dinner. At Granata's we were greeted by two shiny 356s that belonged to the owner Frank. About 40 people showed up for dinner (half Corvette people and half Porsche people). The Corvette drivers tried to see if they could drain all the kegs in the place. Now I know why they showed up later in the morning. The food was great and everyone had a good time.

We are looking forward to next year. Since the Porsches took the overall title it is our responsibility to design a perpetual trophy, something along the lines of the AX (the Cal-Stanford award). If anyone has any great ideas, please see me or Dwight Mitchell. Thanks to all those that came out early and those who stayed around to clean up. All in all, our first event at Golden Gate Fields was great.

Kirk

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## Results: 1988 PORSCHE-CORVETTE CHALLENGE

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**RESULTS:**

- **Corvettes:** 178 points
- **Porsches:** 442 points

**ANOTHER PORSCHE VICTORY!**

NUGGET 25
COMMENTARY

The latest in computerized auto gadgetry is the announcement of car radar. This is similar in design to control systems that help airliners from bumping into each other in the air. You may now obtain one for your car to help defend yourself and your car from collisions.

Vehicle Radar Safety Systems has announced that government approval has been awarded to the company. The objective is to reduce the highway tolls from rear end collisions. "This should give drivers an extra set of eyes and is essentially useful in fog and rain" said Jack Rashid, a co-owner.

Here is how it works: a small radar transmitter at the front of a car or truck bounces a microwave beam off objects directly in its path. When the beam hits a slower moving or stationary vehicle or object, it bounces back a signal to its antenna. The signal is then sent to a tiny, under the hood computer that calculates the object's speed and distance. If it "senses" that the vehicle will close in on the object unless the driver steers clear of it or applies the brakes, a series of warning signals including lights and buzzers will be activated by a microprocessor mounted conveniently on the dashboard. The device switches on and off with the ignition system but does not operate unless the vehicle is moving at ten miles per hour or more, a restriction that prevents the warnings from being activated during parking, manoeuvring in tight places or while in bumper-to-bumper traffic.

Automobile radar crash detectors have been pushed by auto safety groups for years, but auto companies, fearing litigation should the system fail, have resisted producing them.

Sales and distribution will be achieved via a network of national after-market auto parts supply houses. The cost of the system is about $500 for cars and $1000 for trucks. For an additional $150 you can buy a kit which, after a warning, will activate the braking system. This option is NOT approved by the FCC.

ETAK, Incorporated (408) 747-1903 has introduced the NAVIGATOR. This computerized navigation system for your car promises that you will never get lost again. A small monitor displays your exact position (within 50 feet) on a moving electronic map. It can show you the shortest route to a desired destination. This system utilizes the latest in computer aided design technology which incorporates the use of a compass, motion sensors and digitized map cassettes. The models range in price from $1600, with he map cassettes for a specific area at $35 each.

Some of you may also be aware of the microprocessors that are now inserted into your automobiles. These units monitor and change the engine air and fuel mixture based on information from assorted sensors. The sophistication of these designs can influence torque and horsepower. By merely changing a switch you may now change from a highway freeloader to a highway barnburner. Some of the 959 engineering influence demonstrates the ability to monitor and control ride height, shock stiffness, air pressure and steering control. Couple this with torque curve, horsepower engine response, and we are talking major contributions by the computer/microprocessor to the automating public. Even the domestic automobile companies have resigned themselves to the future of on-board computers in their vehicles. Major investments by automobile companies in software/hardware concerns (especially in Silicon Valley) are now being negotiated for products that will meet the future needs and requirements of the motoring public. Chrysler forecasted that 30% of the vehicle's functions will be monitored and controlled by the use of the computer within the next five years.

I am so glad to see these things finally hitting the road and going public. I foresee the day when I will be placing a disk into the car programmed to take me to work and home. What a great time to catch up on office work, perhaps call some clients, or even phone modem into the computer to exchange
COMMENTARY continued

memos, retrieve information, or initiate action all with voice activation. The amount of hours "wasted" in the commute process adds up to an inconceivable number, in terms of productive man/woman hours. As it was once said ... "life is way too short to be spent in a Honda".

The computer can and will change the way we live. The impact of this discovery is only now being optimized for use in our daily lives. The theory of zero defects in computer technology and design is affecting the way we think and live. The impact of these machines is now realized as one of Mankind's greatest achievements. Imagine being able to stroll (or roll or slide) into your workstation, sit behind the terminal and do everything that is needed of you. There are executives today who refuse to leave their workstations. They feel they are more productive with the use of teleconferencing (voice and video) than the time and expense of plane travel, car rentals, hotel reservations, meals, logistics with others and choosing which tie to wear with which suit, shirt and shoes. You can do everything required without once getting behind the wheel of a rented or otherwise non-descriptive vehicle.

Only at this time will the automobile be considered a recreation, a sport, a hobby, a pleasure, fun, a thing of beauty. There exists a marque today that emulates that position: PORSCHE.

Allen Rosenberg
(PCA Member since 1975)

"I BELIEVE IT'S MY TURN"

It's my turn. How many times have we said that? Waiting at the meat counter at the market, in the bank line or going through the gate at the ball game? We are usually very quick to take our turn at the intersection, but what about when there's a job to be done like picking up pylons or making phone calls, or planning an event? Now we do have some really extraordinary members who are ALWAYS available to pitch in even when they really do have other things to which they must attend. You see these folks at almost everything and THANK YOU AGAIN for the millionth time. As members become more involved in GGR activities, an odd thing happens - they have more and more FUN!! These members are the ones getting to know other members better and greeting new members with enthusiasm. They're the ones who really like to play with their favorite toy so much it borders on addiction. (For help with that please refer to letter from The Turtle.) Porscheheads will do anything, anywhere for anyone to insure that events get planned and run smoothly.

As we take turns doing various jobs within GGR we appreciate even more those who have come before us and some of us enjoy trying to improve the systems and procedures. It's fun to design your own Autocross course or discover a new restaurant for a dinner meeting. Currently we are looking for those individuals who can come to one more Porsche event each month. The Board meetings can be quite entertaining sometimes and if you have some good ideas and think you can be fair in making decisions, this is a pretty nice job. Being a Board member means you are willing to shoulder some of the responsibility for decisions which can effect the whole club - but who do you know who would be better than YOU to help guide your own destiny? If not this year for the Board of Directors, how about committing to chair a series - rallye, concourse, etc., or just one event? There must be something you can do - you're obviously not totally braindead or you wouldn't own and drive a Porsche. Talk your best friend into running for the Board with a promise to help. Let's lend a hand, step up and say "I believe it is my turn."

Letters of Intent to Run for the Board of Directors may be obtained from me and must be completed and returned to me by September 30, 1988. We also need a short article by the candidate describing their qualifications, goals and motivations for running for the Board. This article along with a current photo should be sent to Al Berens, Editor, before Sept. 30th, also, so that it may appear in the Nugget by election time.

Call, write or FAX me your ideas and pledges. And thanks.

Danielle Ringen
Nominating Committee Chairman
1072 Echo Drive
Los Altos, CA 94022
(415) 948-9025

PLEASE REMEMBER TO VOTE!!!
WATER BALLOON WARS:
GGR'S FAMILY PICNIC!

Mix sunny skies, a beautiful park setting, warm weather, beer (lots of beer), a bunch of GGR crazies, more beer, and you've got Water Balloon Wars! The conflagration, otherwise known as the Annual GGR Family Picnic, took place at Vasonna Lake Park in Los Gatos August 7th. A big "danke schon" to Jean Ohl for organizing the picnic and coordinating all the activities that made it such a success. The event was lots of fun for all the kiddies - the big ones too.

PCA had exclusive use of a large grassy picnic area next to the reservoir. Liz Stiffler was our "Fire Chief" leading a massive effort to clean and set up the BBQ pits. Husband, Bob, proved to be a skillful Exterior Decorator helping James Ohl with the colorful balloons that sparkled around the picnic tables. Jack and Cathy Kuhn, with the assistance of Shirley Neidel, kept the little tykes busy by conducting competitive games with prizes for all the young contestants. Best of all, everyone brought a delicious creation to share making for lots of food. Liquid refreshments were supplied by the club.

Several spirited games of volleyball were enjoyed by the revelers. Thanks to Terry and Judy Zaccone for providing the ball and net. Rob Neidel put together a challenging dart throwing toss-off which was eventually won by dead-eye Ed O'Shea. But as the temperature and the beer consumption rose, strange behavior was observed by among the party animals.

Foreshadowing the weirdness that was to come was the infamous GGR beer drinking contest. Dick McClelland, one of our fastest autocrossers, proved to be the champion beer drinker or should that be beer sucker? Unbeknownst to the suds heads, the event was to have a different and novel twist. The question of who would be the zippiest beer drinker was determined by quaffing down a pitcher of beer in the usual manner, but rather by consuming the brew through a baby's milk bottle complete with the customary rubbery nipple! Awesome Dick, simply awesome!

And now to the heart of the matter - the water balloons. Throughout the early afternoon, bushels of brightly colored balloons were being filled for the water balloon toss contest - a seemingly harmless game... The expert water balloon manufacturers included Jean and James Ohl, Liz Stiffler, Dick Petticrew and Shirley Neidel. But before the purported contest was to start, a few stray water bombs were hurled from seemingly nowhere splashing its contents on the unsuspecting. In retaliation, a few mugs of beer ended up on backs, fronts, tops and even bottoms of the accused ballooners. Natural escalation took its course until some folks like Bobby Crookshank and James Ohl ended up totally doused. Dick McClelland and Shirley Neidel were among those trying "beer shampoos."

The water balloon war finally had its Gettysburg. The poor victim was Rich McClelland. He was conned into being an innocent participant in the water balloon toss only to be the sole target of dozens of balloons thrown simultaneously at him. The explosion of all that water nearly drowned him in what became a pre-wedding "shower." Even his fiance, Karen O'Shea, enjoyed that one. In fact, we all enjoyed it and the entire day as well. Hope to see you all at next year's picnic.

Brian Suen
To a loud chorus of "Bye, bye Mikey!!" the good ship, "Royal Star" slipped away from Pier 41 at San Francisco's Fisherman's Wharf, leaving behind an astonished Mike Lommatzscht and Teresa Neidel. The rest of our GGR party, who had managed to board the Red and White Fleet ferry on time, were waving hilariously to our shore bound President and First Lady. We were on our way to a wonderful day (June 12) exploring Angel Island in the middle of S.F. Bay and poor Mikey and "T" had missed the boat! Amidst our laughter and taunts rose shouts of 'Dummkopf! Dummkopf!! Dummkopf!!'

But hold everything! Suddenly the ship's engine stopped, then gurgled into reverse and we began to glide back toward the dock. Could it be that we were actually going to pick up the tardy ones? Had Lommatzscht that much influence as GGR Prez to make the Captain reverse course? Perhaps the old sailor had an eye for beautiful women and couldn't bear to leave without Teresa. In any case, within minutes the ship was once again alongside the pier and the last of our party were wheeling their bicycles up the brow to join the other cyclists and hikers.

The trip over from San Francisco to Angel Island took about 40 sun-drenched minutes. We sailed by such notable landmarks as Alcatraz Island, the Tiburon peninsula and Richardson's Bay. The ferry gently nudged its way among the many small and not-so-small sailboats and cruisers that dotted Ayala Cove to our landing spot. Greeting us on shore were Al Berens and Dick Wallace who had gone ahead on an earlier ferry to secure picnic tables for the group. The site they chose overlooked the entire cove with easy access to the hiking/biking trails.

The leisurely and congenial lunch was highlighted by Al Berens' cherry tart dessert for those of us lucky enough to gobble some up. Afterwards, the bikers mounted their machines and the hikers and strollers marched out to the paved roads that circumscibe the island. The cyclists were lead by Mary and Dick Wallace, and included Judy Zacccone, Yolanda Gale, Rick Bower, Ken Mason, Mike Lommatzscht, and Teresa Neidel, among others. Sharon Neidel and I decided to see the sights by hiking around the entire island by foot. This was a terrific outing for kids, just ask young Danny Croom, who brought his mom, Jane, along to carry the picnic basket. Shirley, George, and Karen Neidel, and Jean and James Ohl completed our list of adventurists.

Angel Island is an intriguing time capsule. It is an open air museum of buildings and fortifications dating back to the Civil War. The island has been a Union Army fort and supply center, a prison camp, WWII artillery bastion to protect the bay from invasion, an immigration station, a helicopter platform, and a Nike Missile base. Today, it is a California State Park and nature preserve with a 360 degree scenic view of the Bay Area. Volunteer historians, many in period costumes, will interpret the story of the island's former inhabitants for visitors. Despite all of the Bay Area's urban landscape, we are truly fortunate in having this island of natural tranquility so nearby. I hope Dick and Mary Wallace will repeat this tour in the future so that other GGR members may enjoy the island as much as we did. Thanks to the Wallaces for a great bike tour and picnic.

Brian Suen
THE MART

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/GGR. Sorry - we do not accept ads from businesses (Businesses may contact the Nugget Ad Manager - back cover - for commercial advertising information and rates). Mail (don't phone) your ad to the Nugget Editor by the first of each month prior to the month of publication. Include phone numbers; addresses may not be printed due to space limitations. If non-PCA member, payment must accompany ad copy. The Nugget reserves the right to reject any ads submitted, or to edit them, and is not responsible for errors and does not guarantee compliance with the Regulations of the Federal Trade Commission. Notice: Porsche, Targa, Carrera, and Porsche-Carrera are registered trademarks of Dr. Ing. h.c.f. Porsche AG.

FOR SALE:


911 Sport Muffler $275. Sway bars - 22mm f/r with hard links $275, torsion bars 22 f/27 r $275, adj. spring plates $195, roll bar with head rest bar and padding $240, H 1 headlights, new in boxes $300, 5 6x15 Fuchs alloys $550, adj. oil returns $30. Bob Neal (415) 949-3271.


1981 911SC sunroof coupe slope nose, DK red, almost complete, 36k miles, $23,000. Larry Chmura, (415) 944-5300.

1971 914. Recent outstanding restoration - a nearly new car! No wrecks or rust ever. Second in class at Carlsten Concours, $6800. Hal Mallet (415) 443-5581.

Limited slip for 901-style transmission, pre-1970. I bought this recently, but needed an early 915-type. H. Watts, (408) 245-4040.

1972 911T 2.4 sunroof coupe, Sepia Brown, new injection pump and distributor, new dash, new front window rubber, original sport seats, stereo cassette, rear speakers, clean and original. A steal at $7995. Ken, (415) 854-1448.

Saratoga Top for 924 or early 944 with slippery $250. Colgan Bra for 911 to '73 $35, 2 215 VR 15 P6s (take-offs from new 911) $175/obo. Al Berens, (415) 367-8339.

'86 944 Turbo, white/beige gray, 16" forged alloys with white centers & brass logo caps, cruise, Ungo, sheepskins, cd/AM/FM, Porsche design wheel, leatherbra, cover, Euro head & fog lights, 5 year warranty. Asking 27,900. Bill Patton, (415) 460-9900 (days), (415) 837-8290 (evenings).

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1976 912E, silver/black, new clutch and tires, all maintenance records, excellent condition. $12,900/obo. Ira Hillyer (800) 652-1740 or (415) 221-4354.

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Porsche Motorsport's Parts Dept. is second to none in offering you the most extensive inventory of factory replacement parts and accessories to be found in the bay area.

Our Porsche service center has just installed a state of the art computerized Hunter alignment equipment designed specifically for aligning vehicles with four wheel independent suspension. It is the only one of its kind in the area which makes it of special interest to all Porsche owners.

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COMING EVENTS

OCTOBER
2 Pan Am Rallye - Seidel/Petticrew p.5
7 Santa Cruz Bumper Cars - Pre-registered
8 OKTOBERFEST - Schuette p.9
13 Time Trial Tech
15 GGR Auto-X #8/GGR Zone 7 Event - Pleasanton p.10
16 Zone 7 Autocross - LPR - Pleasanton p.10
18 Time Trial Tech
19 Board Meeting - Neidel 7:30 PM
22-23 Time Trial - Laguna Seca p.8
29 Mystery Tech - Carlsen p.5

NOVEMBER
4-6 Disneyland Tour - CANCELLED
12 Time Trial Awards Banquet - Blanchard p.7
19 Zone 7 Awards Banquet - Stockton p.11

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