PORSCHE BATTLES JAGUAR AT LEMANS 1987
Bay Area’s No. 2 Volume Porsche Dealer.
But Trying Harder.

The East Bay’s Largest European Import Auto Dealer.

10% DISCOUNT TO PCA MEMBERS ON ALL SERVICE AND PARTS PURCHASES.
SPECIAL CONSIDERATION ON PURCHASE OF ANY PORSCHE,
AUDI, VW, SAAB OR VOLVO.

BERKEY
IMPORTED CARS INC.

4350 Rosewood Drive Pleasanton, CA 94566 (415) 463-9510
It's not a typical November. Usually we are winding down the year and activities are at a minimum, but not this year. A quick look at the Calendar shows us we have several events. First there is the last autocross of the year at Pleasanton especially for those of you that need that "one more" event to cinch a trophy. Mark your calendar for November 5th for this event. The next weekend is a potluck and wine tasting at the Wallaces' and the weekend after that for you wine aficionados will be a one day wine tour to the East Bay hosted by our editor in chief, Al Berens. Also for those of you who participated in the Zone 7 Autocross series, the awards banquet is November 18th in Stockton. Check with Bud Behrens for details.

This is election time and we would appreciate it if you all would take the time to check the ballots and send them in. Remember these new officers are going to be calling you and asking for help. Please volunteer - this is your club, so participate.

Eleven down and one to go. It doesn't seem possible. Look for my wrap-up article in December.

Thanks,
Valerie

Friday Night Social

There are some changes to the Friday Night Social line-up for November and December. Working backwards, we will have NO Social in December. November is undecided at the moment, but if you call the GGR Activities Hotline at (408) 227-7208, or attend some of our upcoming events you will get the word on where it will be. Date and Time remain the same, after work (say 6-6:30 PM) on November 3rd.

Christmas Party

Look for your insert in this month's Nugget for the information on our Holiday Gala Bash where we honor our most deserving members, pay respects to the outgoing Board and welcome the incoming Board. You won't want to miss this party!

CREDITS: Many, many thanks to my wife Barbara who came back from vacation and worked out half of this month’s issue. We would never have gone to press without her. My thanks also to Larry at Accent on Offset who has worked the Nugget out on time over the last few month’s of being late. Thanks also to Paul Seidel for sharing his photos and story of an interesting event.
2.2T  
C. All drivers in Time Trials, other than students and/or Provisional Drivers, must hold a valid Golden Gate Region Time Trial Certificate, POC Competition License, IMSA Competition License (not Provisional) or S.C.C.A. Racing License. This certificate must be displayed when registering at a Time Trial.

2.2T  
8 A Provisional Driver is one who has not yet received certification.

3.3  
D. Driver and Passengers must wear approved helmets (1975 or later Snell). When purchasing a helmet, a 1985 or later approval is strongly recommended. Prospective Time Trialers should be aware that Time Trial Rules (next paragraph) require 1980 Snell helmets.

3.3T  
K) Drivers and Passengers must wear approved helmets (1980 or later Snell). When purchasing a helmet, a 1985 or later approval is strongly recommended.

4.2  
C Air cleaners may be removed or modified. Velocity stacks are permitted. Jet sizes may be changed and fuel injection may be recalibrated. Early model CIS components may be replaced with corresponding later model components except that the throttle base diameter may not be changed. Any DME chip may be used.

4.2T  
a. Classification. Carrera to class IP

4.7  
a) Exhibition Category is for cars that do not conform to any of the other categories or for drivers who want to have the fun of running their cars but do not want to interfere with other drivers efforts to earn points and awards. (Drivers of Historic Porsches and of factory race carts are encouraged to participate in Exhibition category) There is a class EX in which cars that participate are eligible for times and event trophies but not for year end awards.

Appendix A

<table>
<thead>
<tr>
<th>Make</th>
<th>Front 7x16</th>
<th>Rear 8x16</th>
<th>2 point penalty</th>
<th>8x15</th>
</tr>
</thead>
<tbody>
<tr>
<td>930, 913</td>
<td>225</td>
<td>245</td>
<td>50</td>
<td>N/C</td>
</tr>
<tr>
<td>914 Turbo, 944</td>
<td>225</td>
<td>245</td>
<td>45</td>
<td>N/C</td>
</tr>
</tbody>
</table>

... There are many ways to see things...

... look at all your options before you decide...

JOHN PEICHOTO
WITH OVER 3000 LOAN PROGRAMS
AVAILABLE (408) 269-4255
(408) 272-7170

GOLDEN GATE REGION 4
GOLDEN GATE REGION
AUTOCROSS SERIES
FINAL POINTS EVENT!

Sunday, November 9th
Alameda County Fairgrounds, Pleasanton
Chairman: Steve Conston

REGISTRATION:
7 AM to 8:30 AM To get course walk
9:30 AM to 10 AM Miss the first run
Noon to 12:30 PM For sleepyheads

Every Autocross is also a driver's school. If you want to learn to autocross or just improve your skills, call Stacy Lynd at (415) 941-1563 or David Kimes, Autocross Chairman, at (408) 779-1570 to get an instructor for your type of car.

DIRECTIONS:
From highway 680 take the Bernal Exit and slowly head east into the fairgrounds entrance
24th Annual GGR Yosemite Tour

March 31 and April 1, 1990

In 1990 Yosemite National Park celebrates its Centennial and GGR will be there. For our 24th Annual Tour we will have a more rustic and historical theme. We have reserved a group of cabins at Curry Village and our dinner will be in Curry Pavilion. These cabins have private bath, and all have two beds - most have doubles. Our dinner choices will be Honey Lemon Chicken or London Broil Bordelaise. (No buffet!) After dinner we will have a guest speaker and slide show on the history of Yosemite.

On Saturday we will leave from San Jose and enter the park via Highway 41 and Wawona. Instead of a lunch at Yosemite Lodge we will have a picnic on the way into the valley.

The price per couple is only $100. Mark March 31 and April 1 on your 1990 calendar and watch your December Nugget for details and an entry form. If you have questions, call Jack or Cathy Kuhn at (415) 796-8041 between 6 & 9 PM.

For those who like to think ahead!

The GGR Silver Anniversary Yosemite Tour

March 23-24, 1991

Twenty-five years of fun, friends, and PORSCHEs in Yosemite!

We have reserved a block of rooms at the Ahwahnee Hotel, as well as a limited number of rooms at Yosemite Lodge. Tour headquarters will be at the Ahwanee. The Silver Anniversary celebration will be held in the banquet rooms at the Ahwanee Hotel as well. This will be a special event, and while we want to allow as many as possible to participate, the Ahwanee is limited to the number it can accommodate, so early reservations are encouraged. We hope to be able to take the first reservations for the 1991 tour in Yosemite next year.

If you have questions about either tour, call us as above, or write:
Jack Kuhn
33789 Cassio Circle
Fremont, CA 94555

New Model

Past President Sandi Candlin-Johnson a Grandmother Again?!

Yes, it's true, Heather had an 8 pound, 7.5 ounce baby girl, Melissa Danielle on August 16th. Gads, this kind of stuff makes me feel old! -Editor
TIME TRIAL SERIES & DRIVER EDUCATION

DRESS REHEARSAL

December 2nd and 3rd, 1989

Sears Point International Raceway

Sponsored By

GARRETSON'S

Parts and Service for the Porsche® Automobile
1932 Old Middlefield Way
Mountain View, CA 94043
Parts and Service (415) 967-2858
FAX (415) 967-3727

KEN'S SPORTECH INC.

SERVICE • REPAIRS • PARTS

PORSCHE

408/377-8055
1436 WHITE OAKS RD. CAMPBELL

GOLDEN GATE REGION • PORSCHE CLUB OF AMERICA

Registrar: Snookie Arola (408) 243-2999
November

3-4 Ridge Runner: an English navigational rallye, hosted by Diablo and Loma Prieta Regions, from Pleasanton to Lake Tahoe; fee $160 per car (including 2 nights lodging & champagne brunch); info call Horace Searcie at (415) 455-9982.

18 Zone 7 Meetings at Plum Tree Plaza Hotel (formerly Ramada Inn), Stockton. 1990 Parade Chairpersons at 10 a.m.; outgoing and in-coming region presidents at 1 p.m. For info call Bud Behrens (209) 477-6496.

18 Zone 7 Annual Awards Banquet and Dance at the Stockton Golf and Country Club. Dinner fee: $29 per person (incl. wine); for banquet and lodging info call Bud Behrens at (209) 477-6496.

December

2-3 Time Trial #1 (1990 Season) hosted by Golden Gate Region at Sears Point Raceway; for information and fee call Snookie Arolla at (408) 243-2999.

Notices of events of zone-wide interest to be included in this calendar must be received by the zone rep no less than 45 days prior to the date of publication.
POTLUCK DINNER MEETING & WINE TASTING

Where can you enjoy great food and fine wines for only $5.00 per couple? - At the November potluck dinner meeting and wine tasting.

The party is BYOB and casual. For wine tasting bring a bottle of Cabernet Sauvignon, Zinfandel, Chardonnay, Sauvignon Blanc, or White Zinfandel. Call now to reserve a space and find out what kind of dish to bring.

Time: 6:30
Date: Saturday November 11
Place: Dick and Mary Wallace’s
778 Loyola Dr.
Los Altos 94024
Cost: $5.00 per couple
Sign up: Dick or Mary Wallace
(415) 948-9203

Route instructions:
From 280 take Magdalena Exit in Los Altos
Go East on Magdalena toward Foothill Expressway
Right first opportunity onto Hillview
Right at T onto Fairway
Continue on Fairway - it becomes Loyola (keeping golf course on left)
Stop at 778 Loyola

PAUL SCOTT MEMORIAL WINE TOUR

For those who have been in the club for a while, I’m sure you remember the wine tour before Thanksgiving which was a tradition in the Club. This event, hosted by Paul and Carol Scott, would tour three wineries just before the holidays so members could pick up their supply of wine for the festive dinners of the season.

In honor of Paul Scott we’re going to do the same thing this year. On Sunday, November 19th (that’s the Sunday before Thanksgiving) we will meet at the Livermore Airport around 10 AM (so all you Zone banquet attendees won’t be left out) and take in two wineries and a champagne establishment. Plans include a picnic (weather permitting) or light lunch at some restaurant (details on this should be known for certain when you call to reserve your place). Cost is $10 per car excluding lunch.

This event is limited to 20 cars and we expect it to fill quickly as this is the only wine tour this year. Reservations are required but there may be a few spots left. Call us at (415) 367-8339 to reserve a spot or get on the waiting list.

Al and Barbara Berens
Winemasters

WHEEL POLISHING • PAINTING • REPAIRING
OLD ALUMINUM WHEELS • RALLYE WHEELS

THE WHEELPLACE
(408) 971-8966
BOB AND SAM GOODMAN
MONDAY thru FRIDAY
31A BUSH ST. • SAN JOSE, CA 95126

NUGGET 9
Saturday Night, November 18
All PCAers Welcome
at
Stockton Golf & Country Club

No-Host Cocktails 6:00 p.m.
Dinner 7:00 p.m.
Awards 8:00 p.m.
Dancing 9:00 p.m. - 12:00 p.m.

MENU
Broiled Filet Mignon,
special dinner salad, baked
dao, vegetable blend,
fresh baked cheese biscuit,
chocolate sundae, wine.
Price: $29.95 per person.

HOTEL
Plum Tree Plaza Hotel
(formerly Ramada Inn),
111 E. March Lane, Stockton
CA 95207, (209) 474-3301, or
(800) 228-2828. Special room
rate ($51.00) for PCA mem-
bers.

Dinner reservations required — deadline
is Friday, November 10

Directions to Country Club: From I-5 in Stockton, take
Country Club exit & proceed West on Country Club Blvd.
through entry to parking lot. Secured parking. Appropriate
dress requested: dresses or pants suits for ladies, jacket
and tie for gentlemen.

Zone 7 Awards Banquet

ZONE 7 SERIES '89
- AUTOCROSS
- CONCOURS
- RALLYE
YOU ARE INVITED TO OUR
2ND ANNUAL

SWAP MEET AND OPEN HOUSE
SUNDAY, NOVEMBER 12TH • 8:00 AM UNTIL?
*FREE ADMISSION*
*LIVE MUSIC* COMPLIMENTARY BAR-B-Q*

SPECIAL! 15% OFF ALL PARTS AND LABOR FOR
ALL SERVICE APPOINTMENTS BOOKED THAT DAY
• OPEN FOR VENDORS • $10.00
   AT 7:00 AM PER STALL

GARRETSON'S
1932 Old Middlefield Way
Mountain View, CA 94043

GET PREPARED FOR YOUR WINTER PROJECTS...

FOR MORE INFORMATION CALL MIKE ATLEE OR BILL ZUNKEL AT (415)967-2858

NUGGET 11
Board Business in Brief

October Board Meeting
September 26, 1989

The minutes of last month's meeting were approved. All boards members were present except Stacy Lynd and Kathryn McVean. Guests included: Teresa Lommatschz.

OLD BUSINESS: Budget for next 60 days: East Bay Wine Tour and Joint Board Meeting budgets were approved. Need Christmas Party and 1990 Time Trial Budgets. Event Financial Reports: The 1989 Time trial Series is pending revisions, Candidates Party loss of ($2.73), Monterey Tour was even, Coconut Grove, Time Trial Awards and Carlisle Swap Meet/Concours are in and okay, and Nominating Social $180.20. Post Morteim of Events: September 1 Friday Night Social restaurant has new owners, no liquor is served, so club may be changing locations; September 9-10 Auto-X had poor attendance, but had fun; Candidate Night was okay; and the Cocanuht Grove function had a good attendance and a lot of fun. Delinquent Accounts: None. Changes to the Calendar: May need to move Friday Night Social, may have Harry's Hofbrau for October, find new spot for November and cancel December's. Club Insurance and Inventories: No Time Trial Inventory. Barbara Lateer turned one in for social. Postponed procedures manual until next board meeting. Storage: Curner@Camden@Highway 880 $42/month (upstairs) is approved. Valerie will sign contract, approved money for Mike to build shelves, etc. Procedures Manual: Special meeting at 11/14 board meeting.

NEW BUSINESS: No new business.

DIRECTOR'S REPORTS: President: Report from Parade National Board meeting: Sudenfolk Region (Atlantic City, NJ) new charger request; new supply of 25 year pins are available; Polar Porsche Region will change to Polar Region; and the Boston Parade will have 600 entries. Valerie has a request from National for suggestions for appointed positions. The 1990 Treffen is cancelled. October 28th will be the next GOLDEN GATE REGION 12 National Meeting. Automotion requested to sponsor the Auto-X series again. The board has approved as submitted: Pres: Terry Zacccone; V.P.: James Ohl; Sec: Sharon Neidel; Membership: David Kimes; Competition: Steve Conston; Treas: Brian Suen. Vice President: Waiting for equipment "wish list" from Auto-X. Secretary: Not present. Treasurer: August 23 and September 15 report submitted and approved and renewed 9/8 CD. Membership: 5 new members; 0 new duals; 5 transfer-ins; 0 transfer-outs; 16 non-renewals; 14 late renewals; 6 dropped, total of 783 members and 87 duals. Membership report approved as submitted. Competition Director: Not present. Social Director: No report. Nugget Editor: October issue went to press one day late due to several late articles. Roster needs updates by October 15; free ad to EASY since their address was incorrectly printed for '89. Goodie Bag: $621.70 in sales and $38 in expenditures. Report approved as submitted. The Goodie Bag was approached by '89 Parade to buy left over "tea trays" at $20 each, no interest by board. Meeting adjourned at 8:52 p.m.

Minutes taken by Teresa Lommatschz and Sharon Neidel and submitted by Kathryn McVean, Secretary. (Thank you Teresa and Sharon!)

KEN'S SPORTECH INC.

PORSCHE

SERVICE • REPAIRS • PARTS

CALL FOR APPOINTMENT

408/377-8055

VISA BOSCH ALIGNMENT MON. - FRI. 8 - 5:30

MasterCard

1436 WHITE OAKS RD. CAMPBELL
DON'T VOTE

Well, it's GGR Election time again and after a hotly contested challenge (the challenge being who could avoid running), only these individuals stood up and said they would stand up for the rest of the Club members and run the Club.

No office is contested, every one of these people is assured a seat on the Board. So why vote. As the majority of this Club sits back and does nothing, literally -- you don't even come to one event a year, and the majority of those who participate only participate and take on no responsibilities whatsoever, except when forced to do (so such as being a worker at an autocrosser or no points), why not just disband the region.

For the cost of a stamp, you can tell these individuals that you support the work they do on YOUR behalf. There can be no play (the reason why most active people participate in the Region at all) without somebody doing the work. If you aren't going to do it, you can at least tell those who do that you back them up in their efforts.

As the number of workers continues to decline in this Region of almost 800 members, you are faced with the possibility that at some point you will have no events and no Club. The reason your voice counts, is to encourage those who are willing to serve your interests in a good time. Cast your ballot and don't let ten percent of the Region dictate what the other 90 percent can do.

Al Berens
Editor

President
Terry Zaccone

I thoroughly enjoyed being President of GGR in 1985 and we had a good year. This time, we will have another good year and there are a number of areas that I feel need attention. If elected, I will get us out of Vietnam, reduce taxes, ...wait, wrong speech, Sorry.

We definitely need an aggressive new-member shepherding program. Also I would like to see more of the old-fashioned dinner meetings. You know, the ones where the President tells everyone what is happening in the club, and all the new members and guests are introduced and acknowledged, etc. This will take some doing, but I believe we can figure a way out. Also, I would like to work for a better integration of the different groups within the club. For example, the Time Trialers are the largest and most active group, but we rarely see most of them at other events. I know they can party as well as anybody, so we need to design events so they would like to come. There's more, but we'll talk about it later.

You need to be forewarned that if you elect me as your President, I am going to be asking you to do some things, including getting more fun out of the Porsche Club.

Terry Zaccone
Candidate for President
NUGGET 13
Treasurer
Brian Suen

Some people are just slow learners. Despite the warnings from other Club members about how much work there is being treasurer (which turned out to be oh so true) and the fact that I've spent more time hunched over spreadsheets this year than I have driving autocrosses and tours; despite all that, I am back as a candidate for Treasurer in 1990.

Not very smart you say? Let's face it, why punish another one of our members with this task when we already have one to beat on. Mind you, not that it is hasn't been an eye opener, but handling all that money can be a bit complicated and certainly time consuming. So, you have this job (call me for a list of potential write-in candidates) or continue my education in remedial accounting.

Brian Suen
Candidate for Treasurer

Social Director
Jack Kuhn

1990 will be a busy year for GGR with the Parade in Monterey, an a full schedule of competitive events. I hope that in addition to all these exciting events, we can increase participation in our social events. GGR has some well established social events, and I hope to add new activities as well. I would like to increase participation in social activities by those already active in competitive events. New members are essential to any club, and I hope to encourage their participation as well.

GGR represents a wide diversity of interests and talents in its members. It is my goal to more fully utilize those interests and talents, to keep GGR vital and growing.

I hope to see all of you at Activities Day 1990!

Jack Kuhn
Candidate for Social Director

Vice President
James Ohl

I would like to be your new Vice President. Based upon my past experience on the Board of Directors (Treasurer in 1987 and 1988) and as a socially active autocrosser, I can help the Golden Gate Region better serve its members. We must have activities to attract and please all of our members, activities which are a fair balance between competitive and social events.

James Ohl
Candidate for Vice President
I have participated in races and been a rallyemaster. I plan to continue GGR's fine tradition of superior competitive events.

Steve Conston  
Candidate for Competition Director

David Kimes  
Candidate for Membership Director

NUGGET 15
attract and please all of our members, activities which are a fair balance between competitive and social events.

James Ohl
Candidate for Vice President

instructor, have participated in rallies and been a rallymaster. I plan to continue GGR's fine tradition of superior competitive events.

Steve Conston
Candidate for Competition Director

eclude them in our activities. We have an excellent base of members and we need to utilize that base to include others.

David Kimes
Candidate for Membership Director

GOLDEN GATE REGION 14
Secretary
Sharon Neidel

I have been an active and enthusiastic member of Golden Gate Region for 16 years. I am active in both social and competition events. I have plenty of experience as event chairman, appointed positions and six prior terms on the Board, including two terms as President. I would like to serve on the 1990 Board in the office of Secretary and would appreciate your vote of support.

Sharon Neidel
Candidate for Secretary

Membership
David Kimes

It is my opinion that the position of Membership chairman is one of the most important in the Club. The person who fills this post is often the first person a new member comes in contact with. I feel this first encounter can do a great deal towards determining the new members interest and activity in Club functions.

I have been fortunate enough to have served the Club as Autocross chairman during the past year. During that time I have attempted to further interest in the Club among the people I came in contact with. I would like the opportunity to expand that role by serving as the Membership chairman during the coming year.

Both Diane and I are outgoing people and active in both social and competitive events. I would like the opportunity to share the enjoyment Golden Gate region gives to us with others.

I am not naive enough to believe one or two people can generate the interest in new members I would like. As your Membership chairman I will be asking other members to "adopt" new members and include them in our activities. We have a excellent base of members and we need to utilize that base to include others.

David Kimes
Candidate for Membership Director

NUGGET 15
Hey, GGR, for those of you who missed the Berens September 30th Crossword Puzzle Rally, you missed one dad-gummed heck of a good time. I mean a whole six cars showed up for a low key rally through the peninsula’s more prestigious neighborhoods. Al and Barbara set up a route where the main object was to stay on the rally route and match the Rallymaster’s milage while filling in a rather wicked crossword puzzle. For example:

L (left) at T - OK, I can handle that - then L at #34 down "a moorish castle" ... OH NO!

I look at Paul, he looks at me, and we both realize we’re in deep do-do. OK - seven letters - that’s gotta help - pass a street named Alcazar - is that it? Don’t know - mark the mileage - continue - nothing fits - must have been it - go back - subtract the milage - now it fits - must have been it - oh my, that was route instruction #5 - gonna be a long day. Now since time was not a factor, searching for some of these answers lead to severe emotional trauma. Imagine yourself driving down a flat out Porsche road out of Hillsborough with a 500 SEC on your backside and you’re sure you can blow him off but at any second you may have to turn right at “the author of Sleepy Hollow.” No. 1 - the whole thing won’t fit on a sign and No. 2, you’re gonna turn right at the first sign with six letters that even resembles a proper name. Well, sure enough - here comes a sign “Irving” - close enough - brake and turn right - 500 SEC on full ABS - he even smiled and waved - guess he thought we were in Real Estate.

Anyway - we blundered on, realizing a few more mistakes while trying to stay dead on the mileage and finally made it to the half way point. there on Canada Road next to 280 were Rally Checkpoint People George and Shirley Neidel, and Assistant Rallymaster Barbara Berens. At this point it’s a little after 3:00 p.m. and we’re supposed to break open the panic envelopes at 4:30. George and Shirley had pre-run this whole thing in just under four hours and here we are the first car to the half way point in the same time. At this point in the game, with Rallymaster Al and Karen Neidel out trying to find out where we all were, George, Shirley, and Barbie told us that most likely they’d have to end the rally at the half way point. Well, after a brief wait, Paul and I came to the conclusion that if these people had put in so much effort and time to put on this rally it would be a travesty not to complete it.

OK, it’s 3:20 or so and we’ve got to be at the Round Table Pizza in Woodside Plaza off Woodside Road by 4:30. But looking at the route instructions the second half is right in my back yard of Palo Alto and Menlo Park - OK, let’s go for it! Banzai, reckless abandon - we hit the Round Table just at 4:50. (Once a crossword puzzle is half done, it’s a whole lot easier.) Well, we’re in and find most other participants munching pizza provided by the rally’s sponsor Suredesign, AKA Berens, of Redwood City. After the distribution of the nifty hand made wall trophies we all went our separate ways and I must admit I wish I’d taken more time to meet three couples who participated that I had not met before. In any event, I had a wonderful time enjoying the efforts of Al and Barbie Berens and the ever-present Neidels. Thank you all...

RPB

REPAIR AND RESTORATION OF ALL PORSCHE INSTRUMENTS
SPEEDOMETER CONVERSION TO 150/180 MPH
COLORED FACE CONVERSIONS
PALO ALTO SPEEDOMETER & AIR CONDITION, INC.
718 EMERSON STREET
PALO ALTO, CA 94301
TELEPHONE: (415) 323-0234
FAX: (415) 323-4632

GOLDEN GATE REGION 16
Crossword Rally continued

As an editorial comment to the previous article I must admit that I was shocked at the poor turnout for the Berens’ Crossword Rally. Hey guys, this stuff is fun. It’s not the kind of rallye where time and precision cause divorce discussions. This is the fun stuff. You know - there was a time when rallying was the backbone activity of all sports car clubs. It’s fun, marginally competitive, and a chance to enjoy our cars in a spirit of marque camaraderie. I am not an avid rallyist, far from it, but when several of our membership spend numerous weekends and evenings putting together an event such as this last one, we, the membership, owe them the courtesy of at least reasonable participation. Next time, don’t mow the lawn or tape the Niner game. Come on out - it's fun.

RPB

RESULTS Zone Concours #6
SAN JOAQUIN REGION
PORSCHE FANTASY
September 30, 1989

914 Street Class
Bud Hopkins RR 248.00
Wanda Case DR 247.50

900 Street Class
Paul Bigelow RR 247.25
George Scheidt SJR 239.00

356 Full Concours
Ted Blake/
Brian Perry YR 247.25
Glen Pierce SJR 242.50

Competition/Special Interest
Dick Cottrell 244.75

900 Full Concours
Stan Fiorentino SJR 244.75

356 Street Class
Hector Davalos RR 243.00
Bruce Douglas GGR 240.25

Wash and Shine
Riley Hayashi SJR 197.50
Ron Walker SJR 193.50
Robert Deklotz SJR 183.25
Robert Deklotz SJR 185.75
Carrick Gilgen SJR 183.00
Ron Chun SJR 181.75
Tony Callahan SJR 166.50


CONCOURS JUDGES

In January on Sunday the 21st there will be a CONCOURS JUDGES SCHOOL. This is a first, and all persons who have ever judged or would like to know more about judging are invited to attend. This event is open to all members male and female from Zone 8 and Zone 7. Bob Rassa of PCA National and George McClelland will chair the school which is planned to include classroom and hands on instruction. Starting at 9 AM and lasting until ?. It will be held at the Travelers Inn on Beach Boulevard in Buena Park. Special rates for those who wish to come on Saturday and stay overnite.

Cost is $5 per person.

Write: George McClelland
17461 Flower Lane
Huntington Beach, CA 92647

Phone: (714) 847-8361

---

FOR YOUR TRAVEL NEEDS

CALL VALERIE BLANCHARD

DISCOUNTS ON:
AIRLINE TICKETS
CRUISES
TOURS
TRAVEL PACKAGES
AND MUCH, MUCH MORE!

four star travel
PRUNEYARD TOWER ONE
1901 S. BASCOM AVENUE, CAMPBELL
(408)371-4900

NUGGET 17
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

1973 914 2.0, Zambezi Green/Black, stock with 7K on rebuilt engine, strong runner, Yokos, A001Rs on Fuchs alloys, Blaupunkt w/equalizer, good condition with some paint fade and electrical quirks, bra, Euro lenses, black sheepskins. $4000/obo. (415) 367-8339, leave message.


Porsche 911 factory alloys - two 7x15 with 185/70 Pirelli CN36s and two 8x15 with 215/60 Pirelli CN36s all polished with black centers (used on concours ’74 Carrera - only 250 miles on tires) $1500/obo. Lee, (415) 829-4387 eves.


Helmet, Bell Professional, "Magnum" Mat. Silver, like new, still in box, size 7 1/4. $75/OBO. Barbara Cummings, (415) 493-6760.

356C rear disc brakes, compl. $250.; alloys, 3 each 911S deep 6", $100 each; 1 7x15 $125, 1 8x15, $150, four 914 2.0 alloys, $400 a set. (415) 455-4754.


Set of four Goodyear High Performance tires, factory shaved. Any size or compound. $400. (209) 835-3352 (days).

Saratoga Top for 924/early 944 with slipcase $200. Leave message (415) 367-8339.


Wheels, BBS Gold (one piece) 7s and 8s by 15 inch for 944 and 911. $800 for the set of four. Terry Sullivan (408) 358-2858.

1973 914 2.0 L Awesome Auto-X, Time Trial or Street car. This is one quick 914. Trick engine & suspension. Carillo rods, DeLong Cam, dual Webers, flared fenders, coil overs, headers, etc. A must see! Built by Bob Fernandes, $9000/obo with trailer. Will sell separately. Janet (209) 835-3352 (eve) or (415) 423-6419 (days).

4 7x15" American Racing Mags, 911 bolt pattern, good extra set of wheels. $40 for the set of four. Janet (209) 835-3352 (eves).

WANTED

Wanted, your Porsche related business card. Help me get my collection into triple digits, and have your card seen as part of it at the gatherings and in print! A free ad for you and fun for the rest of us. Please send to Fred Otjen, 1472 Kingfisher Way, Sunnyvale, CA 94087 (408) 749-0382.

Looking for a 1985 or 1986 Guards Red Turbo-look coupe. Chuck Schipper, (408) 659-5138 (home) or (408) 424-6455 (work).
New Members

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Phone</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dale B. Adams (Karol)</td>
<td>10784 Deep Cliffe Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cupertino, CA 95014</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(408)255-7431</td>
<td></td>
<td>1974</td>
</tr>
<tr>
<td>James Alig</td>
<td>607 N. Garland Terrace</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sunnyvale, CA 94086</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415) 773-9359</td>
<td></td>
<td>1972</td>
</tr>
<tr>
<td>Leopoldo Azucena</td>
<td>534 Madrid Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>San Francisco, CA 94112</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415)337-0477</td>
<td></td>
<td>1974</td>
</tr>
<tr>
<td>Thomas A. Jasnosz</td>
<td>298 North Creek Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>San Jose, CA 95139</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(408)578-1621</td>
<td></td>
<td>1984</td>
</tr>
<tr>
<td>Walt Koerber (Susan)</td>
<td>286 Romain</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>San Francisco, CA 94131</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415)285-6846</td>
<td></td>
<td>1970</td>
</tr>
<tr>
<td>Henry Nesmith</td>
<td>492 Los Pajaros Court</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Los Altos, CA 94022</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415)941-9397</td>
<td></td>
<td>1989</td>
</tr>
<tr>
<td>Jeffery E. Reps</td>
<td>1791 Lancaster Drive #3</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>San Jose, CA 95124</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(408)448-0335</td>
<td></td>
<td>1974</td>
</tr>
<tr>
<td>Barry Rillet (Diana)</td>
<td>15 Bridle Way</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hillsborough, CA 94010</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415)574-7887</td>
<td></td>
<td>1964</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>356</td>
</tr>
<tr>
<td>Burl A. Skaggs</td>
<td>22031 Wallace Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cupertino, CA 95014</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(408)732-0372</td>
<td></td>
<td>1973</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>911</td>
</tr>
<tr>
<td>Alen Sousa (Janice)</td>
<td>5240 Selma Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fremont, CA 94536</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415)797-6590</td>
<td></td>
<td>1977</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>911S</td>
</tr>
<tr>
<td>Anne West</td>
<td>923 Timothy Lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Menlo Park, CA 94025</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415)326-8555</td>
<td></td>
<td>1987</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>911</td>
</tr>
<tr>
<td>Transfer In</td>
<td>Douglas Dill (Elizabeth)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5824 Comanche Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>San Jose, CA 95123-3229</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1973 911E</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transfer Out</td>
<td>Charlie Leeson (Rene)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>769 Leona Lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mountain View, CA 94040</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1979 911 SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transfer Out</td>
<td>Mel Friedman (Laureen)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>17915 Foster Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Los Gatos, CA 95032</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1984 944</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>David J. Newman (Julie</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tillman</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>154 Laurel Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Menlo Park, CA 94025</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415)574-7887</td>
<td></td>
<td>1984</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>944</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Brian D. Owen (Krystyna)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>190 Erica Way</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Portola Valley, CA 94025</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415)797-6590</td>
<td></td>
<td>1979</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>911S</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>John Reykjalin</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>25 Avenida Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Berkeley, CA 94708</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415)797-6590</td>
<td></td>
<td>1987</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>944</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Perry Solomon (Nancy)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>920 Diablo Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lafayette, CA 94549</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415)797-6590</td>
<td></td>
<td>1978</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>911S</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ben Strafuss (Leisa)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1370 Trinity Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Menlo Park, CA 94025</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415) 797-6590</td>
<td></td>
<td>1974</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>911</td>
</tr>
<tr>
<td></td>
<td>Richard Troy</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1080 Marina Village</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parkway, CA 94501</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415)326-8555</td>
<td></td>
<td>1963</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>356C</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Van Wells</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1501 W. Hillsdale Blvd.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>#110</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>San Mateo, CA 94402</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(415)797-6590</td>
<td></td>
<td>1988</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>911</td>
</tr>
<tr>
<td></td>
<td>Jeffery E. Reps</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1791 Lancaster Drive #3</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>San Jose, CA 95124</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(408)448-0335</td>
<td></td>
<td>1974</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Primary Membership: 783
## Golden Gate Region Autocross Series

### Event #7 and Event #8

**Sponsored by AUTOMOTION**

<table>
<thead>
<tr>
<th>Class</th>
<th>Name</th>
<th>AX #7</th>
<th>AX #8</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>AP</td>
<td>Charles Wilson</td>
<td>47.227</td>
<td>39.308</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>Jesse Rhodes</td>
<td>47.443</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>Steve Conston</td>
<td>48.327</td>
<td></td>
<td>72</td>
</tr>
</tbody>
</table>

### Class N

<table>
<thead>
<tr>
<th>Name</th>
<th>AX #7</th>
<th>AX #8</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ken Myers</td>
<td>48.536</td>
<td></td>
<td>33</td>
</tr>
<tr>
<td>Bill Newton</td>
<td>49.334</td>
<td>42.074</td>
<td>49</td>
</tr>
<tr>
<td>Pat Schmidt</td>
<td>50.524</td>
<td></td>
<td>29</td>
</tr>
<tr>
<td>Bob Hummer</td>
<td>51.084</td>
<td>42.185</td>
<td>43</td>
</tr>
</tbody>
</table>

### Class NL

<table>
<thead>
<tr>
<th>Name</th>
<th>AX #7</th>
<th>AX #8</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Catherine Crisafulli</td>
<td>48.390</td>
<td>40.123</td>
<td>128</td>
</tr>
<tr>
<td>Betty Hummer</td>
<td>53.904</td>
<td>43.462</td>
<td>45</td>
</tr>
</tbody>
</table>

### Class S

<table>
<thead>
<tr>
<th>Name</th>
<th>AX #7</th>
<th>AX #8</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Ohi</td>
<td>48.471</td>
<td>39.515</td>
<td>136</td>
</tr>
<tr>
<td>Rich Pare</td>
<td>49.952</td>
<td>39.845</td>
<td>92</td>
</tr>
<tr>
<td>Stuart Cain</td>
<td>40.591</td>
<td></td>
<td>35</td>
</tr>
</tbody>
</table>

### Class SL

<table>
<thead>
<tr>
<th>Name</th>
<th>AX #7</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yolanda Gale</td>
<td>59.178</td>
<td>20</td>
</tr>
</tbody>
</table>

### Class V

<table>
<thead>
<tr>
<th>Name</th>
<th>AX #7</th>
<th>AX #8</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>David Kimes</td>
<td>46.710</td>
<td>38.453</td>
<td>132</td>
</tr>
<tr>
<td>Larry Sharp</td>
<td>47.732</td>
<td>39.425</td>
<td>108</td>
</tr>
</tbody>
</table>

### Class W

<table>
<thead>
<tr>
<th>Name</th>
<th>AX #7</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brent Harnish</td>
<td>39.525</td>
<td>52</td>
</tr>
</tbody>
</table>

### Class WL

<table>
<thead>
<tr>
<th>Name</th>
<th>AX #7</th>
<th>AX #8</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anne West</td>
<td>50.746</td>
<td>39.943</td>
<td>72</td>
</tr>
<tr>
<td>Nancy Lee</td>
<td>50.746</td>
<td>40.082</td>
<td>96</td>
</tr>
</tbody>
</table>

### Class Y

<table>
<thead>
<tr>
<th>Name</th>
<th>AX #7</th>
<th>AX #8</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ray Mascia</td>
<td>47.126</td>
<td>38.124</td>
<td>156</td>
</tr>
<tr>
<td>Michael Dhuey</td>
<td>47.805</td>
<td>38.995</td>
<td>130</td>
</tr>
<tr>
<td>Dick Petticrew</td>
<td>48.248</td>
<td>38.784</td>
<td>97</td>
</tr>
<tr>
<td>Thomas Jasnosz</td>
<td>53.602</td>
<td></td>
<td>11</td>
</tr>
</tbody>
</table>

### Class YL

<table>
<thead>
<tr>
<th>Name</th>
<th>AX #7</th>
<th>AX #8</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paula Evans</td>
<td>51.104</td>
<td>42.175</td>
<td>156</td>
</tr>
<tr>
<td>Kathy Mascia</td>
<td>52.844</td>
<td></td>
<td>116</td>
</tr>
</tbody>
</table>

**GOLDEN GATE REGION 20**
### GGR Auto-X Results continued

#### PRODIFIED

<table>
<thead>
<tr>
<th>Class</th>
<th>Name</th>
<th>Time 1</th>
<th>Time 2</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>P</td>
<td>Rob Neidel</td>
<td>43.235</td>
<td>35.682</td>
<td>108</td>
</tr>
<tr>
<td></td>
<td>George Neidel</td>
<td>44.606</td>
<td>37.179</td>
<td>132</td>
</tr>
<tr>
<td>PL</td>
<td>Sharon Neidel</td>
<td>45.207</td>
<td>35.976</td>
<td>140</td>
</tr>
<tr>
<td>R</td>
<td>Charlie Arolla</td>
<td>44.165</td>
<td>37.253</td>
<td>120</td>
</tr>
<tr>
<td>RL</td>
<td>Snookie Arolla</td>
<td>48.513</td>
<td>39.066</td>
<td>120</td>
</tr>
</tbody>
</table>

#### STREET MODIFIED

<table>
<thead>
<tr>
<th>Class</th>
<th>Name</th>
<th>Time 1</th>
<th>Time 2</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>G</td>
<td>Rich McClelland</td>
<td>41.029</td>
<td>33.780</td>
<td>140</td>
</tr>
<tr>
<td></td>
<td>Dick McClelland</td>
<td>42.173</td>
<td>34.352</td>
<td>96</td>
</tr>
<tr>
<td>GL</td>
<td>Karen McClelland</td>
<td>44.788</td>
<td>37.860</td>
<td>124</td>
</tr>
<tr>
<td>U</td>
<td>Jim Brooks</td>
<td>41.581</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>Steven Cross</td>
<td>43.170</td>
<td></td>
<td>69</td>
</tr>
<tr>
<td></td>
<td>Lloyd DeMartini</td>
<td>43.299</td>
<td>35.209</td>
<td>102</td>
</tr>
<tr>
<td></td>
<td>Bob Cross</td>
<td>44.005</td>
<td></td>
<td>52</td>
</tr>
<tr>
<td></td>
<td>Martin McGuire</td>
<td>45.347</td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>UL</td>
<td>Pattie DeMartini</td>
<td>43.239</td>
<td>35.406</td>
<td>120</td>
</tr>
</tbody>
</table>

#### SUPER PRODUCTION

<table>
<thead>
<tr>
<th>Class</th>
<th>Name</th>
<th>Time 1</th>
<th>Time 2</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>Kenneth Mitchell</td>
<td>44.419</td>
<td>36.965</td>
<td>134</td>
</tr>
<tr>
<td></td>
<td>Mike Lommatzsch</td>
<td>45.120</td>
<td>36.894</td>
<td>126</td>
</tr>
<tr>
<td></td>
<td>Bob Belz</td>
<td>46.703</td>
<td></td>
<td>75</td>
</tr>
<tr>
<td></td>
<td>Frank Alvarez</td>
<td>47.188</td>
<td>40.133</td>
<td>63</td>
</tr>
<tr>
<td>BL</td>
<td>Teresa Lommatzsch</td>
<td>46.473</td>
<td>37.663</td>
<td>137</td>
</tr>
<tr>
<td></td>
<td>Marcella Mitchell</td>
<td>47.079</td>
<td>37.886</td>
<td>141</td>
</tr>
</tbody>
</table>

#### Class L

<table>
<thead>
<tr>
<th>Name</th>
<th>Time 1</th>
<th>Time 2</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Stuck</td>
<td>43.995</td>
<td>36.447</td>
<td>120</td>
</tr>
<tr>
<td>Sergio Meza</td>
<td>46.336</td>
<td></td>
<td>78</td>
</tr>
</tbody>
</table>
The Silver State Classic Challenge

by Paul Seidel
(with Dick Petticrew)

On September 22, 1989, Dick Petticrew and I left for Ely, Nevada, the registration point for the Silver State Classic Challenge: “the only open road race held in the United States.” The event was put on by Vintage Racing (VR), a club from Southern California. The Challenge allows drivers and co-drivers the opportunity to drive, flat out, a 92.10 mile section of Highway 318 from Lund to Hiko, Nevada. The route was closed by the Department of Transportation and the Nevada Highway Patrol.

Each car was entered in one of five classes with the winner in each class being the car which runs the course with the fastest average speed. Dick’s 1984 944 Porsche was entered in the Classic Class with all cars manufactured after 1980.

On our trip to Ely, we had the opportunity to view the course for the first time. Up to that point we had only seen a video tape taken on last year’s event. We had also been given course notes describing, in detail, the 30 turns which would be our challenge.

Our interpretation of the course after running the check was that up to the “Canyon” things were pretty much as we had expected — lots of high speed straights and long open radius turns, but the “Canyon” would be a whole different ball game. The sign at the start of the “Canyon” said 45 M.P.H. and we had been told that some cars last year had taken the series of switchbacks at 120 M.P.H.. The several quick turns through the “Canyon” would leave no room for error as there are granite walls on both sides. We wondered just how fast the 944 would go through that section. Fortunately for both of us, the car had been well-prepared by Ken Mack, owner of Ken’s Sportech, Inc. in Campbell.

On Saturday, Dick and I spent the early morning cleaning the beautiful gold car and putting on the decals which had been designed and made by Teresa Lommatzsch. We then drove to the park where all the cars were being displayed for the day.

Along with a large contingency of Porsches (including members from Monterey Bay, Salt Lake City, and Los Angeles Regions), there were also other notable cars — two Bentley Muslanne Turbos, two Aston Martins, a Maserati Bora, several Ferrari Testarossas, and a 1928 Buick speedster which had taken ten years to complete. The most interesting Porsche was a 935 complete with parachute attached to the rear body.

Sunday morning we were greeted by a cool morning and a beautiful blue sky. On the way to the start we again tested the car which performed flawlessly as it had all trip long. This was a real comfort to us knowing what was ahead for the day.

The start of the course was just outside the little town of Lund which is comprised of one motel, one coffee shop, and one very busy sheriff with a radar gun. We did not get a ticket, but there were lots of people who did.

The first car left the start location at 8:55 AM. Unfortunately, approximately 15 minutes later we received word that a Ferrari Testarossa had gone off the course and that the co-driver had been killed. It is very hard to accept that one of our fellow racing members is no longer with us, but it is hoped that the her family realizes that our thoughts are with all of them.

Due to the accident, the course was closed and we were told it would be some time before a decision would be reached as to whether the 1:00 PM finish deadline would be extended. At 12:35 PM we received notice that the time limit on the course had been extended and that we would be...
allowed to run. So what started out to be an approximate start time of 10:30 AM turned out to be 1:40 PM in the heat of the day.

As we attacked the course with the help of the course notes, we were able to reach an indicated top speed of 140 M.P.H. Most of the corners were taken at more than 130 M.P.H. The car found it difficult on the uphill climbs and our speed dropped. Fifth gear had little pulling power at the 5000 foot elevations encountered on the route.

The first thing that happened was a bird that barely missed us as he flew in front of the car. I wonder what happens to a windshield when something hits at 130 M.P.H. It breaks?!?

Next we were approaching a very fast right-hand turn with an incredibly fast Mustang GT closing in on us. Dick said he had the inside line and that he was not giving it up. It was now that the Mustang chose to pass us on the outside of the turn. As we found out later from the Mustang driver, he was worried we had not seen him coming and was pleased that Dick had not given up his line.

The most exciting part of the course was the run through the “Canyon.” Realize that being the co-driver, I had my head down reading the course notes. I know the “Canyon” is coming and the next thing I feel is our turning into the first right-hand apex. Even with a five-point harness, I came off the seat. I sure hope the cleaners can get my driving suit clean.

The “Canyon” had been approached at 125 M.P.H. and Dick did a spectacular job taking us through its sheer walls at a speed of 110 M.P.H.. When we exited the “Canyon” a helicopter was filming the event. It was sure one heck of a scare to see him hovering near the ground on the passenger’s side of the car.

From the exit of the “Canyon” it was a fairly straight shot to the finish. When I stopped the watch at the finish, it read an average speed of 124.42 M.P.H. from a standing start. Dick was extremely pleased as his prediction was 125 M.P.H.. We did not win our class as we were running against Ferraris and 930 Porsche Turbos, but we were the fastest normally aspirated 944. (Yes, that is because we were the only 944.)

The fastest car was a 1969 Chevy Camero with a time of 27.91 minutes and an average speed of 197.99 M.P.H.. No, that is not a misprint. It was reported that on the straights he was doing between 220 and 240 M.P.H..

The Awards banquet, complete with several cars from the event on display, was held at the Showboat Hotel in Las Vegas. It was attended by 300 people.

You are probably wondering by now if I would ever enter an event such as this again. My answer is a resounding “yes!” as long as the driver is Dick Petticrew and the car was set up by Ken Mack.

**PORSCHE SCORES FIRST INDY CAR VICTORY**

Teo Fabi and the Quaker state Porsche made motor racing history in the September 3 CART/PPG Indy Car World Series race at Mid Ohio Sports Car Course by capturing Porsche’s first Indy Car victory.

From his pole qualifying position, the Quaker State Porsche’s second of the year to date, Fabi lead all but 13 laps of the 84 lap 200-mile contest to record Porsche’s initial win in its nearly two-year and 28 race Indy Car history. Enroute to his fifth Indy Car victory, Fabi averaged a near track record 104.820 mph for the race distance and finished 6.980 seconds ahead of runner-up Al Unser Jr.

Since the 1989 Indianapolis 500, Fabi and the Quaker State Porsche have been nothing short of sensational, recording nine top-ten finishes in nine races over this period, including eight top-four results, and qualifying for the $820,000 Marlboro Challenge invitational race at Laguna Seca in October. During this stretch, Fabi has scored more points than any other driver on the Indy Car circuit in moving from eleventh to a tie for third in the CART/PPG Indy Car World Series Drivers Championship standings.

**Courtesy of PCNA**
AN AUTOCROSSER'S GLOSSARY

Part 2

This set of terms is courtesy of the *Autocross Student's Handbook* by Henry Watts and is used by permission of the publisher, Loki Publishing, 849 Gary Avenue, Sunnyvale, CA 94086. Mail order price is $10.00, $1.75 postage and handling, and $.70 sales tax, total of $12.45 or can be obtained from the GGR Goodie Bag. *Sales benefit Loma Prieta Region.*

**Gate:** (also called starting gate). The beginning portion of the course where one or two cars wait to be flagged onto the course.

**Green Flag:** Go. Used to signal the driver onto the course and to show, when the driver comes by start/finish, that the driver should proceed around the course for another lap.

**Grid:** (also called pregrid). The area where cars wait for their first or next run. Not to be confused with gate or starting gate, where cars wait right before entering the course.

**Heel and Toe:** A method used for downshifting in which the left foot depresses the clutch and the right foot operates both the brake and the throttle.

**Hot Lap(s):** Timed laps not preceded by a practice lap.

**Increasing-radius Turn:** A turn that begins tight and becomes more gentle (less severe).

**Late Apex:** Any apex that occurs (or should occur) after the geometric apex. Also used as a verb ("She late-apexed that turn.").

**Line:** The path taken through a turn (or, sometimes, several turns).

**Official Re-run:** An additional run given to a competitor when the first run did not work out due to conditions not under the control of the driver. Such conditions include the failure of timing equipment (mechanical, electronic or human) during a run, or having been red-flagged because the car completing its run was not able to exit the course in an orderly and prompt manner. Sometimes also simply called a re-run.

**Overlap:** The extent to which two cars are on course at the same time. This normally occurs as a car is about halfway through its last timed lap and the next car is flagged onto the course to begin its practice lap. However, with sufficient timing equipment and good timers it is possible to run overlap when cars are being allowed only one hot lap.

**Oversteer:** The condition under which a car is turning more rapidly than would be caused by the extent to which the steering wheel has been turned. It is due to the rear wheels losing traction and sliding toward the outside of the turn which tends to point the nose of the car increasingly toward the center of the turn more than the driver is turning the steering wheel.

**Plow:** See "understeer".

continued next page
Points Autocross: An autocross, the results of which count toward series points. This is to distin-
guish such autocrosses from fun autocrosses. By way of example, a club may start the year with one
or two fun autocrosses, then stage a series of seven or so point autocrosses. Only the results of the
points autocrosses will count toward the year-
end trophies.

Posting: The activity of writing official times on
sheets posted for all to read.

Power Point: The point at which you begin
depressing the throttle in order to accelerate
out of the term.

Practice Lap: Your first lap on the course each
time you run the
course. The clock is not
running and pylons you
hit do not count. If the event is being run without a
practice lap, then the timed laps are referred to
as hot laps.

Pre-grid: (also called grid). The area where cars
wait for their first or next run. Not to be confused
with gate or starting gate where cars wait right
before entering the course.

Push: Understeer. The tendency of the nose of
the car to continue traveling in a straight line
despite the steering wheel being turned. Pylon
Count: The number of pylons knocked over or
knocked completely out of the box drawn on the
road surface to mark their proper location.

Pylon Penalty: The total amount of time added to
a score. This is usually one second for each pylon
knocked over or out of its box.

Red Flag: STOP NOW!!!. Used to tell a driver to
stop the car IMMEDIATELY and await further in-
structions from course workers or flagperson. The
reason may relate to a problem with the car being
redflagged (leaking oil, door or trunk open), with
the driver of the car being flagged (not wearing a
helmet, driving recklessly), technical problems
(timer not working properly) or a problem on the
course (the other car, just completing its run,
didn't exit the course). After stopping, the driver
should slowly return to the grid or starting gate.

Red-line: The engine speed (in revolutions per
minute, RPM) which should not be exceeded lest
serious engine damage result. Usually marked on
the tachometer. Many Porsches have a rev-limiter
to prevent exceeding red-line.

Registration: The place where entrants register
for the event. Involves filling out forms and paying
money. Also the process of registering.

Re-run: An addition run given to a competitor
when the first run did not work out due to condi-
tions not under the control of the driver. Such
conditions include the failure of timing equipment
(mechanical, electronic or human) during a run,
or having been red-flagged because the car com-
pleting its run was not able to exit the course in an
orderly and prompt manner. Sometimes called an
official re-run.

Rev-limiter: A device that mechanically or electrically
limits engine speed to cer-
tain RPM.

Run Group: The grouping
of cars that will be making
their runs during the same
block of time.

Scratch Time: The time
spent on timed laps
(without any pylon penal-
ties being added).

Second Driver: A second
(or third or fourth) person
driving the same car.

Second Driver Car: Any car
that is being used by more
than one driver for the autocross.

Slalom: A portion of the course where the car
must weave back and forth between pylons that
have been set up in the middle of the course.

Spin: The process of the car spinning around 180°
or more.

Split-time: Also called "split". The elapsed time of
the first lap, when two timed laps are being run.

continued next page
Autocross Student’s Glossary continued

Start/finish: The point on the course where the car will start the clocks when beginning the run and stop the clock at the end of the run.

Starting Gate: (also called gate). The beginning portion of the course where one or two courses wait to be flagged onto the course.

Sweeper: A relatively gentle, higher-speed turn. Usually refers to turns of more than 90°. Seems to come from the feeling on such turns, once the car is settled down into a path, of smoothly sweeping through the turn.

Tech: (See technical inspection {just below}.)

Technical Inspection: Also called tech. The process of inspecting an entrant’s car to assure that it has required safety equipment and conforms to safety rules. Normally does NOT verify whether or not a car is legal for any given class. Also refers to the place where technical inspection is done.

Timed Lap(s): Laps around the course when you are being timed. There are normally one or two timed laps. When two or more laps are run it is most common to have the score calculated as the sum of the two laps, but occasionally there are events in which each lap counts individually.

Timing: The process of measuring the time each car takes for its timed laps.

Timing Slip: A small piece of paper usually given to each driver after a run showing the split-time, scratch time, pylon penalty and total time.

Total Time: (same as corrected time). The total of time spent on timed laps plus the penalties for any pylons knocked over or moved out of their box.

Turn: A bend in the course. See illustration.

Turn-in Point: Point at which the car begins a turn. Same as entrance (to a turn).

Understeer: Also called "plowing" or "pushing". The condition under which the car is continuing to travel relatively straight ahead despite the front wheels being turned. Also referred to as plow. Due to the front tires sliding toward the outside of the turn because they are not gripping well enough to roll in the direction in which they are being pointed.

Wheel-to-wheel: Any form of racing where the entrants are on the track at the same time and are trying to pass each other during the contest. Autocross is not wheel-to-wheel racing, nor is time trials, where practicing is done with multiple cars on the track but the actual competition involves each car having a clear track for a timed run.
EXPERIENCE DIFFERENCE!
When it Comes To Longevity...We Wrote The Book!

With sales consultants on board for as long as 14 years, and over 200 years of combined Porsche experience in our service department, Anderson Behel has been a South Bay tradition of excellence for nearly 30 years. Visit the Bay Area's only Porsche Product Quality Monitoring Dealer today...and get the whole story.

10% SVL & Parts discount to all current PCA members.
Experience...The Difference.

Anderson/Behel
Member of the Magna Society in recognition of automotive excellence.

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

ESSENTIALS

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.

AUTOMOTION

3535L Kifer Road • Santa Clara, CA 95051 • (408) 736-9020
Send Address and Phone changes to:
GOLDEN GATE REGION, PORSCHE CLUB OF AMERICA, INC.
861 CARINA LANE
FOSTER CITY, CA 94404
ADDRESS CORRECTION REQUESTED

WALT KOERBER
286 ROMAINE
SAN FRANCISCO, CA 94131
USA

11/89

PRESIDENT
Valerie Blanchard
10390 Stokes Avenue
Cupertino, CA 95014
(408) 257-8647

VICE PRESIDENT
Mike Lommatzsch
726 Creekfield Drive
San Jose, CA 95136
(408) 978-2108

SECRETARY
Kathryn McVean
2440 B Quantico Court
San Jose, CA 95128
(408) 279-4618

TREASURER
Brian Suen
2440 A Quantico Court
San Jose, CA 95128
(408) 279-4618

MEMBERSHIP
Chet Martin
861 Carina Lane
Foster City, CA 94404
(415) 574-3469

COMPETITION
Stacy Lynd
1983 San Luis #27
Mountain View, CA 94043
(415) 941-1563

SOCIAL
Barbara Lateer
3297 Flintmont Drive
San Jose, CA 95148
(408) 270-7462

GGR EVENTS HOTLINE
408-227-7208

NUGGET EDITOR
Al Berens
439 Buena Vista Avenue
Redwood City, CA 94061
(415) 367-8339 (machine)

NUGGET MAILING
Bob Crookshank

NUGGET AD MANAGER
Rod McBroome
6043 Corte Montanas
Pleasanton, CA 94566
(415) 484-1301

COMING EVENTS

NOVEMBER
3 Friday Night Social - call Events Hotline
5 GGR Auto-X #9 - Pleasanton - Conston p.5
11 Potluck & Wine Tasting - Wallaces p.9
18 Zone 7 Banquet - Behrens p.10
19 East Bay Wine Tour - Berens p.9
22 Time Trial Tech
28 Time Trial Tech

DECEMBER
1 Friday Night Social - Cancelled
2-3 Time Trial #1 - Sears Point - Arolla p.7
5 Joint Board Meeting - Lateer
16 Christmas Party - McVean (see Flyer)

nugget deadline: THE 1ST