GEAR UP FOR THE BAY AREA'S ONLY PREMIER PORSCHE DEALER.

Only 28 dealers nationwide, who have demonstrated excellence in all facets, receive this award, and you've got one in your own backyard. Come visit the dealer who has won it two years in a row.

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
We continue to struggle with the problem of providing the right mix of events for the club. It seems there are two ways to proceed. One is to find out what people want to do, then provide those events. The other is to think up what we consider interesting things to do and then sell them to the members. I’m beginning to think the latter method is the most effective. The only drawback is that I or some other active member (the Board) ends up putting on all the events because nobody will volunteer. Ah well, we’ll keep trying. Read Jack Kuhn’s article in this issue. He presents a well-reasoned argument in favor of the first method. I’m not ready to endorse that method completely yet, but when I and the other participating members get tired of doing everything ourselves, that is, in fact, the logical default position.

When we survey the GGR activities, we find that there is apparently no interest in Rally or Contours, medium interest in Dinner Meetings, and high interest in Tours, Autocrossing, and Time Trials. There are a couple of points here. One is that some of the most vocal (not written) objections I get is that there are not enough social events and the “racers” are taking over the club. Yet at the last Dinner Meeting at Mac’s in Los Altos, only 33 attended. That is a very nice restaurant, Danielle arranged a good price, and still attendance was low.

The other point is the same one I keep harping on; this is a driver’s club. The Porsche is a driver’s car, more than any other. Perhaps this is the reason that, in these difficult and expensive times, the events that are surviving are those that involve using our Porsches, like Touring, Autocrossing, and Time Trials. After all, one can go to excellent dinner and social meetings with other organizations like Toastmasters, Fraternal Clubs, Management Association, work groups, and so on. Jack may be right, and we may only be seeing a logical evolution of the club toward its’ real values.

David Kimes and I hit on an idea at the Time Trial Tech, based on David’s experience in political campaign work. What if we had Area Advocates or Coordinators? The Area Advocate for, say the Mid-peninsula, would help the Board find places in that area for Dinner Meetings and other activities. This would help, because the people in charge of those events are not necessarily familiar with GGR areas where we should have some events. By the way, the Time Trial Tech at Bodystyle on Tuesday, May 22, was a major GGR event. Carol and Cecil Beach provided refreshments for 75 or so members. Even non-Time Trialers should consider dropping by these events, because most of the club active members show up sometime during the evening.

We all need to work harder on finding ads for the Nugget. If anyone knows of someone who would like to place an Ad in the Nugget, contact the Nugget Ad Manager, Rod McBroom, or me. You will all notice we have a new column in the Nugget, YE OLDE RUMOUR MILL. This is our gossip column, written by Diane Kimes. Inputs are needed, so call Diane or me with your juicy tidbits. Also, this is a perfect mechanism for collecting Dummkopf stories. To summarize, we need inputs from all of you on Activities (and volunteers for same), Area Advocates, Nugget Ads, Gossip, and Dummkopf stories. So, let’s hear from you!

- Terry Zaccone

IN THIS ISSUE

<table>
<thead>
<tr>
<th>Page</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Tajar Tales</td>
</tr>
<tr>
<td>4</td>
<td>GGR Meeting</td>
</tr>
<tr>
<td>4</td>
<td>Rules Change</td>
</tr>
<tr>
<td>4</td>
<td>Mini-Monza</td>
</tr>
<tr>
<td>4</td>
<td>Oktoberfest 1990</td>
</tr>
<tr>
<td>5</td>
<td>Family Picnic</td>
</tr>
<tr>
<td>6</td>
<td>Carlsen Swap Meet</td>
</tr>
<tr>
<td>6</td>
<td>GGR Auto-X #37</td>
</tr>
<tr>
<td>8</td>
<td>Zone 7 Calendar</td>
</tr>
<tr>
<td>9</td>
<td>Dinner Meeting</td>
</tr>
<tr>
<td>10</td>
<td>Ye Olde Rumour Mill</td>
</tr>
<tr>
<td>10</td>
<td>Update Autocross Schedule</td>
</tr>
<tr>
<td>11</td>
<td>Membership Missive</td>
</tr>
<tr>
<td>11</td>
<td>Technical Difficulties</td>
</tr>
<tr>
<td>12</td>
<td>Twisties, Emus, &amp; BBQ Too</td>
</tr>
<tr>
<td>12</td>
<td>Time Trial Awards Banquet</td>
</tr>
<tr>
<td>13</td>
<td>The Membership Page</td>
</tr>
<tr>
<td>14</td>
<td>Update on Competition</td>
</tr>
<tr>
<td>15</td>
<td>Celebrate with Golden Gate</td>
</tr>
<tr>
<td>16</td>
<td>Editors’ Notes</td>
</tr>
<tr>
<td>17</td>
<td>Why we do the things we do</td>
</tr>
<tr>
<td>18</td>
<td>The Second Autocross</td>
</tr>
<tr>
<td>19</td>
<td>His Idea Nine Rallye</td>
</tr>
<tr>
<td>19</td>
<td>Park City Porsche Challenge</td>
</tr>
<tr>
<td>20</td>
<td>Board Business in Brief</td>
</tr>
<tr>
<td>20</td>
<td>Carrera de Sierra</td>
</tr>
<tr>
<td>21</td>
<td>Herr Schraubenschlussel</td>
</tr>
<tr>
<td>22</td>
<td>The Mart</td>
</tr>
</tbody>
</table>
MINI-MONZA

Shook up from a late autocross season??
Frustrated from a short time trial season??
Well, keep your car in tune for MINI-MONZA
on Saturday, September 15 at Golden Gate
Fields.
This will be a high speed autocross designed to
meet the needs of time trialers, but tame enough
for even the new autocrosser. The course is
tailored after the actual Italian course, but
reduced to fit the Golden Gate Fields parking
lot.
Look for more details in the August Nugget.

OKTOBERFEST 1990

Coming in October will be the Second Annual
Mercedes Benz - Porsche Club Oktoberfest.
Featured will be a Sunday afternoon concours
and early evening dinner with dancing to follow.

GGR MEETING AT DAS
GASTHAUS TUESDAY, JULY 10

Plan to join the GGR gang at Das Gasthaus
once again in Milpitas for our next GGR meet-
ing. The meeting portion of the evening will be
from 7:00 to 10:00, and will feature a Parade
recap. Everyone is encouraged to bring those
pictures, trophies, souvenirs, etc. to show off and
explain ... Those of us planning to have dinner
should arrive early, around 6:30. If you have
questions, call Jack Kuhn at (415) 796-8041, be-
tween 7:00 and 9:00 PM.
To get to Das Gasthaus, take I-880 to the Mon-
tague Expressway, east. At the first light (at the
Shell Station) turn left, and Das Gasthaus is 1/2
mile on your right at 1180 South Main Street in
Milpitas, not far from the old Ford Plant. Hope
to see you there!
- Jack Kuhn

ALSO AT THE GGR MEETING
AT DAS GASTHAUS

Rule change proposed by Henry Watts is up for
discussion:
2.1A Autocross (b) Registration and tech will
open at approximately 7:00 a.m.; registration will
close at 8:30 a.m. sharp. The drivers' meeting
will commence at 8:45 a.m. Late registration will
be open from 9:30 a.m. to 10:00 a.m.; and 12:00
noon to 12:30 p.m. Drivers registering from 9:30
to 10:00 will miss one run. Drivers registering
from 12:00 to 12:30 will miss two runs. A
drivers' meeting will be held for both 9:30-10:00
and 12:00-12:30 registrants, following each late
registration. A registrant may sign up for co-
drivers, if any, providing that appropriate fees
are paid and worker signups made for each per-
son, and those person arrive by 8:30 a.m. Co-
drivers arriving after 8:30 a.m. are subject to late
registration penalties listed above.

After the discussion/meeting, the driver event
committee will meet to make its' final recom-
mandation and if approved, the rule will be
presented at the next board meeting and will be
effective at the next autocross. If you have any
comments and cannot attend the GGR meeting
in July, contact Steve Conston at (408) 262-0466.
ANNUAL GGR FAMILY PICNIC
MEMORIAL PARK
SAN MATEO COUNTY
SUNDAY, JULY 8TH
10 AM TO ?

This year we're changing the scene again and heading towards the coast! Come join us for a relaxing day of picnicking in the redwoods. Sound fun? It should be! Memorial Park has lots of trails to take leisurely hikes and plenty of trees to just sit under and socialize. There are picnic tables to eat at, so bring your favorite lounge chair to "work off" your lunch. The Region will supply beer, wine, soft drinks, ice, charcoal, and cups. You'll need to bring your own BBQ choice, plates and utensils.

Each family is again asked to bring a potluck dish, to share, that can serve 8 people. Categories are divided according to last names:
A - G  Corn, vegetables, beans/chili
H - P  Appetizers, chips, desserts
Q - Z  Salads, rolls, garlic bread

If you need additional information, call Dave or Patti Thal at (415) 363-0991.

Directions to the park: From 280 North or South, take the Woodside Road exit and head west up the hill to the town of Woodside. Continue on Woodside Road (Hwy 84) following the signs up to Skyline Blvd. (Hwy 35). Cross Skyline, continuing on 84. There will be a sign to turn left towards Pescadero/La Honda. Follow the signs to Memorial Park. We are in Huckleberry Flat.

Some mileages as follows: 280 to Skyline - 6 miles, Skyline to turnoff to Pescadero - 7 miles, then 5 more miles to the park.

SEE YOU THERE !!!!!!
CONCOURS SWAP MEET
AUGUST 12TH

FREE ADMISSION
CONCOURS:
$12.00 PER ENTRY

TROPHIES AND RIBBONS
ZONE CLASSES AND RULES

OPEN AT 8:30 AM
SWAP MEET:
$7.00 PER SINGLE STALL
$10.00 PER DOUBLE

SPECIAL FEATURED CARS INCLUDE: DAVE MORSES’ 962C AND 924GTP

at CARLSEN PORSCHE
1730 Embarcadero Road, Palo Alto

Call Jack Kuhn at (415) 796-8041 for more information about either the concours or the swapmeet.
1990 GGR AUTOCROSS SERIES

EVENT # 3
ALAMEDA COUNTY FAIRGROUNDS
PLEASANTON

SUNDAY, AUGUST 19TH

REGISTRATION:
7:00-8:30 AM: To get course walk
9:30-10:00 AM: Miss the first run
Noon to 12:30 PM: For sleepyheads

Every autocross is also a drivers’ school. If you want to learn to autocross or just improve your skills call Ted Miles, Autocross Chairman, at (408)462-9059.

Directions: From Highway 680 take the Bernal Exit, East. Turn left at first signal and then right into the Fairgrounds entrance. Proceed slowly please!
ZONE 7 CALENDAR

JULY

1  DEADLINE for proposed changes in Zone Seven Rules.
14-15  ZONE SEVEN AUTOCROSS SCHOOL for beginning and intermediate drivers, hosted by Loma Prieta Region, at Golden Gate Fields, Albany; fee is $45 per driver; pre-registration is required; for info call Henry Watts at (408) 245-4040.
22  ZONE SEVEN RALLY #5, hosted by Sacramento Valley Region; for info and fee call Ray Clements at (916) 638-4493 or Ron Boeck at (916) 427-9498.
29  ZONE SEVEN AUTOCROSS #3, hosted by Golden Gate Region, MOVED TO SEPTEMBER 15 at Golden Gate Fields.

AUGUST

5  ZONE SEVEN RALLY #6, hosted by Diablo Region; for info and fee call John Clever at (209) 835-9090.
12  ZONE SEVEN CONCOURS #5 and SWAP MEET, hosted by Golden Gate Region, at Carlsen Porsche + Audi, Palo Alto; for info call Steve Conston at (408) 262-0466 or Jack Kuhn at (415) 796-8041.
25-26  ZONE SEVEN AUTOCROSSES #4 & #5, hosted by Redwood and Loma Prieta Regions, at Sonoma County Airport, Santa Rosa; fee is $15 per driver; run group sequences at CBDA on 8/25 and ABCD on 8/26; for info call Tom Poole at (415) 381-9633 or Lloyd De-Martini at (415) 572-9562.

SHOWTIME

LOOK FOR TIME TRIAL RESULTS NEXT MONTH!

GOLDEN GATE REGION 8
PRE-SWAP MEET DINNER & SOCIAL SATURDAY - AUGUST 11
(5 PM TILL . . )

GET READY FOR A HARD DAY OF SHINING AND SHOWING OFF YOUR CAR OR BARGAINING FOR THE BEST DEAL AT THE SWAP MEET - AND JOIN YOUR PCA FRIENDS AT

TIED HOUSE
CAFE & BREWERY

954 Villa Street
(between Castro and Bailey)
Mountain View
(415) 965-BREW

NO Reservations needed

Casual Dress

The Tied House serves a varied fare of salads, sandwiches, smoked fish and poultry, and the Cajun spiced onion rings are the BEST!! And, of course BEER, wine & brewed coffees.

Brewery tours available.

DIRECTIONS: From 101 Take the Shoreline exit (formerly Sterling Rd) (south, west), left on Villa. From 280 to Hwy 85 take El Camino North right on Castro (Moffet Blvd.), left on Villa. Ample parking in rear. Across the street from Mountain View Police Station - Stay Alert!

Questions?? Danielle Ringen (415) 948-9025

NUGGET 9
Version two of Rumor Central is in. This column will serve to verify those rumors circulating throughout the club and start others. We all know you are required to sing for your GGR badge if you lose it. I wonder what the requirement is for losing your membership card. If anyone knows, would you please tell Gary Ringer?

Larry and K.C. Sharp have been seen cruising around town in their new 911SC. No truth to the rumor they bought it just to make David jealous. I'm sure he doesn't mention it to me more than 50 times a day.

Mike and Teresa Lommatzsch unveiled their remade baby at a recent coming out party at Mikey's sponsor Precision Motor Works. It is truly a work of art and if it goes as good as it looks, Stacy and Jeff Reitmeir may have their work cut out for them in the future.

While we are on the subject of new cars, Arthur and Catherine Brenes, Harold Fick, Mark and Stephanie Fleishman and Ned McDaniel and Carole Berkson all are driving new wheels.

Perseverance award has to go to Don Hinkle. Don had engine problems on Saturday at the Laguna Seca GGR Time Trial. Don then worked all day Sunday through a pouring rain storm to replace the engine only to lose an oil screen bolt during his practice lap and not only put him out of the running but oil the track for the rest of us. Don finally got his run as the last car of the weekend.

I have verified the rumor that if we had one more delay at the time trial, Chairman Arolla was going to a 2 - 1 - 1 format. Two drivers in one car for one lap. Fortunately it didn't come to that.

I have found the perfect place to store your valuables. Charlie and Snookie Arolla have a 700 pound great dane that is as sweet as anything you will ever find until you try to take his bed. Put those stocks in Ramsey's bed and never worry about them again.

That's all I have.....How about you.????

- Diane Kimes

UPDATE AUTOCROSS SCHEDULE!

We lost our date for the July 29 autocross. Pleasanton Fairgrounds got a better offer for that day. This requires some adjustments in both the Zone 7 and GGR Series. For the Zone, we will use our September 15 event at Golden Gate Fields as our Zone 7 event, as well as one of our Series events. For the Zone Series, the Golden Gate event on September 15 will retain the name of "#3", because there are specific run groups in Zone events that run at specific times. All run group times will be the same as planned at the start of the season. So, the complete Zone 7 Autocross Series calendar, as of 6/11/90, is as follows:

#1 June 9 Cal-Expo, Sacto. (SVR)
#2 June 10 Cal-Expo, Sacto. (YR)
#3 See Below
#4 August 25 Santa Rosa (RR)
#5 August 26 Santa Rosa (LPR)
#3 Sept. 15 Golden Gate Fields, Albany (GGR)
#6 Sept. 30 Pleasanton (LPR)
#7 October 7 Pleasanton (DR)

For our Golden Gate Autocross Series, we will drop one event and renumber the autocrosses. Thus, we have a 7-event series, instead of an 8-event series. The complete Golden Gate Series is now as follows:

#1 Feb. 4 Pleasanton
#2 March 31 Pleasanton
#3 Aug. 19 Pleasanton
#4 Sept. 15 Golden Gate Fields (Zone run groups)
#5 October 7 Pleasanton (Zone run groups)
#6 Nov. 11 Pleasanton
#7 Dec. 16 Pleasanton

- Terry Zaccone
MEMBERSHIP MISSIVE

I might as well be up front and tell you that I joined this club for the competition events. I thought tours were fine for old folks who could have bought a Ford for all the enjoyment they get out of a car. I mean think about it, right on the first page of the directions for tours it clearly states "Remember this is a tour and we're only going to go 55 and if you try to go faster we will hit you with our purses." Sure some of our competitive drivers do go on tours but I always figured their wives made them go and they really hated it. Well I am fast becoming a convert.

So far this year Diane and I have toured to Death Valley and Yosemite. Yes, it is much different than Autocrossing and Time Trialing. But, it's also great fun. The trip to Yosemite is as much fun as I have had in a long time. The combination of weather, view, Porsche roads and folks were something very special. I would urge my friends who haven't tried anything but a straight diet of competition events to try a tour. You will love it. Well at least you might. And as a no cost benefit you will meet some more Porsche Pushers who are every bit as proud of their babies as you are. So try one, take my word for it you won't be disappointed.

We are getting some excellent suggestions for ways to improve the club and I want to thank those of you who took the time to tell us your thoughts. I also want to thank Sharon Neidel who is doing a great job with mailing the Nugget. Next time you see her please pass on your feelings. Everyone involved with the Nugget are committed to getting it to you in time to be useful. That's it for now. Keep those members coming. I'll skin these, you go get some more.
- David Kimes

TECHNICAL DIFFICULTIES

Every now and then I am reminded how wonderful it is to not only own a Porsche but to have the opportunity to use it to its fullest potential. One of those times was GGR's Fun Day at Great America. You may find this a bit odd, but let me explain.

We were greeted by Jeff, Barbara, and Allen Lateer and we set off for a nice day in the sun. A day to forget about driving. Little did we know that during their off season, Great America seemed to have employed Lucas Electric to rewire their major attractions. Thank you Porsche for using Bosch and NGK.

We experienced technical difficulties on every ride, except those that only Allen Lateer or any Neidel would fit on. Also, little did we realize that for the bargain price of $18.50 each, we would have great seats for the best middleweight fight since Hagler vs. Hearns. Although the fight was short, more punches were landed by the two park patrons than the number in any Tyson fight. Then the sound of machinery. The log ride is working again!! not so fast, our hopes are dashed again when almost immediately they came on the loudspeaker with the announcement that there will be an extended delay. It was like being the next car out at an auto-x when the chairman decides to shut down for more course workers. The day ended on the one ride that had worked all day, the sky tower, which gave us a wonderful view of the valley, and the two huge, empty lots (enough to make any auto-xer drool.)

Our thanks to the Lateers for their efforts.
- Rob Neidel

DON'T FORGET DEADLINE FOR THE NUGGET IS THE FIRST OF EACH MONTH PRIOR TO THE MONTH OF PUBLICATION (FOR EXAMPLE: MATERIAL FOR THE SEPTEMBER NUGGET MUST BE RECEIVED BY AUGUST 1)
Another great Keller tour! All of us (well, almost all of us) gathered at the civilized hour of 10 a.m. ready for a day of fun in the hill country. After sharing war stories about Death Valley sandstorm and rocky road damage, we decided that this day should be easier on our Porsches. We started out in fine style -- whipping around some curves and low hills that were definitely Porsche territory. Grabbed a quick glimpse of five ostriches ("emus" according to Susan Keller) as the peaceful pastoral landscape zipped by.

Disappointing to the drivers, but not to the stomachs of some passengers, the pace was suddenly cut back by several unhurried locals, allowing all of to arrive at the San Martin Winery in good shape for our first tasting session. We participated in a survey of two new Interesting wines -- a light dinner wine and another with half the usual alcohol level. After sampling a half dozen others, some delightful wine mustard, and cheese we were ready for the flea market. The market was tiny (no fleas, oh darn!), and David Kimes just wouldn't say yes to the antique carousel horse that caught Diane's eye, so it was time to move on -- once we extended our sympathies to members of Group 2 whose cars were "washed" by the winery's sprinkler system!

Our next stop was the Flying Lady Museum with lots of unusual cars, planes, several miniature cars and trains, assorted circus vehicles and food wagons. Unfortunately, this eccentric collection has a questionable future -- if the planes are flown out they will not be allowed to return without a permit, and it seems unlikely that permits will be granted from local authorities. The "Gipsy Moth" from Australia is a clever antique airplane that still holds some records for inside loops. The "Flying Lady" remains a gloriously elegant plane, but "My Patient Wife" certainly wins the prize for her moniker.

While the groups paused to enjoy the utterly perfect weather and panoramic view, Karl slipped away to get special permission for a quick tour of the Flying Lady restaurant which was a real treat! All agreed that Karl should arrange a Porsche Club brunch there ASAP so we could enjoy the model planes gliding overhead over a leisurely repast. The detour gave a second chance to shop too! The gift shop had wonderful little trinkets including instant airplane capsules (drop in water and watch plane appear). Before winding our way down from the hilltop parking lot, we tried to make an offer to an Edsel owner (not interested!), and then continued on to the Italian barbecue feast.

The Guglielmo family had a nice selection of wines for tasting, while we waited for those wonderful Italian sausages to grill. Thirty-five, plus some tiny PCAers, relaxed and enjoyed some bench racing in the grape arbor area. The feast was worth the wait: lots of green salad, pasta salad, baked beans, barbecued sausages, delicious cookies (from Italy, of course) and lots of locally-grown strawberries satiated our appetites.

Long-time members gave sage advice to new members (welcome Carey Spreen, Mimi Melson and their sharp 914-6), while the keeper of the goodie bag sold goodies (yea, Jeanie Oh!). We all sympathized with Ginny Murray (suffered injuries to her hand in a recent auto accident -- not her fault!), purchased more wine, and simply enjoyed the opportunity to kick back and appreciate the great weather and superb company.

Thank you, Karl and Susan, for a terrific mini-outing. A lot of fun was packed into a few hours. By the way, can you tell us how you arranged that window of sunny skies between two grey, gloomy days?

- Betty Hummer
CAST PARTY
July Dinner Meeting and
1990 Time Trial Awards Banquet
Sunday July 22, 1990

Arthur's Restaurant
2875 Lakeside Dr. Santa Clara
(Hwy 101, Great America Exit - Next to Embassy Suites Hotel)

An Evening of Fun and Excitement
Cocktails, Dinner, Awards, and Fantastic Prizes

Dressy Attire Requested

No-Host Cocktails 4:30 Dinner 6:00 Awards Presentation 7:30

Choice of New York Steak or Salmon Piccata
$25.00 per person, includes a complimentary drink, hors d'oeuvres,
salad, entree, desert and coffee, and wine with dinner

No Telephone Reservations

GOLDEN GATE REGION • PORSCHE CLUB OF AMERICA

Registrar: Snookie Arolla (408) 243-2999
### THE MEMBERSHIP PAGE

#### NEW MEMBERS

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
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<tbody>
<tr>
<td>Harvey and Ann Blakeslee</td>
<td>PO Box 281645, San Francisco, CA 94128</td>
<td>(415) 952-6772/1984 944</td>
</tr>
<tr>
<td>Christopher Green</td>
<td>PO Box 323, Campbell, CA 95009</td>
<td>1966 912</td>
</tr>
<tr>
<td>Gerald and Susan Novick</td>
<td>85 Ellenwood Avenue, Los Gatos, CA 95030</td>
<td>(408) 395-4911/1960 and 1962 356</td>
</tr>
<tr>
<td>Lee and Susan Roebke Jr.</td>
<td>2170 Leigh Avenue, San Jose, CA 95125</td>
<td>(408) 559-6557/1987 911</td>
</tr>
<tr>
<td>Gregory and May Mee Snow</td>
<td>23 Hacienda Lane, El Sobrante, CA 94803</td>
<td>(415) 223-7323/1980 911SC</td>
</tr>
<tr>
<td>Pirooz Toosybrkani</td>
<td>5229 Harvest Est., San Jose, CA 95135</td>
<td>(408) 270-11730/1980 911SC</td>
</tr>
<tr>
<td>George and Liesl Von Klan</td>
<td>259 Elm Avenue, San Bruno, CA 94066</td>
<td>(415) 952-1090</td>
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<tr>
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<tr>
<td>Peter and Stefanie Young</td>
<td>4023 Vallejo, San Francisco, CA 94123</td>
<td>1965 356</td>
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<td>Richard and Margaret Taylor</td>
<td>To Redwood Region</td>
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TOTAL MEMBERSHIP: 729

#### ADDRESS CHANGES

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<tr>
<td>Edward Baxter</td>
<td>PO Box 3091, Half Moon Bay, CA 94019</td>
<td>(415) 726-4828</td>
</tr>
<tr>
<td>Gordon Buhle</td>
<td>6 Meadow Drive, Boulder Creek, CA 95006-9647</td>
<td></td>
</tr>
<tr>
<td>Frank Granata</td>
<td>1106 North Main, Jackson, CA 95642</td>
<td></td>
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<tr>
<td>Louis Marable</td>
<td>9669 Willow Court, Carmel, CA 93923</td>
<td></td>
</tr>
<tr>
<td>Jeff Mauerman</td>
<td>17640 Crest Ave, Morgan Hill, CA 95037</td>
<td></td>
</tr>
<tr>
<td>Kathryn McVean</td>
<td>305 Higdon Ace Apt. C, Mountain View, CA 94041</td>
<td></td>
</tr>
<tr>
<td>Randy Salveson</td>
<td>4186 River Road, PO Box 862, Colusa, CA 95932</td>
<td>(415) 366-2422</td>
</tr>
<tr>
<td>Ray Scruggs</td>
<td>37 Ross Ave #6, San Anselmo, CA 94960</td>
<td>(415) 453-5231</td>
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#### NEW DUAL

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<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Phone Numbers</th>
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<tbody>
<tr>
<td>Michael Tarshish</td>
<td>675 Sharon Park Drive #209, Menlo Park, CA 94025</td>
<td>(415) 854-6190/1984 944</td>
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GOLDEN GATE REGION 14

WELCOME
UPDATE ON REMAINING AUTOCROSSES, 1991 TIME TRIAL SERIES, AND GGR STEERING COMMITTEE

The Board of Directors of GGR has voted to make the remaining events in the autocross series charity events. The way the events will run will be as follows:

1. Charity participation will be voluntary on the part of the drivers at each event.
2. Starting with the July event, drivers desiring to participate in the charity portion of the event will indicate so to the event registrar.
3. A donation of $1 for each pylon hit by a participating driver will be collected. GGR as a region will match the donations for up to $5 per participating driver per event.
4. All other rules for the series will remain unchanged.

For this year, the Board has chosen the Make-a-Wish Foundation as the recipient of our donations. This charity organization attempts to grant a ‘last wish’ to terminally ill children. We hope that everyone will sign up to participate in donating to this worthwhile charity.

The Board also hopes to have this become a traditional feature of our autocross series in the future. Each Board will decide upon the recipient for that year. The November time trial will also be a charity event with the club donating an amount equal to the event profit to charity. There will be more information on this event in a future NUGGET.

We, the Board, feel it is very important to remember that while we are very lucky to be able to participate in all the great activities that membership in PCA and GGR provides, there are many people less fortunate than ourselves, and by involving the club in charitable activities we may bring some happiness or help relieve the suffering of others.

The 1991 Time Trial Series begins in November. As many of you know, Charlie Arolla has been the 1991 Time Trial Chairman and has done a fantastic job for which the club thanks him very much. Charlie has indicated his desire to step down as chairman effective at the end of the May event. So, I am now in the process of accepting applications for the 1991 series chairman. Remember, PCA is a volunteer organization, and as such, only works when we have volunteers. I am hoping that someone will want to continue Charlie’s good work.

Even if you have not ever chaired a time trial or autocross, if you would like to try, contact me and I will see that you get as much help and guidance as possible. If there are no volunteers then the 1991 series will be scrubbed. The Board has decided that we are not going to try to twist arms to get volunteers. You, the membership, will decide by action or inaction the direction of the region’s events. This is the reason why we do not have a rallye or concours series as no one is interested in running them. The Board has more than enough work to keep it busy without trying to force participation.

While I am on this subject, in May, I wrote an article about the GGR Steering Committee, co-chaired by myself and Mike Lommatzsch. Since that time there have been no volunteers to serve. From this fact I can only deduce two possible scenarios; either everyone is happy with the way the club is, or none of you care about the club. I am skeptical about the former just because of human nature. LET’S GO PEOPLE, GET INVOLVED!!! If you don’t there will be no club activities for GGR at all. The Board cannot manufacture volunteers, nor does it wish to harass people into participating. YOUR LEVEL OF INVOLVEMENT WILL DICTATE THE ACTIVITIES OR LACK THEREOF WHICH GGR WILL PROVIDE!

One last note, I am considering having the November time trial as a drivers school only, that is two full days of practice with as much instruction as drivers want. I feel that this will give everyone a significant amount of track time and practice as a tune up for the points events and may encourage the less competitive members to venture onto the track to have fun and learn something. I also hope to precede the event with a ground school/’chalk talk’ at an evening GGR meeting where we will discuss items such as safety procedures, flags, the proper lines through the course, and general procedures as well as show a video taken from one of our cars during a past event. Please let me know how you feel about this possibility.

- Steve Conston, Competition Director

NUGGET 15
GGR's 30th anniversary celebration will be a night to remember—
hors d'oeuvres, champagne, dinner, dancing, and memories!

The festivities will be held at the Holiday Inn, Palo Alto and will be black tie optional. September 22, 1990—remember this date and keep it open, for this is sure to be an event you won't want to miss!

For more information, please contact: Sharon Neidel, Valerie Blanchard, Mike, or Teresa Lommatzsch.

THANKS FOR THE PHOTOS: Sausage Tour - Betty Hummer, Time Trial - Judy Zacccone

I would like to thank my husband Marc for finishing last month's Nugget on his Apple at work when the club computer died on us! Also, thanks to all of you who gave me your inputs on disk, it really saves a lot of time! (5 1/4", Wordperfect, Wordstar, etc.) Disks will be returned if you want.

PHOTOS: THE NUGGET NEEDS MORE PICTURES! THEY DON'T HAVE TO BE HIGH QUALITY BLACK & WHITE, JUST SNAPSHOTS WILL DO! ALL PICTURES ARE RETURNED UNHARMED, UNLESS YOU SEND THEM WITH A NOTE "KEEP THEM FOR THE SCRAPBOOK!"
WHY WE DO THE THINGS WE DO.

How does GGR decide what events to put on the calendar? Competitive events appear on the calendar based on the availability of the sites. Social events, on the other hand, are scheduled based on the willingness of someone to organize the event. Unfortunately, in the past, events have been put on the calendar that had no one willing to organize. When that has happened, the board has been forced to either find someone to put on the event, or put it on themselves. I can only think of one thing worse than having no one to put on an event, and that is having someone put on that event that doesn’t really want to.

It has been my experience that the best events are the ones that people are enthusiastic about. If the person that is organizing the event isn’t excited about it, no one else is likely to be either. Unfortunately, even the enthusiasm of the chairperson is not enough to guarantee a well-attended event. There seem to be certain events that GGR doesn’t get enthusiastic about. So far this year, we have been unable to find anyone in our membership willing to organize a rally or concours. We have had even less success in finding a Rally or Concours Chairperson, to be in charge of those “series.” I doubt that anyone is going to volunteer at this late date.

What does this mean to YOU, the membership of GGR? If you want to see an activity happen, but are unwilling to do some of the work, it probably won’t happen. If there is an event that no one is willing to support, why are we doing it? If there is a “traditional” or “popular” event, but no one is willing to organize it, why should the board “have to” make someone, or make themselves, do it? The membership of this club votes by their participation. If some of the membership is unwilling to put on events, why should they expect other members to “have to” do it for them?

Perhaps one way to increase interest (and participation) in the club would be NOT to have some of these “traditional” and “popular” events, and see if anyone complains, and is willing to put on the event themselves. If no one complains, then we know that event wasn’t that popular. If someone volunteers to put on that event next year, we have solved the problem. But if all we get is complaints, we’ll know that the event was only popular if someone else did all the work, and no one felt that it was worth their time and effort.

This club, like any institution, must have some traditions to survive, some past history to build upon. Some idea of where it has been, so that it may know where it is going. However, if we become so dedicated to preserving tradition that we can no longer meet the needs of our members, GGR will surely wither and die.

I do not want to "burn out" our hard workers, and with all the work so many of you have put into Parade, I know that some of you must be getting close. But there must be someone out there, even as I write this, that is thinking, "I’d put on an event, but I don’t know how.” Or "I suggested doing this before, but no one liked the idea." If that is you, call me, or anyone on the board. If we can’t find a date this year (or it’s too late) we’ll find a place for it on next year’s calendar, because I’m not opposed to replacing a "traditional" event that we can’t find a chairperson for, with YOUR event. Even if it is a rally or concours, I’m willing to try anything (within reason) as long as there is someone out there who is enthusiastic about putting it on.

I do not want to abandon any event or tradition that is worthwhile, but I want even less to see this club wither and die.

-Jack Kuhn, Social Director (415) 796-8041

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NUGGET 17
THE SECOND AUTOCROSS

March 31, 1990 and 109 people turned out to autocross. The day was gorgeous not too hot, not too cold. Several regulars were missed, ie the whole Niedel clan, the Zaccones, the Ohls, the Kimes, etc. They were at the Yosemite tour, I assume. There was a great concession stand. Who made arrangements for them? I think everyone would like them back. They had a very nice stand and were set up first thing in the A.M. with hot coffee and sweet rolls. They also had hot dogs and the largest burritos I've seen in a while, popcorn and soda pop.

We started out a little confused, all of a sudden it was noticed there was no one teching. Ken Mitchell, Lloyd DeMartini and Ray Scruggs came to the rescue and quickly teched the cars. The course was designed by Jim Pasha and was a lot of fun. It was very different with a slalom, an intersection (and yes someone did turn left and not go straight) and a circle within a circle.

Redwood Region sent down their fastest drivers with Ray Scruggs and Tom Poole. I think we have some new addicts to the sport?? There was one young man who said "I can't work 2 hours, I have to get home to my wife." Well, I later saw him and he thought this autocrossing was great! In fact we had several beginners. Diablo Region put on the event and did a fabulous job, everything ran pretty smoothly. Although the course workers did miss the cone that Ted knocked down (there was no cone added to his score), OK course workers pay attention!

Ken-where-do-I-put-the-new-decal-Mitchell did his usual great job of driving. Bill and Rebecca Newlin drove up in a bright red 928. They weren't sure that we noticed their new car, so they kept spinning-out showing off its' power, although they did keep the car on course. We got a call from Tracy, who had soooo much fun running the course that he left his camera behind. Then we got a call from Scott Jensen, who found some receipts in his glove compartment, come to find out he has a bigger engine than he thought. So he got moved from FP to HP - thus there is a change in the scores.

Well, GGRs' next autocross isn't until July - seems like forever. There is the autocross school to prepare us for that event. Oh yes, wives watch your husbands these Porsches have a way of getting to the wallet. First they will need new tires - OO8Rs, then wheels to hold the tires, then the next thing you know they are talking about racing tires and building racing cars.

My mama never warned me there would be days like this. I wonder if there is Porsche Anonymous or Porsche enders? It's a good thing I have fun doing this. See you in July!

- J. Miles

EDITORS' NOTE:

My sincere apologies to Judy as her article was not included in last months' Nugget. It seems the club computer picked the final hour of newsletter assembly to take a mortal siesta. Now that it's received this months' servicing, its' released all hostage articles! Sorry about that Judy!

Letter to GGR

Here is a friendly letter from a German Porsche enthusiast, a little gets lost in his use of English but I think you'll get the main ideas:

Thomas Eisentrager
Pohlhofstasse 1 b
5000 Koln 71 - Auweiler
West Germany

Dear Mr. Zaccone,
The reason of this contact is, that we are searching for "infected" people like us. We are passioned 911 drivers and owners, aged 27, and we expect to travel in August from LA to San Francisco and back. For this journey with our girlfriends we plan to rent a car to see all the sights and make acquaintance with your country and the peoples.
In this time we wouldn't miss the sound of the boxer and the sporty driving of the dimension of pleasurable; short: We need the most beautiful form of driving!
And for this we need your help!
Please give a copy of this message to all young members in this region. We are interested in answers as soon as possible, because we would like to make a plan of meetings before.
For your efforts a lot of thanks in advance.

-Thomas Eisentrager
PARK CITY

July 22, 1990
A gimmick car rallye
Registration
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Bus. 80 & Expo Blvd.,
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Lawrence Expressway, across from the Price Club.
BOARD BUSINESS IN BRIEF

May 24, 1990 Meeting held at Brian Suen’s home. Meeting called to order at 7:15 PM. All Board Members present. No guests. Minutes approved as submitted.

OLD BUSINESS Nugget Input: Articles were closer to being on time. We need to get tech articles. Nugget advertising is current on collections but have no new ads. James and Rod are working on a promotional flyer. Discussion of running business card ads. Will talk to Rod and Julie and consider further. Post Mortem of Events: Sausage Tour was good. Fun Day was poorly attended. Dinner Meeting was very good. Good mix of old and new members. Time trial techs were well attended. Calendar Changes: June Board Meeting changed from Kuhns’ to Kimes’. Carlsen Swap Meet officially set for 8/12. Gluttony Tour changed to a Pot Luck at Zaccoone’s on 8/4/90. (EDITORS NOTE: Potluck has been cancelled due to too many consecutive eating events!) Progress on Appointed Positions: Need Swap Meet & Concours chairmen. Discussion of Dealer Reps and Dealer Boards. Carlsen would like their information updated, Terry volunteered to handle. Bill Zunkel would like a Dealer Board at Garretson’s. Terry will maintain the board. Approved. Charity Events: Board approved implementation of the “Pylons for Charity” idea. Steve will advise the Miles’ and write up for the Nugget. Donation will be to Make-a-Wish. Donation is voluntary, $1.00 per pylon. Club will match up to $5.00 per driver. November Time Trial will be for charity. Club will donate an amount equal to the profit from the event. The money is to come from the treasury and not effect the event budget. The donation will be to the scholarship proposed by Jack Kuhn. The profit from the concession stand at Carlsen will be donated to the Bill Wilson Center. Discussed the article in Region Focus concerning charity events and controlling the use of our donation.

NEW BUSINESS: Dummkopf: Al Berens will get the award to Terry Zaccoone for presentation to the Miles’ at the Time Trial. Steering Committee: Steve needs volunteers. At this time he and Mike Lommatsch make up the committee. Area Coordinators: Terry discussed having people volunteer to give information on their area. IE: Places to go, things to do, good and bad restaurants etc. He will cover in a President’s article.

DIRECTOR’S REPORTS
Social Director: Karl Keller volunteered to put on a Mother Lode Tour again in ’91. Has a new hotel. President: Board was polled to authorize the Time Trial chairman to use $1,300 of profit to offset dinner costs at the awards banquet, was approved. Vice-President: No further report. Secretary: Reported on new Time Trial clock. Seems to work well. Will write a manual. Membership: Report submitted and approved. Discussed need for a road-worthy Auto-X trailer. Preferably one that can be used as a timing trailer. Competition: Need a Time Trial Chairman. Will vote on a Time Trial representative to the rules committee at the Time Trial over Memorial Weekend. John Milledge is working with the committee to justify the classes. Treasurer: Report submitted and approved. Goodie Bag will need to order supplies before the Carlsen Swap Meet. Nugget: Computer continues to have problems. Julie will look into cost of a new CPU. We will get ours repaired in the meantime.

Meeting adjourned at 10PM. Next meeting is at David Kimes’ home, on 6/14/90. Respectfully submitted,
- Sharon Neidel Secretary

MARK YOUR CALENDARS
SATURDAY & SUNDAY
SEPTEMBER 22 AND 23

The Thirteenth running of the Classic is set!! Rallyemaster John Clever is taking us back to our routes. Back to where all the fun began when John was a teenage rallye Master. Wonderful scenery and wonderful times await you.

This traditional relaxed event is geared for the fun loving seat of the pants beginners and novices, with a few tricks for the expert classes. We will start in Sacramento and finish on Sunday at our traditional Barbecue.

Join us. won’t you?
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FOR INFORMATION CALL:
John Clever (209) 835-9090
Rik Larson (916) 481-6084
Phillip Marks (707) 429-3744

Presented by Sacramento Valley Region and the Porsche Club of Great Britain.

GOLDEN GATE REGION 20
Installation of 911S brakes on a 914-6

This month we are going to discuss the procedure to be used when up-dating the brakes on a 914-6. The same procedure also applies for the 914-4 provided you already have rear 911 five bolt stub axles, 914-6 rear calipers and front 911 hubs.

To begin, there are some parts which you will have to obtain.

1. 911S front brake calipers
2. Front struts with 90mm bolt centers, for caliper mounting (commonly Koni or Bilstein, rarely Boge). Late struts from about 1973 need late ball joints, wheel bearing thrust washers, and adjusting pinch nuts.
3. 914-6 or 911 vented front rotors. Due to the small sweep area on 911T brakes, machining may become necessary.
4. 911 vented rear rotors.
5. Braking plates (optional although the rear ones will affect the caliper/rotor spacing and must be considered later). However, I did not use them.
6. 914-6 rear calipers (if you do not have them). This helps eliminate handbrake problems.
7. Rear caliper spacers, through bolts, and 'o' ring seals (once available in the aftermarket or from a 'junked' 911). I was able to find 2 damaged 911 rear calipers for vented rotors, with broken mounting ears in a junk yard for $20. All of my dimensions are based on the thickness of the factory spacer but, that is not very important.

The installation of the front end parts is very straight forward, just as on a stock 911. If the struts, rotors, and calipers are assembled, simply bolt them to the car. Be sure that you use a late model ball joint if you are using late model parts. The bolt that is used to secure the ball joint to the bottom of the strut should be replaced with a special pinch bolt available only from a dealer.

Moving to the rear of the car, you will find that the majority of the work in the rear is setup. First, you should assemble the rear calipers. A special star shaped type of allen wrench is required to split the calipers. Once that is done, you will find the 'o' rings to be unusual in that they have a square cross section. I reused them from both the old 911 and 914-6 calipers and have had no problems in eight years. Be careful to make sure that they are in good shape when reusing them. Once you have separated the 911 calipers, the 914-6 calipers also must be split and the 911 parts installed in the 914-6 calipers. The 'o' rings may be reused as I mentioned before.

(CONT. PG. 22)
FOR SALE:

1970 911T 2.2 Coupe, All orig, perfect, no rust, dents, bondo. All service records from 1970 on. One small tear on the driver's rear seam. Metallic blue with black interior (orig. color, but repainted profess several years ago). Blaupunkt factory stereo with Clover enclosure. BFG comp T/A's on 6x15 alloys. Tight engine with good compression. Garaged for several years except for occasional start. $8,750 Joe Folenta (714) 252-0171 home, (415) 336-6394.

Recently stripped 1972 914 1.7 - many parts available from interior trim to roof; much too many to list. Call for info. (408) 978-2108 Mike Lommatschz.

914 sport steel wheels - 4 with 195/50x15 AOO8R tires (4/32 left) and 4 with 195/60x15 AOO8R tires (timed runs only left). Make offer (408) 978-2108 Mike Lommatschz.


1967 912 Targa #50139 Green. Soft rear window. 200,000 miles, 50,000 on rebuilt engine. DeLorto carbs. Euro lights. Need a new home for the car I have been driving for the last 22 years. $3,600 Fritz Schneider (408) 739-3303.

1977 911S Like new, 54,000 miles, completely rebuilt upgraded engine with 16,000 miles, Peru red coupe with lobster red all leather interior, 5-speed, power sunroof, windows, and antenna, AM/FM cassette and 4 speakers, 1 owner. $16,900/offerr. Call Kathy or John Schaefer (408) 732-3474 home or (415) 961-5700 x 3928 office.

AUTOCROSS TYRES! 205/60-15 YOKOHAMA AOO8R. APPROX 2/32nds tread. Not Parade-legal, but good for the rest of the season. $50 for 4. 195/60-15 YOKOHAMA AOO8RTU. Brand new, never been on the road. Mounted and balanced on 914 steel wheels. Decided not to Autocross the 914. $400 the set, you can borrow the wheels. Terry Zaccone. (408) 257-6575.

Never used, limited-slip differential for aluminum-case transmission, (mid'69 and earlier 911's.) Will not fit 914's. $800. Peter Schoenberg, (714) 757-5721 days, (714) 582-3316 eve.

1986 911 Carrera Targa, Red w/champagne leather interior, alarm, spoilers, Blaupunkt, sport seats, A/C, orig. owner. Fully loaded/Perfect! $37,000 (408) 446-4395 Linda.

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.

HERR S. CONT.

When finished, you will find, much to your amazement, that the contour of the calipers and the spacers seem to be perfectly matched, almost as if the factory intended them to be installed there.

When installing the caliper on the control arm, without the backing plate, you should insert an appropriately thick washer in its place. The next step is time consuming in that you will have to remove and install the caliper and the rotor repeatedly in order to determine the spacing between the stub axle and the rotor, which in turn gives you the proper caliper/rotor clearance. I simply installed washers of different thickness on the wheel studs until the brake rotor cleared the caliper. The spacers for my setup turned out to be a total of 5mm thick. I also chose to install longer wheel studs. Be sure to check that the spacer will fit inside the rotor hat, and complete your final assembly.

This basic brake size was used on 930 Turbos until 1978 and should provide very adequate braking on your 914. Good luck!
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COMING EVENTS

<table>
<thead>
<tr>
<th>JULY</th>
<th>AUGUST</th>
</tr>
</thead>
<tbody>
<tr>
<td>8  GGRFamily Picnic p.5</td>
<td>5   Zone &quot;Pic-Tour&quot; Rallye (DR)</td>
</tr>
<tr>
<td>8  Zone Concours #2</td>
<td>11  GGR Dinner Meeting (Ringen) p. 9</td>
</tr>
<tr>
<td>10 GGR Meeting (Parade Recap) p.4</td>
<td>12  Carlsen Concours/Swap Meet (Kuhn) p. 6</td>
</tr>
<tr>
<td>19 GGR Board Meeting (Kuhn)</td>
<td>19  GGR Autocross #3 p. 7</td>
</tr>
<tr>
<td>22 Time Trial Banquet (Arolla) p.13</td>
<td>23  Board Meeting (Kimes)</td>
</tr>
<tr>
<td>22 Zone Rallye (SVR) p. 19</td>
<td>25/26 Zone AutoX #4 &amp; 5 (RR &amp; LPR)</td>
</tr>
</tbody>
</table>

GGR EVENTS HOTLINE: (408) 227-7208