Machined components - from Keylar suspension bushings to aluminum wheel spaces, high grade fasteners and materials.

Race developed exhaust systems for 4-cyl. Porsches, designed and hand-built at our facility.

Services ranging from race car fabrication to track side support, including car prep, transport and driver assistance.

Located at Sears Point International Raceway, Projects offers assistance for the enthusiast seeking race track experience. Drivers can benefit from the services and resources of Projects Racing Services both on and off the track.

- Vinyl car graphics
- Performance parts
- Suspension tuning
- Race car building
- Rollcage fabrication
- All types of welding

Sears Point Raceway, 29153 Arnold Drive E-10, Sonoma, CA 95476
By the time you read this, I’ll be at Parade in Boston. I’ll give you a full report when I get back, or maybe in the Tajar Tales I will have to send from Parade. Speaking of the Tajar, maybe next month I will tell you more about him. There may be some of you out there who don’t know.

Judy has finished the arrangements for the Adopt-A-Highway program. She has an article elsewhere in this issue with all the details. It turns out that we got in just in time. In the last six months or so there has been a big rush to sign up for this program and we got about the last stretch of road in the Bay area.

Our membership is steadily climbing, thanks to our hard-working Membership Director, Bob Hummer. If we can keep up the current rate, we have a good chance of breaking 1000 this year. I, of course, would love to see us do this. To reward people who bring in new members, the Board has decided to give awards for specific signups. Bob will undoubtedly tell you all about this in his article, so I’m probably stealing his thunder (like I did Judy’s). But what the heck, just a sample. The member who signs up new member number 911, 912, etc., will get an entry to the Xmas party or some similar award. I thought we should give new 928s, but our conservative board decided against it. Buncha cheapskates. They didn’t go for my idea of having the joint Board Meeting in

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CALENDAR

AUGUST

4 ZONE SEVEN CONCOURS #3 AND SWAP MEET, hosted by Golden Gate Region, at Carslen Porsche, Palo Alto. For info and fee call Dick Cottrell at 415-882-2100.

10/ TIME TRIAL AND DRIVER EDUCATION SCHOOL #5, hosted by Golden Gate Region, at Crows Landing NAS. For info and fee call Snookie Arolla at 408-243-2999.

17 TAILGATE PARTY, hosted by Loma Prieta Region, at Candlestick Park, San Francisco. $12.50 fee includes barbeque and game ticket. For info call Tom Provasi at 408-947-0990.

18 REGION AUTOCROSS, hosted by Loma Prieta Region, at the Alameda County Fairgrounds, Pleasanton. For info and fee call Catherine Chrisfuli at 408-446-1397.

24/ ZONE SEVEN AUTOCROSSES #7 AND #8, hosted by Redwood and Loma Prieta Regions, at the Sonoma County Airport, Santa Rosa. Run group sequence on 8/24 is Green, Red, White, Blue; sequence on 8/25 is Blue, Green, Red, White. Grid times will be one hour later than normal. Fee is $15.00 per driver. For info call Tom Poole (RR) at 415-383-8675 or Catherine Chrisfuli (LPR) at 408-446-1397.

30 SCENIC OREGON TOUR, hosted by Golden Gate Region, to Mt. Shasta, Mt. Hood, and Crater Lake. For info and fee call Cathy Kuhn at 415-796-8041.

SEPTEMBER

8 REGION AUTOCROSS, hosted by Golden Gate Region, at Crows Landing NAS. Fee is $15.00 per driver. For info call Kirk Doberenz at 415-837-0497.

14/ TIME TRIAL AND DRIVER EDUCATION SCHOOL #6, hosted by Golden Gate Region, at Crows Landing NAS. For info and fee call Snookie Arolla at 408-243-2999.

28/ CARRERA DE SIERRA XIV (ZONE RALLYE #9), hosted by Sacramento Valley Region, from Beverly Garland Hotel in Sacramento to Yosemite National Park. For info and fee call John Clever at 209-835-9090 or Rick Larson at 916-481-6094.

28 ZONE SEVEN CONCOURS #4, hosted by San Joaquin Region, at the Schaefer estate, Fresno. For info and fee call George Schaefer at 209-269-7353 or Stan Fiorentino at 209-435-0154.

28 ZONE SEVEN AUTOCROSS #9, hosted by Redwood Region, at the Sonoma County Airport, Santa Rosa. Run group sequence is White, Green, Blue, Red. Grid times will be one hour later than normal. Fee is $15.00 per driver. For info call Tom Poole at 415-383-8675.

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What is that you ask?

Well, it's Grandma Shirley's Kite Flying Contest, of course. Come one, come all on August 10th to the time trial at Crows Landing Naval Air Station. This time, the event is not only for the kids, but also for the kids at heart. There will be two classes— one for kids and another for adults. Prizes will be awarded for the highest flying, best looking, most creative, etc... Bring your own kite, or better yet, design your own! Hope to see you all there!

Grandma Shirley (Mom)
GGR Calendar Year For 1991

Races, track locations & times are tentative and subject to change.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>August</td>
<td></td>
</tr>
</tbody>
</table>
1,2,3 | PORSCHE PARADE |
4 | Carlsen Concourse and Swap Meet |
10,11 | Time Trial #5 (Crows Landing) |
15 | GGR Board Meeting - Hummer |
16 | Friday Night Social (Harry's Hof Brau) |
24,25 | Zone 7 Autocrosses #7&8, (Santa Rosa) |
31 | Oregon Senic Tour - Kuhn |

September
1,2 | Oregon Senic Tour - Kuhn |
3 | Time Trial Tech - DeMartini |
5 | Time Trial Tech - DeMartini |
7 | Time Trial Ground School - Newlin |
8 | GGR Autocross #6 (Crows Landing) |
14,15 | Time Trial #6 (Crows Landing) |
19 | GGR Board Meeting - Zaccoone |
20 | Friday Night Social (Harry's Hof Brau) |
21 | Zone Autocross #9 (Santa Rosa Airport) |

October
5,6 | Mother Lode Tour |
12 | Time Trial Ground School - Newlin |
12 | Zone Autocross #10 (Crows Landing) |
15 | Time Trial Tech |
17 | GGR Board Meeting - Berens |
22 | Time Trial Tech - DeMartini |
26,27 | Time Trial #7 (Crows Landing) |

November
3 | GGR Autocross #7 Zone #11 (Pleasanton) |
15,17 | Bimbo Tour to Eureka - Mason/Croom |
21 | GGR Board Meeting - Kuhn |
23 | Thanksgiving Potluck - Wallaces & Lommatzch |
30 | GGR Autocross #8 (Pleasanton) |
30 | GGR Christmas Party (Beverly Garland Hotel) |

December
1 | Time Trial Ground School - Newlin |
5 | Time Trial Tech - DeMartini |
| Time Trial Tech - DeMartini |
14,15 | Time Trial #8 (Sears Point) |
19 | Joint Board Meeting (Closed) |
31 | Time Trial Awards Banquet |

Friday Night Socials
HARRY'S HOF BRAU
Aug. 16th & Sept. 20th

Frey Racing
THE RACER'S STORE

- Safety Equipment
- Driving Suits & 5-Point Restraints
- Timing & Scoring Equipment
- Brakes, Mufflers & Shocks
- Oil & Lubricants
- Steel Braided Line, Hose Ends & Fittings
- Custom Roll Bars & Installation

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Open M-F & Race Weekends
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Saturday: 10am-5pm

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UNMATCHED IN QUALITY
Dyno Tunes

Two articles were sent to me for this event and I decided to run both for the sake of having two different view points.

- Editor

By David Kimes

9:30 Sunday morning with visions of Chocolate still dancing through my stomach and Diane and I are eagerly awaiting Charlie Rockwell and my first ever experience on a chassis dyno. Charlie took the time to explain the way a dyno works for the early risers. Seems he increases the RPM on the car to a set point, say 5000rpm's. Then he adds load on the rollers until the load slows the car down. The amount of load he has to add to make the RPM's go down translates to the amount of horsepower the car is putting out. Its all very simple but don’t ask Terry to explain it. Anyhow, Gorden Allen led the parade of Porsche's with his immaculate 944 Turbo and promptly set the most horsepower of the day, bar higher than mere mortal 911's could approach. He was followed by Brent Harnish who raised it even higher and we were on our way. Rob Dietsch ended the water pumper brigade with his mega-horsepower 928 and we started the 914 contingent with Paul Christopherson's beautiful race car. The world famous Exxon914-6Valdez was next and Dan Cowell and Sergio Meza may have used the opportunity to gain some insight into the problems they have been having. Gary Fahl led the rear engined group with his 356 race car and soon it was my turn. I had watched people fidget and wring their hands all day as their baby was sitting there singing its heart out, but I still was not prepared for it to happen to me. I must have heard seven hundred noises I never heard before and they all sounded like the engine and transaxle were preparing to devour themselves. What did we learn? Well, most of us learned we are losing horsepower above certain RPM's and we would be well served to shift sooner. Several folks learned they had either to rich or to lean problems. We all learned the value of a chassis dyno. ROCKWELL MOTORSPORTS is an authorized Smog Test Center and Charlie states he has had excellent results getting Porsche's through Smog tests if he warms them up on the dyno first. Makes sense to me.

We were also impressed at El Torito later with Charlies knowledge of Porsche's and his willingness to help.

One of the highlights of the day was Charlies observations on Sean (pronounced see-ann)

Steinman's pretty little 912. Charlie wrote "Your car either has throttle linkage problems, a plugged muffler or your engine is near death."

Many thanks to Larry Sharp, Sean and Paul Christopherson for their help in hooking up and unhooking the cars to make the event go smoothly. Most of all thanks to Charlie Rockwell. Can we do it again Charlie.... Plleeasssssee.....

By Larry Smith

Where the rubber meets the road, and where you can find out how your car performs - without ever leaving the garage or risking the proverbial CHP!

A great time (and a few surprises) was had by those luck few (21) who availed themselves of the generosity of Charlie Rockwell of Rockwell Motorsports, Ltd. to test their cars using his excellent way to determine minor or major problems with your car running at speeds you drive everyday, correct those problems, and then run again to see how the car performs.

A wide variety of cars were run from relatively new 944's to an older 356. The procedure was simple: The car was driven onto the dyno rollers, chained down front and rear for safety, the dyno instrumentation was hooked to the car, and a Sun Analyzer setup for the particular car was linked. Charlie would then drive the car at varying speeds and note the read-out of the various instruments. Every owner received a copy of the results, which for some probably contained some surprises. Normally the car would be driven at 3000 RPM's up to 6500 RPM's with a final high gear at 60 MPH.

While the cars were running you could see the various displays including speed and horsepower ratings.

Charlie is of course available for private sessions with you and your Porsche at reasonable rates.
Great news! Golden Gate Region gets to help keep Highway 280, The World’s Most Beautiful Freeway, clean. Our litter removal area will be between Sand Hill Road and Farm Hill. We pick up around the interchanges and the sides (nonpaved), but not the median. As soon as the recognition signs are installed, we will schedule weekend pickups four times a year. If you would like to participate, check your September Nugget or the hotline for dates and instructions. We will only be able to take the first 25 volunteers. Children between 11 and 18 will be eligible if supervised by an adult. We will christen the chic safety outfits provided by Cal Trans. This includes hard hats, orange safety vests, gloves, protective eye goggles, plus trash-grabbers.

We will need several vans for transporting people between start and finish and bathrooms, and to provide water and cold drinks. We may plan a picnic, barbecue or pizza get-together to show off our most unusual finds. This may develop into a competitive Treasure Hunt. We are encouraged to recycle anything we can. We are not to touch any hazardous or suspicious objects or substances, but are to report the location to Cal Trans. Any money we find, we get to keep.

I have really had great response to this idea and I believe Golden Gate Region will want to continue the program past the initial two years.
the factory banquet hall in Stuttgart, either. See Bob Hummer or read his article to find out all the details.

We still have plenty of activities in August. The Carlsten swap meet and concours is on the 4th, the Crows Landing Time Trial is on the 10th and 11th (the day after Marcel and I get back from Parade), and the two Zone Autocrosses on the 24th and 25th at Santa Rosa airport. Above all, don’t forget to call the GGR Hotline at (408) 227-7208.

By the way, you should start planning now for next year’s Parade in San Diego. The last time we had a Parade in San Diego was in 1977. That’s where Judy and I first tried Jetas. A bunch of us tried it. Jon Milledge got pulled over by the Coast Guard for speeding, but we Porsche drivers are sort of used to that.

By the way, as I write this, Bobby Crookshank is the current holder of the Dummkopf. Be sure to help whoever is the current holder to find new recipients. If I had any familiarity with that award, I could give you some tips, but I don’t, so ask Bobby.

You’re doing great, everybody! The activities are going well, the new members are pitching in and participating, and we are generally having a great year. Keep it up!

Terry

---

The Annual Historic Race Welcome Party hosted by: Monterey Bay Region will be held Friday August 16th Time: 4:30-7:00PM

COME AND TOAST THE BEGINNING OF THIS GREAT WEEK END WITH US
Just bring yourself. Refreshments, snacks & soft drinks included.

Location:
First National Bank of Monterey County
Located at Alvarado & Webster in Monterey

For Additional Information:
Contact Dave Terdy 408-625-1393
or
Bruce Herrmann 408-372-4411

JOIN US ONCE AGAIN AND MEET OLD FRIENDS JUST LIKE ALL THE OTHER GREAT YEARS AT THE MONTEREY HISTORICS!
Porsche
Concours & Swap Meet

August 4th

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

At Carlsen Porsche
1730 Embarcadero Road, Palo Alto

Call Dick Cottrell (415) 692-2100
Larry Sharp (408) 379-6359

For more info
GGR Tour Series

We are pleased to announce the GGR Tour Series. It has been mentioned before, but now the rules are finalized, and the series is in place for 1991.

Briefly, the rules are as follows:

1. Any tour organized by a GGR member, advertised in the NUGGET, on the official GGR calendar, and open to any GGR member in good standing will count in the Tour Series.

2. Points will be awarded as follows:
   A. Each day of the tour will be awarded 1 point. (A 3 day tour would get 3 points, a two day tour, 2 points, and a 1 day tour one point.)
   B. The day count of the tour will be determined by the tour leader. If they choose to have an optional overnight, and wish to count the tour as a 2 day tour, they can do so. However, extra days, such as Friday on the Death Valley Tour, if necessary to accomplish the tour should be counted. This would make the Death Valley Tour a 4 day tour, worth 4 points.
   C. Each tour entry will be awarded points. In the case of joint entries, points can be shared, or assigned to one couple, but double points will not be awarded.

3. Following the last tour prior to the Christmas Party/Awards Banquet, the Social Director and the Tour Chairman will compile a list of all tour participants for the year, assign points, and determine the winners.

4. In the case of a tie, which is likely, equal prizes will be awarded to each of the winner, as the budget allow.

5. Awards are at the discretion of the Social Director and Tour Chairman.

6. This is not designed to encourage competition. Its sole purpose is to encourage and reward participation in the tours organized by and for Golden Gate Region.

7. Awards will be made at the Christmas Party/Awards Banquet.

If you have any questions, or suggestions, please call me. We will have "mid-year standing" in an upcoming NUGGET. We look forward to seeing you on a tour, soon!

Jack Kuhn
Social Director

Scenic Oregon Tour Reminder

Labor Day Weekend
August 30-Sept 2, 1991
Timberline Lodge and Crater Lake

See You There!

The 1991 Mother Lode Tour

Date: Saturday & Sunday, Oct 5th & 6th
Cost: $125.00/Couple

This year's event promises to be one of the best Mother Lode Tours yet. We're staying in a new town this year, Sonora, at the Gunn House Inn. The tour is almost full already, so you had better make your reservation now. The tour fee includes: Picnic lunch at Sonka's Apple Ranch, tour to Diestel Turkey Ranch for a "turkey tasting", Italian banquet at La Torre Restaurant, night's lodging and continental breakfast at Gunn House, Columbia gold mine tour & walk of downtown, a hot dog & beer (or soft drink) lunch and an ice cream cone from the Fallon House Ice Cream Parlor.

Early reservations are being accepted.
Laguna Seca Time Trial
Bronc Riding Style

By Sandy Provasi

Here we go again, Laguna Seca 1991, Bronc Riding. Laguna Seca? Weren't we just here last month, and a couple of months before that? What could be different about going around 11 turns some 55 times during a weekend for the third time of the year and its only June? Let's see what I could dig up different. Yes it was Father's Day Weekend! (We already raced on Easter and Mothers Day. How about Thanksgiving, Christmas and New Years?)

One thing going for us is the ever improving weather. It is also nice to see who has fixed their car from the last event and who hasn't. And what about the 118 drivers at the start of the weekend and only 92 made it to timed runs. What happened to the rest? How about a few dots, spins, flat spots, flags, nuts, gravel pits, selling used parts, etc. Now lets review history and get on to the meat of it.

It was nice to see Joe from PARTSHEAVEN. In addition to being an event sponsor, they were on hand selling spare parts, which many of us needed. Also on hand was event sponsor Ken Mack of SPORTECH who was giving out T-shirts thanks to Art's rebuilt. (Just kidding). Hope our sponsors had as much fun this weekend as I did getting a new track record!

Now what does Allen Yarborough and Paul Sidel, both Waltons, and Ken Mack all have in common before timed runs? They all spun in turn two! (Who did I forget?) Ken Mack was the most publicized spin because he received a dayglow orange dot from Bud for the spin. Ken blamed all those, especially the Waltons for making the turn slippery with their previous spins. Ken told me he doesn't want to start a club, for those who spin in 2. (Just because he doesn't have time for more meetings.) Well it didn't stop at timed runs. Scott Jensen was copying Ken's line, including the spin and noted it was not the fast line. When I talked to Scott he also wanted everyone to know he didn't protest Hank Watts even though his wheels and tires blistered the paint on his fenders. Nice guy, poor fenders! Ed Clement spun in turn 4 on his cool down lap so he just missed joining the club.

Shirley Neidel was her crafty self again. She had spent countless hours sewing miniature sets of the nine time trial flags for the children to glue on

Henry Watts and his 911E waiting to start time trialing

sticks. What a wonderful Father's Day present. It was so great, she is still making more for those who missed out or are just not a father. Give her a call and place an order. The "slippery substance flag" on the night stand is just too funny! Tom's favorite is the checkered! Some guys out there might wear out the mechanical flag so ask for two. I checked back with Todd Harter to see if they got

---

**WHISTLER WEEKEND**

**CIRCUIT RACING AUG 16-18 1991**

**WHISTLER, BRITISH COLUMBIA**

**THREE DAY FORMAT**

**FRIDAY THRU SUNDAY**

**AUGUST 16-18, 1991**

**FRIDAY:** Rally from beautiful Vancouver along Howe Sound and the Coast mountains to the Alpine setting of Whistler. Register at the magnificent Chateau Whistler Hotel and meet old friends and new at the Beer & Brats Reception.

**SATURDAY:** Concorso your Parade in the Parade Galla or Top Only classes or display it and qualify for the People's Choice Award. After the Concorso, attend the Rally and Concorso Awards Banquet at the Chateau and then the night life of Whistler awaits you.

**SUNDAY:** Autocross all day high above the village at the Blackcomb Mountain Day Lodge and then attend the Autocross Awards Dinner and Galley Cap Presentation at the Chateau Whistler.

**REGISTRATION:** Call Judy Galby to register (604)995-4557. Registration Fee: $60.00CAN per car until June 30. $75.00CAN after June 30. Full refund if cancelled before Aug 1. (Pre-registration required for Rally Instructions).

**MEALS:** Friday Beer & Brats Reception - Free. Saturday Rally and Concorso Awards Dinner (table service) $30.00CAN per person (Children 12 years and under $15.00CAN). Sunday Autocross Awards Dinner (Buffet style) $30.00CAN per person (Children 12 years and under $15.00CAN).

**ACCOMODATION:** Special rates have been arranged with the Chateau Whistler, Glacier Lodge, Le Chamois, and various condominium properties adjacent to the Chateau. Get the list when you pre-register.

**NUGGET 11**
Laguna Seca Time Trial
Bronc Riding Style

around to the much needed tune up after last Time Trial. He said Brian said he did the turn up. Todd was not sure if it helped or improved any yet, but he said it was not any worse. Then Brian Perry came back with, "It would be a shame if Todd showed up the wrong day for the next event." Brian also wanted to know who slept for one hour while Brian put the car back together? And who then went out and beat Brian? Todd, of course, by more than a second! What bickering, and you two aren't even married. (To each other, I mean). Brian wanted everyone to know he returned Vots Porthough his nut from the last event in a bag. Thanks for the loner nuts. Here we go being overly generous again.

Bud Behrens was his normal cheerful self. He was complaining about people not estimating their times for timed runs very well. At the same time he was very proud of the fact he gave out 2 dots! Bud also said Larry Sharp was a great replacement for him in the future. He bragged that Larry even has the right attitude, and just needed a little seasoning to be perfect for the job.

Curtis Robertson had so much fun out here he brought along his friends and wife, Caroline Robertson, Bruce Yoxsimer and Rick Jeffrey. (They also help so he wouldn't take last place in EP) His friends were bragging that he sells all his used and outdated parts to them to keep him in front of the group. Now thats what friends are for, right? Caroline had a blast! She lost the gear shift knob but still did a 2:10. Hank, I asked her what she did with the knob when she was finished, however you were not close by to hand it to!

Sally Brown hopes her new record of 1:573 will hold in HPL for the next 3 years while Scott Jensen and her relocate to Texas. Steve Manitisas in L class said good bye, again. This time he is really moving back to Greece with his family but had to stay a while longer while his dad had surgery. Steve wanted to thank Hank for helping him knock off 2 seconds. I ask about Time Trialing in Greece, no luck there, just hill climbs. We'll miss you all. Come and visit soon.

When I asked Kathryn McVean how the weekend was going she said "The key was to keep your mind off men and on the track!" Which men, she never said, but at Time Trials there are plenty of them so this was no easy task. Have you tried side blinders?

As for Scott Jones he was still trying to beat Terry Sullivan's record and at the same time doing some fine tuning for SCCA next weekend. Scott ended up with a 150.3 a little short of beating Terry. However, consider the following consistent driver. Terry's lap record was a 1:49.45 as of 5/90 and he did a 1:49:450 this weekend. How did he do that?

Catherine Crisafulli had been helping time Ted Voit and vice versa all weekend. Catherine said Ted was being optimistic by estimating a 154.9. Turned out he did a 154.6 and placed #1 in EP. Hot shoes Voit! As for Catherine she really wanted to break 2:00 and she did it with a 1:58.9. Hot heals, Catherine!

Fact: Art Seeger choked under pressure. He bragged all weekend that he was beating Bill Newlin in the practice sessions by seconds! He went around Saturday night pointing the current record and telling us to forget that record, his name was going there. Bill Nelwin said Art was talking with Bobby about where to rent the airplane to do a banner for the great finish. Art also blamed Mary who showed up to watch and they had a argument about where to eat her sandwich. Of course all this added to his choking. He even posted a 1:38, being conservative. However, when the clock was on him he said he missed a shift between 11 and 1. What other excuse could he come up with? The list went on because he called me Monday morning still giving me excuses why I should give him a break. A break, I've got to pick on someone, and your number just came up Art. Enjoy the attention!
Take note: this was the first time of the decade the DeMartini car was working well at the end of the weekend! Gary Apotheker said he helped Pattie and Lloyd get the albatross out of their car. Or was it because they took off the license plate that said WAN2BA6 and it didn’t have to keep trying so hard? What ever the reason, it was great to see Lloyd take a first in his class, inching ahead of Tom Provasi by .247 of a second. Hats off to you, Lloyd

Thank you, Jean Ohl who had to drive to Watsonville to get another printer cartridge because James forgot it! (Mikey always brings it but Mikey wasn’t there) Thank also to Ted Voit for making 30 calls to find the right cartridge. Then ,while James worked timing, Jean pack the car and changed all the tires. What a gal! Happy husbands day! James

The Kimes set a record for stuffing a motor home full of people for the showing of “Caraker Doing 2 360’s” in turn 6. They will try to beat that record at Crows Landing with a sequel. If anyone wants to be the star in the up coming filming, please contact David. Close by, Bobby Crookshank was seen wandering the pits. He didn’t beat David this weekend but he did beat a hangover to come out, watch and cheer. everyone else on.

Hope everyone had a great weekend. Thanks again to our Bronc Riding Sponsors KEN’S SPORTECH and PARTSHEAVEN. See ya all where the Crow’s Land outside of Modesto in August.

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<table>
<thead>
<tr>
<th>Car #</th>
<th>Name</th>
<th>Model</th>
<th>Lap #1</th>
<th>Lap #2</th>
<th>Fastest</th>
<th>Points</th>
</tr>
</thead>
</table>

**STOCK CLASSES**

Class M - 356, 912, 912E, 914 1.7, 914 1.6, 924

Gary Walton  914  DMR

Class NL - Ladies W


Class S - 914-4 2.0, 914-6, 911(66/68), 911L, 911T(69)

257 - JAMES OHL  914  2:00.750  2:01.713  2:00.750  20

811 - JIM HUGHES  914  2:03.976  2:03.832  2:03.832  16

Class V - 911LE(66/73), 911T(70/73), 924TURBO, 944, 948

220 - DAVID RINES  911T  1:58.757  1:59.226  1:58.757  20

44 - RUDEL PROCTOR  944  2:02.162  2:02.456  2:02.162  16

259 - TIM CLARK  911T  2:09.491  2:09.981  2:09.491  13

Class W - 9118(64/77), 911 2.7, 911SC, 928, 911(3.2)

7 - DOUG PORTMAN  911S  1:56.270  1:55.059  1:55.059  20

928 - SANDY SWALLOW  928S  2:00.343  1:59.340  1:59.340  16

213 - DALE SOREL  911  2:07.413  2:07.223  2:07.223  13

Class Y - 930, 86-88 944 TURBO (EX TURBO B), 944G, 944G2

255 - BRENT RAINISH  944T  1:57.323  1:57.593  1:57.323  20

20 - MIKE HOWE  944T  DMR

Class YL - LADIES Y

75 - SUSAN MOORE  944T  1:57.809  1:56.097  1:56.097**  20

**PRODUCTION CLASSES**

Class AP - 356, 912, 912E

262 - JOHN MCKENNA III  912  2:03.634  2:03.337  2:03.337  20

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1991 Time Trial Series
"Bronc Riding"
Laguna Seca Raceway
June 15 & 16, 1991

Sponsors: KEN’S SPORTECH
PARTSHEAVEN
**New Lap Record**
<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Height</th>
<th>Weight</th>
<th>Born</th>
<th>Race</th>
<th>Hair</th>
<th>Eyes</th>
<th>Notes</th>
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<tbody>
<tr>
<td>T. VOIGT</td>
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14 Nugget
STREET MODIFIED

Class G - ALL STREET MODIFIED 4 CYLINDER

200 LLOYD DEMARTINI 914 1:45.875 1:45.426 1:45.426 20
74 TOM PROVASI 914 1:46.577 1:45.673 1:45.673 16
82 LEE BRITTELL 914 1:56.762 1:55.833 1:55.833 12
511 JAM ARMSTRONG 92 NDN NDN NDN
622 TOM POOLE 914 NDN NDN NDN
822 ROB KING 914 NDN NDN NDN

Class GL - LADIES G

78L SANDY PROVADI 914 1:52.849 1:50.193 1:50.193 20
200L KATHERYN MCVEAN 914 1:57.088 1:55.603 1:55.603 13

Class U - ALL 6 AND 8 CYLINDER STREET MODIFIED

911T LARRY ROBINSON 911T 1:49.936 1:49.159 1:49.159 20
785 ROBERT DALRIMPLE 911CAR 1:51.063 1:51.220 1:51.063 16
277 JESS RAINE 914-6 1:55.773 1:55.348 1:55.348 13

MODIFIED

Class M - 4 & 6 CYL (NORMAL ASP) UP TO 2040 CC

22 BILL NEWLIN 914 1:42.648 1:41.273 1:41.273 20
83 ART SEGER 914-2 1:42.260 1:41.760 1:41.760 16
68 MITCH KENNEDY 914 1:47.028 1:45.363 1:45.363 13
66 HAROLD ALLEN 915 1:50.021 1:50.170 1:50.021 11
48 SERGIO MEZA 914 NDN NDN NDN
148 DAN COWELL 914 NDN NDN NDN
155 REN WALKER 356 NDN NDN NDN

Class ML - LADIES M

22L REBECCA NEWLIN 914 1:43.664 1:43.393 1:43.393 20

Class X - 4 & 6 CYL > CLASS M TO 2520 CC (12" MAX WHEEL)

333 STEVE YOUNG 911 1:48.121 1:46.337 1:46.337 20
14 P. CHRISTOPHERSON 914 NDN NDN NDN
27 JOHN McNAMEE 911 NDN NDN NDN
749 ED McNAMEE 911 NDN NDN NDN

Class Z - MODIFIED CATEGORY EXCEEDING CLASS M AND X

0 GARY WALTON 911 1:35.786 1:36.007 1:35.786 20
8 RICH WALTON 911 1:36.805 NDN NDN NDN
2 RICH MCGLOMPH 914-6 1:45.662 1:44.133 1:44.133 13
25 MARK PROCTOR 9447 NDN NDN NDN
190 BOB DEBOEHR 928 NDN NDN NDN
451 HARRY KAUFMAN 914-6 NDN NDN NDN
457 BRAD MAGNER 914-6 NDN NDN NDN

EXHIBITION

Class EX - EXHIBITION

45 JOHN BYRNE 911E 1:52.292 1:51.305 1:51.305
145 GARY DIEHLACHER 911E 1:57.639 1:59.032 1:57.639
248 ED SAADI 944TS 1:57.991 1:57.905 1:57.905

Redwood Region and Loma Prieta Region Present Zone Autocrosses #7 & 8

Saturday & Sunday, August 24th & 25th Sonoma County Airport, Santa Rosa

Run/Work Sequence
Green runs/RR works
Red runs/Green works
While runs/Red works
Blue runs/White works

Run/Work Sequence
Blue runs/LPR works
Green runs/Blue works
Red runs/Green works
White runs/Red works

**Due to local noise restrictions, grid times have been changed**

Additional Information:
Registration and tech open at 8:00 a.m. Fee is $15 per driver. Score cards must be completed and car must be run-ready before entering the grid for tech. Helmets must have a 2008 or later Snell sticker. All drivers are required to run and work per the above schedule to earn series points. Course walk times approx. one hour before the first and third run groups. At present, overnight camping is not allowed. Food and water are not available at the site; it is suggested that you bring your own.

Run Groups
White: Stock Classes V, W, WS, Y, YS
Blue: Production Classes FP, GP, HP, JP, KP, LP
Red: All Super Production, Prodified, Street Modified, Modified and Exhibition

Directions:
North on 101 through Santa Rosa. Take the River Road exit. West on River Road to Stuassar (3.5 mi.). Right on Stuassar to stop sign at (1 mi.). Right on Windsor Road. Go straight 100 yards to site entrance gate. Make sure to close gate behind you if no one is working at the gate.

Redwood Region AZ Chairman: Tom Poole 415/383-8675
Loma Prieta Region AZ Chairman: Catherine Crissafoli 408/446-1397

Don't Forget –
GGR Autocross #6
(Sept. 8th - Crows Landing Naval Airstation, Patterson, CA)
Calf Roping
August
10th and 11th, 1991

Crows Landing
Sponsored By

Fred's Foreign Car Repair
Partners Now and For the Future
Service • Parts • Repair
Factory Trained Technicians on Hand
(Smog Checks Available)
Mon-Fri 7am-6pm • Sat 9am-5pm
Fred May (Owner)
16415 Church St. • Morgan Hill CA95037
(408) 779-8480

1991 TIME TRIAL SERIES AND DRIVER EDUCATION
GOLDEN GATE REGION • PORSCHE CLUB OF AMERICA
Registrar: Snookie Arolla (408) 243-2999
Chairman: Lloyd DeMartini
Call between 9AM and 9PM

Attention!
Please Submit Proposed Rule Changes To Steve Conston By
August 23rd
Zone Autocrosses
#4 & 5

By Larry Sharp

KC and I started out for Sacramento early Saturday morning looking forward to a great two day weekend of Autocrossing.

When we arrived at Cal Expo, most of the early risers where there, including Sally Brown whose car was stuck behind Dwight Mitchell's Van so as not to be stolen or Autocrossed that day.

George Neidel to the rescue with his trusty floor jack. The van was promptly removed. Meanwhile on the course the action was fast and furious. Art Seegar and Bud Behrens were competing so hard they never saw John Hawkins win HP class. Professor Watts is Dominating IP class to a tune of 1.5 seconds. Boy, I'm glad that I'm out of that class. Dodd Portman came out and raced his 911 and was outrun by david Coleman by 2 seconds. Ouch! I guess he's getting used to that turbo.

Valerie and Don Bennett showed up in their new black 944. Valerie got the hang of it real quick. Don, however is new to Autocrossing and is having a great time anyway.

In the Neidel mobile Rob beat George and Sharon. It must be that new helmet. If Sharon stays away from the cones she'll have the guys waxed for sure.

On Sunday, it was another gorgeous day in Sacramento. Some folks were trying to recover from the Mitchell's party on Saturday night.

Dwight Mitchell changed the course slightly to wear out the tires on the other side of the car, however it slowed everyone down. Bud Behrens promptly ran onto the course and won HP class leaving Art Seegar speechless. Betty Hummer must be watching Mary Ann Behrens because Betty beat her husband Bob. Speaking of Bob's Bobby Crookshank had a hard day of it coming in fourth in class S. But the time spread from 2nd to 4th was .107 of a sec.

Ed and Marsha Wilson brought out their 356 to show us how it used to be done. Ed exposed the handling flaws in that model range.

Well the final score for the weekend on Saturday, David beat Larry, Bobby and James. On Sunday Larry beat David, James and Bobby.

Happy Autocrossing

Larry Sharp
Well we are half way through the season, believe it or not. Larry and K.C. (with some help from Jim Pasha) did a great job designing and setting up the course. A couple of the cones we were using had a hard time staying in their box. We had cones flying all day long as evidenced by the top cone heads of the day:

**Bob Cross** 15  
**Henry Watts** 12  
**Rick Brown** 12  
**Bill Ohino** 12  
**David Caraker** 10  
**Sally Brown** 7  
**Jim Brooks** 6  
**Dwight Mitchell** 6

Bobby Crookshank was presented with the dunkop award for driving at the last autocross with his emergency brake on. well he figured it out this time and took his class. Super Marcel continues to tease the competition: slow in the beginning and then blows them away later in the day (last run of the day for Judy). The hot competition between Jim Brooks and Dwight continues. Dwight came out on top this time, but also took over the presidency of the "Blue-Light Club". Ask either him or Kirk about this prestigious club. Ray Scruggs finally got his car running correctly after playing James Bond and putting out a great smoke screen for his first couple of runs. And then there were the first couple autocrossers, but long time trialers Dennis Neely and Craig Cline who showed up. They did fine on the course, but watch out for Dennis in the grid area. We now have a customized tech inspection box (it is flat). Top time of the day went to Lloyd DeMartini who came out for the morning, set the record and left the challenge for the rest of the zoomies, but no one could touch that time. Until next time,

**Kirk Doberenz**
## Membership Musing

**By Bob Hummer**

**Words fail me. Let’s just greet all our new members!**

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Bob Hummer
Membership Director
Board Business in Brief

July 20, 1991
All Board Members present except Bob Hummer. Guests: Diane Kimes, the Sharps & the Christophersens.

Minutes approved as corrected.

DIRECTOR'S REPORTS

Nugget Editor: The Nugget has a staff working now: the Sharps, Teresa & Rob Neidel.
President: Will attend National Meeting at Parade. May also give Bud his proxy to vote in case he is unable to attend. Terry will vote on the changes to the PCRs. PCRs changes vote next meeting, Board members to review PCRs before vote. There is a Sacramento Valley Tahoe Tour, Terry has applications for those who are interested.
Vice President: no report. Secretary: Pano Reporter has submitted several articles this year, but none published. Social Director: Submitted written report. Family Picnic: Facilities look great, we are close to the beverage service. Suggested that everyone arrive early and stay late to get to do everything available. Oregon Tour: First part free-form, Cathy looking for someone to lead tour from Mt Shasta City. Christmas Party will be at Brandons, November 30, 1991. Firming up menu and other details. Joint Board Social: Jack took suggestions for a South Bay spot. Speakers for dinner meetings: Denny Kahler will speak to GGR after his Bonneville efforts this year. A tire specialist from Yokohama has also agreed to discuss tire technology with us. Treasurer: Submitted written report. Report approved unanimously. Mother Lode Tour budget submitted and approved unanimously. Membership: Bob Hummer absent so Terry read supplied script. New members approved unanimously. The last new member social was successful but costly. Will revert to the Kimes method for the next social.

Competition: Inconsistent application of the rules at last time trial. Will refer issue to the protest committee.

OLD BUSINESS

Budgets next 60 days: all in. Post mortem of events: Gluttony Tour: too much food (not a criticism), Korbel tour was great. New Member Meeting: good event, name tags with logos were great. Goodie Bag did outstanding job there. Zone Autocross Event: good event but somewhat confusing. Crows Landing June 2: good event. Time Trial 4, accidents, good event, some confusion on rules interpretations. Club insurance: all insurance ordered. Change to Calendar: July 13th Zone Autocross, no Rockwell Tech. Banner Purchase: Board polled at New Member meeting banners appropriation, approved. A new line item for banner will be added to the budget. Surcharge for Tour Series (written proposal submitted): much discussion concerning making the social part of the club too competitive. The proposal is to give year end awards based on a points system for tours attended. The object is to encourage greater tour participation. Adopted (5–1 abstention).

NEW BUSINESS

1990 Scrapbook: done a week early, and sent off to Pararde. Paula & Michael Evans did an outstanding job. Charity Events: Need to point out that all Crows Landings events are charity events. Profit from Gluttony Tour: money to be split between chocolate day and tour series (5–1 abstention). Nominating Committee: some discussion on the need to act to form a committee now. Terry will seek out members for nominating committee hopefully by next Board meeting.

Respectfully Submitted,
Al Berens
1991 Secretary

NEXT BOARD MEETING
August 15th at Bob Hummers
FOR YOUR TRAVEL NEEDS
CALL
VALERIE BLANCHARD

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