SEPTEMBER 1993

Nugget
PORSCH CLUB OF AMERICA GOLDEN GATE REGION

[Image of people seated in a car with a sign attached]
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Front Cover

Cincinnati 93 Porsche Parade
Concours Entrant
Charlie & Snookie Arola’s Porsche

The Editor Says

Hi gang, made it back from Cincinnati. Had to push the President’s car back part of the way (he can take it back to Ken’s).

Cincinnati was hot and humid, the city had to open its COOL shelters and was giving away fans to cool the people down. A few of us had the misfortune to take the Trip to HELL. It was so hot, the bus driver had his people start the bus one hour before he picked us up for the start of the tour to the Amish country. We started with a stop at a winery at 10:30 in the morning. (we found that they sure like sweet wines--- 5 of the 6 wines were very, very sweet), then on to the truck stop for lunch. Next to a small settlement of Amish were you could buy a quilt or other items, then on to the bakery, more sweet thing including the pies James Ohl purchased a strawberry-rhubarb pie and said all he could taste was the strawberries and sugar.

Did I mention that every time we would stop the bus driver would turn off the bus and guess what else would turn off? THE AIR CONDITIONING! And he could not understand why we were dying of heat on the 1 1/2 hour return trip.

But, as you can see, we did make it back. Lyn and I have decided that the mid-west part of the country is not for us. It was so nice to get back Foster City and the nice dry climate.

The Letters to the Editor have been doing very well. But if you have something to say about Thunder Hill, how about taking it to the Board of Directors first. And then if things don’t go your way, send them to me (tell me you’ve been to the board) and if we have room, I will try to print them.

Hope you made the Carlsen Swap/Concours this year. If not, you missed a big event.

Chet
James' Jabber

Jean and I and the 914 survived the great trek to and from the Cincinnati Parade, all 6,152 non-air conditioned, humid miles. And, since we had the windows open and the CB on, we turned the radio off and actually talked to each other. And, before you ask, the mid-west flooding is worse than you see on TV.

Chet Martin (your Nugget Editor) really earned his CB handle of Sparky (he is an electrician) on this trip. On the way to Parade, Horace Sercie developed a starting problem. While he and Chet were able to diagnose the problem, no fix was possible on the trip, so we had to push-start the 911. At the Mid-Ohio Drivers School after Parade, David Kimes developed a starting problem in his race car. Chet came to the rescue with jumper cables. Not to be outdone, our 914 developed a starting problem on the way back, so Chet and Jean were back to push starting.

The Cincinnati Parade, like all Porsche Parades, was great, even if we didn’t win the Ferry Porsche Trophy. Our scrapbook is great, check it out at the next event. But, due to the really rotten weather, Cincinnati will rank, in my memories, as one of the less great Parades.

However, the highlight of the entire trip, at least for me, was the fabulous post-Parade Drivers School at Mid-Ohio. After all, this is why we took the 914. The track was challenging and beautiful, the instructors were skillful, and the weather cooled down with lower humidity. I got down to a low 2:03 and could have gotten lower with more track time and courage.

Derek Bell, a great driver and a true gentleman, spent almost two days with us. I got a four lap hot ride with Derek in a 944S2 on Michelin street tires. All though the laps, Derek carried on a conversation with me about the track, his Momo GTP car, and Le Mans. We flew around the track and he was so smooth, casual and gentle with the controls, only steering with his fingertips and just tapping the shifter between gears. He really demonstrated that smoothness is the key to speed. We turned a 1:51 lap, faster than most of the cars on the track, including several race cars with race tires. I talked to him later about this, and he seemed very surprised. However, he did admit that he runs in the low teens at this same track in his IMSA GTP car.

The 1994 Parade will be July 9-17 at Lake Placid, New York, using some of the venues developed for the Olympics. The theme is Camp Lake Placid, which means no suits, ties, or formals. The 1995 Parade looks to be Portland, Oregon in early August.

Jean and I initially discussed flying to Lake Placid, making it our first Parade without a Porsche. We could use the autocross and rallye time to explore the countryside in a rental car. While that sound great, I just heard that there might be a post-Parade Drivers School at Watkins Glen and Lake Placid is only about a day and a half past Cincinnati, so...

James
**ZONE 7 CALENDAR**

Sept
12 Concours & Swap Meet
   Oakland Airport
   (DR)
19 Auto-X Santa Clara
   Fairgrounds
   (GGR)

Oct
3 Concours (SVR)
9/10 Carrera De Sierra
   Rallye (SVR)
17 Concours Fresno (SJR)
24 Concours San Rafael
   (RR)

Nov
6-7 AX School #2 (LPR)
   Candlestick Park
7 Rallye (SVR)
20 Presidents Meeting
   Afternoon
20 Zone Awards Banquet

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**Driving School - New Date !!!**

Are you driving your car to its maximum potential? Would you like to have better car control and push your Porsche to its limits safely?? Would you like to have a really great time? Reserve your spot now in the 1993 Zone 7 AUTOCROSS SCHOOL, Section II, Nov 6 & 7, Candlestick Park (Loma Prieta Region Hosting)

For only $55 the school features two full days of friendly and expert instruction (student/instructor ratio less than 2:1) and a copy of Secrets of Solo Racing. Pre-registration is REQUIRED, all Porsche drivers are welcome (you do not have to be a PCA member). You must be 18 years old to attend. For further information call Henry Watts, 408-245-4040.

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Yes, I want to drive my car to its fullest Porsche potential. (OCT)
Please reserve ___ spaces @ $55 per person (check payable to PCA/LPR).

<table>
<thead>
<tr>
<th>Driver #1</th>
<th>Driver #2 (two people may attend in 1 car)</th>
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<tbody>
<tr>
<td>Name:</td>
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<td>Addr:</td>
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<td>Car: model &amp; year:</td>
<td>Color:</td>
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Please tell us where you found this flyer: ________________________________

Mail to: Zone 7 Autocross School, 849 Gary Ave., Sunnyvale, CA 94086

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THE DUMMKOPF
by Terry Zaccone

This one was hardly worth mentioning. Kirk must have been desperate!

At the GGR/Zone 7 Autocross at the Oakland Coliseum, I was checking Marcel's tire pressures for Judy, who was ready to go out. Not wanting to put the beautiful, monogrammed helmet that you gave me on the ground, I put it in the back. Marcel had the top and back window down. Off Judy went. On the first hard right, the helmet popped out. Even before it hit the ground, always quick David Kimes, who was on the mike, said: "There goes Terry's helmet! That looks like a Dummkopf to me!" Now how did he know it was my helmet? Even worse, it knocked over a pylon.

This one was a little hard to hide from, since my name is painted on the helmet. It's still usable, but it has this big scratch on it.

So this puts me into the undisputed lead. Bill Patton and I were tied at four for many years, but I finally got the best of him. Hah! Get active again Bill. There's still a chance!

Friday Night Socials
2nd Friday of Every Month
This Month

September 10th

Harry's Hofbrau
Mountain View
(On the El Camino Real, North of Hwy. 85)

Starting 6:30pm 'til?
We Will be in the Backroom

For more information, call
Sharon Neidel
408-225-8103

New Membership Director
David Kimes
15755 Native Dancer Drive
Morgan Hill, CA 95037
408-779-5988

Please Direct all Membership Inquiries to David

With the resignation of Lynn Chakel due to business obligations. David Kimes has offered to complete the term of Membership Director. Thanks David!

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Porsche Club of America 5
GGR AUTOCROSS SERIES
Event #5—Oakland Coliseum
by Carey Spreen

Around about the beginning of July, Oakland Coliseum advised GGR that Sunday, July 25, was available as a date for an event there. When we heard this, and looked at the amount of time we had to publicize the event, there was some concern that we might not be able to get the word out to enough people. The fact that a lot of folks had already left for the Porsche Parade in Cincinatti didn’t help matters, either. In the end, though, it was decided that, because date availability at Oakland Coliseum is rare, and the lot there is so large and in such good condition, that we would go ahead and put on our Series Event number 5 there.

Our contacts in other regions were notified, announcements were made at other events (the Zone 7 autocrosses in Sacramento, for example), and the GGR Hotline was updated, so we felt confident that a good portion of our regular autocrossers would hear about it. So, if you were one of those that did not hear about the event (and I know there are some), please accept my apologies. As event sites get harder to find, and cancellations and rescheduling happen more frequently, we may need to implement some sort of telephone tag-team list to keep our autocross enthusiasts up-to-date. Of course, if you have any comments or suggestions on what to do in a case like this, please let me or a board member know. In the meantime, checking the GGR Hotline is a good way to get the most current event information.

Anyway, the course (laid out by Larry Sharp, with assistance from Bill Newlin, and with hindrance from a few others, myself included) turned out to be more of a memory exercise than a lot of people were used to; there were a large number of DNFs and off-course excursions during the first and second (and sometimes third and fourth) runs. This was due in part to the course being comprised mainly of gated turns, with not many cones on the straightaways, and no lining of the course at all. The course was also fairly long, with a crossover toward the end, just to keep the flagperson on his/her toes. The Coliseum management also handed down an edict that 55mph was to be the maximum speed at all times in the lot, so some creative last-minute tightening of the course kept top speeds within their guidelines. Honest.

This event will bring the total number of Autocross Series events this year to seven, including Santa Clara County Fairgrounds on Sunday the 19th of this month, and one at Sonoma County Airport on Saturday, October 16, in conjunction with Redwood Region. As described in the rulebook, only your five best placings out of a possible seven will be used to determine final point standings, so as long as you participate in at least four series autocrosses this year (in other words, more than 50% of the events), you will be eligible for a series trophy. And of course, remember to support our sponsor AUTOMOTION, because they support our autocross series. Hope to see you at the Fairgrounds!

RESULTS

STOCK CATEGORY

<table>
<thead>
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<th>Name</th>
<th>Best Time</th>
<th>Pts</th>
<th>ytd</th>
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<tr>
<td>Class N</td>
<td>Bob Hummer</td>
<td>1:47.505</td>
<td>20</td>
<td>60</td>
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<tr>
<td>Class NL</td>
<td>Betty Hummer</td>
<td>1:43.687</td>
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<td>Class S</td>
<td>Richard Jung</td>
<td>1:33.271</td>
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<td>Class V</td>
<td>Chris Bang</td>
<td>1:38.869</td>
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<tr>
<td>Class W</td>
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<td>Doug David</td>
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<td>Masuo Robinson</td>
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PRODUCTION CATEGORY

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<td>Larry Sharp</td>
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<td>Danny Fong</td>
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<td>Jim Biesemeyer</td>
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<td>Buck Bernier</td>
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<td>20</td>
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<td>Gerry Brown</td>
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<td>E. J. Fontaine</td>
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<td>Susan Shead</td>
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<td>K. C. Sharp</td>
<td>1:34.019</td>
<td>16</td>
<td>69</td>
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<tr>
<td></td>
<td>Karen Neidel</td>
<td>DNS</td>
<td>—</td>
<td>60</td>
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1. th day Celebration

Class FP
Terry Zaccone 1:26.053 20 96
Vince Dattoli 1:27.736 16 45

Class FPL
Judy Zaccone 1:26.303 20 76

Class HP
Henry Watts 1:23.603 20 40
Steven Sherwood 1:31.247 16 32
Dale Sorel 1:32.388 13 13

Class IP
Dick Antoine 1:27.267 20 36
Bob Beach 1:29.604 16 59

Class JP
Ray Scruggs 1:26.318 20 80

Class LP
Mark Marino 1:30.788 20 40

Class LPL
Grace Morton 1:38.197 20 60

SUPER PRODUCTION CATEGORY
Class L
Carey Spreen 1:27.576 20 80
Essy Fariab 1:32.513 16 29
Ken Mason 1:34.535 13 13

Class LL
Mimi Spreen 1:33.154 20 80

PRODIFIED CATEGORY
Class P
Rob Neidel 1:24.259 20 72
George Neidel 1:27.094 16 76

Class PL
Sharon Neidel 1:26.479 20 80

STREET MODIFIED CATEGORY
Class UU
Kim Vester 1:29.549 20 65
David Kimes 1:30.584 16 96

Class U
Lloyd DeMartini 1:22.070 20 80

Class UL
Pattie DeMartini 1:22.860 20 100

MODIFIED CATEGORY
Class M
Bill Newlin 1:17.961 20 40
Mike Lommatzsch 1:26.242 16 92

Class ML
Rebecca Newlin 1:24.831 20 20
Teresa Lommatzsch 1:25.451 16 96

Class Z
Steve Cross 1:20.647 20 56
Bob Cross 1:23.977 16 52

Exhibition
Michael Roupp 1:31.344 —
Jack Roupp 1:33.018 —

TOP TEN TIMES
Bill Newlin 1:17.961 MTTOD
Steve Cross 1:20.647
Lloyd DeMartini 1:22.070
Pattie DeMartini 1:22.860 LTTOD
Henry Watts 1:23.603 DOT Tires
Bob Cross 1:23.977
Rob Neidel 1:24.259
Rebecca Newlin 1:24.831
Teresa Lommatzsch 1:25.451
Terry Zaccone 1:26.053 DOT Tires

60th Birthday Celebration
If you missed the flyer in last months Nugget

have until
September 4th
to make reservations
for the Birthday dinner at the
Holiday Inn
San Jose
September 11th
6pm no-Host cocktails
and Dinner at 7pm

Contact Shirley Neidel
408-225-8103
for more information

Call the GGR Hotline
415-573-0798
to confirm that the event
will be run
Pleasanton has a short notice
cancellation privilege
SLOSHING TO CINCINNATI
by Terry Zaccone

Actually, except for a couple of hours of very heavy rain in Illinois on the way out, I encountered surprisingly little rain while I was driving. I did see a lot of whatever you call rain after it falls and just sits there (floods?). I'm beginning to think Marcel and I will never get to drive in hot weather across the country. It was sweatshirt and jacket until afternoon the first two days. I stayed in Salt Lake the first night and Grand Island, Nebraska on the second. Marcel turned over 300,000 miles on the odometer just West of Des Moines. On the third day, I passed through Davenport, Iowa, top up most of the day. The Mississippi was extra-wide, with the tops of light poles visible above water in the town. I reached Normal (!), Illinois early, so I could use the motel pool. However, they wouldn't let me in because of the thunderstorms that were imminent. It was the next morning that I ran into the real rain. By early afternoon, it had cleared and by the time I pulled into Cincinnati, we had the top down again. On Thursday, July 1, I pulled into the garage next to the Hyatt, changed clothes, and took a bus to the airport. My company decided I should be at a meeting in D.C. on Friday. By Friday night, I was back in Cincinnati at the Hyatt, starting my Parade. Judy arrived Saturday afternoon and we registered and got Marcel teched. All the Parade hotels were very nice, with good air conditioning. This was an absolute must, because we had an "unusual" heat wave during Parade. It was over 96 for both the temperature and humidity (it's the heat, not the humidity). This is not the first Parade we have had with "unseasonable" weather. Remember Missouri and Costa Mesa? The combination both high heat and humidity was impressive, as well as oppressive.

Apart from the heat, it was a good Parade. The ambiance was great and there were many things to do in and around Cincinnati.

The Sunday welcoming party was at a sports bar and eating place on the Ohio river. Good food and beer, albeit somewhat crowded for an entire Parade. We met GGR alumni Dick and Sue Petticrew, Ed and Darlene Swain, Valerie and Don Bennett, and Scott Jessen and Sally Brown. Scott and Sally remain primary GGR members, even though they have been exiled to Texas.

The Concours on Monday was in the Cincinnati Convention Center, a huge facility with 1500-seat banquet rooms upstairs. Judy and I went to the National Karate Championships there on Sunday night. A great show for six bucks each! For people's choice at the Concours, I voted for the 917K, as I always do. Even though it's not eligible for the award, I think it is the most beautiful car there. The Concours lunch was, um, interesting. If you've ever been to the ball park, you will know what I mean.

We went out to walk the Autocross course in the afternoon. The course was set up on a dragstrip about 15 miles out of town, next to the (swollen) Greater Miami River. The course started with a semi-sharp left turn, went through some twisty bits and then a sharp left (low gear) onto the dragstrip.
The straight was the 1/4-mile of the dragstrip, starting with the official starting area, 3/8-inch of rubber on the pavement and all. This surface provided great traction and kept Marcel from severely fishtailing throughout the first three gears. At the end of the 1/4-mile was a chute of pylons, then a series of about six gates, offset in a slalom pattern with the middle ones closer together than the end ones. Most of the course was narrower than we are used to. After the gates, there was what they call a “garage”. This is just a sharp right-left box to get through. After that, there was a string of about 6 or 7 slalom pylons leading into the left turn at the end of the dragstrip. This straightforward, but not especially wide, 180-degree turn put us on the road returning from the end of the dragstrip, but on the other side of the Armco. That was not the end, however. There was a straight run of almost 1/4 mile to the finish lights. It was a challenging course, they all are. But I must say, I don’t care for the Eastern style Autocross where they have a standing start and the start and finish in different places. I prefer a closed Autocross with two or three laps, the first of which is practice. That just seems to flow better for me. Nevertheless, thousands of people like it the other way.

The Concours Banquet was a fine affair, as always. The Autocross was before the Rally this year, which works for me. I spent most of Tuesday, Wednesday, and Thursday at the Autocross. We ran on Wednesday. I was on the Protest Committee one day and they also asked me to help Mark Shavitz do announcing at the Autocross. I did that all day Thursday. David Kimes and I were asked to motormouth at the 1995 Parade Autocross in Portland, Oregon, which will be a lot of fun.

Thursday night there was a “Night at the Drags”, with bracket racing for anyone who wished to try it. We did not go to that, but many who did had a great time.

On Friday, there was an Ice Cream Social in one of the great halls at the Omni-Nederland Hotel. Waiters in tuxes serving up goblets of Dreyer’s ice cream, tubs of fudge, caramel, strawberry, and fresh whipped cream, with, of course, maraschino cherries. I had three sundaes. This definitely hurt my appetite for the Autocross Banquet that night. I guess the most fun was getting chocolate syrup on the white table cloths. They had a drawing for a set of Yokohamas and I urged Rik Larson of Sac Valley to turn in his form. I even helped him fill it out. He then promptly won the tires and wouldn’t even give me one!

The Autocross Banquet was in the Union Terminal Museum, a fascinating place. We were able to see the Omnimax presentation of Speed. Very exciting. We sat at the table decorated by Shirley Neidel, who had recreated Laguna Seca with little Porsches on the track and all the appropriate flags.

Saturday morning we had the Tech Quiz. Some year, I’m going to have to study for that. Judy is getting closer to me. “The Type 542 Porsche engine was: ?” Built for Studebaker? Bah.

The Victory Banquet was held in the giant Hyatt Regency ballroom, which easily held the 1200 or so participants. Ilsa Nadele gave her usual entertaining speech on Porsche Club activities around the world. How would you like to have her job? She works for the factory as an ambassador, visiting Porsche Clubs all over the world.

During the week, we made many trips to the Goodie Store, which was one of the best I have seen.

Sunday morning finally came. The Parade was over, but many of our members were off to mid-Ohio to try that track, and some were planning to run the PCA race at

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Porsche Club of America 9
Road America in Wisconsin.

Marcel and I had decided to skip those events, since we had to drive all the way home. Besides, there were the two Zone 7 Autocrosses in Sacramento the next weekend. After seeing Judy off to the airport, Marcel and I took off for the West.

At the urging of the Neidels, who had stopped on the way in, I visited Indy. This was well worth while. The museum is fabulous. The ride around the track in the little buss (for $1.00) is better still. One can feel the aura on the track, with skid marks, the names on pit wall, etc. The main straight is lined on both sides by double-deck grandstands for the entire distance. I think we should get Rob Neidel to write an article on his visit to Indy. How about it Rob?

Since I was already in Indiana, I decided to visit Peru, which is 60 miles North of Indianapolis. I left there 42 years ago, after a 5-year stay. I was able to find the old places and reminisce. Then I decided it would be nice to have lunch there, so I stopped in a small cafe. Across the aisle from me was an older woman (well, my age) eating alone. She kept sneaking furtive glances at me. She left before I did. I finally told the waitress she could bring me the check any time and she said: “Oh, it’s been taken care of.” I said: “WHAT?” She said: “That lady that just left paid your bill.” I said: “WHAT FOR?” She said: “She told me the Lord told her to do it.” ! ! ! Oh well, a free lunch is rare enough.

I continued on to Davenport that night, where I had dinner with George and Shirley Neidel, who were also driving back. No, the motel wasn’t flooded since it was on higher ground North of town. I did see extensive flooding. The water was within two feet of I-80 near Des Moines.

The next day, I was finally forced to put the top up just ten miles from Cheyenne, Wyoming, where I spent the night. After driving five miles in a thunderstorm, I gave it up. You don’t get too wet if you maintain 80.

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10 Golden Gate Region
The rest of the trip gave fine weather and I was able to get my left side burned to a crisp. I stayed in Elko, Nevada that night where I won enough to pay for the motel, dinner, and the Utah ticket. Incidentally, law enforcement was reasonable everywhere on the trip except in Cincinnati, where it can only be described as vicious, and Utah, which has a reputation to uphold.

Crossing into California and climbing Donner Summit is always a thrill when returning from a long trip. The weather was gorgeous, although nippy at 7500 feet. I was still wearing a tank top from the Nevada desert and was glad to descend into the oven of the Sacramento Valley.

My arrival home in Saratoga was almost anticlimactic. Marcel ran like a clock for the entire trip, requiring a quart of oil only every 1100 miles. (No wonder I love that car!) This is a good testimonial for a Jerry Woods overhaul.

I enjoyed this Parade, and the trip. The Parade next year is in Lake Placid, New York, and should be great. I am already laying out a trip which will probably go along the top of the U.S., and maybe over the North side of Lake Superior. I will do a tour to Parade next year, if there is interest. Please let me know.
HALLOWEEN PARTY

Saturday, October 30, 1993
7 P.M.

At the home of Terry & Judy Zaccone
13046 Anza Dr., Saratoga, CA

This is a COSTUME party, so dress up. There will be a prize for the best costume.

POTLUCK DINNER
Bring your favorite potluck creation. We’ll eat whatever we end up with.
(If everyone brings desserts, that works for us!)

BYOB
(Unless you want to drink my Pabst Blue Ribbon and Cribari Chianti.)

Paper plates, napkins, utensils, cups, etc., will be provided, as will ice. Please call so we’ll know how many of these things to get.

Terry & Judy Zaccone
(408) 257-6575
Parade 93

Cincinnati's "Infamous" Fountain
LETTERS TO THE EDITOR
SEEMS LIKE ALL THE LETTERS TO THE EDITOR ARE ABOUT THUNDER HILL

(The response has been very good, but if you want results contact your Board of Directors, or better yet go to the next board meeting and express your views were they will do good.)

SUBJECT: Thunderhill
REFERENCE: MIKE LOMMATZSCH'S LETTER OF 5/12/93

A letter was recently published in the Nugget that was very critical of both the Golden Gate Region Board of Directors and the Thunderhill Committee. The committee feels these issues are better handled at the monthly board meeting. Since Mike decided not to use that avenue but rather appeal to the general membership, we have little choice but to do the same.

It is true that GGR is trying to raise money to attempt to secure guaranteed dates at Thunderhill. A committee was formed to suggest to the Board of Directors some possible ways to raise funds to support that effort. The Competition Director was placed in charge of the Committee and a list of 20 possible fund raisers were suggested. Many of these were felt by the Board, either not possible due to insurance regulations or would not raise sufficient funds to justify the work necessary to make them happen. Several other of the ideas were approved and have been put into motion. These include a driver surcharge for all drivers at all time trials, fun rides with the instructors at time trials for a fee and paying for parade laps around the track.

Clearly this is not going to raise sufficient monies to attract any attention from SCCA. To supplement these efforts, a portion of the monies on hand in the GGR treasury will be used. In 1989, the Time Trial series revenues exceeded expenses by over $10,000. That money was put into the GGR treasury. In 1990 revenues exceeded expenses by $2500.00, 91 by $1,500.00 and 92 by $8,000. As Mike correctly points out, the new time trial timer and the Autocross trailer that is used by the time trial series reduced those numbers by some $15,000. The total for those four years of excess monies that went to GGR was in excess of $7,000. The autocross series those four years contributed another $1,000.00 in revenues in excess of expenses. The committee did not feel it was inappropriate to ask for $8,000.00 to supplement the fund raisers previously mentioned.

The only social event that was targeted as a fund raiser by the committee was the Carlsen swap meet and that apparently is the rub. For the past 5 years, Mike and Teresa Lommatzsch with assistance from several others have manned the food booth at the swap meet. All proceeds have gone to charity from this effort. The committee asked the Board of Directors if this year and this year only the committee could work the food booth and have all proceeds from the swap meet go to the Thunderhill fund. This idea was approved by the Board and is in the planning stages.

As to the allegation that the social aspects of the club are being ignored to further competition events, that is simply not true. Thanks to the outstanding job done by K.C. Sharp last year and expanded on by Sharon Neidel this year, a review of the calendar will show that with the Friday night socials, dinner meetings and tours there are MORE days spent in social activities than in competition activities. No one that we discussed this item with has ever heard of any social event that someone was willing to put on being turned down. The committee, and we are sure many others, strongly support that balance. Vice President Larry Sharp should be congratulated for the calendar he has put together that considers all of the various interests of the club. While it is true that other Regions have different priorities,
GGR tries to have something for anyone who is willing to support it. A perfect example would be a Rally series. The Board has tried very hard for several years to find someone to serve as Rally Chairman for GGR. To date they have had no takers. The last Rally that GGR put on had more GGR workers than GGR Rallyists. The decision by the Board was if someone wants to put on rallies they will support them but the interest just doesn’t seem to be there.

In the past 18 months we have had 40 people attend the time trial ground school, attend the mandatory two events and become licensed drivers. All 40 of them have become GGR members. Unfortunately, the future for the time trial series looks very bleak if we are unable to secure dates at Thunderhill. Both Laguna Seca and Sears Point have reduced our dates thereby forcing us to go to Crows Landing just to have a series. Now NASA is taking over Crows Landing and the future at that site is questionable. Your Board of Directors is, as all Board of Directors should, looking towards the future and trying to ensure that all of the most popular club activities that GGR provides can continue.

The one point that the committee agrees with Mike on is contact your Board of Directors. They are your elected representatives and will move in the direction that the majority of the club wants them to but only if they know how you feel.

THE THUNDERHILL COMMITTEE

LETTER TO THE EDITOR;

Regarding Michael Lommatzsch's letter expressing his concerns about expenditures from GGR going towards competition events I'd like to present yet another viewpoint.

I am fairly new to GGR, joining in 1989 with the specific goal of having the opportunity to meet other people with Porsches and also taking advantage of the excellent driver training which was available. I've attended several social events but found that I preferred the family atmosphere and general good natureness of the people who were participating in Time Trails and Auto Crosses.

As a matter of fact the wonderful people who I have met in the events have been very impressive and I look forward to the Time Trails to see friends who help and coach one another very unselfishly.

The most recent Time Trial at Laguna Seca offered us the opportunity to contribute additional money towards the new track in Northern California. This was most appropriate being asked to contribute money towards the track which in turn may guarantee us the opportunity to continue to drive our Porsches on a track instead of on a public street for speed.

I feel that GGR should support the new track in order to offer us the guaranteed opportunity of its usage. However, I believe that most people will agree that these funds should not be pulled from the social related budgeted items. After all, there are many people like Mr. Lommatzsch who feel that each segment of GGR whether Social or so called-Competition should try to be as self supporting as possible.

We should not be competing against one another's interests. Shouldn't we be working together to accomplish our goals so we can enjoy our interest that being PORSCHE?

Respectfully,

Brent Harnish
1993 GGR AUTOCROSS SERIES
Sponsored By AUTOMOTION

Event #6--SANTA CLARA County Fairgrounds, San Jose
Sunday, September 19, 1993
This will also be Zone 7 Autocross Series #7

REGISTRATION: Opens at 7:30am, closes at 2:00pm. Morning grid open from
7:30am to 8:45am, and will be an inverted grid (first car on grid is last to run).
Afternoon (noninverted) grid open from 11:30 to 12:30pm Fee $15.00 per driver

TECH INSPECTION: During morning and afternoon grid.

DRIVERS MEETING 8:45am, Course walks will begin at approximately 8:00am and
before the third group..

TIMED RUNS: Run groups will conform to Zone 7 rules
BLUE (FP,GP,HP,IP,JP,KP,LP.) runs first, works second.
WHITE (V,W,WS,Y,YS.) runs third, works fourth.
GREEN (N,S,AP,CP,DP,EP.) works third, runs fourth.

DIRECTION TO EVENT SITE: Take U.S. 101 to San Jose, and exit at Tully Road.
Head west on Tully until you get to the Fairgrounds (just past 10th Street) and turn
into main parking lot on the right

FOR MORE INFORMATION: Call Carey Spreen, Autocross Chairman 415-369-5111
days or 510-792-4505 evenings. IMPORTANT NOTE: The Fairgrounds sometimes
cancels our events with short notice. We therefore strongly urge you to CALL THE
GGR HOTLINE in 415-573-0738 for event conformation

NEXT EVENT: Saturday, October 16: GGR Autocross #7 at Sonoma County Airport
Santa Rosa

Attention:

I am still looking for a volunteer to do the 1993 scrapbook. It would need to be prepared in early '94 to reflect all of
GGR's activities for the 1993 calendar year. I'd certainly be willing to help and/or give some creative ideas to
someone if they are willing to take on the organization. Please let me know if you would be interested, or if you
just have questions, please feel free to call...

Thanks,
Teresa Lommatzsch
GGR Secretary
BOARD MEETING MINUTES
JULY 20 1993

ATTENDEES
All board members were present except Terry Zaccone. Chet Martin was present as acting Membership Director. Guests included Jean Ohl.

CALL TO ORDER
The meeting was called to order at 7:06pm.

A. STANDARD ITEMS

AGENDA ADDITIONS
Advertising for Bylaws changes.

APPROVAL OF MINUTES
The minutes from the previous meeting were unanimously approved with the following corrections:
- Under the Thunder Hill discussion, the amount should be $8,000 not $8,000.
- Canceled autocross should be Aug 29th, not 21st.
- The Nominating Committee members should include David Croom, not David Kimes.

POSTMORTEM OF EVENTS
The Adopt-a-Hwy on June 19th was a good event. Speiltag was a great and exciting event. Parade in Cincinnati was fun. The Friday Night Social had a poor turnout due to Parade. The Family Picnic had a poor turnout as well, due again to Parade, but also the Zone 7 autocross weekend in Sacramento.

CALENDAR CHANGES
Due to losing Crows Landing and Pleasanton (as of November), the following events have been cancelled: September 25-26 Time Trial #4, the August 29th autocross, and the December 19th fun autocross. The remaining autocrosses are: July 25th, Aug 29th, and Sept 19th (our Zone date). There will be no Aug Adopt-a-Hwy or Aug Tech Session.

INSURANCE FOR UPCOMING EVENTS
Insurance for upcoming events is up to date.

STATUS OF ACTION ITEMS
James found a replacement for Lynn Chakel as Membership Director. David Kimes has volunteered. James took a phone poll for input earlier in the month. The board unanimously approved David Kimes as the Membership Director. Gerry did two versions of the costs of services to dual members. We need to decide what to charge for yearly dues to cover the costs... a bylaws change can be done this year. Kirk has not gotten a budget for the Carlsen Concourse, but James reported that he had received a budget from Mike Lommatzsch for the concession stand. After a long discussion about who should do the event (Mike or the Thunder Hill committee), a motion was made to accept Mike’s budget and allow him to proceed with his plans... it was approved 3-1-1.

B. DIRECTOR’S REPORTS

PRESIDENT
James went over his correspondence... he received some information on the tax situation. The next Parade is in Lake Placid, NY July 9-17, 1994, and the following Parade will be in Portland, OR August 6-12, 1995. James has received some letters in response to Mike Lommatzsch’s letter to the editor that was published in a recent Nugget.

VICE PRESIDENT
No report.

SECRETARY
GGR has been in “From the Regions” again in Panorama. Teresa also want to clarify what has been discussed previously this year... that specific items needing approval from the board, such as position appointments, cannot be published in the Nugget until it has been approved by the board.

TREASURER
Gerry passed out his report and discussed the items... he has added a Thunder Hill Summary of Donations report. Gerry still needs a budget for the Halloween Party. The Treasurer’s report was unanimously approved as submitted. Sharon created a budget for the Carlsen Concourse (under Kirk), and Larry turned in his revised budget for Vice President’s expenses... both budgets were unanimously approved as submitted. After a phone call, Sharon did a budget for the Halloween Party... it was unanimously approved as submitted.

Continued on page 18
### GGR 1993 Calendar

<table>
<thead>
<tr>
<th>September</th>
<th>October</th>
<th>November</th>
<th>December</th>
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</thead>
<tbody>
<tr>
<td>10  Friday Night Social</td>
<td>8  Friday Night Social</td>
<td>6  Tech Session (S. Neidel)</td>
<td>1  MAIL PARADE</td>
</tr>
<tr>
<td>11  Dinner Meeting</td>
<td>9/10 Mother Lode Tour</td>
<td>12  Friday Night Social</td>
<td>Jan 1994</td>
</tr>
<tr>
<td>(60 Year old Birthdays)</td>
<td>(Keller-Wallace)</td>
<td>13  Auto-X #7 Sonoma Airport</td>
<td>14  Friday Night Social</td>
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<tr>
<td>Mom Neidel</td>
<td>16  Auto-X #7 Sonoma Airport</td>
<td>15  Activities Day 1994 &amp;</td>
<td>15  Friday Night Social</td>
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<tr>
<td>19  Auto-X #6 And Zone</td>
<td>21  Board Meeting (Deberenz)</td>
<td>16  Auto Awards Banquet</td>
<td>16  Activities Day 1994 &amp;</td>
</tr>
<tr>
<td>Santa Clara Fairgrounds</td>
<td>30  Holloween Costume Pot Luck</td>
<td>(Spreen)</td>
<td>17  Activities Day 1994 &amp;</td>
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<td></td>
<td>Board Meeting (Zaccone)</td>
<td>14  Adopt A Highway</td>
<td>18  Activities Day 1994 &amp;</td>
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<td></td>
<td>(Judy Zaccone)</td>
<td>19  Activities Day 1994 &amp;</td>
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<td></td>
<td>18  Board Meeting (Lommatzsch)</td>
<td>20  Activities Day 1994 &amp;</td>
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<td>21  Turkey Day Pot Luck</td>
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### Board in Brief Continued

**COMPETITION**

We received a $150 refund for the portable potties at Crows. The rules changes are in the Nugget... the rules meeting will be August 17th at Ken’s Sportech. We discussed making sure that people get notified about the added event on July 25th.

**SOCIAL**

No report.

**MEMBERSHIP**

Chet, acting Membership Director, passed out the report... it was unanimously approved as submitted.

**NUGGET EDITOR**

No report.

**PAST PRESIDENT**

No report.

---

### C. OLD BUSINESS

As far as any race tract support, there have been no discussions or actions since the last Board Meeting.

### D. NEW BUSINESS

Sharon had some changes for the Procedures Manual... on page 62, under the event planning timetable, we need to change the budget due date from 60 days to 90 days... and on page 50, we need to update the list of GGR Presidents.

### E. ADJOURNMENT

The meeting was adjourned at 9:38pm.

### F. EXECUTIVE SESSION

No executive session was needed.

### G. NEXT MEETING

Next meeting will be August 12th at Chet Martin’s.

Respectfully submitted,

Teresa Lommatzsch
TIME AGAIN FOR CHANGE

If you think the Club Bylaws need to have something changed, submit the changes in a typewritten form.

All submissions must be received by September 30th

Send them to GGR's Vice President

Larry Sharp
237 Watson Drive #3
Campbell, CA 95008

AIR COOLED PORSCHE MECHANIC

356, 912, OLDER 911

Custom Engine Rebuilding
Mechanical / Electrical Repair
Assist on Projects
LOW RATES - 510-654-7891
SAM SIPKINS

Turkey Run 1993
Sunday, November 7
(An Easy Zone 7 Time & Distance Rallye)

Tradition revisited, again. Win your Thanksgiving turkey at this historic time & distance rallye through scenic Yolo and Solano Counties. Rallye is three hours and finishes in Dixon. Turkeys awarded in each of 5 classes:
- Expert Equipped
- Novice
- Expert Unequipped
- Beginner
- 1st Time PCAer (no previous SVR rallyes)

Entry fee is $10.00. Mail check (payable PCA-SVR)
by 11/1/93 to: The Goose
606 Florence Drive
Vacaville, CA 95688
(please indicate rallye class on check)

Info: call Rallyemaster Phillip Marks (Loose Goose), 707-448-4021

Registration & Start
Java City in Arden Fair, Sacramento
9:30 a.m. Registration
10:01 a.m. First Car Out
Well it looks like I didn't get the dirt to Chet, but don't give up because I can tell all of you were to go October 2 at 10am.
"ASK MARSHA"

"ASK MARSHA"
TECH SESSION
EVERY-DAY, NEED TO KNOW PREVENTATIVE MAINTENANCE AND SUSPENSION TIPS FOR ALL PORSCHE DRIVERS
PLUS
GENERAL QUESTION AND ANSWER SESSION CONDUCTED BY MARSHA WILSON AND DENNY KAHLER
DENNY KAHLER'S
6117 DOUGHERTY ROAD
DUBLIN, 510/829-2050
OCTOBER 2, 1993
10:00 A.M.
COFFEE AND DOUGHNUTS TO BE PROVIDED BY DIABLO REGION
ROADSPORT
International
SALES

LUXURY & PERFORMANCE MOTORCARS
Specializing in Pre-Owned Porsche and collector, investment automobiles.

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A Porsche or luxury auto? We find new homes for these vehicles at the right price
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415-364-6234
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SPEEDOMETER CONVERSION TO 150/180 MPH
COLORED FACE CONVERSIONS

PALO ALTO SPEEDOMETER AND AIR CONDITION, INC.
718 EMERSON STREET
PALO ALTO, CA 94301
TELEPHONE: (415) 323-0243
FAX: (415) 323-4632

Porsche Club of America 21
Welcome New Members:

Brooks, Dennis  
S/104 Condamine St.  
Balgowlah NSW 2093,  
02-948-3093  
911 Targa 75

Petrick, John E.  
Dave Walton  
4107 Edison Street  
San Mateo, CA 94403  
415-385-0864  
911T 69

Whitener, Morgan  
Susan  
56 Commons Lane  
Foster City, CA 94404-  
415-572-1838  
RS/america 93

Daley, Scott  
3660 Andrews Dr. #112  
Pleasanton, CA 94588-  
510-847-8278  
911 Targa 87

Peungtuan, Thongchai  
Suchada  
1759 Lake St.  
San Mateo, CA 94403-  
415-574-8373  
9268 84

Ho, Esther  
John Ho  
1882 E Street  
Hayward, CA 94541  
510-537-4625  
911 Carr 88

Wai, John P.  
Yu-Lan  
10861 W. Loyola Dr.  
Los Altos, CA 94024-  
415-941-7319  
968 93

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October 23-24, 1993  
Saturday & Sunday  
by Sacramento Valley Region  
Porsche Club of America

Join us again, won't you,  
for the sixteenth Carrera  
de Sierra — this time a  
two-day rallye-tour to  
Lake Tahoe written by  
John Clever. An early  
start from Market  
Square in Arden Fair in  
Sacramento to Tahoe  
West Inn for an over-  
night stay and then return on  
Sunday to our farewell barbe-  
cue in Jackson.

Your cost per two person car  
will include:  
1. The Rallye.  
2. Individual and Team  
awards.  
3. Accommodations for two  
Saturday night.

Information: John Clever 209-835-4100, Rik Larson 916-481-6084, Phillip Marks 707-448-4021

---

Entry Fees by Date of Entry

(entry requires 2 checks)  
Enter by 8/15  Enter by 10/1
Payable to PCA-SVR: $55 $60
Payable to Tahoe West Inn: $35 $35

Send checks to Phillip Marks, 606 Florence  
Drive, Vacaville, CA 95688. Get entry form by  
return mail (early entries pay less and get best rooms).

1. The Rallye.
2. Individual and Team  
awards.  
3. Accommodations for two  
Saturday night.
4. Saturday night cocktail party.  
5. Sunday farewell barbecue in  
Jackson.  
6. All the fun you can handle.  
Saturday night you are on your  
own for dinner.

FIVE CLASSES: Beginner, Nov- 
ice, Expert Unequipped, Expert  
Equipped, and Curta Crankers.  
TEAMS will consist of THREE  
CARS; one must be a  
Beginner entry, and only  
one Expert or Curta  
Cranker car per team. If  
you would like to also  
compete as part of a  
team, just say so on your  
entry form when you re-  
ceive it (no additional en-  
try fee for team entry).

DEADLINES, ENTRIES & CANCELLATION: We must have  
your entry on or before Octo-  
ber 1. After the promised rooms  
are filled we will accept entries  
only on a “room available” basis.  
Cancel your entry prior to Octo-  
ber 1 for a 80% refund. Cancel  
your entry after October 1 and  
receive a 30% refund.
PCA / GGR - MOTHER LODE TOUR # 10

DATES: Saturday and Sunday, October 9th & 10th

TIME: Tour Group starts at 8:30am sharp on Saturday the 9th.

START: California Realty parking lot on Hopyard Rd. Hopyard Rd. is the first turnoff East off 580 East after the intersection of Highway 680 & 580 near Pleasanton/Livermore.

COST: $130.00 per couple (check payable to PCA-GGR).

INCLUDES: SATURDAY
* Tour to Sonora Inn in Sonora (with rest stop).
* Tour to Columbia for a picnic lunch. You bring your picnic lunch & the Fallon House Ice Cream Parlor will provide the ice cream dessert.
* After the picnic you may spend as much time as you wish at the Banjo & Fiddle contest, or touring the many other attractions in Columbia.
* While in Columbia you must take your photo ticket to the A. DeCosmos Daguerrean Studio for your Old-Fashioned 5 X 7 Photograph. You may order more at your expense.
* Dinner banquet at the Sonora Hotel Lounge with your choice of Chicken Marsala, Fettucini Alfredo or Fresh Fish. Wine will be served with dinner.
* Gold country Porsche door prizes.
* Night's lodging at the Sonora Inn.

SUNDAY
* Tour to the Keller's new home in Apple Valley Estates for Sunday Brunch that includes Eggs Benedict and Champagne.
* After brunch you may head for home, or better yet, head to downtown Sonora to walk historic Washington Street and take in the many shops.
* AND MORE - Great Porsche roads, History, Maps, Brochures, etc.

LIMIT: Twenty five (25) Porsches/25 couples

DEADLINE: Many reservations have already been made for this event, so before you send your money YOU MUST MAKE SURE THAT YOU ARE ON THE RESERVATION LIST. Then, if you are on the list, your payment of $130 must be received no later then FRIDAY, SEPTEMBER 24th to secure your reservation.

DRESS: Strictly casual, pardner. The weather is usually nice although it could get cool in the evening.

NOTES: Where the tour starts on Hopyard Rd., there are service stations (Mobil, Shell, Chevron to name a few) and places to have breakfast (Denny's, Burger King to name a few). Just remember, we want to start the tour - leave at 8:30 am. Driving time to Sonora is about two hours including a rest stop on the way. All cars will have route instructions. BRING YOUR CB, if you have one!

RESERVATION:
By phone: 415-948-9203 (days & eves)
Mail or deliver, your $130 reservation check to
Dick & Mary Wallace, 778 Loyola Drive, Los Altos, CA. 94024

Porsche Club of America 23
1993 GGR AUTO CROSS SERIES
Sponsored By AUTOMOTION

Event #7--Sonoma County Airport, Santa Rosa
Saturday, October 16, 1993

REGISTRATION: Note later registration times due to noise restrictions at the airport! Opens at 8am, Closes at 9:30am. Late registration open 11:30 to 12:00 noon. Fee $15.00 per driver

TECH INSPECTION: Opens at 8:00am, closes at 9:45am. Open again after late registration

DRIVERS MEETING 9:45am, and again after late registration if necessary.

TIMED RUNS: 10:00am to 5:00pm. Cars will run in driver number order.

NO OPEN EXHAUST!

DIRECTION TO EVENT SITE: Take U.S. 101 to Santa Rosa (that will be 101 North for most of us) and exit River Road west. Drive approx. 3.5 miles and turn right on Slusser. One mile down Slusser will be a stop sign at Windsor Road. Turn right on Windsor, and drive about 100 yards to the entrance gate.

FOR MORE INFORMATION: Call Carey Sreen, Autocross Chairman 415-369-5111 days or 510-792-4505 evenings. IMPORTANT NOTE: The Fairgrounds sometimes cancels our events with short notice. We therefore strongly urge you to CALL THE GGR HOTLINE in 415-573-0798 for event conformation

NEXT EVENT: 1993 Series Awards Luncheon, Saturday November 13. Site and time to be announced

The Presidents u
Jean( How Much) Ohl
Her own money machine?

Notice
This event will be GGR's Zone event and will be run under Zone Rules
**THE MART**

The Mart is available at no charge to PCA members; non-PCA members may submit ads for Porsche and / or Porsche related parts or accessories, $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 Typed or Printed 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 KG.

**FOR SALE**

64 356SC Coupe. numbers match. restored 1985. Signal Red with tan leather interior, crome wheels, AM/FM stereo, original tool kit/owners manual, camber compensating springs, fog lights and more. Excellent condition $21,000 obo. Call John 415-578-0634

1968 911 Coupe, white/black. fresh paint, glass and lights need to be installed: engine apart- all machine worked, new brgs. chains, P/C's, clutch, etc.needs reassembly, will inc. 2 912 body's $3,000 Call Dave 707-795-2787

1972 911T #9112100903 Guards Red from bare metal/black, "S" front spoiler, Recaros, five point belts, 104K Miles, 10K on rebuilt 2.4 motor. New tires, shocks, fuel injection,dash,headliner, door pockets, carpet kit(not installed): extra wheels for RS conversion, CA car owned for 20 years & meticulously maint. records available. $19,500 Call Al 415 367-8339, Fax 415 367-8958

1981 911SC Coupe. Platinum/Tan, spring center clutch, Carrera tensioners, fender mounted oil cooler, pop-off valve,150 mph speedo, cruise control, factory alarm. $15,900 Call Jim 408-427-3216


1980 928 Coupe. Red/black Leather. One owner. 56K miles, Two exhaust systems,Alpine Stereo, cover, excellent care. $10,000 Call Don 909/599-3557 (day-work)


Found/for sale 1952 Coupe s/n 50089 with 20,153 original miles. In storage for 40 years. See at Monterey Historic Races Porsche Corral. $40,000 (ONO) Call Dave 408-384-2895

1973 1/2 911T Coupe, yellow/black, CIS, 73K original miles, Turbo tie-rods, Koni shocks, AM/ FM cassette with amplifier, alarm, bra, new cover, interior/exterior in excellent condition, runs perfectly. Asking $10,900. Call Michael or Jan 408-266-4818

1978 911SC, CIS, AC, Elect. sunroof and windows, Black w/ Lobster Red all-leather int., Perf-Package w/Whale Tail, rear anti-sway bar and front spoiler, black sheepskins, new Goodyear Eagles and Bilsteins, LOW MILEAGE (85K). Asking $15,500, if interested, Call Jim 510-490-6716...leave a message.

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The Mart

1969 911T Targa soft rear window #119110676 European Delivery, Signal Yellow. Does not have rear seats. Has storage shelf and 2 storage compartments. $12,250 Call Alfa 415-571-9182

Call Richard 610-284-1729

PARTS


911 parts. Rblt 2.4T w/reblt inj. pump, 69 2.0 core, 73 911 tub, AIR bodywork, Turbo trailing arms, Parting78SC, re fender, hood, bumper, doors, elect. mirrors w/wiring, suspension parts, oil lines w/thermostat, other misc. susp., electrical and eng. parts. let's talk! Call Rick 408-287-2120 days or 408-265-6973 eve.

911 Weber Carbs and manifold (2) (40 IDA 3C) swap for 84 Motronic system. Call Chester 408-742-3227 Leave message

911/930 7+9x16s w/tires, refinished - black ctrs w/polished outers- $1700, Replica 7+8x15s w/vgood 008s $600, 4-7x15 944s w/

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GGR Coming Events

September
10 Friday Night Social
11 60th Birthday's Dinner Meeting (Mom Neidel)
19 Auto-X #6 & Zone #7
23 Board Meeting (Zacccone)

October
8 Friday Night Social and New Member Meeting
9/10 10th Mother Lode Tour
16 Auto-X #7 Sonoma Airport
21 Board Meeting (Doberenz)
30 Halloween Costume & Pot Luck Party (Zacccone)

GGR Calendar see page 18
Zone 7 Calendar see page 4

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