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Family of the Year
Jack, Cathy & Michelle Kuhn

Take Note!
New Nugget Editor—See Inside For Details
If You're Serious About Driving,
We Can Help Guide You Through All The Curves.

We are currently building 2 to 3 Porsche 944 cars for the 1992 racing season. Projects Racing is seeking 1 or 2 drivers interested in participating in our 944 racing program for the 1992 season.

Please call for details.

Whether you're just starting out or are a seasoned driver, Projects Racing Services is available to assist you in all types of competition driving & racing programs leaving you with an experience you won't forget.

We are looking for drivers to participate in the 1992 racing season. Including: SCCA, club racing, Porsche club time-trials & vintage events. We can help guide you through all the curves of procedures, licensing, car preparation and the most fun of all, the curves out on the track.

Your club racing, time-triaing or vintage car is welcome for the 1992 racing program. Because at Projects Racing Services we can provide professional mainenance, track-side support, discounted on-track testing, post-race video critique, and car storage. All available at your disposal for any club, time-trial or vintage event. If you don't have a car, we also offer you the opportunity to rent one of ours, right at the track.

Located at Sears Point International Raceway, Projects Racing Services also offers: performance parts, safety equipment, a full fabrication & welding facility, restoration services and even car transport.

Why struggle with all the curves of racing, when you can get them handled all in one place.

We will be glad to help you with your driving & racing questions. Give us a call for a 1992 racing experience you won't forget, curves and all.

PROJECTS RACING SERVICES
Constructors of Race Cars and all related services
Sears Point International Raceway
29153 Arnold Dr., Sonoma, CA 95476
Phone / Fax: 707.996.7719
Welcome to 1992. Your new GGR Board of Directors includes myself as President, Paul Seidel-Vice President, Snookie Arolla-Secretary, Gerry Brown-Treasurer, Bob Hummer-Membership, Ken Mack-Competition, KC Sharp-Social and Terry Zaccone-Past President. Thanks for voting.

Two very important events occur in January. The 1992 Porsche Parade registration opening date is January 13th. As Parade will be in San Diego, it would be great to have a large GGR contingent. The Panorama has the essential registration details.

The second important event is planning the 1992 GGR calendar. Activities Day is scheduled for 11:00 am on January 25th at the Mountain View Harry's Hofbrau. If you would like to put on an event, or learn more about events, please plan on attending. This is the same site as the Friday night Socials.

In addition, Jean (my wife) is responsible for the 1991 GGR Scrapbook. The Scrapbook will be GGR's entry into the 1992 Porsche Parade Region of the Year contest. She could really use your pictures and assistance, but pictures can not be returned.

Please come to Activities Day to help make GGR in 1992 your club.

James
CALENDAR

BUD BEHRENS
REPRESENTATIVE

12 JANUARY
ZONE SEVEN AWARDS BRUNCH, hosted by Zone Seven, at the Ryde Hotel, Ryde. Fee is $19.00 per person. For info and directions, call Bud Behrens at 209-477-6496.

17 JANUARY
ZONE SEVEN RALLYE #1, hosted by Sacramento Valley Region. For info and fee call Ron Boeck at 916-427-9458.

FEBRUARY
2 ZONE SEVEN PRESIDENTS MEETING. Site and time to be announced by new zone rep.

KEN'S
SPORTECH
INC.

Happy New Year

We will be celebrating our 13th year in business on January 1, 1992. In honor of this event, we would like to offer all Porsche owners a big 13% discount on all parts, oil and labor.

Call now for an appointment and take advantage of this opportunity to save 13% on your next repair bill.

Happy Holidays,
Ken

*Offer good through January 31, 1992. This offer supercedes all other discounts and will end January 31, 1992.

408/377-8055
BOSCH ALIGNMENT
MON. - FRI. 8 - 5:30
1436 WHITE OAKS RD. CAMPBELL

Take Note!
New Nugget Editor-
Please address any item for the Nugget to:
Chet Martin (415) 570-5934
861 Carina Ln., Foster City, CA 94404
GGR Calendar Year For 1992
Races, track locations & times are tentative and subject to change.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>12 Zone Awards Brunch (Ryde Hotel)</td>
</tr>
<tr>
<td></td>
<td>18,19 Time Trial #1 (Sears Point Raceway)</td>
</tr>
<tr>
<td></td>
<td>25 Activities Day (Harry's Hofbrau)</td>
</tr>
</tbody>
</table>

February
2 Driver's School (Sears Point Raceway)

Time Trial at Sears Point on Jan. 18th & 19th

Activities Day Be a part of planning 1992 events!
Saturday 25 January 18th, 1992
Harry's Hofbrau in Mountain View
11:00 am

For more information call:
KC Sharp (408) 379-6359 or
David Kimes (408) 779-5988
The right time to travel to Germany and Switzerland - when there are no crowds; driving without speed limits or attention to where the police are; magnificent weather; superb food and accommodations; plus a bonus thrown in; all at less cost than originally estimated!

That's the way to go, and that's the way I and my fiancee went Sept. 17th leaving from SF on Lufthansa to Germany and Switzerland for 14 days. Arriving in Frankfurt, we were picked up at the airport by my friend Bill McCreight who took us to a quaint yet modern 30 room hotel in a small 800 year old town less than 25Km from Frankfurt. If we had stayed in Frankfurt, the cost would have been at least $266 per night, as it was, we only paid $85 and a superb breakfast (as was everywhere we stayed) was included.

We checked in and immediately Bill drove us back to the Frankfurt airport where we picked up our 1991 Audi 80S from Avis (first week free courtesy of Lufthansa), left it at the airport and took a cab to the main convention center where the world renowned Frankfurt Auto Show was in progress. After the show we would return to the airport and pickup the Audi and drive back to the hotel. The Frankfurt Auto Show is considered the premiere auto show for cars. Many of the manufacturers use it to display advanced concepts and designs and of course new models. The Frankfurt Auto Show only comes around every two years. It was jammed with people, not just alot, wall to wall people.

The show grounds consisted of huge acreage with very large buildings in which the show is housed. Mercedes Benz had an entire building to themselves as did many other manufacturers. Our time only allowed us to visit the Porsche stand and several others such as, Jaguar, Audi, VW and others in nearby halls. The distance for walking was great - and remember we had just gotten off the plane losing a day.

We had VIP treatment from Olaf Lang, son of Paul Lang, President of Stevens Creek Porsche Audi in San Jose and went directly upstairs to the VIP area from where we could view all the cars from over the masses, and there were plenty of masses; it was most shoulder to shoulder , that's how thick the crowds were, wall to wall. Freely served in the VIP area was fantastic German beer, wine and soft drinks.

The Porsche cars for 1992 were superb with colors and color combinations I had never seen before. The new 968 does look as good as every one say it is! And they even had a cut-away 928 for all the engineers to drool over!

Other manufacturers that impressed me were the offerings from Audi, especially the new Quattro Spyder, and VW. I saw many new Mercedes, BMW station wagons, an electric/diesel VW called the "Chico", Opels (GM), and many others.

The Audi that we rented really surprised me, it was very stable at top speed of 127mph on the Autobahn and performed well over all the passes into and out of Switzerland. Driving on the Autobahn the routine speed was 100+mph! Eventhough the Audi 80S would easily go , it was not the performance car that I'm am used to, so I was blinked over to be passed several times by other Big Audi's, BMW's, Opels and even some hot VW GTTs. It appears that the high performance cars are all slightly raked in the front. (when we were doing 120+ they all passed at 140+, definately causing wind down rake)

We took a trip to the Porsche Factory arranged by Olaf and were treated to the Museum, the Boutique and went over to Werks to attempt to buy parts for my Carrera 3.0. After adding 14% VAT, U.S. customs duties, it was evident that purchasing parts in the U.S. was cheaper! I saw four Carrera 3.0's during this trip. It is indeed a rare car, even for Europe.

Fantastic trip, excellent accommodations, super cars, super fast driving and many great people in Germany, and Switzerland made for a trip that will never be forgotten.
Come Join The Porsche Club for a Day of Fun, Friends, and Frogs.

Saturday February 29th

All that is required is for you to sign up before February 7th and send in $15 for one or $20 for two. That large sum of money will buy you a complete day of driving pleasure on some of California’s finest Porsche roads. For more information please write or give me a call:

Larry Sharp
237 Watson Drive #3
Campbell, CA 95008
(408) 379-6359

Rallye Mad Hatters

What do you get when you pack 13 people into a motorhome on a dark November night? Yes, you get a good time even if it is a hare & Hound Rallye.

Since this was an LPR event they were surprised to see such a good turnout from GGR. We are not known for great Rallye skills.

Our start time was 8:01 pm. We were off like a tortoise! Promptly leading Brian Suen astray. We soon discovered there are many advantages & disadvantages to running a Rallye in a motorhome. It goes forward with ease, backwards with help from the caboose. It does not turn around.

Snacks & beverages are handy, but can’t be consumed when the driver is pulling 1.2G’s around a corner. The bathroom is handy, but aiming can be difficult.

We finished early, so set out to deliberately lead others astray. Somehow we ended up placing second and received a special trophy for stuffing the most people into a vehicle on a Rallye. Thank you LPR for giving us this opportunity to take your "most packed trophy."

Rob Neidel, KC Sharp, Jean Ohl

Take Note!
New Nugget Editor-
Please address any item for the Nugget to:
Chet Martin (415) 570-5934
861 Carina Ln., Foster City, CA 94404

NUGGET 7
YOU ARE INVITED TO ATTEND THE

ZONE 7

CHAMPAGNE BRUNCH

AND

AWARDS PRESENTATION

SUNDAY, JANUARY 12, 1992
10:30 A. M.
THE RYDE HOTEL
$19.00 PER PERSON

To make your reservation, send a check, made payable to PCA-Zone 7, to:

Bud Behrens
6424 Culpepper Pl.
Stockton, CA 95207
209-477-6496

Deadline is January 5.

Call Bud for directions to Ryde.
GGR Presents:
The 26th Annual Yosemite Tour

BEWARE!
The Ides of March
March 14 & 15, 1992

After last year's tour through the storms of March, to the Ahwahnee, we return to the rustic (and less expensive) Cabins at Yosemite Lodge. But, beware, the Ides of March will be upon us! Who knows what the future in store for the intrepid tourists from GGR? We consult the soothsayer to find what lies ahead, and all shall be revealed in due time!

The route to Yosemite has not been revealed to us, at this time, but the soothsayer promises it will be interesting. He will not promise Porsche roads or Porsche weather, just that it will be interesting.

Our dinner will be the Yosemite Bar-B-Q, at the Cliff Falls Room at Yosemite Lodge. If the weather allows, we will have the Bar-B-Q line outside, under the stars, and in the shadow of Yosemite Falls. If not...stay tuned.

Lodging will be the Cabins (with Bath) at Yosemite Lodge. These are similar to the Cabins at Curry Village.

PRICES ARE:
Per couple: $115.00
Per additional person, in the same room: 31.00
Per child, not having dinner (same room): 3.50

PLEASE MAKE CHECK PAYABLE TO: PCA/GGR
Send check and completed entry form to: DEADLINE: FEB. 14th
Jack Kuhn
33789 Cassio Circle
Fremont, Ca. 94555

If you have questions, call Jack, Cathy or Michelle, between 7 and 9 PM at: (510) 796-8041.

NAMES

ADDRESS

CITY STATE ZIP

EVENING PHONE NUMBER:( ) # IN PARTY

DINNER CHOICES: Steak (# each)
Chicken (# each)

CHILDREN IN PARTY AGE(S)
Steer Wrestling or Wind, Rain and Tire Wrestling
By Sandy Provavi

Late October took time trialers back out to the range. Crow’s Landing that is. Now one might predict rain, wind and cold temps in late October. But what the heck, we haven’t had rain in five years. This weekend will be no different, right. Well, not quite. Mother nature decided to do what she used to do in the fall. Give us just a taste of winter to get us thinking about putting the race car away and restoring to staying home on the weekend and watch football (49er of course).

There was an unusually low turnout for this event, only 48 drivers so all the tech was done Friday night and Saturday morning at the track. As we settled the motorhome into one of the 10 hook-ups at Crows and finished dinner, put the kids to sleep, the pitter pater began. And it kept coming on and off all night. By early morning, (too early) I could here a drip, drip, drip coming from the front of the motorhome. The high winds had ripped off our antenna and the rain decided to come in. Lucky not on someone’s head, but at the front step. I placed a towel in a bowl to drown the noise and went back to sleep.

Morning came, along with more rain, drizzle, clear, rain, drizzle, then clear again. We had our drivers meeting with loud shouts for our event sponsors, Dwight and Linda Mitchell’s Autosport Technology. The game plan, lets beat Mother Nature and try to get this event going. They attempted to start a run group, put out workers, bring workers in, put out workers, run, don’t run, workers in, now out, run, trot, walk, crawl. You can get the picture. Mother nature was enjoying this game. By noon they called the event and let the workers go home until tomorrow.

I was already going stir crazy in the motorhome with three kids. All I could see outside was mud, lots of squishy, gooey mud. Probably great for mud pie, great for textile sense. Just what kids should be exposed to so they are well rounded. Well maybe you would let the kids out, but not me. How many changes of clothes did I bring for them? Were could I hose them off before coming back inside. That’s it, we got to get out of here. So we packed up and headed to Tom’s sisters ranch in Oakdale with two fireplaces and three showers. Room for all our gang. Thanks sis.

Back at the track, Mother Nature got tired of the game of tag. It was our turn and all we did is call the game. So she left it sunny and nice for the rest of the day. Of course not everyone left the site. And for those who did stay, what a treat. A three hour drive around. Lloyd just wanted to see if they could dry the pavement. So they drove and drove and drove. No run groups. Come on and off as you please. Change your tire pressure, or tires. Change the sway bar, trade cars, anything goes. Just keep it under 60 please. As for the handful of students, what a treat. They never expected 2 hours of track time the first day. They loved it. People finally did get tired. Or was it the cars that got tired, or maybe no tires left. All of the above. Money Pit even got a chance to blow the gunk out and also burn 1/2 tank of gas. Pattie, does she miss the track?

Later the infamous salad bar made an appearance, indoors, thank you! This was a welcome site for 40 hungry drivers and crew. Back at the hotel the hot spot was in front of the TV for the World Series. Rebecca made a tomahawk to support her team. Rebecca you might need that tomorrow. Who won?

Sunday did come with sunny sky, and a little wind. No, that wasn’t it. How about a lot of wind. Navy estimation, 35 knots. My estimation, hold on to the kids, they might take to the sky. Shirley where were the kites? Oh yeah, Shirley was confined to the motorhome with back problems all weekend. I don’t think kite flying was in the doctors orders. Jerry Brown tried to play football with a piece of paper which blew for 70 yards before Jerry made the tackle. Art Seeger tried to intercept at the 50 yard line but it went between his legs (the paper, not Jerry).

We did get two run sessions for the morning, which was greatly appreciated for those of us who flew the coup Saturday. Everything felt great, the car, the course, and my driving. Rebecca, Bill and Art were playing cats and rat (not mouse, you see). Rebecca was beating Bill and Art during first practice session, then Bill was winning during the second session and as we came around to time runs Art made the only lap which counted 145.182 and beat Bill’s 145.379. Come on Bill, we would like the cats to win one soon. Rebecca where was your tomahawk?

Ken Mack was black flagged during one of his run session. He came in asking, what did I do now? Oh, so sorry, wrong car. His reply, oh sure, first a dot, then flagged, what’s next, the Blue Light Special Club? Mary Ann was needing 6 hands to run the flag station. It seems as though the number board, flags, radio and her purse all wanted to bail over the side of the scaffolding. Judy Zaccone was a student for the weekend and I caught Terry giving her a kiss for good luck. That was some kiss. Judy thought she would do a 2:15 but after that kiss she did a 2:13. Great job, Judy.

Safety had a quiet weekend. So quiet I found him taking a cat nap in the truck. The most excited thing was Sergio going off the track. No problem. He went straight off out of the way. No rush, finish your nap.

Thank again to our weekend sponsors Dwight and Linda Mitchell’s Autosport Technology. Hope you all have a Happy New Year. See you on the trails!
GGR Holiday Party

Family of the Year
Jack, Cathy & Michelle Kuhn

Enthusiast of the Year - KC Sharp
Social Event of the Year - Karl Kelter
Event of The Year - Time Trial Series
New Members of The Year - Lloyd & Patti DeMartini
A Night For All Turkeys

We didn't realize GGR had so many turkeys until about 50 of them waddled to Los Altos on November 23rd and trashed Walaces home. The three huge turkeys to be eaten, as opposed to the real turkeys, were donated by A & L Heating and Air Conditioning, i.e. Mike Lommatzsch. Let's hope the PCA insurance covers carpet tunnel syndrome as Mike earned himself the new nickname of "Mike the Knife" due to his carving expertise.

All kidding aside, the food was scrumptious and the turkeys turned into pigs. What a great bunch of chefs GGR has! In addition to celebrating Thanksgiving with outrageous food, the occasion was an excuse to celebrate David Croom's birthday and the wedding of the Beard's, Fahl's and Spreen's. In addition to the normal crew of active GGR members, it was nice to see old friends such as the Foster's, Masles', Brooking's, and Jones'.

Thanks to the Walaces and Lommatzsch's for hosting this event and to all the GGR turkeys who brought the great dishes to share. Our only regret is that we didn't have a group "gobble" to show off our Mother Lode training.

Jean and James Oht
G.G.R. Rule Changes for 1992

1.0 Introduction
ADD "(for rule changes only)" after "The Drivers Events Committee consists of ....Zone Seven Representative"

2.1A(b): Event Administration:
OLD: “Drivers registering from 11:00 to 12:00 will not be allowed to run during the first cycle of the grid (i.e., will lose one run.)”

NEW: “Drivers registering late will begin running with the next grid cycle after they register and will not be allowed to make up missed runs. These drivers shall miss at least one run.”

2.1A (b) Event Administration and Conduct
(Autocross)
CHANGE: Late registration for Autocrosses be 11:30-12:00, or 12:00-12:30.

2.3A(o) Course and Operation
If two people are in a vehicle on course at any time, one person must be a designated instructor. The instructor must be the driver of the vehicle if the second person is not a registered entrant.

2.3T(b) Course and Operation
If two people are in a vehicle on course at any time, one person must be a registered entrant and the other must be a designated instructor. Instructors can either ride or drive with an entrant.

2.3T(c) Course and Operation
At each event an opening and closing grid time for timed runs shall be announced. Any car that fails to meet the grid deadline may not be permitted to run.

2.3T(d) Course and Operation
Any entrant who fails to attend a mandatory drivers meeting may not be permitted to drive in either practice sessions or timed runs at the discretion of the Time Trial Chairman.

2.8(d): Protests and Appeals
Change “car” to “car(s)” and delete “protested”:
"The Protest Committee has the right to impound any car(s)."

2.8 (i) Protests and Appeals
Rules Clarification. The purpose of a Rules clarification is to resolve questions about the rules without recourse to an official protest against one entrant by another.

(1) A rules clarification shall be made by the Driver Event Committee.
(2) A request may be made by any PCA member who has entered a GGR event or Zone Autocross within a year prior to the request.
(3) A request for Rules Clarification shall be submitted in writing to any member of the Driver Event Committee. The request shall cite the paragraph in question and shall be signed by the requestor.
(4) There shall be no charge for the request.
(5) A written reply shall be sent from the Driver Event Committee to the requestor within 30 days of the request posted at the next competition event, and published in the next GGR newsletter.
(6) A written Rules Clarification from the Driver Event Committee is considered part of the rules and therefore may be used in future protest action. Such clarification shall be effective 30 days after publication.
(7) Appeals of the Rules Clarification shall be presented to any member of the Board of Directors in writing within 15 days of publication. An appeal temporarily suspends implementation of the clarification. The Board of Directors, at its discretion, shall either decide or reject the appeal, or continue the appeal for further study, not to exceed 30 days.

3.1(d) Safety General
Correct typo on page 8, 3.1(d) second line - change “Appendix ‘C’ to ‘D’.”

Prodified Category Classes, page 14
Correct typo Class J “916-6” to “914-6”.
4.2 (a) Production Category
ADD: 914-4 2.0L cars may update to 914-4 European Pistons sets provided the displacement remains 2.0 L.

4.2 (t) Production Category
ADD after the first sentence: “Rolled inner fender lips are permitted without penalty and are not considered an alteration of the fenders.”

4.2 (v) Production Category
DELETE: “and/or altered inner fender lips”

4.2(aa) Production Category
“914’s are permitted a factory type rear chassis stiffening set. Alternate bracing for the 914 “inner” suspension mount...”

CHANGE - Show sketch in Appendix C as was in 1987 and older rules - with note added that bolted flanges may be used to hold 1” sq. tubing ‘X brace’ to body. This is to allow motor to be removed.

4.2(ab)[7] Production Category
ADD “or front A-arm bushings for 911 and 914 series cars” after (other than anti-sway bar bushings)"

B(2): Table

WAS

<table>
<thead>
<tr>
<th>Vehicle Race Weight</th>
<th>Mild Steel</th>
<th>Alloy Steel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 1500#</td>
<td>1.5 x .120</td>
<td>1.375 x .090</td>
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<tr>
<td>1500-2500#</td>
<td>1.75 x .120</td>
<td>1.625 x .102</td>
</tr>
<tr>
<td>Over 2500#</td>
<td>2.25 x .120</td>
<td>2.00 x .102</td>
</tr>
</tbody>
</table>

IS NOW:

<table>
<thead>
<tr>
<th>Vehicle Race Weight</th>
<th>Mild Steel</th>
<th>Alloy Steel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 1500#</td>
<td>1.5 x .120</td>
<td>1.375 x .095</td>
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<tr>
<td>1500-2500#</td>
<td>1.75 x .120</td>
<td>1.625 x .095</td>
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<tr>
<td>Over 2500#</td>
<td>2.25 x .120</td>
<td>2.00 x .095 or 1.75 x .095 or 1.5 x .120</td>
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</tbody>
</table>

The following rule change is currently in effect as an emergency rule change as provided for in section 5.2 of the rules.

Appendix B: Roll Bars

B: Material

ADD new first sentence to (1): Any roll bar/cage approved by SCCA for competition purposes, meeting current SCCA specifications, or previously approved by GGR for time trial use may be used provided it has not been damaged, except cosmetically, in any way. If damaged and repaired, the roll bar/cage must be recertified by the Safety Chairman prior to its use in a GGR event.

New GGR Baby!
Born to: Paul & Shirley Christoferson,
Kelly Anne Christoferson,
7 lb 11oz, 20in.
Congratulations!
ZONE SEVEN COMPETITION RULES CHANGES FOR 1992

The following additions and changes to the zone competition rules become effective in 1992.

SEGMENT I - AUTO CROSS SERIES RULES - Part I - General Provisions

ADDITION: "The Zone 7 National Representative shall approve or disapprove zone events that may conflict with zone events already scheduled. Previously scheduled zone events that must be changed to dates because of site problems may only be changed to dates on which there are no conflicts with other zone events."

SEGMENT II - PART II - Competition Regulations

CHANGE: "Any car disqualified for one of the aforementioned reasons will be moved to its appropriate class, and all points previously earned in the class from which it was disqualified will be forfeited." "Instructors: A zone autocross instructor may ride or drive with a student entrant, provided that the instructor has already made his official runs, or is not a competitor."

The following three rules changes are inter-related with the intent of improving and facilitating the operation of zone autocrosses.

CHANGE: "The hosting region is responsible for all pre-event preparation and post-event tear down and clean up.

8.1.1. a The hosting region will supply registration and tech workers and a worker coordinator for the event.

8.1.1 b The hosting region will supply a sufficient number of workers to fill out work groups that may be understaffed."

CHANGE: "All drivers must work per the following schedule, where WHITE, GREEN, BLUE and RED are the run groups, RUN is the running group, and WORK is the working group:

<table>
<thead>
<tr>
<th>EVENT</th>
<th>RUN</th>
<th>WORK</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st, 5th, 9th</td>
<td>WHITE/GREEN</td>
<td>GREEN/WHITE</td>
</tr>
<tr>
<td>2nd, 6th, 10th</td>
<td>RED/WHITE</td>
<td>BLUE/RED</td>
</tr>
<tr>
<td>3rd, 7th, 11th</td>
<td>BLUE/RED</td>
<td>GREEN/BLUE</td>
</tr>
<tr>
<td>4th, 8th, 12th</td>
<td>GREEN/BLUE</td>
<td>WHITE/GREEN</td>
</tr>
</tbody>
</table>

ADDITION: "No passengers are permitted unless one of the occupants of the car is an approved instructor and the other is a bona fide student."

ADDITION: "Any participant found in violation of 4.5 shall be ejected from the event without refund of entry fee and shall lose any points earned during the event."

NOTE: Classification rules for 1992 will be essentially the same as in 1991.

<table>
<thead>
<tr>
<th>1991 ZONE 7 AUTO CROSS SERIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>FINAL INDIVIDUAL POINTS STANDINGS</td>
</tr>
</tbody>
</table>

Class AP
Ed Wilson (Diablo) 140T

Class APL
Marsha Wilson (Diablo) 140T

Class B
Eric Nichols (Diablo) 120T
Bill Newton (Golden Gate) 117T
Stan Michelman (Golden Gate) 79T
Rick Brown (Golden Gate) 44
Don Henkel (Yosemite) 29

Class BL
Karen Nadel (Golden Gate) 40

Class CP
Stephen MacPherson (Golden Gate) 32

Class DP
Mike Mueller (Golden Gate) 123T
Ernie Wassersleben (Sac. Valley) 102T
Jim Dupree (Sacramento Valley) 92T
Mike Kusama (Sacramento Valley) 40
Tom Kretz (Sacramento Valley) 29

Class EP
Greg Pearl (Sacramento Valley) 132T
Brian Perry (Diablo) 111T
Larry Wilson (Sacramento Valley) 56
Curtis Robertson (Golden Gate) 51
Ted Voigt (Monterey Bay) 42
Gerry Brown (Golden Gate) 32
Lee Brittel (Yosemite) 10

Class EPL
Cynthia Pearl (Sacramento Valley) 136T
Pat Wilson (Sacramento Valley) 56
Gwen Sablan (Golden Gate) 49
Caroline Robertson (Golden Gate) 29

Class FP
Terry Zacccone (Golden Gate) 140T
Ray Flores (Redwood) 45
Kirk Dobrenz (Golden Gate) 36
Essy Fariab (Golden Gate) 32

Class FPL
Judy Zacccone (Golden Gate) 140T
Catherine Chrisafolli (Loma Prieta) 68
Carolyn Dobrenz (Golden Gate) 40

Class G
Tom Poole (Redwood) 136T
Lloyd Dalemartin (Golden Gate) 128T
Tom Provasi (Loma Prieta) 106T

Class GL
Patricia Dalemartin (Golden Gate) 140T
Sandy Provasi (Loma Prieta) 124T

Class HP
Art Segger (Yosemite) 140T
Bud Behrens (Yosemite) 124T
Steve Gilbert (San Joaquin) 91T
Fred Nelson (Redwood) 71T

Class HPL
Mary Ann Behrens (Yosemite) 140T

Class IP
Henry Watts (Loma Prieta) 140T
Richard Antonio (Sacramento Valley) 81T
Lionel Machado (Loma Prieta) 61
Mitch Anthony (Golden Gate) 33

Class IPL
Tricia Machado (Loma Prieta) 80
Mary Antoine (Sacramento Valley) 40

Class JP
Ray Scruggs (Redwood) 120T

<table>
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<th>Class</th>
<th>Name</th>
<th>Region</th>
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<td>Diablo</td>
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<td>Marsha Wilson</td>
<td>Diablo</td>
<td>140T</td>
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<td>Eric Nichols</td>
<td>Diablo</td>
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<td>Bill Newton</td>
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<td>Greg Pearl</td>
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<td>Yosemite</td>
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<td>Kirk Dobrenz</td>
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<td>Richard Antonio</td>
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<tr>
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<td>Mitch Anthony</td>
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<td>Sacramento Valley</td>
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<tr>
<td>Class JP</td>
<td>Ray Scruggs</td>
<td>Redwood</td>
<td>120T</td>
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</table>
Clese
Lse oder Gate 41T
Bob Hummer Golden Gate YOT
Rohard Jung Gotder Gate 29
Ctss Nb
Betty Hammer Gokler Gate 1401
Pat Pett San Joaquim 36

Class P
Rob Nestel (Golden Gate) 140T
George Nestel (Golden Gate) 109T
Mark Marro (Redwood) 53
Rob Biddle (Golden Gate) 24

Class PL
Sharon Nestel (Golden Gate) 140T
Kerry Biddle (Golden Gate) 32

Class S
Larry Sharp (Golden Gate) 188T
Bobbo Crookshank (Golden Gate) 120T
James Oh! (Golden Gate) 97T
David Tidball (Sacramento Valley) 94T
Mike Gamble (Monterey Bay) 90T
John Godell (Diablo) 61T
Gary Montante (Diablo) 14

Class SL
KC Sharp (Golden Gate) 140T

Class U
Dwight Mitchell (Sacramento Valley) 100T
Jim Brooks (Golden Gate) 36
Kern Breaux (Sacramento Valley) 32
Jeff Zutier (San Joaquin) 31

Class UL
Linda Mitchell (Sacramento Valley) 130T

Class V
David Kimes (Golden Gate) 140T
Casey Winningham (Golden Gate) 56

Class W
David Colman (Redwood) 136T
Bob Beil (Yosemite) 114T
Date Sorel (Sacramento Valley) 82T
Larry Goodwin (Loma Prieta) 76T
Dodd Portman (Golden Gate) 69
Soren LaForce (Golden Gate) 45
Douglas Davis (Yosemite) 35
Steven Sherwood 31
Ron van Rekom (Golden Gate) 22

Class WL
Sally Brown (Golden Gate) 120T
Claudia Lyons (Redwood) 120T
Mary Belz (Yosemite) 111T
Carole Goodwin (Loma Prieta) 96T
Carol Bauman (Sacramento Valley) 78T
Suzanne Galliche (Sacramento Valley) 22

Class WS
Jill Millidge (Golden Gate) 40
Rodney Raspon (Golden Gate) 32

Class Y
David Blanchard (Golden Gate) 140T
Donald Bennett (Golden Gate) 97T
Bob Shaw (Loma Prieta) 68T
Chris Shaw (Loma Prieta) 64
Gregory Pyatt (Yosemite) 20

Class YL
Nikki Duncan (Sacramento Valley) 138T
Valerie Bennett (Golden Gate) 128T
Pamela Jackson (Diablo) 29

Class YS
Jim McMahan (Sacramento Valley) 116T
Jim Swann 88T
Mark Marino (Redwood) 40

TEAM STANDINGS

Ringers 696T
Rush 688T
S. M. A. R. T. 660T
Fast Autocross Racing Team 639T
Track Toys 632
Full House 620
914ers 564

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Abby's Run
January 17, 1992
by Sacramento Valley Region, PCA

Not one, not two, but...
THREE LEGS — AND
THREE RALLYEMASTERS! (one each leg)

Featuring:
1. Phillip Marks of PCA-SVR & PCA-GREAT BRITAIN
2. Richard Wetzel of E=mc², AND
3. Abby of E=mc²

This event will be the debut of Abby, the internationally famous Canine Rallyemaster, and will feature the world's first rallye leg written by a Springer Spaniel! Trained since a puppy in preparation for this event, Abby will display uncannine knowledge of traps and loops gained from chasing rabbits and moles.

Rallye start at Java City in the Arden Fair Shopping Center, Sacramento, Bus. 80 & Arden Way, where old Food Circus was, now called "Market Square in Arden Fair." Park in back parking lot behind building (like before).

7:00 p.m. — Registrations opens
7:31 p.m. — First car out — Finish in Davis

#1 1992 Event for Zone 7 Series & SVSCC

---

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NEXT TO SAN JOSE AIRPORT

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NUGGET 17
By Bob Hummer

It is hard to believe we are starting a new year. Let's take a look at our growth in membership. The following shows how the 1991 membership pie was sliced, given the potential of 1073 members, that is, the number we would have had if everyone renewed and no one transferred to another region:

**Membership for 1991**

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>65%</td>
</tr>
<tr>
<td>Dual</td>
<td>8%</td>
</tr>
<tr>
<td>New</td>
<td>18%</td>
</tr>
<tr>
<td>Non-renewing</td>
<td>9%</td>
</tr>
</tbody>
</table>

We seek to engage more members in the activities this year and towards that end, Karl Keller will be calling new members and encouraging them to join in events which strike their fancy. We urge you older members to speak to members you don't know at the Friday Night Socials and elsewhere. Where do our members live? In the following chart, North Bay extends from San Francisco through Mountain View and South Bay extends from there out to Morgan Hill with some as far away as Monterey. Under "Elsewhere" we have people as far away as Sacramento (wow!), Australia, Austria and Saudi Arabia.

**Membership Distribution**

<table>
<thead>
<tr>
<th>Region</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Bay</td>
<td>36%</td>
</tr>
<tr>
<td>South Bay</td>
<td>36%</td>
</tr>
<tr>
<td>East Bay</td>
<td>23%</td>
</tr>
<tr>
<td>Elsewhere</td>
<td>5%</td>
</tr>
</tbody>
</table>

Typical of Americans, we move around a bit. I processed 109 changes of address in the last year. By the way, don't forget to send both National and me your change of address.

What kind of cars do we drive? Yes, I know "Porsche", but which models? The following represents the "Primary" cars which were listed on member applications. Many own more than one, with the 914 and 944 being very popular.

**Primary Cars**

<table>
<thead>
<tr>
<th>Model</th>
<th>Percentage</th>
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<tr>
<td>911</td>
<td>52%</td>
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<tr>
<td>914</td>
<td>15%</td>
</tr>
<tr>
<td>356</td>
<td>13%</td>
</tr>
<tr>
<td>944</td>
<td>8%</td>
</tr>
<tr>
<td>912</td>
<td>5%</td>
</tr>
<tr>
<td>930</td>
<td>3%</td>
</tr>
<tr>
<td>924</td>
<td>2%</td>
</tr>
<tr>
<td>928</td>
<td>2%</td>
</tr>
</tbody>
</table>

Now, that didn't surprise you much, did it? The oldest cars in GGR are two 1949 356 Coupes, no doubt kept in bank vaults. The newest are several Carrera 2 and 4 models, no doubt kept in bank vaults. Yes, I was only kidding, we do drive our cars.

Now, The Main Event...

**New Members (7)**

Finwall, Gordon J.  
1501 The Alameda  
San Jose, CA 95126  
1983 911SC

Fontaine, E.J.  
/Shead, Susan C.  
30 Kay Court  
Oakley, CA 94561  
1974 914

Grumme, Franz Alfred  
/Marica  
808 Dolores Street  
San Francisco, CA 94110  
1972 914

**Transfer In (2)**

From Riesentoter  
Hafkenschiel, Jr., Joseph H.  
/John P.  
501 Portola Road #7G  
Portola Valley, CA 94028-7606  
1971 911T

From California Central Coast  
Hall, Fred B.  
/Sean  
992 Monterey Street  
Hollister, CA 95023-4612  
1974 914

**Transfer Out (1)**

To Lone Star  
Jessen, Scott J.  
5906 Inway Drive  
Spring, TX 77389

A hardly WELCOME to new members and those joining us from other regions and a fond farewell to those leaving. To all a VERY HAPPY NEW YEAR!
**1991**

**FINAL AWARDS WINNERS**

Best Four of Five

FULL CONCOURS/All Classes 1,200 Max.

1st: Wolfgang Reif/Al Laudel: Golden Gate
1989-91 Speedster 1,193.00

2nd: Paul/Shirley Risinger: Golden Gate
1967-91 5 Coupe 1,187.25

356 STREET CLASS

Hector Davalos: Redwood
1957-A Coupe 1,163.75

COMPETITION/SPECIAL INTEREST

Dick Cottrell: Golden Gate
1965-SC Coupe 1,177.50

1991 "TOP SCORE" AWARD

Trophy Sponsor
EUROCAL AUTO BODY

**Wolfgang Reif/Al Laudel** 298.25 Ave.**

"GENE BARROW"

1991 Rookie Award

**Paul/Shirley Risinger** 296.81 Ave.**

Redwood Region Sponsor

---

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Board Business in Brief

Board Minutes
November 21, 1991

All Regular Board Members and Past President Valerie Bennett in attendance. Thompson Smith was not in attendance. Guests included the Sharps, Don Bennett, Diane Kimes, Teresa and Mike Lommatzsch, Betty Hummer and Pattie DeMartini.

Minutes approved as amended.

Directors Reports
Nugget Editor: no present. President: no report. Vice President: all insurance ordered. Changes to calendar. Activities day at Harry's Hofbrau planned for January 18th. One day tour planned by Sharps for February 29th. Secretary: Storage page still needed for statement of policy. The nominated slate was overwhelmingly voted into office: James Ohl as President, Paul Seidel as Vice President, Gerry Brown as Treasurer, Snookie Arolla as Secretary, Bob Hummer as Membership votes, Ken Mack as Competition and K.C. Sharp as Social. Some ballots carried messages of dissatisfaction with single candidate slate. Social Director: Yosemite Tour. Budget approved. Tour set for March 14 and 15, 1992. 58 members signed up for Christmas party to date. The Pagoda at the Fairmont will be the site of the Joint Board Meeting. Treasurer: Report approved. Membership: New members approved. K.C. Sharp and Al Berens will have Membership Directory available to be mailed with January Nugget. Competition: The Board voted in approval of Lloyd DeMartini's choice for the Don Lang award. A Drivers School at a local racetrack is in the works for next year.

Old Business
Post Mortem of Events: October Social at Harry's had less attendance than usual. TT ground school held, 25th/26th Time Trial at Crow's Landing had poor turnout, Diablo Zone Auto-X was a good event. November new member meeting was a good event but poor turnout of new members, Monterey Bay's 30th Anniversary Party was a good event with Dereck Bell as guest. the November 15th Social at Harry's Hofbrau was a big success. Insurance for upcoming events: all ordered.

New Business
Adopt a Highway Sign: Sign is not correct. The Board voted up to $400 for signs to replace the existing signs. Trophies for 1992: Suggest that orders be combined to save money on art and set up charges.

Respectfully submitted,

Al Berens
1991 Secretary

I would like to take the opportunity to thank Danielle Ringen who acted as Panorama Reporter for 1991 and The Ohls and the Martins who have taken photos and gathered materials for the 1991 Scrapbook. I can hardly wait to see it.

Al Berens

Friday Night Socials

Beginning again in Feb, 7th.
1st Friday of every month

Harry's Hofbrau in Mountain View
At 6:30 pm we get underway -
We have a room in the back.
Come join the fun. F

For more information call:
KC Sharp (408) 379-6359
Top 25 Times 9-8-91

1 Lloyd DeMartini 73 914 64.633
2 Jim Brooks 76 911 65.580
3 Pattie DeMartini 73 914 66.948
4 Henry Watts 86 911 68.265
5 Gary Stratton 70 914/6 68.496
6 Terry Zaccone 68 911L 68.746
7 Art Seeger 74 911C 70.176
8 Kirk Doberenz 69 911E 70.257
9 Dean Sullivan 74 911 70.425
10 Judy Zaccone 68 911L 70.511
11 Rick Brown 74 914 70.723
12 Ed Wilson 76 912E 70.919
13 Stephen Sherwood 71 911S 71.139
14 Bob Belz 70 914-6 71.355
15 Larry Sharp 70 914/6 71.362
16 David Kimes 72 911T 71.455
17 Bobby Crookshen 70 914/6 71.483
18 Carolyn Doberenz 69 911E 71.533
19 Bud Behrens 76 911S 71.647
20 Jeff Zutler 74 914/6 71.874
21 Paul Lambert 75 914 71.911
22 Gerry Brown 74 914 72.056
23 Mary Ann Behrens 76 911S 72.155
24 Bill Newton 68 912 72.545
25 Rob Neidel 74 914 73.156

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NUGGET 21
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 ad to the Nugget Editor by the first of each month prior to the month of publication. Include phone number; addresses may not be printed due to space limitations. If non-PCA member, payment must accompany ad copy. The Nugget reserves the right to reject any ads submitted or to edit them, and is not responsible for errors and does not guarantee compliance with the Regulations of the Federal Trade Commission. Notice: Porsche, Targa, Carrera, and Porsche-Carrera are registered trademarks of Dr. Ing. h.c.f. Porsche AG.

For Sale

1972 914/1.8 Roadster #4722910399, White/Beige, 86,836 mi., rebuilt/new engine (95% complete). Exceptionally clean car with flawless interior, center console. Almost no rust, project car ready for final assembly. Zone 7 autocross class winner. Hubs converted to 5 bolt pattern. 4x6x15 polished 911 alloys with tires included. Stored for 12 years. $4900obo. Paul Troutner (408) 727-9631 days, (408) 923-6251 eves.

1972 914 Complete unrestored original car, near perfect, have 2.0ltr & 1.7ltr engines, gear boxes, 3 sets of alloys & tons of mechanical & body parts. Call Mark at (707) 996-7719.

1973 914 1.7 Orange/Beige interior, Bumper fog lights, chrome wheels, F/R chrome bumpers & side shifter transmission. Straight, clean body with minimal ding/dents and very little rust. Very clean interior and a recent tune-up $3,750obo. Dan Cowell (415) 284-2853 or Sergio Meza (415) 833-8545.

1973 914/4 2.0 L Engine and transmission. Both are in good running condition. Also have an excellent hood along with many miscellaneous parts. Call for more information. J. Henderson (510) 829-8433.

1988 911 Carrera Coupe. Front/rear factory spoilers, grand prix white, full champagne leather interior - black carpet. HD suspension, alloy white wheels, weltmeister bar, escort, phone. 24,000 miles with 50,000 miles remaining on warranty. Purchase on lease to qualified buyer. As low as $495/month plus tax. call (510) 523-1662 days on (510) 521-7430 eves. ask for Larry.


Trailer; Heavy duty, 24ft open with fenders, dual axle, tire rack, locked storage area, front shield, EZ-lift bars. Built by Pro-Am. Best offer. Jack Roose (415) 984-2461 w (415) 383-1524h.

911 Engine Parts: 6 intake valves TRW/3062. (901.105.411.00) for 67-69 2.0S $12 each. 12 valve guides, 901.104.321.50 $3 each. Make offer. Free shipping for complete sets. Robert Ponce (408) 743.4262 days, (408) 996-2046 7-9pm.


Wanted

AutoCross Ride for the 1992 season: I'll cover your work hours and/or pay for a competitive ride in all Golden Gate Region 1992 autocrosses. Any class considered. Call Brooks at (408) 553-2293 days or (415) 323-7928 eves.

Scheel seat: for 1975 914, preferably black leather. Call, Tom Everhart (415) 476-7640 days.

911 Parts: SC front valence, $60. SC fog lights, $30. 3-spoke Prototipo steering wheel, $25. Front floor mats (cashmere color), $20. Front license bracket (new), $15. Offers welcome. Call Dan Nassek (408) 739-6643.

911 Mechanical fuel injection black microswitch (throttle linkage) and one top of the throttle valve housing (plastic) Stack (see Haynes page 61, item 2). Robert Ponce (408) 743-4262 days or (408) 996-2046 7-9pm.

911 hoop oil-cooler (right frt fender mount) Chester Lee (408) 742-8277 days, (916) 429-0394 eves.

901 Gears: 1.2nd (not 3rd), T 4th/5th. Walt Mass, 50 W. Oro Viego, #98, Queen Valley, AZ 85219 (602) 463.2539

914/6 Parts and information. GT front valence, front and rear fiberglass bumpers, oil tank, brakes, bolt in roll bar, steering wheel, passenger foot rest, hand throttle, etc. Also, the opportunity to look at real 914/6 cars and talk to owners - to help my restoration efforts. Contact Dan Swiger (408) 982-1616 days or (408) 274-1426 eves.

Tires; One new Yok. A008 TU 205/50/15. Call Bill Newton (510) 272-3605.

Nugget Advertising Rates

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GGR Calendar

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

Date     Event

January
12............Zone 7 Awards Brunch (Ryde Hotel)
18,19...........Time Trial #1 (Sears Point Raceway)
25............Activities Day (Harry's Hof Brau)

February
2..............Driver's School (Sears Point Raceway)