If you’re serious about driving, we can build the right car for you.

We are currently developing several 944’s for SCCA competition & Club Racing. We offer many specialized components for the 944 including: Chromoly sway bars, complete suspension packages, dynoed exhaust headers and carbon/kevlar brake pads.

We also have several rental cars that are available for you to drive. So, when you feel serious about driving, give us a call for complete assistance with any driving or racing questions you may have.
James’ Jabber

It seems like 1992 just started, yet it’s that time of year again. The Nominating Committee will soon be seeking out GGR members to run for the 1993 Board of Directors. At least two positions will be vacant, Treasurer and Membership. The final slate of candidates has to be set by September 1st.

Speaking of elections, the PCA 1993-1994 slate of candidates is as follows:

President Burt Misevic, Santa Barbara
Vice Pres. Drayton Jones, Alabama
Secretary Judy Boles, Connecticut Valley Wilma White, Chicago
Treasurer Chick Misura, Rocky Mountain Gene Gilpin, San Joaquin

It’s great to see a Zone 7 candidate, way to go Gene!

When you send addresses changes to PCA, please specify whether you want to remain in GGR. If you don’t, based upon your new Zip Code, PCA will assign you to a region. GGR recently had some members move within the San Francisco Bay area who found themselves in Loma Prieta or Diablo regions. While these are nice regions, the members wanted to remain in GGR. Transferring them back to GGR was time consuming, created additional work, and resulted in missed Nuggets.

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SPECIAL DEADLINE FOR AUGUST ISSUE OF THE NUGGET JUNE 23rd

The 1993 American Cancer Society Porsche Raffle is for a red 1993 Porsche 911 RS America, the first model built and the first delivered to America! What a car for a $50.00 ticket of which only 4,000 will be sold. Call (203) 853-0100 for details.

James
ADOPT-A-HIGHWAY
by Judy Zacccone

Ten hardy Porsche people gathered Saturday morning, April 11 to collect litter along Highway 280. Bright-eyed Marilyn O'Shea found the most money, $21.05, and is donating the moldy $1 bill to the GGR scrapbook. After 3 hours of cleanup, we were rewarded with a delicious soup and salad lunch prepared and hosted by Al Berens. John and Lynn Chakel, Bob and Betty Hummer, George and Shirley Neidel, Al Berens, Marilyn O'Shea joined Terry and me.

Thanks to Charlie Arrolla and Glenn Hills, we have new signs with the GGR logo which should be up soon. If you would like to join the fun, call and leave your name and evening phone number on our answering machine, 408 257-6575.

Our next cleanup date is June 20.
Editors Notes

Well this job is getting a little easier, I would like to thank all of you that have been getting your copy to me on time. (I guess the nugget bugger is doing his job) We at the nugget can always use pictures and articles, so send them to us, all pictures received will be give to the secretary for the club scrap box, unless you request that they be returned.

Due to parade the deadline for items to reach me will be June 23, 1992 NOT July 1, 1992, this way we can mail the Nugget before we leave for Parade, speaking of leaving please read the Zaccone (Terry) not Judy article Page 14, but be warned if you travel with Terry you will have to eat your wheaties as you will probably have to help push Marcel to San Diego and back (this Editor, wife Lyn, James and jean Ohl, and many more did so to the Great Lakes in 1989. Do call Terry if you wish to have a fun trip down.

Our Sponsorship Manager Chuck Davis could use some door prizes, if you have some or know of someone that would like to donate some please contact Chuck at (415) 593-2467

Last but not least The 968 Raffle information that James Ohl was to give me for this issue, would have been over before this issue went to press.

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Friday Night Socials

2nd Friday of Every Month
This Month
JUNE 12, 1992

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
K.C. Sharp
408-379-6359
TIME TRIAL #2
TYPE 914

by Pattie DeMartini
Type 55

We arrived to the roar of a . . . fork lift?? and the smell of . . . hay? wafting through the air on a . . . military runway? Was this a Time Trial, a Farming Triathlon or a Naval Aerobic Exhibition? Did David give us the right directions?? Nope, yep, this was the scene of Time Trial #2, a Tribute to the 914 on April 4 and 5.

Friday started the festivities under the ruse of Tech Inspection, but it truly turned into birthday celebrations for Jean and James Ohl, Teresa Lommatzch, Chuck Davis and Tim Gallen. Even if you had no car to tech, you had to be there. Balloons, cards, jokes, and an Affair-From-The-Heart cake, created by Sharon Neidel, for all the birthday people. Since the cake was an excellent replica of an Indy Car, you were almost forced to have a piece in order to insure fast times on Sunday.

The weekend did not start so gloriously for all of us. Kirk and Carolyn Doberenz found Henry Watts pulled over on the side of Highway 5 by a nearly flat tire. A leaky valve stem was the culprit. Henry was attempting to fill up his tire with a miniature air compressor as Frank Alvarez also happened upon the scene. When Kirk offered his "real" air tank, Frank left knowing all was in hand. Well, seconds later, Henry's tire exploded beyond recognition (tread, not dental, records are still being sought). That must be some mighty strong air Kirk and Carolyn carry! They lent Henry a spare and everyone was again headed to Crows. Another case of Porsche people caring for other Porsche people. Way to go!

David Kimes, our Chairman for 1992, had the usual Drivers Meeting Saturday morning - just to catch us up on the latest. It is good to keep in touch with the rules. Chief Instructor, Bill Newlin, was giving his normal Saturday morning spiel when he grilled the drivers on flags. After asking what the Blue Flag with the Yellow Stripe signified, the only person who raised their hand was Mark Dorhig - the SON of Nancy and Gary. And Mark doesn't even have a drivers license!! It became quite apparent later, on the track, that there are some licensed drivers who STILL don't know what the passing flag means.

We had three students at Crows - Amy Moore, John Sutherland, and Lee Roebke (how can Lee be a student, he's been around forever!) Amy wanted to try Time Trialing because she had seen how much fun her dad, Terry Moore, was having in the sport. Terry was a proud Papa seeing his darling daughter do so well. Terry was saddled with a "home repair" injury, and we were all relieved to know he'll soon be back in his mean looking 356.

Jack Kuhn was seen limping after the first practice session on Saturday. Seems he developed a Charley Horse in his right leg from tromping on the throttle of his 1.7 liter. On a turbo-perfect course, a 1.7 can give you a gargantuan leg cramp. (Jack, next time just try pedaling!)

Also appearing at the track this weekend was The Orange Crush Brigade, which was also dubbed The Spinorama. [The Two-Spin Rule in effect with GGR is the receipt of a fluorescent orange dot, handed out by Larry Sharp - Chief Steward, when you have accomplished two spins. This garish prize is placed prominently on your rear window, to warn other drivers I suppose. If you spin a third time, you are on your way home.]

I thought you might enjoy some of the excuses given to Larry by the participants of the Brigade. (Not all these guys received the dreaded dot.)

**Henry Watts** - Excuse:
Went straight off course
David (Chairman Kimes) told me to!

**Rich McGlumphy** - Excuse:
360 spin at Turn 5
There was a big puddle of water in the middle to the track [It hadn't rained in weeks.]
Flashy spin in Turn 1
Of course I spun, I'm on street tires!

**Tim Gallen** - Excuse:
Spin in Turn 7
I missed a shift. [Couldn't possibly be because Craig Kline, EP Competitor, was chasing him.]

**Dennis Neeley** - Excuse:
Spin in Turn 6
I was just having fun, and I earned this orange dot!

**Jess Rainer** - Excuse:

6 Golden Gate Region
Gerry Brown -  
Excuse:  
Spin at exit of 3  
None recorded. He took his punishment without excuses.

Art Seeger -  
Excuse:  
Passing in Turn 6 (Got the ol' Black Flag)  
I didn’t do it!! [I’d like to see the film from the video. Wonder if another famous 18 seconds are missing?]

The Newlins must have thought they were on a National Geographic tour of the Arizona when their 914 motor detonated at Turn 3. Their motor looked like the Grand Canyon when it was all over. It was an all too familiar scene for Lloyd and me - a gaping hole in the top of the case. Since their motor blew so indiscriminately, the shrapnel provided an unexpected chicane to those following behind. Rich McGlumphy picked up enough engine parts to blow a tire. But nice people that they are, the Newlins donated two race tires for Rich’s timed runs, much to the dismay of Art Seeger. More about that later.

Snookie Arolla and Shirley Neidel provided another fun activity for the kids. Since Easter was nearby, the kids were given the materials to make their own Bunny visors. The visors were decorated with ears, eyes and noses. They turned out so cute, I am sure some of the adults were envious! Because a lot of pre-planning and shopping needs to be done before each Time Trial to provide activities for the “Track Pack”, it would be appreciated if you could indicate on your entry form if you are bringing children - ages and number.

Workers were a bit in short supply on Saturday, so in the traditional Neidel fashion, George was seen at the Flag Station worker box, assisting Chief Flagwoman, Teresa Brittell. Her hubby Lee provides manpower and his truck, both of which we couldn’t do without.

After lunch on Saturday, Lloyd was sitting in the car ready to go on track, when he asked me to pass on a piece of advice to the other drivers who wear balaclavas. It could be dangerous to your own well being to have onions on your hamburger prior to driving.

Since there isn’t any organized Saturday night dinner this year, a lot of Motorhome Hopping goes on, with everyone sharing what they brought. Rosemary Davis sent her fabulous homemade cheesecake to the track with Hubby Chuck and some of us lucky ones were able to test drive it. I have put in a personal request for her famous Strawberry Rhubarb pie for the next event. Get in line behind me if Chuck brings it!

John Fullerton won closest to the pin and earned a free entry for the Laguna event. Doug Fisher put up his money early for Laguna and won the drawing - he gets his check back!

With the Newlin Hotmobile broken, it appeared that Ayrton Seeger had a free ride. Well, just hold on a minute Art, Lloyd DeMartini just turned a 1:47.2. Best get your drivin’ shoes on. Lloyd was keeping Art honest, but sneaky Rich McGlumphy took the checkered flag with a 1:46.11 and blew everyone away. Rich graciously received his inaugural TTOD dip in the pool, courtesy of Bill, Lloyd and Art. And, as usual (boo-hoo) Rebecca Newlin took Top Time of Day Ladies, driving - yes - Art Seeger’s car! (I blow my one chance to get TTODL by encouraging Rebecca to take Art’s gentlemanly offer of driving his car for timed runs. Dumb, dumb, dumb.) Knowing she would never drive it at Laguna or Sears, Rebecca took this sudden opportunity to drive Art’s car in a safe environment. Guess what folks - she was only 1.5 seconds behind the owner. Not bad at all for her first time in the car!

What a great weekend it was - with great weather and an intimate group of 71 Porsche drivers plus their friends - it was heaven - thanks to David and Diane Kimes.

Cheers!

June Tech Tip  
by Ken Mack

Next month, a lot of us will be going to the San Diego Parade. I had the pleasure of being the Tech Chairman at the Monterey ’90 Parade. Some of the stories I heard about mechanical problems on the way to Parade could fill a book. The best advice I can give is to have your Porsche checked out completely several weeks before you leave on your trip.

The Tech Inspection at Parade will focus mainly on wheel bearing adjustment, tie-rod and ball joint condition, tire tread, fluid leaks, and all lights must be working.

I also recommend a first-aid kit for your Porsche. Bring spare plugs, belts, oil, light bulbs, anti-freeze, and a small tool kit.

Enjoy your trip and I’ll see you in San Diego.
Third Annual Automotion Swap Meet
by Larry Sharp

As I wrote up at 4:30 am, I wondered to myself, "why would anyone wake up this early on their day off?" Well, the answer was that today was April 12, and that was the day for Automotion's Third Annual Swap Meet. As I arrived at Automotion at 5:15, Gabe Szalay was there already. Even at this early hour, there were people lined up and ready to sell their hoards of valuable preowned Porsche parts.

The Swap Meet was just starting to get into high gear when their weather turned for the worse. Our Goodie Bag Guru, Gerry Brown, started to blame himself for the rain because he forgot to order the GGR umbrellas. He figured that if he had ordered some R-E-D ones, no way would it have rained. Well, we all huddled under some tarps to keep dry, thinking everyone would soon leave, but a strange thing happened. Not only did one one leave, but more showed up!

All told, we sold 109 spots, Automotion had over 500 people visit their showroom, and most of the sellers sold a good deal of their treasures. Even though the rain kept the attendance down a little from last year, we had a fantastic turnout of our membership. Plus Bob Hummer (our Membership Chairman) had a good day giving out applications to prospective members.

To end this story, I would like to explain why we hold Swap Meets. The main reason is to raise money for charity. This year, Automotion donated $500.00 for GGR to give to the Crippled Children's Society of Santa Clara Valley. Tom and Marj Green, along with Gabe and the crew from Automotion, should be thanked the next time you see them for putting on this event deservedly titled, The West Coast's Largest Porsche Swap Meet.

See you at next year's Automotion Swap Meet.

Quilt Across the Nation

Tickets to win the Quilt Across the Nation will be on sale in July from Shirley Neidel (408) 225-8103. The Quilt will be displayed at the 1992 San Diego Porsche Art Show. Donations will go to the Northern California Children's Foundation. You need not be present to WIN.
May 5, 1992

Mr. James Ohl
President
Porsche Club of America
637 Greenwich Lane
Foster City, CA 94404

Dear Mr. Ohl,

On behalf of our staff, Board of Directors, volunteers and the special children and adults we serve at Crippled Children’s Society, please accept our sincere thanks for providing a $500 donation toward the diverse programs and services of the Crippled Children’s Society.

The Crippled Children’s Society is a private, independent non-profit organization serving over 5,000 children and adults with disabilities annually in our five local facilities. Because we do not receive any United Way or government funding and because the money we raise remains in Santa Clara County, our effectiveness depends primarily on the generosity and support of our local community.

Thank you again for your kindness. Your support and concern for the clients we serve is greatly appreciated.

Warm regards,

Chris Collins
Development Officer
When Charlie Burton at Carlsen Porsche-Audi in Palo Alto recently asked if I would like to participate in the Porsche Driving Experience, he didn’t have to wait long for the answer. This was like asking a young kid if he would like to go to the candy store.

On March 6th, Teresa and I drove up to Sears Point Raceway in Sonoma to drive the ultimate experience. Upon our arrival, the crew from Porsche Cars North America were busy setting up the courses and the cleaning the cars we were about to drive.

After going through registration and signing the typical release form, we were introduced to some of PCNA’s top driving experience people. Our chief instructor/organizer for the day was Manfred Loewen. He was visiting the west coast for this driving experience before returning to the east coast where he supervises the other Porsche Driving Experience program. Also on hand were the west coast crew of Vic Elford, Steve Krysil, Ken Fengler, Barbara Phelphs, and Beverly Brinkmeyer. Joining them from the Reno offices of PCNA was Debra Cox. Also joining us from our host, Carlsen Porsche-Audi, was Charlie Burton, Mike Hobgood and James Butler.

Then after some introductions to the cars we would be driving, Manfred gave us some driving tips and instructions. We were asked to drive at 70% (so as to experience the differences between the cars), no slipping the clutches (so all starts would be rolling) and we were to use the active defensive features of the cars not the passive features no air bag experiences today. All cars had Dunlop SP Sport tires to eliminate tire differences and were equipped with ABS brakes.

Off we went to the acceleration and braking exercise. In front of us sat a 1992 911 Turbo, a 1991 928 GT (the GTS had not arrived yet) and a 1992 968 Cabriolet tiptronic. Our only instructions here were to accelerate hard and straight through second gear and upon reaching the set of double cones put “both feet in”...that is hit the brake and clutch pedal hard at the same time. What an experience. The 928 and 968 get up to speed quickly while the Turbo gets you there now. Both the 928 and the Turbo produce in excess of 310HP while 968 produces 236HP. The 928 GTS will produce in excess of 345HP. The ABS brakes allowed you to stop comfortably within the 150 foot braking area without pulling to either side or locking up the wheels. You could actually feel the brakes grabbing and releasing as traction was maintained or lost. The 911 Turbo has the best production car brakes going from 60 to 0 MPH in 2.8 seconds and only 105 feet. The Turbo also goes into 100% locked rear end upon any deceleration.

The next stop was the slalom course. The cars at this experience included a 1992 Carrera 2, a 1992 Carrera 4 and a 968 Coupe. Here we experienced a six cone slalom with a teardrop shape turn a the far end. The new 911’s have seen the old torsion bars removed so as to allow for the ABS brakes. In their place is a remodeled rear suspension with coilovers springs. The C-4 has a variable limited-slip differential for added traction and stability at all speeds but can be locked on all four wheels for speeds up to 25MPH. The C-2 has lost some of the severe oversteer characteristics of the older 911’s. Meanwhile the C-4 provides even more stability and was a superb car to drive through the slalom even with the few puddles that remained from the previous nights rain. The 968 maintains the 50% front/rear weight balance and provides very predictable steering. With the new variable cam timing, power is smooth at any rpm and any of the six forward gears.

Lunch provided us with the opportunity to discuss our new experiences and the cars with such Golden Gate Region notables as Terry and Judy Zaccone, Cecil and Carol Beach, Ken Mack and Doug Clark.

For the afternoon session, we drove the famous Sears Point Raceway track starting at the start/finish line heading up into turn 1 and through turn 6 where we made a right 180 to return to the start/finish line. Before we began though a few more instructions including the fact that most of the driving experiences are conducted in shopping center parking lots and that we had the opportunity to use a real racetrack. This was followed by a short discussion about being in a bad situation where you “run out of talent in corner” (gee...and I always thought it was the cars fault). Again the 70% rule would apply.

Back down on the track were all the cars we had driven during the morning sessions except the 911 Turbo. We had the opportunity to drive through the layout and experience the acceleration, steering, braking and cornering of each car. Of course we all got to drive a Tiptronic. It was great. All you have to do is stand on the throttle and push the lever forward through each gear and the computer does all the rest. Even down shifting was a breeze. In between cars, we all got the opportunity to an impressive ride with Ken Fengler.
in the 911 Turbo over the same prescribed course. It's amazing what a car can do in the right hands. Again the Carrera's continued to impress everyone with their new found stability while the new 968 with its Tiptronic transmission found a place in everyone's garage. If they only made the C-4 in a Tiptronic!

After a short debriefing about our experiences and the cars, Manfred introduced Bob Walker, PCNA's west coast sales representative. Bob contradicted the recent stories about Porsche being sold and said there were currently eight owners of Porsche AG. and no plans for such a sale. He went on to say that even though 1991 was a terrible sales year, most of Porsches revenues come from their engineering expertise. Bob commented that the sales of cars to the USA was about 25% of Porsches total production (this is down from the previous 48% a few years ago). Germany currently accounts for 30% of production, while the rest of Europe gets 25% and the balance (20%) goes to the rest of the world.

Current production schedule for sale in the United States includes 1130 968's of which 610 will be Cabriolet's, 1171 Carrera 2's of which 532 will be Cabriolet's and 117 will be Targa's, and 175 C-4's of which 79 will be Cabriolet's and 18 will be targa's. On the very limited side, only 50 928 GTS's will shipped to the US (with all being previously sold as 1993 models), there will be 281 RS America's, 200 American roadster's and only 233 911 Turbo's. If these numbers hold true, Porsches production for 1992 will be just over 13,000 vehicles. This will also be the last year for the Turbo once again. The limited production according to Porsche is to try and keep the values of the current cars up. If this happens, it should also help keep up the value of the older Porsches.

During the question and answer period Bob commented that there were no plans for a 968 Turbo, water cooled 911 heads or a 911 twin turbo. But he did mention a possible entry level Porsche (model year 1996) in 1995.

A big thank you to our hosts for the day, Carlson Porsche-Audi and the Porsche Driving Experience group. This was a thrill that nobody should ever turn down. Nor will any of us ever forget. We left the track with many new experiences and the vision of what Porsche has said many times before, "you have to drive it to experience it".

Note: This was one of the last driving experiences supported by PCNA. Since this time, and due to severe budget cutbacks, this program along with the Derek Bell Driving School have been canceled.
At CRAB’s Coming of Age party, GGR was well represented. GGR’s envoys increased over last year, and were second only to SVR, the host region. Friday night’s cocktail party started with 15 different types of chicken wings, all the raw veggies James Ohl could eat, and the infamous Crab’s Claw Punch. Ask Susan Group about the punch. The winners in the Old F_rt’s class in the Pedo-rallye had only a 4 second error even after getting lost and having to back track. Tell me Terry and Judy, with a combined age of 106, how did you manage this without Marcel?

The autocross started too early Saturday morning, but in a beautiful location on Folsum Lake. I hope the mellow Porsche exhaust notes disturbed the Bass Tournament. James swears that BBQ sauce on the course helps tires stick. Would you believe that a stock 2 liter 914 had Top Time of Day for more than half the first run group? While it is possible that David Kimes might have slowed down in his efforts to hit Flagman Lloyd DeMartini with a CRAB squirt gun, what happened in Bobby and Larry’s first laps? Diane Kimes surprised everybody with her first drive in a stick shift and in an autocross. Overall, GGR did well with Darrell Terry getting TTOD and Rebecca Newlin taking TTOD-Ladies. The KirkenJimkhana was won by Steve Group and Larry Sharp. I guess those guys are used to driving with Norstrom’s bags over their heads.

Saturday’s famous crab dinner had a new twist, a crab cocktail instead of the mounds of cracked crab. This was followed by numerous salads, Seafood Newburg on rice or pastry shells, and turkey (loaf?). The crowning touch was Cherries Jubilee Flambe followed by the arrival of ELVlIS (aka Stan Michelman) on the dance floor. GGR cleaned up on the major door prizes. Tell me Blanchard, where did you learn to bounce crystal in a box? And, of course, our resident artist Teresa Lommatzsch won the original signed and numbered print. The dance contest was won by GGR: Del Villano-1st, DeMartini-2nd, and Fahl-3rd

Sunday morning found the GGRers split between the rallye and the concours, but we did well in both. In the rallye, the Groups and the Doberenzes won their classes. After “blowing” the first leg with an error of 66 seconds, the Groups finished third overall with a total error of only 69 seconds. In the concours, the Arolla’s won their class. Charlie, where have you been hiding that pretty car?

The weekend concluded with the traditional Beer and Brat by the Radisson’s courtyard fountain. Steve and Susan Group were the big winners for the weekend with a Free Weekend in Reno and a Free Entry to CRAB 22. Our last vision of CRAB were Rebecca Newlin and Jim McDade cooling off in a fountain water fight.

P.S. SVR is still looking for next year’s CRAB chairman.

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**Reserve August 29th**

The Second Annual Gluttony Tour is Coming!!
Reservations will be accepted postmarked August 10 or later.
Complete Details Next Month.

Zone 7 Autocrossers Welcome
at the Optional Occidental Dinner
Make Your own Hotel Reservation:
Negri’s Occidental Lodge (707) 874-3623
Union Hotel (707) 874-3635
CRAB 21

SWAP MEET

TIME TRIAL
If anyone is interested in driving to Parade with us, we are leaving early Saturday morning on July 18. I can’t imagine making a 525-mile trip an overnighter. So, we will leave at 5 A.M. from “the shopping center” at Capitol West and 101 in South San Jose. You should plan to be there by 4:30. The reason for leaving so early is to arrive at Parade Headquarters in San Diego in time to register and maybe even get the car tech ed. That way, you’ll have something to read in bed Saturday night. Notice I said we’ll leave from “the shopping center”. That’s because we can’t remember the name of it and I have to send this in. Jack Kuhn used that site a couple of times for the Yosemite Tour start. By the time you call me, I will have checked with Jack and will be able to tell you. See you at 0430 on the 18th!

Terry
The 1992 GGR Autocross Series got off to a rip-roaring start on April 18 at Crows Landing. With a relatively low turnout, all 40 entrants had four runs under their belt by 1:30 and the course was cleaned up by 2:00. It seemed so very strange to be getting home and unloading the car in daylight!

Lloyd DeMartini, our 1992 Autocross Chairman, designed a challenging course that required precision, talent and strong biceps. Unlike some of the past Crows courses, this was not a simple hit-the-throttle-and-go course. It combined speed with precise car placement. After my first run, my arms were as useful as a worn set of race tires. Overcooked pasta would have had more strength.

The people living in Illinois who think Chicago is the “Windy City” weren’t at Crows for this event. The wind was especially cruel this day and anything that wasn’t tied down was being chased, including cones from the course. The cones didn’t just fall over, they would plain blow away! I could have sworn I saw surfers on the waves in the aqueduct.

Newcomer Jeanne Martin brought her gorgeous red 911 Targa for her first ever autocross. Jeanne’s long time friend, Judy Baker, was the co-driver and the two of them took to autocrossing like wildfire. In knocking off over 10 seconds from their original times, these ladies look like contenders! It was great to see new talent out and about.

Gwen Sablan continued her road to success and turned in better times for each run. Unfortunately the cones she hit couldn’t be attributed to the wind factor. Jim McMahon, from SVR, came early and helped set the course but still managed to take an off-course excursion into the grass. His beautiful black 911 suddenly took on the features of a lawnmower.

Gerry Brown had a new Goodie Bag item, a great looking black jacket, embroidered with the GGR logo. Check it out!

All in all it was a short but fun day. Many thanks to those of you who helped set the course, pitched in on extra shifts so that everyone could run, and stayed to clean up. To those of you who took four or five runs and split without working...you don’t get points if you don’t work. Besides, its not the Porsche thing to do.

The new Porsche RS America.
Manufacturer’s suggested retail price: $53,900.

CARLSEN
PALO ALTO, CA (415) 856-6300

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Porsche Club of America 15
1992 GGR Calendar

June
12  Friday Night Social
13,14 GGR Zone 7 Autocross School
       Crow Landing (DeMartini)
17  GGR Board Meeting Ken's Sportech
20  Adopt-A-Highway Litter Removal (Zaccone)
21  Spieltag Speed Freak Go Karts (Neidel)

July
8  GGR Board Meeting Seidel Residence
10  Friday Night Social
12  Zone 7 #8 & GGR #3 Autocross Laguna Seca
19/25 1992 Porsche Parade San Diego CA

August
2  Zone 7 & GGR Rally Santa Clara (Sharp)
8  GGR Beach Party (Zaccone)
9  Carlsten Swap / Zone 7
14  Concor (Palo Alto)
15  Friday Night Social
18  Adopt-A-Highway Litter Removal (Zaccone)
19/25 GGR Board Meeting Ohl Residence
22  Monterrey Historics
29/30 Gluttony Tour (Ohl/Hummer)

September
11  Friday Night Social
12  GGR Autocross #4 Crows Landing
12  TT #4 Ground School
13  GGR Family Picnic (Group)
15  GGR Board Meeting Zaccone Residence
17  TT #4 Tech
20  GGR Autocross #5 Pleasanton
22  TT #4 Tech
26/27 TT #4 Crows Landing (Kimes)

October
9  Fright Night Social And Chocolate Night (Arolla)
11  GGR Autocross #6 San Jose Muni
13  GGR Board Meeting Arolla Residence
15/18 CART Laguna Seca

November
13  Friday Night Social
14  Adopt-A-Highway Litter Removal (Zaccone)
17  GGR Board Meeting Ken's Sportech
21  GGR Autocross Awards Banquet
24  TT #5 Tech

December
1  TT #5 Tech
5/6 TT #5 Sears Point (Kimes)
8  GGR Joint Board Meeting Closed (Sharp)
11  Tentative Christmas Party
31  GGR TT Awards Banquet

1993
January 16 Activities Day & Annual Meeting
February 6 Tour to Sacramento Railroad Museum
March 27/28 27th Annual Yosemite Tour

June Competition Report
by Ken Mack Competition Director

Our thanks to David Kimes and his crew for a great Time Trial at Crows Landing on April 4 and 5. David must be connected very well with the weather gods, it was a little windy out there but NO rain. I personally thank the 70 plus people who drove to the event and did not complain too much about tire wear.

Due to a nasty cold and a 100 degree plus temperature, I did not stay around for the beer and trophy party. What? Me give up a free beer? I must have been sick!! Anyway, they tell me that Nigel McGlumphy took home a Top Time of Day and promptly got dumped into the pool. Boy, I’m sorry I missed that. Speaking of getting put into the pool, why don’t they toss the TTOD Ladies in the pool? I’m just curious.

The next event was an Autocross at Crows Landing. Lloyd DeMartini and his crew also put on a great event. However, we are going to need much larger participation at Crows in order to make these events work. The weather was good and if you want to know how windy it can get, just ask Dave Blanchard. That’s it for now, See you at Laguna Seca.
SERIES '92
AUTOCROSS + CONCOURS + RALLY
Monterey Bay and Golden Gate Regions Present
AUTOCROSSES 5 AND 6
Saturday, July 11 & Sunday, July 12
Laguna Seca Raceway Pit Area

Run/Work Sequence and Grid Times

<table>
<thead>
<tr>
<th>Saturday</th>
<th>Sunday</th>
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<tbody>
<tr>
<td>White/Green</td>
<td>Red/White</td>
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<tr>
<td>Green/White</td>
<td>White/Red</td>
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<tr>
<td>Blue/Red</td>
<td>Green/Blue</td>
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<tr>
<td>Red/Blue</td>
<td>Blue/Green</td>
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</tbody>
</table>

*Opens after grid area is established; last car on grid runs first.

Run Groups: White - Stock Classes V, W, WS, Y, YS; Green - Stock Classes N & S, Production Classes AP, CP, DP, EP; Blue - Production Classes FP, GP, HP, IP, JP, KP, LP; Red - Super Production, Production, Street Modified, Modified, Exhibition

Particulars: Registration and tech open at 7:30 A.M. Fee is $15.00 per driver. Score cards must be completed and car must be in run-ready condition before submitting for tech. First two run groups tech on grid. Limited number of loaner helmets. All helmets must have 1980 or later Snell sticker. No open exhaust. All drivers must run and work per the above schedule in order to earn series points. Course walk times are approximately one hour before the first run group and before the third run group. The autocross on July 12 is event 3 in the GGR autocross Series. Directions: Laguna Seca Raceway is located midway between Salinas and Monterey on Highway 68. There will be a picnic at the site on Saturday after the last run group.

Event Chairmen: Ted Voigt (MBR) 408-373-3105, Lloyd DeMartini (GGR) 415-572-9562

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FAX: (415) 323-4632

Porsche Club of America 17
New Member Social and Twenty Year Certificate Presentation at Harry's Hofbrau in Mountain View on Friday, August 14th!

New and old members: Mark your calendars! Older members can be a great help to our newer members. I remember how the Ohls took us under their wing and how much it meant to us. New members and 20 year plus members whose certificates we have in hand will be receiving invitations. I am working on a list of new twenty year members and look forward to that event in the Fall. Sad Farewell! To the Bennetts: Valerie has served GGR extensively both officially and as a friend in hard times. While Donald is relatively new, he jumped right in, autocrossing and helping in numerous ways. We wish all our transferring friends, good luck! Please stay in touch! Added 20 year dual member: Reinhard and Jan Riedel. A major update of dual records is part of the May billing.

New Members (17)

Abbott, IV, William B. 4660 Westmont Avenue Campbell, CA 95008-5830 1971 914

Ashwood, Terry/Lesley 36 Crosslands Road Galston NSW 2159 Australia 1982 930

Atkenson, Nicholas G./Carol Malouf 957 Shoreline Drive San Mateo, CA 94404 1985 9285

Cayne, Douglas A. 280 Erica Way Portola Valley, CA 94028 1991 Carrera 2 Cabriolet

Dea, Gilbert 4463 Malcolm Avenue Oakland, CA 94605 1970 914-6

Johnson, Duke/Lillian 1431 Franchere Place Sunnyvale, CA 94087 1973 911

Jones, Brad/Maria 206 Hobart Avenue San Mateo, CA 94402 1986 911

Knight, Clarence B./Janice 943 Aruba Lane Foster City, CA 94404 1979 928

Matzen, Norm/Terri 2463 Rebecca Lynn Way Santa Clara, CA 95050 1970 911T

McNair, Gary L./Laurie 3 Fairway Place Pleasant Hill, CA 94523 1987 930

Nalewajko, Joe/Peggy 1098 Foxhurst Way San Jose, CA 95120 1963 356B

Papazian, Clement/McKenna, John 6314 Colby Street Oakland, CA 94618 1969 912

Rae, Michele C./James A. 177 Spring View Road La Selva Beach, CA 95076 1979 911SC Targa

Sobey, Mark S./Paula M. 14 Clover Lane San Carlos, CA 94070 1990 944S2 Cabriolet

Stewart, Robert M. 444 Saratoga Avenue 5-E Santa Clara, CA 95050 1983 944

Tong, Raymond/Beverly 8300 Alpine Road La Honda, CA 94020 1991 Carrera 4

Ziegler, Jr., William J. 4 Embarcadero Center 14th. Floor San Francisco, CA 94111 1964 356C

Transfer In (1)

From Florida Crown Young, Stephen W./Beverly 2651 Yerba Vista Court San Jose, CA 95121 1969 912

Transfer Out (3)

To Suncoast Florida Bennett, Valerie/Donald 4211 Carrollwood Village Drive Tampa, FL 33624

To Loma Prieta Ott, Karlina 21750 Vintage Lane Saratoga, CA 95070

To Pacific Northwest Stuurmans, Keith 10270 NE 12th Street #F107 Bellevue, WA 98004
Rumor Mill
By Diane Kimes

Well folks it’s that time of the year again. All the flowers are blooming, the sun is shining, and PORSCHESS all over the world are taking to the roads. While it is important to know how to drive a Porsche in the rain, as David says, “Why do you think we still have the Mark VII?”

Time Trial #2 at Crows Landing provided lots of fast laps and great weather. Of course wouldn’t you know, just as I get through telling a potential new time trialer about all the safety precautions GGR takes and how I have never seen a car on fire, good ol’ HARRY KAUFFMAN makes a liar out of me. But what really took the cake was when I walked all the way over to his pits to see if he needed any help, only to have him blow past us back onto the track. The new guy was really impressed. Harry also probably is the first driver to complain about having to cart tires back home. Someone finally took my advice and brought a set of HARD compound Dunlops and I said they didn’t even look used. All the runs you could handle and then some. He’s going to save them for the September event.

Can’t wait to see the promotional video which TIM GALLEN and the NAVY worked diligently on all day Saturday. Tim is going to put together a piece for GGR’s use and the Navy is going to use it for recreational material on ships when they’re out at sea. While most of the interviews were conducted with our “male” drivers, they got some spectacular shots of the cars. However, the majority of the footage was of the “female” spectators! As Tim explained, they’re defending our country and we want to make them happy. I wonder if our insurance covers riots at sea.

This month’s question is what was the guy really thinking about when he saw our illustrious ZONE 7 REP CHARLIE AROLLA in the pig hat? I’m open for comments, and those that can be published, will.

Speaking of rain, what’s the saying about neither rain nor sleet nor dark... prevents Porsche Pushers from their annual spring AUTOMOTION SWAP MEET? Isn’t that the truth. While the showers came off and on, I was amazed at the number of people wheeling and dealing. Of course, when word spread of the 92 db limit at Laguna Seca, the volume of stock mufflers available quickly went to ZIP. ART SEEGAR almost had money in hand, but the lure of the Corkscrew won out. The guy that wanted it was not too pleased, but understood fully as that’s why he was buying it.

Now Hear This!!! There is a run on the GGR PORSCHE COOK BOOK!!!!!! Get yours now before they are all gone from the GGR Goodie Bag. Of course if you miss out you can always call LYNN CHAKEL, high speed driver of Sears Point. She got one of the few remaining. Has anybody ever thought of having an event actually making the yummy dishes in the Cook Book....Anytakers???

I would be remiss if I didn’t mention GGR Autocross #1. LLOYD DEMARTINI really knows how to put on a BLOWOUT event!!!!! The aerodynamics were stupendous. Those autocrossers that towed their cars to Crows Landing really had some stories to tell. All the runs you could handle and then some. Scoring was the place to be as a new racing term was spawned. Course workers and timing were going nuts trying to determine if it was a “Porsche Pylon” or a “Wind-aided Pylon”.

As always a special Porsche “HI” to JOE AAKRE JR., GILBERT and LISA AMOROSA, JOE and JOHN HAFKENSCHIEL, JOHN BELLOPATRICK and BARBARA CLOAK, RALF and JULIE RUECKELSHAUSEN and last but not least CURT and JUDY HAAG!!!!

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Porsche Club of America 19
## Autocross No 1 Results
April 18 Crows Landing
Sponsored By Automotion

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<td><strong>Class N</strong></td>
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<tr>
<td><strong>Class NL</strong></td>
<td>Betty Hummer</td>
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<td><strong>Class S</strong></td>
<td>James Ohl</td>
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<td>Richard Jung</td>
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<td>Mike Gamble</td>
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<td>David Powell</td>
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<td><strong>Class V</strong></td>
<td>David Kimes</td>
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<td><strong>Class W</strong></td>
<td>Curt Odle</td>
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<td>Jeanne Martin</td>
<td>71.528</td>
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<td>Judy Baker</td>
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<td>Rick Brown</td>
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<td>Bill Newton</td>
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<td>Frank Alvarez</td>
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<td><strong>Street Mod.</strong></td>
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<td>Jim Brooks</td>
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<td>Carey Spreen</td>
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<td><strong>Class UL</strong></td>
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<td><strong>Modified</strong></td>
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<td>Howard Schneider</td>
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<td><strong>Class ML</strong></td>
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<td><strong>Fun Runs</strong></td>
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<td>Kevin Auyong</td>
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<td>Bob Beach</td>
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<td>James Semien</td>
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<td><strong>Top Five Overall</strong></td>
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All regular board members were in attendance. Guests: Carole Seidel, Judy Zaccone, Betty Hummer, Larry Sharp, Mike and Teresa Lommatzsch.

The minutes were approved after one correction.

POSTMORTEM OF EVENTS: The Champagne Brunch was a success. Another successful Time Trial is completed.

CALENDAR CHANGES: None

INSURANCE FOR UPCOMING EVENTS: Ordered

ACTION ITEMS: San Jose Muni was contacted and an October 11th Autocross has been scheduled. The Secretary now has the responsibility of tracking our Charity donations for the year for the Pirelli Charity Competition at Parade. This will be an addition to the Procedures Manual. As soon as the Kahler Bonneville Tape is edited, we will be able to borrow it for a Friday Night Social.

DIRECTORS REPORTS: PRESIDENT: Mike Lommatzsch has been approved as the new NCSSC Rep. NCSSC will be notified. A Connecticut region is raffling a 968, details were handed over to the Nugget editor. Automotion thanked GGR for the Sponsorship trophies and support. Parade entries for Family and Enthusiast of the Year were handed over to Terry Zaccone for submittal. VICE PRESIDENT: Upcoming event budgets were approved. SECRETARY: Pattie DeMartini was approved as the 1992 Scrapbook creator. TREASURER: An autocross budget is being worked on. GGR has received a rebate from National. The financial report was approved. COMPETITION: Tech chairperson is still needed. Larry Sharp was approved as Rally chairman. Rule change requests are now being accepted. SOCIAL: Deposits for the 1993 Yosemite Tour and 1992 Family Picnic sites have been approved and paid. Phone polls of the board was requested to be kept at a minimum to prevent confusion and misunderstandings. A concern of rushing through board meetings was discussed.

MEMBERSHIP: 19 new members were approved. An extra dealer board is on hand. Aug. 14th has been chosen for the New Member Social and the handing out of the 20 Year Certificates at Harry's Hof Brau, a regular Friday Night Social. NUGGET EDITOR: The computer is being very difficult and updating equipment may be neccessary.

OLD BUSINESS: None

NEW BUSINESS: Editing pages 1 thru 33 of the Procedures Manual will begin at the May board meeting. Chairman perks will be discussed and decided on when the topic is reviewed in the editing of the Procedures Manual. The serving of alcoholic beverages at the Family Picnic was discussed. Alcoholic beverages will continue to be served at the event. People are needed for picking up for the Adopt-the-Highway program. A new sign has been made to replace the incorrect Adopt-the-Highway sign.

Meeting Adjourned 8:45

Respectfully Submitted,

Snookie Arolla

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Vin #4742914801
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1966 912, Original Owner, Irish Green/Black, 5 speed, chrome wheels, rebuilt engine, 145,000 miles. $9,000 obo. Don (415) 424-2641-days or (408) 984-6446-eves.

1967 912 coupe Aga Blue/Black. Outstanding California car, needs nothing unless you want to concours. Recent work includes new generator and battery, shocks F/R, ball joints, tie rod ends and bushings, reconditioned wheels and new Yoko AVS tires. 99% authentic or original. 1750cc engine by Lukes and Shorman. All records from 1967. $9,700 Tom (408) 974-8861-days or (510) 735-2892-eves.

1969 911E with S suspension and brakes, rebuilt 2.4 engine, 915 trans., ducktails and regular rear hood. Ray (415) 566-7167

1970 914/6 Blue/Black, 49,000 miles, hit hard left front low, very repairable. Comes with straight 914 tub for sheet metal donor. $7,000 Dave (707) 795-2787

1972 914/1.7 Yellow w/appear. group. Straight body, one year on engine, 140 lbs. springs, new KYB shocks, fuel pressure sensor, fuel pump. Needs oil cooler seals. $2,400 Richard (510) 287-0748-days or (415) 759-5043-eves.

1973 914/1.7 Orange/Beige. Bumper fog lights, chrome wheels, F/R chrome bumpers, side shifter trans. New master brake cylinder, battery, clutch, and windshield. Straight, clean body w/minimal dings/dents/rust. Clean interior w/new carpeting and recent tune-up. $3,750 obo Dan (510) 284-2853 or Sergio (510) 883-8545.


1983 944 4 Coupe Guards Red/Tan. 33,000 miles, A/T, A/C, second owner. Record from second owner to present. $10,000 obo. Jason (415) 948-4202-days or (408) 964-5380-eves.

1987 944 Turbo Anthracite/Tan, 5 speed, 250 H.P., 7 & 8 x16 with Goodrich 225/50 & 245/45 tires. $4,000 spent on new brakes, water pump, tires, etc 4,000 miles ago. Clutch replacement 7,000 miles ago. $16,800 Peter (415) 355-2176.

WANTED

1969 912 tub, straight with no rust for race car. Interior and engine/trans. unimportant. Dave (707) 795-2787

Marelli Twin Plug Dist. as seen at Automotion Swap Meet. Albert (408) 358-0034.

Porsche Tech Questions to be answered in future Nugget Tech Tips. Send typed questions to Ken Mack at home or Sportech. Thanks.

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All new factory parts, wide front and side early 911S decals, 911 scrs shift kit $100, Momo Benneton Rod/Blue/Green/Yellow steering wheel (wild), new Bosch 911 unshielded ignition wire set $50, Carrera 2 & 4, Carrera Club Sport Service Info Books $10 each. Bob (415) 949-3271.

Parting Out 1974 911 S/R Coupe #9114102153 w/2.7RS engine w/webers, PW. All or part Best Offer Mike (510) 930-7762.

New 2.0 S pistons & cylinders, new 930 S console black leather Albert (408) 358-0034.

1980 924 Coupe Chassis, this is a bare chassis that is begging to become a race car. Any offer over $250. Ken (408) 377-8055; days or (408) 268-4369; eves.

One set SSI Exhaust, like new $600 obo Bob (510) 793-2858.

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<td>Sam Sipkins</td>
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Palo Alto, CA 94306

Address Correction Requested

The views and opinions expressed within are those of the authors and not necessarily those of Golden Gate Region, PCA.

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GGR Coming Events

June
12 Friday Night Social
13/14 GGR/Zone7 AX School
   Crows Landing (DeMartini)
17 GGR Board Meeting (Ken's Sportech)
20 Adopt-A-Highway (Zaccone)
21 Spaetag Speed Freak (Go Carts)

July
8 GGR Board Meeting (Seidel)
10 Friday Night Social
12 GGR AX #3 (Laguna Seca)
19/25
   1992 Porsche Parade
   San Diego, Calif

Zone 7 Calendar See Page 14
GGR Calendar see page 16

GGR Events Hotline:
(408) 227-7208