The Editor Says

Well it's time for more rambling from your Nugget Editor.

I received one call on my answering machine about the clip art question I asked last month. The caller said the clip art was fine but we should invest in a good spell checker as there were a lot of mis-spelled words in the Nugget. In answer to the statement, if the bad words were in an article submitted by a member of GGR, this Editor does not do a spell check as it seems people in our club love to make up their own spelling, and if I change it, I seem to be burned in effigy. If the spelling errors were somewhere, else then I missed them. I will try harder. As the caller did not take the time to leave his name and number, I could not responded to him in person and as only received one call either he was the only one that read my column, or the rest of you out there must think the Nugget is looking good.

Look in the Nugget next month for:
- Yosemite tour 93
- New Member Social
- Tour De Krote
- Automotion Swap Meet
- Autocross #3
- Time Trial #2
- Spieltag 1993
- and much much more!

Lets talk about deadlines.

The deadline for the August Issue of the Nugget will be:

June 22.

This is as to your Editor and most of the staff will be going to the 1993 Parade. So we will have to get the issue out early. If you have anything to submit, please get it to me on time. That way you will not be disappointed and miss the issue.

Editor
James' Jabber

Late last year, I asked Santa Claus for a 911 RS America. Then, after the Ride of a Lifetime, I asked for a 962. Needless to say, I had no luck with these wishes. Several readers told me this was because Santa is reserved for kids and, as I'm an adult, at least chronologically, I can't ask Santa for anything. Okay, I'll appeal to a higher authority.

Dear IRS: Please forgive my 1992 taxes. I have a more pressing need for these funds than to fund some politician's pork barrel project just so that politician can get re-elected.

The way I have it figured, if the IRS would give me back my taxes, and I can convince Jean "HOW MUCH" Ohl to go alone with my crazy scheme, we'll sell all our other vehicles and our house, and then we just might be able to buy the latest Porsche dream car—the 1994 Porsche 911 Turbo with the new 3.6 liter motor. PCNA is only going to bring in 180 of these awesome cars with a suggested retail of $99,000. That's only $125 above 1992 prices and, instead of a 3.3 liter motor with 315 hp, you get a 3.6 motor with 355 hp. WOW!!

Just think, Jean and I will become famous. We will be the first starving, homeless, street people living in a 911 Turbo. We'll sell our tale to Hollywood for enough money to buy back our other vehicles and our house. What I have not yet figured out is how to pay for DMV, luxury tax, maintenance, gas, tires, and insurance.

Enough of this foolishness, on to more serious matters. ATTENTION Time Trialers and other racers, SCCA is building a new race track -- THUNDERHILL PARK -- outside of Willows — just off I-5. SCCA made a presentation at the March Friday Night Social which was well received. A Committee was established (Chair Kirk Doberenz) to explore our possible support of this track and possible fund raising schemes. Interested? Call Kirk. This could become our major fund raising event for the next few years, only time will tell. Initial thinking is to purchase the "right" to a few good weather race dates each year at the lowest rates for a specified number of years. However, all items are subject to negotiation with SCCA. Naturally, the more money or other support we are willing to give them, the more they will guarantee us. They are even willing to name corners or buildings after GGR or Porsche. NO, I don't think the Porsche Privy is a good idea.

James

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New Dates
JUNE 19th
AUGUST 21st
NOVEMBER 14th

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ZONE 7 CALENDAR

May 1 Rallye (LPR)
15-16 AX School #1 (LPR)
              Candlestick Park
21 Rallye (SVR)
23 AX Oakland Coliseum (DR)

June 6 Concours & Swap Meet Stockton (YR)
13 Rallye (DR)
20 Concours & Swap Meet (LPR)

July 17 Auto-X Folsom Dam (SVR)
17 Presidents Meeting at Folsom Dam TENTATIVE

The Zone 7 Autocross School, scheduled for May 15 & 16, 1993, at Candlestick Park, is FULL with a waiting List. If you were slow in signing up for the great event and didn't make it, not to fear. Loma Prieta Region, sponsor of this year's school, is planning Zone 7 Autocross School Number 2 for September 11 & 12, 1993, at Crows Landing. The date is sort of firm, but the location will most likely change. More details to follow.

The Zone Autocross School
August
18 Auto-X Folsom Dam (YR)
24 Rallye (RR)

September
8 Carlsen Concours & Swap Meet (GGR)
14 AX Reno (SNR)
15 Rallye Reno (SNR)
28 Auto-X Santa Rosa (RR)
29 Auto-X Santa Rosa (LPR)

October
11/12 AX School #2 (LPR) TBD TENTATIVE
12 Concours & Swap Meet Oakland Airport (DR)
18 Auto-X Crows Landing (GGR)

November
7 Rallye (SVR)
20 Presidents Meeting Afternoon
20 Zone Awards Banquet

ZONE RUNS TOO

Friday, May 21, 1993 (rescheduled) by Sacramento Valley Region.
Not one, not two, but three legs and THREE RALLYEMASTERS! (one each leg): Phillip Marks of PCA-SVR & PCA-GREAT BRITAIN, Richard Wetzel of E=MC2, and Abby, The Wonder Dog, also of E=MC2.

This event will feature Abby, the internationally famous Canine Rallyemaster, and once again you will have a dog's-eye-view of a rallye leg written by a Springer Spaniel. Trained since a puppy in rallye lore and tricks, Abby will display an uncanny knowledge of traps and loops gained from chasing rabbits, moles and Nash Rammers.

Rallye start at Java City in the Arden Fair Shopping Center, Sacramento, Bus. 80 & Arden Way, at Market Square in Arden Fair. Park in back parking lot behind building.

7:00 p.m. — Registrations open
7:31 p.m. — First car out, Finish in Woodland
Event 1993 GGR AUTOCROSS SERIES Sponsored By AUTOMOTION

Zone #3 #1

Event #3--Oakland Coliseum, May 23, 1993

REGISTRATION: Opens at 7:00am, closes at 8:45am sharp. Opens again from 11:30am to 12:30pm Fee $15.00 per driver

TECH INSPECTION: Open at 7:00am, closes 8:45am sharp. Open again during second registration period.

DRIVERS MEETING 8:45am

TIMED RUNS: Will be run under Zone rules

DIRECTION TO EVENT SITE: Use your favorite route to get to I-880 in Oakland. Exit Hegenberger Road or Oakland Coliseum exit and follow signs to coliseum

FOR MORE INFORMATION: Call Carey Spreen, Autocross Chairman 415-369-5111 days or 510-792-4505 evenings. IMPORTANT NOTE: Oakland Coliseum has reserved the right to cancel our use of the lot down to 30 days before the event. We therefore strongly urge you to CALL THE GGR HOTLINE 415-573-0798 in June for event conformation

NEXT EVENT: May 31 (Memorial Day Monday) at Alameda County Fairgrounds, Pleasanton

Friday Night Socials

2nd Friday of Every Month This Month

May 14th

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

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

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

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VISA BOSCH ALIGNMENT MON. - FRI. 8 - 5:30 MasterCard

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Porsche Club of America 5
The sun had just appeared over the horizon when we arrived at Crows Landing Naval Air Landing Field to set up for the first autocross of the 1993 series. I had had visions of the weather at last year’s season opener at Crows (gale-force winds screaming down from the frozen tundra), but this year Old Dude Winter had headed east, and left us with temperatures that were (dare I say it) pleasant.

A few minutes later, the DeMartinis appeared over the horizon as well. Lloyd and I got busy setting up the track, while Pattie helped my wife Mimi get set up for registration. Lloyd’s course layout was a departure from the usual autocrosses at Crows, which tend to use only the main concrete pad. This course also used a section of the runway apron, creating a back section which was shaped like two sides of a triangle, emptying back onto the main concrete pad. Several entrants were to comment later on how much they liked the course; it flowed together very well (with the exception of an unavoidable pavement change in the middle of a turn at the far end), and rewarded the smooth driver with a fast time.

A total of 39 drivers showed up to run, and run they did. Everyone had got in five runs by 1 pm, and a few more who volunteered to work got in 6 runs. Even so, we were picking up pylons by 1:30.

Thanks go to our series sponsor, AUTOMOTION, for their continuing support of Golden Gate Region autocrossing. And thanks to all those who took in stride the harsh pavement and long drive from the Bay Area.

I must mention one family, though, whose drive was much further than from the Bay Area. Ed Weaver, his wife, and their youngest child, made the trip from Alderpoint, California for this event. I didn’t know where Alderpoint was, so I looked at a map to find it, and nearly fell off my Barcalounger when I found it way up in Humboldt County east of Garberville! By my reckoning, that’s a drive of at least 225 miles, one way. Now I call that enthusiasm. Thanks to the Weavers for their support.
PRODIFIED CATEGORY
Class P
Matt Crysdale 40.188 20 20
Class Q
Carey Spreen 36.055 20 20
Class QL
Mimi Spreen 39.973 20 20

STREET MODIFIED CATEGORY
Class U
Lloyd DeMartini 33.375 20 20
David Kimes 35.213 16 16
Compton Vester 36.022 13 13
Vaughn Temple 40.121 11 11
Class UL
Pattie DeMartini 33.808 20 20

MODIFIED CATEGORY
Class M
Mike Lommatzsch 37.235 20 20
Class ML
Teresa Lommatzsch 37.307 20 20

TOP FIVE TIMES
Lloyd DeMartini 33.375 MTTOD
Pattie DeMartini 33.808 LTTOD
Terry Zaccone 34.868
David Kimes 35.213
Judy Bradshaw 35.930

GGR Auto-X Series
#3 May 23 Oakland Coliseum (-Zone Rules- Zone #1)
#4 May 31 Pleasanton
#5 June 27 Oakland Coliseum
#6 Tentative July 25 Santa Clara Fairgrounds
NonSeries Aug 29 Pleasanton
#7 Sept 18 Crows Landing
NonSeries December Pleasanton

Call the GGR Hotline 415-573-0798
to confirm that the event will be run
Both Oakland and Pleasanton have short notice cancellation privileges

A Happy Autocrosser in Action

Porsche Club of America 7
Prevent Car-Jacking of your Porsche
and
Save Your Life at the Same Time

With the recent wave of car-jacking, killings, and other violence perpetrated upon innocent victims simply because some thrill seeker wants to joy ride in your vehicle, I came up with a simple yet novel way to give him my car and keep my life in the process. I decided my life is more valuable than my Porsche (?) and thought it best to just get out of the car and let him have it and pray he doesn’t decide to shoot.

You’re sitting at the intersection waiting for the light to change or the cross traffic to clear. Suddenly a voice shouts obscenities and demands you get out of the car as the weapon is thrust through the window into your face.

With your wits about you and trying to control your adrenalin (and your bladder), you say as calmly as possible “Okay, okay, just let me take it out of gear and unfasten my seat belt and it’s all yours, just don’t shoot.” As you shift into neutral and with the same continuous motion, you lightly bump the switch on the dash panel that disables your electric fuel pump. This allows the engine to continue to idle, permits you to walk away unharmed (to call the gendarmes), and lets the thief roar off with his prize. Then when the fuel in the system is spent the engine dies (approximately 0.5 miles) and the unwitting car jacker has no idea of what has happened or why, not to mention how to start the beauty. Hopefully you and the police will be upon him before he abandons your precious cargo.

I used the same set up as suggested in an earlier “UP FIXIN’,” that of a switch hidden on the dash amongst the other switches that is not obvious and controls the fuel pump electrics. I bought a fog light switch that “blends” in and wired it to the open side of the fuse panel that has the connection for the fuel pump (on my ’70 T it’s #5). Pull the knob to operate the fuel pump, push it in to kill the power. This serves as an effective anti-theft and anti-carjacking device. And the best part - it costs under $20.00!!

Horace L. Searcie
Loma Prieta Region

NEW DATE
GGR FAMILY PICNIC
JULY 17th
Huddart Park
More next month
in the Nugget

ROCKWELL MOTOR SPORTS LTD.
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Santa Clara, CA 95050
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SMOG INSPECTION & REPAIR
CHASSIS DYNO ENGINE TUNING
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NEXT TO SAN JOSE AIRPORT
The Only PCA Hillcross for 1993

On Memorial Day weekend you will once again be able to find Porsche people from the Western U.S. and Canada competing in the only PCA Hillcross for 1993. The Silver Sage Region is hosting their Bogus Basin Bacchanalia for the 15th year near Boise, Idaho. The main feature of the weekend is a hillcross on the nearly two mile road that rises over 500 feet to the Pioneer Lodge at Bogus Basin ski resort.

In 1992, 83 people from 10 PCA regions gathered for a weekend of friendly competition. Having 51 drivers attempting to make four timed runs up the hill was a bit overwhelming, so this year the number of entries is limited to 45 drivers (register early!). Other changes planned include many changes for safety, having smaller run groups and using proven timing equipment from the Bogus Basin Hillclimb Association (they run over 100 drivers on the same road on Labor Day weekend). All in all, a safe, fun day of hillcrossing is planned.

With well over half of the people coming from out of town last year, a rally/tour will be provided the second day of the weekend. Rallyists will be able to see some of the attractions that make Boise a fast growing city while competing for trophies.

When not competing for trophies, participants will find food, beverages and socializing in the Pioneer Lodge; which is dedicated to the PCA throughout the weekend. Outdoor activities available in the area include tennis courts, hiking, horseback riding and hot tubs. For more information or a registration form, call Mike or Jan English at (208) 375-1884. Registration forms are also available from your region President.

PIC - TOUR RALLY ENDING WITH A "POT LUCK" BBQ SUNDAY JUNE 13, '93

PRESENTED BY: THE DIABLO REGION, PCA

JOIN US FOR A VERY EASY RALLY - TOUR
- No Time / Speed / Distance Calculations
- Easy to Follow Route Instructions
- Just Find the Picture Location
- A Moving Pic - Tour Event!

CONCLUDING WITH:
- Some of the World’s Best Porsche People
- Delicious BBQ "PORK PULL"
- Beer / Wine / Soda Pop to wash down the road dust
- AWARDS ... For Driving in a Fun Rally

Start: National Reseurch Center, Exit 1-580 at Airport Blvd. in Livermore, South on Airway, Left at Terminal Circle Staying on Airway, Straight at Stop (Kitty Hawk) Right at Rutan.

Time: REGISTRATION at 11:00 AM First car out at 12:00 NOON

Length: About 2 Hours... Ending at Schreib’s 3409 Canfield Drive, Danville

Cost: $20.00 Per car and Your Pot Luck

For Rally Information Call: JOHN CLEVER... (208) 835-4100
For "POT LUCK" (hors d'oeuvres, salad, veggie or dessert) call: JUDY SCHREIB ... (510) 837-4167
By June 4

For Rally Information Call: JOHN CLEVER... (208) 835-4100
For "POT LUCK" (hors d’oeuvres, salad, veggie or dessert) call: JUDY SCHREIB ... (510) 837-4167
By June 4

By June 4

Porsche Club of America 9
Event 1993 GGR AUTOCROSS SERIES
Sponsored By AUTOMOTION

Event #4. Alameda County Fairgrounds, Pleasanton, CA
May 31, 1993

REGISTRATION: Opens at 7:00am, closes at 8:45am sharp.
Opens again from 11:30am to 12:30pm Fee $15.00 per driver

TECH INSPECTION: Open at 7:00am, closes 8:45am sharp. Open again during second registration period.

DRIVERS MEETING 8:45am

TIMED RUNS: 9am to 5pm: Cars will run in driver number order

DIRECTION TO EVENT SITE: Use your favorite route to get to I-680 in Pleasanton, south of the I-580 junction. Exit at Bernal Road, turning east. Turn left at the first traffic light, and turn right at the first opportunity into Fairgrounds Entrance, following this road to the parking lot.

FOR MORE INFORMATION: Call Carey Spreeen,
Autocross Chairman 415-369-5111 days or 510-792-4505 evenings.
Call the GGR HOTLINE 415-573-0798 for event conformation

NEXT EVENT: Sunday June 27, at Oakland Coliseum

--

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Telephone: 800-767-7250.
Fax: 510-782-0358.
**1993**

### Schedule

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<th>Day</th>
<th>Location</th>
<th>Other</th>
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</thead>
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<td>Monterey Bay</td>
<td>April 4</td>
<td>Sunday</td>
<td>&quot;MY&quot; Porsche</td>
<td>加州海边</td>
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<tr>
<td>Sacremento Valley</td>
<td>September 11</td>
<td>Saturday</td>
<td>&quot;TBD&quot;</td>
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<tr>
<td>Yosemite</td>
<td>June 6</td>
<td>Sunday</td>
<td>&quot;TBD&quot;</td>
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<tr>
<td>Loma Prieta</td>
<td>June 20</td>
<td>Sunday</td>
<td>&quot;PARTSHEAVEN&quot; Hayward</td>
<td>&quot;SWAP MEET&quot;</td>
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<td>Golden Gate</td>
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<td>Sunday</td>
<td>&quot;CARLSEN&quot; Palo Alto</td>
<td>&quot;SWAP MEET&quot;</td>
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<tr>
<td>Diablo</td>
<td>September 12</td>
<td>Sunday</td>
<td>&quot;TBD&quot;</td>
<td>&quot;SWAP MEET&quot;</td>
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<tr>
<td>San Joaquin</td>
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<td>&quot;Scheidt ESTATE&quot; Fresno</td>
<td>Octoberfest</td>
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<td>Redwood</td>
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<td>&quot;Hi-TEC&quot; San Rafael</td>
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### Other Events

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<td>Saturday</td>
<td>356 Spring Meet</td>
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<td>April 10</td>
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<td>Reno Swap Meet</td>
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<td>Automation Swap Meet</td>
<td>193V Commercial Sunnyvale</td>
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<td>May 7-9</td>
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<td>356 North South</td>
<td>Hillsborough</td>
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<td>May 2</td>
<td>Sunday</td>
<td>Hillsborough Concours</td>
<td>Hillsborough</td>
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<tr>
<td>May 16</td>
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<td>Fresno Concours</td>
<td>Fresno State Univ.</td>
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<tr>
<td>May 22</td>
<td>Saturday</td>
<td>Princeton Plaza Mall</td>
<td>San Jose + Bar-B-Que</td>
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<tr>
<td>May 23</td>
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<td>356 10th Anniversary Brunch</td>
<td>Silverado</td>
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<td>May 30</td>
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<td>Diablo &quot;Wash &amp; Shine&quot;</td>
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<td>Silverado Concours</td>
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<td>Speedster Meet; 3rd. Annual</td>
<td>Foothill College</td>
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<td>June 27</td>
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<td>Stanford-Palo Alto Concours</td>
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<td>Lafayette Concours</td>
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<td>August 15</td>
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<td>Boulder Creek Concours</td>
<td>Ben Lomond</td>
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<tr>
<td>August 29</td>
<td>Sunday</td>
<td>San Jose Concours</td>
<td>San Jose</td>
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<td>August 20-22</td>
<td>Sunday</td>
<td>&quot;Vintage&quot; Races</td>
<td>Laguna Seca</td>
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<tr>
<td>August 22</td>
<td>Sunday</td>
<td>Pebble Beach Concours</td>
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Some dates and/or events are "subject to be changed."
By
Jim Biesemeyer

Did you ever wonder why cars have more than one gear? It is a very fundamental question but probably one that you don’t think about every day.

Cars need more than one gear in order to optimize the power transfer from the engine to the wheels in order to move from point A to point B. But why can’t we just drive in first gear? Well, we can. We could start the car in first gear and run the engine up until it won’t go any faster and drive at that speed. But, most of us will want to go faster than 25 MPH; so our cars have transmissions with four or more gears. This way the engine speed (RPM) can be kept at a reasonable rate while the car speed is varied.

So, what determines how fast an engine will rev (spin, rotate)? Answer - lots of factors. One factor is friction. The various parts of the engine have friction with respect to one another as they move. The faster they move, the more energy they dissipate in the form of heat. I.E. the pistons moving in the cylinders, the bearings of the crank and cam, etc., etc. As the engine spins faster it loses more and more energy due to friction. Another loss of energy is what I will call pumping losses. These are losses such as the oil pump pumping the oil through the engine, the fan moving air across the cylinders, the water pump (in the water cooled cars) moving water through the engine and radiator, and last but not least, the pistons pumping gases in and out of the cylinders. These losses are also due to friction but these losses increase exponentially as the engine speed increases. (Jim, get to the point) O.K., as the throttle is opened, the engine sucks in more air and fuel. It gets to a point where it is sucking in all it can get. At that point there is a fixed amount of energy that the engine is generating (outputting). Remember, as the engine speeds up, the losses (friction) increase. When the losses equal the amount of energy that the engine is putting out, the engine speed (RPM) no longer increases.

So far this is all theory. If nothing else were true, you could drive your car at 75 MPH in first gear. Of course the engine would be turning about 15,000 RPM! When reality is factored into the equation, things change a little bit. When an engine is designed, a specific maximum engine speed is determined (called redline due to the fact that there is a red line on the tachometer at this RPM) and many of the other parameters of the engine are designed with it in mind. One of these items is valve spring tension. As an engine turns, the camshaft rotates, pushes on some other parts, and opens the intake and exhaust valves (at different times) to let gases into and out of the cylinders. The valve spring’s job is to push the valves closed when the gases are nearly done entering or exiting the cylinders. If the valve springs are strong the valves will close very fast; if the springs are not so strong they will close slower. At the engine redline speed, the exhaust valves get pushed closed by the valve springs just in time to avoid getting hit by the pistons. If the engine RPM is too far beyond redline, the exhaust valves may not close fast enough and may get hit by the pistons. Usually before the engine RPM gets high enough to cause parts to hit, the engine power drops off enough to equal the losses generated by the engine, the transmission, and the act of propelling the car across the ground. Occasionally however, someone (yours truly) does something improperly, like shift into second gear instead of fourth and nails the throttle...
while dumping the clutch and voila! valves meet pistons. When this happens several things take place. One, the pistons get lighter (i.e. they develop holes) or the pistons get smaller (break into small chunks) or the valves get shortened (broken). This untimely meeting of pistons and valves makes all kinds of neat noises and quickly reduces the power output of the engine (down to about 0 horse power). I'm sure of this because I tested this fact last month with my 914 motor.

So, if all this is true, why don't they just make all valve springs really strong, run the RPM way up, and just use one gear? Because then our right hand and left foot wouldn't have anything to do. Actually, there are a whole bunch of other factors that limit the engine redline that I haven't mentioned. Some of them are very technical, others are as simple as the amount of noise that the engine makes at higher RPM. So instead, we have gear-boxes (transmissions) that allow us to keep the engine speed in a narrow range as we vary the speed of the car.

Finally, as any person who has raced a car knows, learning to shift the gears quickly and smoothly (and into the appropriate gear) is critical to obtaining optimum performance of the car.
GGR PRESENTS:

CONCOURS

TIME TRIALS

AUTOCROSS

TOURS

SWAP MEETS
Event 1993 GGR AUTOCROSS SERIES
Sponsored By AUTOMOTION

Event #3. Oakland Coliseum,
May 23, 1993

REGISTRATION: Opens at 7:00am, closes at 8:45am sharp.
Opens again from 11:30am to 12:30pm late entrants are NOT guaranteed a full
number of runs. Fee $15.00 per driver.

TECH INSPECTION: Open at 7:00am, closes 8:45am sharp. Open again during
second registration period.

DRIVERS MEETING 8:45am

TIMED RUNS: 9:00am to 5:00pm: cars will run in driver number order.

DIRECTION TO EVENT SITE: Use your favorite route to get to I-880 in Oakland.
Exit Hegenberger Road or Oakland Coliseum exit and follow signs to coliseum.

FOR MORE INFORMATION: Call Carey Sproen,
Autocross Chairman 415-369-5111 days or 510-792-4505 evenings. IMPORTANT
NOTE: Oakland Coliseum has reserved the right to cancel our use of the lot down to
30 days before the event. We therefore strongly urge you to CALL THE GGR
HOTLINE in 415-573-0798 June for event conformation.

NEXT EVENT: (TENTATIVE) Sunday, July 25, at the
Santa Clara Fairgrounds, San Jose.
The drivers have spoken and Crows Landing will feature timed runs on BOTH Sat and Sun. Therefore, Time Trailers if for some reason you can't make both days, have we got a deal for you! For $65.00 you can run either May 8th or May 9th. Just make sure specify which day you'll be joining the fun! Contact Registrar Diane Kimes at 408-779-5988, if you have any questions or need help. For those of you who wish to run both days just fill out the form as always, the only difference being you'll just be getting TWO for the price of ONE!
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<td>TT #2 Crows Landing (Mack)</td>
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<td></td>
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<td>Friday Night Social</td>
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<td>TT #3 Laguna Sea (Mack)</td>
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<td>Valentine Dinner Meeting</td>
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<td>Support Our Advertisers</td>
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<td>Yosemite Tour Curry Village</td>
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<td>(60 Year old Birthdays)</td>
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<td>Time Trial Tech</td>
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Monterey Historics
August 20, 21, & 22, 1993

PCNA has invited PCA to come to Monterey to help celebrate the 30th Anniversary of the 911 and the 20th Anniversary of the Porsche 917 CanAm Victory.

Porsche A.G. will be bringing the Sunoco 917/30 from Germany for this event. This is the twin turbo, 1,100 hp monster that Mark Donohue used to win the 1973 CanAm Championship.

PCNA is arranging for a 911 Parking Paddock and a Porsche Hospitality Tent. There will also be parade laps on the track by selected vehicles on Sunday. Monterey Bay Region will also have their normal great party on Friday night.

More details will follow.

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408-356-0011
451 Los Gatos Boulevard, Suite 201
Los Gatos, CA. 95032
We are off to another fun filled month. All kinds of good things are going on. Spring has sprung and it's time to get your babies out on the highway. There are tours, Autocrosses and Time Trials to run. Come join the fun.

Since we last talked I've been busy as a mouse. I've always got my eyes and ears open looking for a juicy tidbit.

March was full of activities. The Yosemite Tour was beautiful. This year with all the water the falls were real falls, none of this "I remember when gallons of water rushed down not these little trickles." The snow on the mountains and the new growth was spectacular. This tour is an annual event - if you missed it this year don't miss it again next year!

The Autocross season is off to a fast start. Crows Landing didn't have a huge crowd so there was plenty of time to drive until you got tired. The Competition between David Kimes & Lloyd DeMartini is heating up - I think they both drove each others car faster than they drove there own cars. Something was mentioned about more power, watch out Diane & Pattie this could get expensive. Larry & KC Sharp had there newly recovered Tadpole out racing. I'm sure they're happy to have it back. (it was stolen & returned for those of you that missed this saga)

The Easter Autocross at Pleasanton was a full house. The Easter Bunny arrived early with a Big Basket of Goodies. I think Carey Spreen let her in the gate. The course was set-up and about one-hundred drivers waited there turns to be top time of day. Gwen Sablan is back - BEWARE course workers she gets lost easily.

The Friday Night Socials have been the place to be. The March Social was packed.

Thunder Hill was the HOT Topic. This is the New Track that SCCA is building. There will be plenty of talk about this new adventure. If you have questions about this you can call Kirk Dobrenz our Competition Director. It was Gerry Browns Birthday, this was suppose to be a secret. The April Social was a New Member Social...This doesn't mean it is limited to New Members. It's an evening for old & new members to meet and get to know each other. Lynn Chakel was sure we were all Famous everyone was introduced as the "Famous ____" of course there were many Famous People in attendance. and many more soon to be.

Well until next month, I'll keep my eyes & ears open.

P.S. Don't forget the Adopt-A-Highway clean-up on June 19th, Call Judy Zaccone and volunteer to help clean-up.

HELP!! the Mouse
Keep your eyes & ears open. Send the good stuff to:

TAKE A PEEK.
c/o The Nugget
861 Carina Lane,
Foster City, CA 94404

They will forward any submissions to me for future articles.

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- each mechanic has over 10 years Porsche experience

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Redwood City, CA 94063
415-364-6234
Owner: Rich Bontempi
Membership News and Views
By Lynn Chakel

YO...

semite and tour. Grand!

Driving "The Beast", past El Capitan.

Old Hwy, I'm a fan.
Squiggly, across your span!

We gave Jack and Cathy quite a hand,

[Oops! The other half (John) is taking over the keyboard]

"This will be an interesting year! Which of us will have the fastest time at the Bogus Basin Hillcross?"

Stay tuned....

Welcome to our New Members!

Aube, Robin
583 Seashore Lane
Redwood Shores, CA 94065
(415)508-1308
1990 Carrera 4 Cabriolet

Aurelio, Richard A./ Linda
25320 La Loma Drive
Los Altos Hills, CA 94022
(415)424-6910
1991 Carrera 2 Cabriolet

Burtoni, Al/ Henia
12385 Watsonville Drive
Gilroy, CA 95020
(408)847-8732
1985 930

Chan, Henry/
Kwan, Amy
583-5 Greenridge Drive
Daly City, CA 94014
(415)621-3060
1980 930

Chun, Captain Alvin/
Chun, Christopher
23 Seville Way
South San Francisco, CA 94080-5544
(415)744-1019
1983 944

Doellstedt, Werner/ Jeanne
615 Western Drive
Richmond, CA 94801
(510)234-5433
1981 911SC Targa

Harrison, Daniel/ Janice
709 Chimalus Drive
Palo Alto, CA 94306
(415)493-7129
1973 911 S Targa

Ho, Raymond
1020 East Evelyn Avenue
Sunnyvale, CA 94086
1973 914, 1986 944

Marzano, Alexander J.P./
1239 Washoe Drive
Santa Clara, CA 95120
(408)986-8888
1987 911 Targa Turbolook

McDuff, Dan
1144 Susan Way
Sunnyvale, CA 94087
(408)739-6778
1986 944T Coupe

Meinhardt, David/ Erika
3193 David Avenue
Palo Alto, CA 94303
(415)494-7797
1975 911S

Patron, Ben/
Woodward, Cherie
337 Bedal Lane
Campbell, CA 95008
(408)374-3156
1970 911T

Pau, Jeff/ Judy
205 Lagunaria Lane
Alameda, CA 94501
(415)506-2492
1970 911E

Sanday, Peter
P.O. Box 2312
Orinda, CA 94563
(510)253-1572
1985 911 Cabriolet

Yoneji, Richard
1210 Carmel Terrace
Los Altos, CA 94024
(415)322-7558
1985 911 Coupe

Transfers In (1)

From Potomac
Norris, Jeremy/ Michelle
2 Kissing Point Road
Turramura 2074
Australia
1972 911

Transfers Out (3)

To Sacramento Valley
Birch, Rod
7551 Meadowair Way
Sacramento, CA 95822

To Rocky Mountain
Haag, Charles C./ Judy
6243 S. Iola Way #1
Englewood, CO 80111

To Northeast
Zeideman, Arnold M.
1 South Terrace
Milford, MA 01757

Don't hit those cones,
Lynn

22 Golden Gate Region
BOARD MEETING MINUTES
MARCH 18, 1993

ATTENDEES
All board members present except Terry Zaccone. Guests included John Chakel, Jean Ohl, and Carey Spreen.

CALL TO ORDER
The meeting was called to order at 7:14pm.

A. STANDARD ITEMS

AGENDA ADDITIONS
No additions were needed.

APPROVAL OF MINUTES
The minutes from the previous meeting were unanimously approved as submitted.

POSTMORTEM OF EVENTS
The Adopt-a-Hwy had a great turnout. Autocross #1 at Crows Landing went very quickly and finished up about 1:30. The Friday Night Social at Harry’s Hofbrau had an excellent turnout for the SCCA new track facility presentation.

CALENDAR CHANGES
The Family Picnic was moved from July 24th to July 17th and will now be opposite a Zone autocross. We have Pleasanton for August 29th, but that too is opposite a Zone autocross. We decided to make the GGR autocross a fun event. Autocross #5 will be June 27th at the Oakland Coliseum. Larry will ask Judy Zaccone if she would mind changing her Adopt-a-Hwy. An updated calendar was handed out.

INSURANCE FOR UPCOMING EVENTS
Insurance is up to date.

STATUS OF ACTION ITEMS
All of board was to revisit their budgets & will be discussed under each director’s report. James wrote the letters thanking Dan Kuhn and Kirk wrote the letter to David Vodden of SCCA. Teresa did the flyer for the SCCA presentation.

B. DIRECTOR’S REPORTS

PRESIDENT
A phone poll was taken and it was unanimously approved to change the date of this meeting to March 18th. James reported that a check was received from national for a $1432.50 “special rebate”. He received a letter from Hank Watts regarding the printing expense for the proposed new rule book. James revisited his budgets and could change the Joint Board Meeting budget.

VICE PRESIDENT
Larry will revisit budgets next time. The president’s year end award could possibly be cut back. He reported that we have new rates for our insurance.

SECRETARY
Teresa looked at the budgets - found no significant cuts to make. Stationary is available tonight. Teresa was unanimously approved as the Pano Reporter. A discussion was brought up about items in the Nugget recently that should not have been printed until after they were approved by the board.

TREASURER
James called for an executive session to discuss an outstanding invoice from an advertiser. Gerry took a poll of the board at the last Friday Night Social and the $200 deposit for Yosemite ’94 was unanimously approved. Gerry will ask about the unreturned entry fees for the High Speed Driver’s School. The Treasurer’s report was unanimously approved as submitted. The budget for Yosemite ’94 was submitted and unanimously approved.

COMPETITION
Kirk looked at his budgets and the amount for printing of Evolution ’94 will not all be used. An autocross at Oakland Coliseum was added for August 29th, but due to their policy, it could be cancelled at the last minute. The board agreed to reimburse Carey Spreen for his trailer hitch since it is half of the budgeted expense for trailer towing. The board unanimously approved to spend $250 for new cones. After discussion the board unanimously approved to amend the procedure to say that the Autocross Chairman, as well as the Event Chairman, gets a free entry.

SOCIAL
Sharon submitted a revised budget and it was unanimously approved. After discussion as to if the club should subsidise the event, the board unanimously agreed to approve the Christmas Party budget with a $500 subsidy. Sharon brought up a suggestion that we should give an appreciation plaque to Harry’s Hofbrau for all of
More Board in Brief

their support. She should look into the cost.

MEMBERSHIP
The budgets were revisited, and we will have an additional $650 membership income. Lynn's report was presented and unanimously approved.

NUGGET EDITOR
The number of Nuggets printed needs to be increased - Lynn and Chet will look into this further.

PAST PRESIDENT
No report.

C. OLD BUSINESS
SCCA track - David Vodden's presentation was very positive. We now have a fundraising committee that includes Kirk Doberenz, Jack Kuhn, Diane Kimes, Lloyd DeMartini, Gerry Brown, Jon Millege, Charlie Arolla, and Mike Piazza. They will come up with ideas to present to the board for comments and action.

D. NEW BUSINESS
We need to start reviewing the procedure manuals. We discussed swap meet tax problems and permits. We understand that since our club only chairs two events per year, we shouldn't have a problem.

E. ADJOURNMENT
The meeting was adjourned at 10:02pm.

F. EXECUTIVE SESSION
There were no other executive sessions needed.

G. NEXT MEETING
April 20th at Kirk Doberenz's residence.

Respectfully submitted,

Teresa Lommatzsch
1993 Secretary

Stoddard

944
When checking the oil level on 944s, be careful not to dislodge the accelerator cable from the firewall socket. If dislodged, the motor will run freely at high RPMs. Shut off the motor and reconnect.

944
If your 4 cylinder water cooled Porsche is driven primarily within city limits, periodic oil changes, as prescribed in the Porsche maintenance program are probably your best ally.

911
The short green harness to distributor coaxial lead wire can be a source of intermittent running or non starting problems. If you suspect the wire may be faulty, you can test it by wiggling it with the car running. This wire will be found on all breakerless ignition 911/930 models from 1976-1989. The part number is: 930.602.907.01.

911
Use of silicone break fluid should be limited only to completely new systems. Silicone and standard brake fluid DO NOT MIX.
FOR SALE


1977 911S Targa #9117210922 Burgundy/Tan leather. All records 11 blade fan, clutch upgrade, new chain tensioners, Kenwood stereo, Excellent condition, Ungo box $12,900.00 obo Call Richard 415-751-7276

1974 911 Coupe. All steel slant nose conversion. Green with black leather SC interior. Factory sport seats. 1979 3 liter motor. 8" and 10" custom Porsche alloys with Bridgestone Re-71’s. All work to highest standards. $17,000 obo Jim 408-427-3216

1963 S90 European Coupe. Needs body work. Great Mech. $5000 Mike 415-573-9563 1pm-6pm

1966 912 Coupe; 5 speed; Irish Green/black; new clutch, muffler, brakes, and Pirelli tires; 115,000 original miles; CA smog on 6/92 non smoker; will maintained; stored in garage last 10 years; original owner $6,500 call Greg 209-477-7768

1968 911L Coupe #11835504, Burgundy/Black 114K all original excellent condition-no restoration perfect for enthusiast, H&H 19MM sway bar Bosch H1, Head lamps, Koni shocks, Webers, 5 speed, Porsche forged alloy wheels, 7x16, 8x16, P7 tires $8,500 call Ted 510-443-5863

1963 356B Cabriole #158538, original, no rust. Everything correct and in excellent condition, complete history available, mileage 88k, free delivery up to 500 miles; Diana 207-854-9652


1984 Carrera Targa WP0EB0918ES161817. Platinium Metallic/Mocha. Factory: full leather, sport seats, sport suspension, limited slip differential, short shift lever, color matched alloys. Also has ’86 Carrera sway bars, Dwight Mitchell lowered and aligned, Mobil 1/Ultima Gear, all records (2nd owner), 67.5K miles, never time- trialed but occasional autocrosses, No regrets. $23,000 obo Call Scott days 713-754-4861 or evenings 713-376-6576

1973 911S Coupe: Silver/Blk, sunroof, sport seats, LSD, factory A/C, alloys/Yoko, smog-legal carbs, $15,000/BO Charlie 408-243-2999

1972 911S Coupe: Silver/Blk, sport seats, MFI, very original, $24,000/BO Charlie 408-243-2999

1974 2.0L 914 Set up for PCA-EP or SCCA ITA/B. Has all the tricks plus many spares. Fast and meticulously prepared and maintained by Projects Racing Service. Buy or rent to buy. Call Mark 707-996-7719

1970 911T 2.4 liter. 6cvn modified to 911E specs 55K - Garnet Red w/gold accents, Riccaro seats, 4 pt harness, swaybars, 10qt oil cooler, leather steering wheel, new Michelin tires, new front Koni shocks, rebuilt transmission, Weber carb, Coco mats, Orig alloy wheels, polished & painted. Gold Cadmium accented engine. Blaupunkt “monterey” stereo/cassette, bra, 2 covers, has been Concoured, Never goes out in the rain $14,500 call Tracy 510-829-8143

WANTED

I need a special Car To Photograph. Someone in the South Bay (San Jose) with a very nice example of: 1.) Vintage Speedster (’50’s); 2) 914 70-72; or 3) 69-71 Targa. Please call Lucas 408-287-4561

PARTS & MISC.

Large, Single Axel Trailer; old GGR AX Trailer, $250 obo call Diane at 408-779-5988

Wheel covers for autocrossers or time trailers. Sturdy denim covers will protect your Porsche’s interior when transporting tires to and from events. $55 for the set of four. call Mary Ann 209-477-6496

1987 944 hood in good condition, top in red oxide primers, originally black $450 obo Jeff 510-449-4608

911/914/356 parts. 1988 930 black leather sport seats, full electric, mint $1500/pair. 1987 rebuilt k-26 turbo w/intercooler, $850: 914 Weber 40 IDF carburators w/intake manifolds and linkage, $225; Many misc. engine, trans, and chassis parts for 911’s, 914’s & 356’s. call Rich, Walt or Joe 510-429-0554 or 510-803-9449

MICROFICHE VIEWER - BMW dealer model - Agfa-Gevaert. Accepts 18x24 cm BMW or Porsche fiche. dual lens-dual fiche arrangement - 120 volt ac or 12 volt dc power. Over $700 new - $300 /obo Call Steve 510-644-1818

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For more information call Paul Reed, Nugget Ad Manager at 408-371-9156

Porsche Rumors

Due to the worldwide reduction in automobile sales, Porsche is downsizing. In the near future, Porsche A. G. may only produce only two Porsches, the “Boxster” and some version of the 911. Porsche A.G. has stated that the 928 will be made as long as there is demand for it. However, the rumor is that both the 928 and 968 will disappear when the “Boxster” appears. While continuing to perform research at Weissach for other firms, Porsche will use the excess production capacity to continue building the Mercedes 500E and may build the new Audi Quattro

The “Boxster” will debut in 1995-1996. Porsche A.G. wants to price it under $40,000. Dealers are already having to turn away people with deposits.

The current 911 will be replaced with a revised 911, design number 993, in 1994. According to the leaked photo’s, the 993 is very recognizable as a 911, only much wider in the rear and with a modern interior. Rumors say this 911 variation will initially be offered with an air cooled 6 cylinder engine. A year or so later, this engine will be replaced with the water cooled 6 or 8 cylinder engine.

The 993 will be replaced with the new 911, design number 996, in 1996 or 1997. According to the motoring press, the 996 will have headlights similar to the 968, but the entire car will be much more rounded than the current 911. The 996 will be powered by the new water cooled 6 or 8 cylinder engine.
Your Mailing Label and how to read it

84062095 Expires 93/06 MF
John A. Porsche
123 Quick Lane
Hot Shoe City, CA 911234
USA

8406 = June 1984 (When you joined PCA)
2093 = your membership number
Expires 93/06
Date your current PCA membership Expires
MF

First Letter
D = Duel Member
L = Life Member
M = Regular Member
N = New Member (PCA Processing)
P = Publicity
S = Sponsor

Second Letter
A = Affiliate Member (not related to
Member)
N = None
F = Family Member
X = Dropped my National for non payment
of dues (GGR keeps on the mailing list for
90 additional days)

For any changes please contact the Membership
Director

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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

May
1 Mexican Fiesta Dinner Meeting
8/9 Time Trial #2 Crows Landing
11 Board Meeting (Sharp)
14 Friday Night Social
23 Auto-X #3 & Zone #1
Oakland Coliseum
31 Auto-X #4 Pleasanton

June
5/6 Tour De Krote (Sharp)
11 Friday Night Social
12/13
Time Trial #3 Laguna Seca
15 Board Meeting (Brown)
19 Adopt A Highway (Litter Cleanup Judy Zacccone)
20 Spieltag Go-Karts (Rob Neidel)
27 Auto-X #5 Oakland Coliseum

GGR Calendar see page 18
Zone 7 Calendar see page 4

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