In this Issue

And the Fun Begins
Porsche on Mars II
1994 GGR Calendar
April is here, you know it's time to get through April Fools Day to get the tax forms into to the IRS, and to attend the first GGR Time Trial at Thunderhill (as a spectator). And, to add more things to think about, the Board of Directors says the staff and I have to cut costs on the production and mailing (if we can) of the Nugget. The staff and I will be sitting down to look at ways to cut costs. Such as to limit event flyers for region events to 1/2 page, and Zone events to a 1/4 page, cut back on the number of pictures we use (when we use pictures we have to pay an extra charge), print in smaller print size, (so that we may reduce the size of the Nugget), limit the size of articles, or charge a fee to receive to the Nugget to help defray some of the costs of Nugget production.

The staff and I have been working hard to make the Nugget a better newsletter, but it appears that in order to meet the cost cutting message of the Board, we will have to cut back on some of the things that PCA looks for when they grade the newsletter each year for the Newsletter contest.

a. MastHead, Officers & Committee Identification
b. Layout & Quality of Appearance
c. Editorial
d. Future Event Publicity
e. Event Follow-up
f. Features & article contributions from members
g. Photography and/or Artwork
h. Automotive Articles & Tech Tips
i. General Scope & Variety
j. Practical Innovation

If you have suggestions on how we can meet the above guideline from PCA, while cutting back on production, mailing costs, please send your suggestions to President David Kimes or any Board member.

Thanks,
Chet and Staff

GGR Board Meetings will be held at
Harry's Hofbrau Mountain View starting at 7:30pm
on the 3rd Tuesday of each month

Photo Credits
This Issue
Lloyd & Pattie DeMartini
The Editor & Staff Thank You
Bob Beach

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**Official Publication of Golden Gate Region Porsche Club of America. The ideas, opinions, and suggestions expressed within the Nugget are those of the Authors and not necessarily those of Golden Gate Region PCA**
Our good friend and loyal GGR member (maybe not after this) Chuck Davis. Chuck helps the club in so many ways, as a Time Trial sponsor with his State Farm Insurance Agency, as a Time Trialer, as the person who maintains the GGR Hotline and many others. Perhaps his greatest contribution is providing the refreshments after each day’s activities on the track are done. Many people make sport of this job but I’m sure Chuck will let you have it if you ask. It is a lot of work. At Sears in February, Chuck was carrying a 40 pound bag of ice to cool down the refreshments when he dropped it on his left foot. (Better that than the GO foot!) After issuing several doggonit’s, and a couple more I missed, he sat down and removed his shoe to see what damage he had done. Resident Clown Prince Rich McGlumphy walked by at just that moment and said “Boy that looks swollen. You’d better get some ICE on it.”

Well, we are into the start of the busy part of the year. This month features an Autocross, our first visit to Thunderhill, and the first of two Zone Autocross Schools, in addition to the multi-regional event CRAB. Our Time Trial Chairman has something really special for our Thunderhill weekend. Sacramento Valley Region is planning a tour on that weekend with a stop at the track and Ken Mack is arranging the time to coincide with our lunch break so they can do some Parade laps. Ken plans to contact Sierra Nevada and San Joaquin Regions to see if they would like to join us also. I think it’s a great idea, and Ken plans to invite Monterey Bay and Loma Prieta to Laguna Seca in June.

Diane and I enjoyed our opportunity to represent you at the 10th anniversary for Diablo Region and the 25th at Redwood. It never ceases to amaze me how warm the welcome is whenever we are able to attend something like that. I hope they feel the same way when they attend one of our events. If they do, YOU get all the credit. If you will make a point to stop and chat with someone new at every event you attend, we will continue to build on the great reputation GGR has.

So if I come up to you and welcome you to an event, and it turns out you were in Porsche Club when I was still playing Straight Line Andretti in my plastic cars, don’t take offense. Just correct me and send me on my way. I hope I get the chance to meet all 1050 of you soon. And yes, that number is correct. We are now Number 3 in Porsche Club of America. I have never been of the opinion that bigger is better, but it does give us the opportunity to do some great things........

See you out there!!

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4 Golden Gate Region
Have you ever said, "I wish GGR would just do more tours, tech sessions, rallies, or autocrosses."? You can see your wish come true! The missing ingredient has been YOU! Yes, you can put on that tour to the place you always wished that GGR would go. You can run that rally, or drive the autocross course of your dreams!

It really isn't that difficult, and on May 7th, From 1:00 PM until 4:00 PM, we'll tell you everything you need to know to plan, publicize and put on an event for GGR. We will go over the budget forms, and when they need to be submitted. We will tell you when you need to have articles into the NUGGET and what you need to do before you submit an article for publication.

There will be no charge for this event, but an RSVP is necessary so I can plan on the number of people. The event will be held at the Kuhn house, and you will be mailed directions and a map when you RSVP. Please plan on bringing your own beverage of choice, and light snacks will be provided.

RSVP before April 21, 1994 at 510-829-8140 between 6:00 and 9:00.

Friday Night Socials

2nd Friday of Every Month
This Month

April 8th

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
Jack Kuhn
510-829-8140

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Porsche Club of America 5
AUTOMOTION
TECH SESSION
By KC Sharp

How to set up your car for autocrossing. This was probably the best way to spend a very rainy Saturday. We got under way at proper way to set your car up for the autocross and the importance of proper alignment.

Took a break for a nice hot lunch. Questions & answers next. We got answers from top racers - Bill Newlin, Hank Watts, Lloyd DeMartini, Dwight & Terry.

Larry Sharp told them there would be a test after

10:30 a.m. at Automotion.

Lots of expertise - in this room. Guest speakers Dwight Mitchell & Terry Zacconi. Terry explained what to do when you arrive at your first autocross - what to look for when you take your course walk and some driving techniques. Dwight explained the

Fred Nelson was crazy enough to bring his 911 out in the rain so we could all get a look a well prepared car.

Thanks to Gabe, Bill, and Automotion for a great afternoon tech session. Automotion supplied allof the door prizes. Some of which provided the lucky winners with a head start on preparing their cars, sway bars springs & really good stuff.

Lots of information mixed with Porsche enthusiasts make a great day!!
Rebecca’s Ramblings

Confucius say, "Crew cut like foreign car--hard to find part." I guess I've been in Asia one time too many...

One of my responsibilities is ordering insurance coverage for our events that have driving our Porsches as a part of our events; i.e., Time Trials, autocrosses and even the Blackhawk tour. Make sure to sign the waiver at your next event.

Speaking of Time Trials, the February 12-13 Srears Point event was a success for many drivers. We didn't drive this event, but I enjoyed the enthusiasm and camaraderie of the people I rode with; Bob Norwood, Laurie Proscia, Kerry Biddle, & Patricia Kindred. They were all very open to suggestions & I reveled in the fact that they collectively took off approximately 30 seconds by Sunday a.m.

Those of you who choose not to drive it's ok--come on out and catch the enthusiasm of those who do.

Rebecca Newlin

GGR -AUTOMOTION
5TH ANNUAL SWAP MEET
&
THIS YEAR ADDING A NEW FEATURE A CONCOURS

MAY 15th -- Free Admission

For more information
watch the NUGGET next month

or

Contact: Andy Minker 408-253-3905 (swap Meet)
Dick Cottrell 415-692-2100 (Concours)
Fri/Sun, April 8-10  CRAB 22, hosted by Sacramento Valley Region at the Radisson Hotel, Sacramento. Registration deadline is 3/18. For fee and information call Pat or Larry Wilson, registrars, at 916-482-5609.

Sat/Sun, April 23/24  Time Trial & Driver Education, hosted by Golden Gate Region at Thunder Hill. For fee and information call Diane Kimes at 408-779-5988.

Saturday, April 23  Zone Rallye #2, hosted by Diablo Region starting in Pleasanton and ending in Angel's Camp. Overnight is optional. For RSVP (by April 5) and more information call Al Armellini at 510-829-6928.

Sunday, April 24  Zone Rallye #3, hosted by Loma Prieta Region starting at Bodystyle, San Jose. For fee and information call Bill Jonesi at 408-247-7115.

Sat/Sun, April 30/  May 1  Zone 7 Autocross School, hosted by Loma Prieta Region at Candlestick Park, San Francisco. For fee and information call Henry Watts at 408-245-4040.

Sat/Sun, May 7/8  Zone Autocrosses #3 & #4, hosted by Sacramento Valley and Yosemite Regions at Granite Bay, Folsom Lake. Fee is $20 per driver. Run group sequences are Blue, Red, White, Green on 5/7 and Green, Blue, Red, White, on 5/8. For information call Jim McMahen (SVR) at 916-852-7814 or Doug David (YR) at 209-599-6814.

Sunday, May 15  Zone Concours #2 & Swap Meet, hosted by Golden Gate Region at Automotion, Sunnyvale. For fee and information call 408-736-9020 or Dick Cottrell at 415-692-2100.

Friday, May 20  Zone Rallye #4, hosted by Sacramento Valley Region. For fee and information call Rik Larson at 916-481-6084.

Notices of zone-wide interest to be included in this calendar must be received by the zone representative no less than 45 days prior to the date of publication.
FIRST TIME TRIAL 
OR 
THANK YOU 
GGR

A great big thanks for being the most wonderful group of friends anybody could ever ask for. For those of you who haven't heard this story, I'll tell it again.

When Larry & I were first married, I didn't know anybody in the Bay Area. I would cry to Larry that we needed friends. Being the good husband, he came up with the idea to join the Porsche club. After all, we own a Porsche, we really should know how to drive it. The club puts on autocrosses, time trials & rallies. This should be a good place to learn how to drive this machine. He didn't tell me about the friends part. He let me figure this one out for myself.

Larry began autocrossing without me. The car was nice. This driving around a parking lot was a little nuts. These are adult people getting excited about driving for 30 maybe 40 seconds. He did this on weekends for a year, leading up to an awards dinner, which I was bribed into attending. This was only the beginning. I met the most wonderful people, Behrens, DeMartini, & Hills —what a group. These three women talked me into driving. Ok, maybe I can get into this. The more events I attended, the more people I seemed to meet. Four years of Porsches & people, what great fun I am having. Then we do this really crazy thing - lets put the car on the track! Portland was fun - high speed drivers school was more fun. The first time trial was the most fun ever. With all the help & encouragement from many friends, we had a most successful weekend. What a nice feeling to come around turn 11 (without spinning out) to see all of these wonderful people cheering and waving you on. I must confess, with all the world waiting, my main concern here was not to miss my shift. We had a great weekend thanks to all of our friends. Thanks for all the support. What a good group of people. Larry found me the best friends. Thank you Porsche friends.

KC Sharp
AND THE FUN BEGINS!
1994 Time Trial Opener
by Pattie DeMartini

The season opener was truly a mix of the new and the experienced (i.e. old). Chairman Ken Mack once again outsmarted Mother Nature Chief Instructors Bill and Rebecca Newlin, presented a record 14 students to the program, and several experienced instructors once again volunteered their weekend, some without the benefit of driving.

Bill and Rebecca spent a tremendous amount of time with the students, on the ground school and driver meetings. It’s a tough, time consuming job - and they didn’t even get to drive. No, Rebecca did not perform one of her famous triple axle, 40º lateral turns that broke her leg last year. The family well had runneth over, and instead of installing their new motor, they spent the time performing conservation work on their own property. Rumor has it that during their recent ski trip with the Biddles, Rebecca performed a perfect snowmobile pirouette. Apparently the machine and driver abruptly parted company, but driver and snowmobile are doing fine.

Roxanne Rapson, one of the original Reebok Sisters, was back on the track. A law degree and two babies had kept her busy for the last eight years. Because of the long break between events, she took one of our best instructors with her, hubby Rodney. Welcome back Roxanne!

It is a common site at Indy and NASCAR races, but you rarely see it at a GGR event. They are expensive for one thing, so most of us can’t afford our own Pit Crew. Well, Dan and Nancy Cowell brought their new crew with them, Michael and Matthew. Even though Michael is only three-years-old, he was a quick study in the art of tire changing. Matthew, 18 months, kept Nancy busy with the art of diaper changing. Shirley Neidell held a welcoming party for the new additions

Sponsorship for the entire series is generously given by Jim Breazeale of EASY, Harry Kauffman’s Roadsport, Ken Mack’s Sporttech, Al Ueho of Partsheaven, Cecil and Carole Beach’s Bodystyle, Vota Borkenhagen of Proshop, Chuck Davis of State Farm Insurance, Dave Evans’ Great Expectations, and Gary Dielacher of Gary’s Porsche.

My closing article for the 1993 season suggested changes in flares, tires, motors, etc. during the Winter hiatus. Well, Lloyd threw a knuckle-change-up-curve-ball at me between the December and February Sears events. This pitch had so many twists and turns, the cover fell off the ball. Actually it was the roof, fenders, and windows that had fallen off the car! The changes in the car caused my rookie-year internal digestive problems to reappear as I boarded the new Super Zoomie Creation on Saturday morning.

IT must be lunch time at the track
What are the lady's doing?? read on and you will find out

to the Cowell family, complete with party favors. The party was well attended by the younger generation.

Kathryn McVean announced her engagement to Lee Klepinger. Lee was a student in his blue 914, and Kathryn promises to be back behind the wheel next year. Rich Bradshaw celebrated his birthday over the weekend, and Rob and Kerry Biddle rang up 16 years of wedded bliss.

When misfortune strikes, it isn’t always your enemies you should be wary of; sometimes it’s your own friends! After a close encounter with some tires, Bobby Crookshank’s car required some medical attention. A roll of white duct tape made a nice cast for the left front fender. While his friends were admiring the work, and Bobby was busy elsewhere, they took pen in hand and signed the car with supportive phrases like “Tough brake” and “Happy Trails”. Bobby’s laughter could be heard all the way to Turn 7!

K.C. and Larry Sharp traded in their work hats for helmets this year, driving the newly restored Tadpole. Gene and Patricia Kindred brought their snazzy 356 to Sears for the first time. They reportedly had a great weekend, due in part to the friendly welcome they received from GGR members. They are a great addition to the crowd. Mike Courtney apparently has had so much fun at our track events that his brother, Tom, decided to give it a try. A talent for driving must run in their family tree because Tom didn’t look like a rookie on the track. Rookie Matt Orovitz took the bait and is now hooked. During a Monday morning conference call at work, Matt could not contain his enthusiasm any longer. He wound up discussing the proper exit of Turn 10 with fellow employee, David Kimes. Their conference notes were quickly filled with track diagrams.

Newly licensed students included Glenn Sorenson, Vaughn Temple, Bernie Weinzimmer, Dick Antoine and Bob Norwood. Congrats to all. Bernie Weinzimmer had attended the High Speed Drivers School in December as well as the December Time Trial. He first autocrossed at the age of 19 with his first Porsche, but sold the car when the Army beckoned and has been charged up, waiting for his shot at the track for 20 years. Bernie drives a stock 911 SC Cabriolet and attributes his enjoyment of the sport to his instructors, Herm Bonasch, Rich McGlumphy, Tom Poole and LaQuita Hills. Bernie said he is trying to get his wife, Sophie, to join him at Thunder Hill.

Bobby Crookshank asses teh damage!
Bob I do like the artistic way you do duct tape (Editor)

The Budster is Back. Bud Beherens, long-time Chief Steward, took back the reins from Larry Sharp. During the mandatory driver’s meeting held just before timed runs, Bud likes to refresh our memories on the rules. What do you do if . . . . The mechanical rule is an important one to remember. K.C. Sharp remembered it, but later asked for a clarification. Just before her timed run, mud

Continued on page 21
The Rumor Mill
By Diane Kimes

The first tour of the year was a tremendous success. If you haven't seen the Blackhawk Museums, what can I say but you took the wrong turn. And speaking of wrong turns, just ask our resident car expert ROB NEIDEL. The four teams were not exactly even this due to the tired feet and full tummies at the circular table who opted to remain seated and be outnumbered. Team #4 thought they had it in the bag, having the most team members (this was agreeable to all, due to the YOUNG age of some of them). However, when the dust cleared, almost all were breathing a sigh of relief. Team #4 almost swept us all away, though not with sheer numbers, but rather due to RICK and CAROL Guido's VERY under-age daughter and her friend who seemed to remember all the facts. So much for the "handicap" of youth. In the end it was the VASTLY outnumbered, but very experienced circle that took home the grapes.

Congratulations STEWART HOOK, not only is your wife lovely, but she also is sharp in not always following your lead. After saying his farewells, the always gracious Stewart took off down the parking lot. When he noticed he was by himself he decided that she wasnt quite finished with her conversation so he returned and asked if she was ready. The response was "any time you are, I was wondering why you wanted to walk in the opposite direction from where you parked the car!"

Lastly, a certain spouse finally beat her husband at an autocross. So what if she was in a 944 TURBO and he was on a sweeper. A win is a win no matter how close!
Larry's Tech Tips

Last month's tech session at Automotion had quite a selection of technical tidbits for me to pick from. Did you know the reason a 911 lifts the inside front wheel when cornering real hard? This peculiar trait is because the roll center for the rear suspension is lower than the roll center for the front suspension. What this all means is that the axis that the car rolls about during cornering is angled from front to rear being higher in the front. This makes the left rear of the car rotate into the ground and the right front lifts into the air during right hand turns and vice versa for left turns. If this confuses you, ask Dwight Mitchell to explain it in more detail. Many thanks to Alan Powell who is trying to put 3.2 Carrera sway bars on his 911SC. To get the big sway bars, you must ask for the 1986 or newer 3.2 Carrera sway bars. The 1984 and 1985 Carreras have the same size bars as a 911SC. One more little tidbit, when you align a 914 with settings for track use, sometimes the outside chamber adjustment bolts on the rear suspension have to be shortened to ensure that the bolts do not bottom out. If they do bottom out, the bolts feel tight but the suspension is still loose. The car acts like it has rear wheel steering. Which makes the car a real handful. Many thanks to Bill at Automotion for that one. If anyone has any tips that they want to share with the club just drop me a note C/O Chet Martin, Chet's address is on the back cover.
PORSCHE ON MARS II
BY TERRY ZACCONE

Jon Carter sat brooding in the Commerce Chamber of the Imperial Palace looking out over the city of Aragon, capital of Mars. For two years now, Mars had been gripped by an increasingly severe energy crisis. Travel all over the planet was slowly grinding to a standstill. The lonely fuel stops spaced at 200-mile intervals across the desert were closing, one by one. In all his eight years as supreme ruler of Mars, he had not encountered a problem like this. The frozen nitromethane which was used almost universally as fuel appeared to be running out. All the different races of Mars looked to him for the solution.

Ever since his victory in the Great Race eight years ago made him ruler of Mars*, he had exhibited brilliance and understanding in that great task. With his Queen, the incomparable Dejah Vu, by his side to advise him he had won the loyalty and affection of most of the planet's civilized beings. Now he had to find a solution to this new problem facing his people. He stepped to the lift and descended to the garage below, where his 911R was kept. After eight years, it was still the fastest vehicle by far existing on Mars. He settled into the perfectly-contoured seats and sighed. Sometimes he wished he were back on Earth, away from all his responsibility here on Mars. Then he thought of his wife and knew he could never return. He wrenched his thoughts back to the energy problem.

Suddenly, the silence was shattered by the crash of broken glass! He jumped from the car and sprinted up the stairs to the courtyard. A piercing scream filled the air. He rounded the corner just in time to see the limp form of his Queen, the incomparable Dejah Vu, tossed into the cockpit of a car by squat scurrying Jon Carter. He had pulled to within quarter mile of his quarry when they reached the bridge. Shouting for the guards to take up the pursuit, he ran back down to the Porsche, started it up and blasted out of the garage. He went through the gates in a four-wheel drift, crammed it into fourth and sped up the side street after the fleeing car. His heart was full of dread as he had recognized his wife's abductor. Ras Tor was his most implacable enemy here on Mars. The withered old man was the most brilliant scientist on the planet, his experiments and skills being used almost exclusively to gain his power and authority. Were it not for the immense personal popularity of Jon Carter and Dejah Vu, Mars would almost certainly languish under the tyrannical rule of the malevolent old man. It was he who had thrown the explosive capsule onto Dejah Vu's racer, causing her to crash during the great race, eight years ago.**

The street along which Jon Carter raced led straight out of the city into the flat red desert. The nearest city was a thousand miles away across the smooth Bonneville-like surface. How could Ras Tor possibly expect to escape across this desert? The Porsche was unquestionably the fastest vehicle on the planet, unless... Had Ras Tor invented something new? Thoughts churned through his mind as he streaked across the ground after the tiny speck miles ahead of him. He was flat out now, the Porsche moving close to 230 mph. Because of the thin air and nitromethane-based fuel, the capabilities of the Porsche here on Mars were phenomenal.

As the miles flashed by, he noticed that the speck he was chasing was growing in size. Presently, he could make out he figures of Ras Tor and Dejah Vu, who had somehow been bound to the deck of the car. New doubts assailed his mind. If Ras Tor knew he could not outrun the Porsche, why had he taken such a direct route out of Aragon? There was no place to hide on the great desert. The only answer was that he had some diabolical scheme to eliminate his pursuers.

They were approaching the first of the seven deadly rivers. Across this thousand-mile-wide desert ran seven wide rivers of hydrochloric acid. Because of the temperature and atmosphere at this latitude of Mars, the acid was in the liquid state. These rivers varied / from 200 yards to about a mile in width. Each river had been spanned by great bridges at intervals of 100 miles along their length. Jon Carter had pulled to within a quarter mile of his quarry when they reached the bridge. Suddenly, a chilling thought rang in his mind! The bridge! That's where Ras Tor intended to ambush him! As he completed the thought, he saw the flash of a small cylinder which Ras Tor tossed on the bridge as he crossed. Jon Carter checking his tremendous speed before he reached the bridge.

The cylinder had bounced toward the side of the bridge, and, as Jon Carter approached, a great orange ball erupted from the right side of the span, opening a jagged hole reaching three-quarters of the way across. Jon Carter turned the wheel sharply left, then right. The Porsche, its superb suspension responding beautifully, when into a slide, the rear end coming around to the left. When he reached the torn edge of

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the hole, the Porsche was sliding almost straight backwards, at about 160 mph, with only inches of bridge on either side of the car. As he hurtled backward past the hole, he felt a sharp jolt from the front end. The car continued in its characteristic slow rotation, sweeping towards the right side of the bridge, past the explosion-ripped section. He had room to catch the car now. Stepping full on the gas, he skillfully brought the car out of its high-speed spin. The tires smoked, then bit. The nose of the Porsche slowed in its sideward sweep as it pointed in the right direction once again, went past to the right, then swung back, as the car fishtailed across the other side of the bridge. He had made it across only by his superb driving skill. Any other maneuver would have put him into the hydrochloric acid below. It had happened so fast that the full shock of released Adrenalin was just now hitting him. The car was under control now, its speed down to 90, when suddenly it swerved left. A blowout! The left front tire had been clipped by the jagged metal as he had skidded backwards past the hole. He wrestled the car to a stop and got out, looking in the direction Ras Tor had gone.

He could just make out the low outline of the fueling station three miles away at which Ras Tor had stopped. He quickly changed the tire and jumped back into the car. As he picked up speed, he saw a bright flash and a billow of orange smoke. Ras Tor had blown up the fuel stop! This was not surprising, Jon Carter expecting it. He was not worried, however, as his 911R had a 30-gallon racing tank.

Ras Tor had again cleverly gained a lead on Jon Carter, but the Porsche was again drawing nearer. For another hour, the two cars streaked across the packed, red sand of the great Martian desert, the silver Porsche slowly gaining on the black racer of Ras Tor. Jon Carter was but a hundred yards behind now. He squeezed the leather-covered wheel of the Porsche, the sinews of his forearms rippling like steel cords. With a grim smile, Jon Carter contemplated the pleasure he would shortly feel when he had the scrawny neck of Ras Tor in his powerful hands!

Abruptly, a feeling of uneasiness came over him. Something was wrong! The gap between the two cars started to widen! His foot was to the floor, but he was losing power. He glanced down at the fuel gauge. A chill flashed down his spine. He was out of gas!

The engine bucked several times more, then went dead. He coasted to a stop, watching the black car of Ras Tor disappear in the distance, carrying the incomparable Dejah Vu away from him.

He sat there in the middle of the Great Martian desert, stunned by his tragic loss. He clearly remembered now. As supreme ruler of Mars, he had always made it a point not to take advantage of his royal status. When, in response to the worsening energy crisis, he had decreed that even-and odd-numbered cars would be fueled on alternate weeks, he himself had observed the rule. Bitterly he recalled how last week had not been his week, and the week before he had neglected to top up, since he already had half a tank, and no plans for any long trips. As the bronze Martian sun set, Jon Carter sat motionlessly in his Porsche, his brow furrowed in concentration, desperately seeking a solution to his dilemma. He shuddered as he thought of his beautiful Dejah Vu in the clutches of the vile Ras Tor. Would he ever see her again? Only time would tell.

*In the first episode (GGR Nugget, February 1994). Jon Carter, Porsche factory driver, and his specially prepared 911R were forced off a mountain road by a Rambler. As he was plunging off the cliff, he was inexplicably transported to Mars, arriving there unhurt. He found himself entered in a race held every ten years to determine the absolute ruler of Mars for the next ten years. During the race, he rescued the beautiful queen, winner of the last 3 races, whose car had been wrecked by foul play. Upon winning the race, he was given dominion of the planet and, apparently, the hand of the incomparable Dejah Vu.

**The racer of Dejah Vu was wrecked by the foul play of Ras Tor. See the GGR Nugget, February 1994.

First Published in the Prieta Post 1973/74
Board
Meeting
Minutes,
February 15,
1994

All board
members
were in attendance with the
exception of Chet Martin.
Guests: Larry Sharp, Lloyd
DeMartini, Lyn Martin, Diane
Kimes, Bill Newlin, Gerry
Brown, Rob Biddle, and Jean Ohl. Meeting
was called to order at 7:35 P.M.

POSTMORTEM OF EVENTS: The Sears
Time Trial ran with a full capacity of drivers
and students. Fifty people participated in the
successful Blackhawk Tour put on by Kathy
Kuhn. Many positive comments came from
new members who attended.

CALENDAR CHANGES: Ground School for
Thunderhill will be held on Saturday, April
9.

INSURANCE FOR UPCOMING EVENTS:
Has been ordered by Rebecca for all events
through autocross on February 27.

DIRECTOR’S REPORTS:

President: GGR Appointment change: Andy
Minker has volunteered to serve as Swap
Meet Chairman. David gave an informative
report on the Zone 7 Presidents Meeting held
in January. Charlie Arola has chosen to
resign as Zone 7 Rep because of work related
commitments, feeling he was unable to spend
the time necessary to fulfill this obligation.
Through a phone poll conducted by David
Kimes, the Board approved a vote for Tom
Provasti to serve out the remaining term as
Zone 7 Rep. The term is renewed in
September. Conflicting dates were resolved
except for the Time Trial at Laguna and the
Helluva Good Time Weekend. Fees changes
for events were changed. Zone 7 autocross
site fund was discussed at great length.
Changes in autocross rules: The concept of
no instructor may ride with a student before
he/she completes all his/her runs has been
changed to read: No passenger, unless the
passenger is a certified Zone 7 instructor is
allowed. In addition, the driver must be a
bona fide student, as ruled by the Chief
Instructor of the event.

Vice President: Chuck Davis has

volunteered to keep up the GGR Hotline for
another year.

Secretary: Inventory of the storage locker
was taken in January. The bound Nuggets
are missing. Also Nuggets from the years
1988 and 1991 are missing. An
informational ad be placed in the Nugget
asking for help from the members in
obtaining these missing '88 & '91 issues.

Treasurer: Monthly report approved.

Competition Director: The revised
autocross budget was submitted and
approved. No autocross chair has been found
as of yet. A no-points event will be held at
Grower’s Ice in Salinas on February 27.
David suggested a charity donation from the
proceeds to a local charity in the name of
Grower’s Ice (sponsor and site owner) and
PCA-GGR. The new Time Trial budget was
submitted and approved. Sponsorship for the
Time Trial Series has been changed. Year
long sponsorship instead of event
sponsorship was received well by current and
new sponsors.

Social: Jack is sending letters to all new
members with a welcome to GGR and giving
an introduction to Friday night socials and
upcoming social events.

Membership: New member statistics were
handed out. Membership increased by 9,
bringing the membership total to 1,050, now
third in the nation.

Nugget Editor: The Secretary submitted
the Nugget Editor’s report. The Nuggets are
at the printer. Tim Gallen is working on a
new program for advertisers.

Past President: No report.

OLD BUSINESS: Budgets were reviewed.
Ways to reduce a negative cash flow were
explored. New Member Socials were not discussed.

NEW BUSINESS: A committee was formed to research ways of decreasing the cost of producing the Nugget and roster. An emphasis was placed on preserving the current quality of the Nugget publication while reducing the costs. The committee is comprised of Diane Kimes, Steve Group, Chet Martin and Gerry Brown. The Federal Government ruling on non-profit status was discussed at length. David will investigate and verify rulings.

More discussion of the site Trust Fund ensued. Fund raisers for the site were briefly discussed. Further exploration is needed at the next meeting.

NEXT MEETING: Revised GGR budget as prepared by Steve Group will be reviewed and discussed. New Member Socials will be reviewed, with dates and locations being finalized. Autocross site-fund, budget cuts and the Nugget publication will be on the agenda for the March meeting. Meeting adjourned at 9:45 PM.

Respectfully Submitted,

Pattie DeMartini
1994 Secretary

---

**Zone 7 Concours Series**

| #1 | March 27 - + Swap Meet - Sunday at MY Porsche-BMW contact Dave Kite 408-384-2895 Monterey Bay Region |
| #2 | May 15 -- + Swap Meet at AUTOMOTION Contact Dick Cottrell for Concours and Automotion for swap meet 408-736-9020 Golden gate Region |
| #3 | June 5 - + Swap Meet at PARTSHAVEN 800-767-7250 Loma Prieta Region |
| #4 | August 7 - + Swap Meet- at CARLENSE Porsche 415-856-6300 Golden Gate Region |
| #5 | September 11 at LTBD ??? 510-426-1619 Diablo Region |
| #6 | October 23 - + Swap Meet at NIELLO Porsche Sacramento Vally Region |

For more information on Concour Events Contact Dick Cottrell 415-692-
# GGR 1994 Calendar

**April**

<table>
<thead>
<tr>
<th>2</th>
<th>Automation / GGR Auto-X #2 Oakland Coliseum (T)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>Friday Night Social</td>
</tr>
<tr>
<td>19</td>
<td>GGR Board Meeting October</td>
</tr>
<tr>
<td>23/24</td>
<td>Time Trial #2 Thunderhill</td>
</tr>
<tr>
<td>30-1</td>
<td>Zone 7 Autocross School Candlestick Park</td>
</tr>
</tbody>
</table>

**May**

| 7 | Tech Session: How to put on an event (Kuhn) |
| 13 | Friday Night Social                         |
| 15 | Automation Concours & Swap Meet             |
| 17 | GGR Board Meeting                           |
| 21 | Automation / GGR Auto-X #3 Candlestick Park (T) |
| 28 | Automation / GGR Auto-X #4 Oakland Coliseum (T) |

**June**

| 10 | Friday Night Social                         |
| 11/12 | Time Trial #3 Laguna Seca              |
| 18 | Automation / GGR Auto-X #5 Oakland Coliseum (T) |
| 21 | GGR Board Meeting                          |

**July**

| 8 | Friday Night Social                         |
| 10-16 | PARADE 94                                  |
| 26 | GGR Board Meeting                           |
| 31 | Automation / GGR Auto-X #6 Oakland Coliseum (T) |

**August**

| 12 | Friday Night Social                         |
| 13/14 | Zone 7 Autocross School Candlestick Park |
| 16 | GGR Board Meeting                           |
| 21 | Automation / GGR Auto-X #7 Oakland Coliseum (T) |

**September**

| 3/4/5 | Time Trial #4 Thunderhill                  |

---

**PLEASE NOTE:**

All Auto-X dates are tentative, and are subject to site cancelation 30 days before the event.

Please...Call the GGR HOTLINE at 415-573-0798 for up to event information.
LUXURY & PERFORMANCE MOTORCARS
Specializing in Pre-Owned Porsche and collector, investment automobiles.

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Owner: Rich Bontempi

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Porsche Club of America 19
Time Trial #2

APRIL 23 & 24 '94

THUNDERHILL

GREAT ENDEAVORS
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ROADSPORT
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DAVE EVANS
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415 838-6334

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PROSHOP

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VOTES BORKEN-HAGEN

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VOTES BORKEN-HAGEN

(415) 454-2966

KEN MACK

408 377-8055

800 767-7250

For more information Call:
Time Trial Chairman: Ken Mack 408-377-8055
Registrar: Diane Kimes 408-779-5988

THUNDER HILL WAGON
CHALLENGE
by Bill Newlin

Prizes, awards, fame, fortune..... it's all there at GGR'S first event at Thunderhill. Wagon Racers do not need to be entrants of the time trial and are only required to wear a helmet. Wagon must have 4 wheels, tiller steering, no brakes & no motor. Your basic Radio Flyer pit wagon will work fine.

When -- Saturday April 23rd, Noon.
Where -- The Cyclone, Thunderhill Raceway

20 Golden Gate Region
was sprayed on the track, causing another
delay for her departure. Waiting, waiting,
waiting. Finally, Bud gives her the green
flag. As she approached Bud, K.C. paused
long enough to ask him, “Is having to go to
the bathroom a mechanical?”

The nervousness I felt driving our new Z car,
translated to a twitchy left foot and an
uncontrollable right leg when Bud gave me
the go-ahead signal. My right leg jammed on
the throttle, lighting up the 13” rear tires
like a NHRA dragster. Dumb, dumb, dumb.
Now I was faced with approaching Turn 1
with hot rear tires and cold fronts. Wheee!

The list of track records goes on for days.
Every driver who took a first place in their
class also took home a track record, except
for one. Sounds pretty impressive until you
remember all the classes changed this year,
except for one. Top Time of Day Men’s did go
to Art Seeger, however. In spite of my “Cha
Cha Muldowney” drag start, I finished with
TTODL. Making a foolish guess .004 off my
timed run also gave me Closest to the Pin
reward.

Thunder Hill is next! The long awaited try
at our new track is close at hand. Bill
Newlin has also thrown a challenge out to all
for this inaugural event - Wagon Races
down The Cyclone (some of us call it
Testosterone Hill). Break out your red
wagon, or a reasonable facsimile, and join
the Thunder Hill Challenge. I think I’ll play
it safe and just bring my camera.

Cheers,
Pattie

Lynne Grant was seen passing out precious
possessions to all the female drivers just
before timed runs. No, they weren’t
Valentines. Two walnuts to each lady was
her gift. You see, there is always talk that
women are missing a certain anatomical
part, and therefore don’t drive as fast as the
men. Lynne wanted us all to get past our
“handicap”. Some ladies put their nuts in
the glove box, some in the pockets of their
drivers suits, others tied them in their t-
shirts. Apparently it was a pretty successful
experiment. All the ladies drove well and
are keeping their new prize for future uses.
Kerry Biddle said she is keeping her nuts in
her tool box so she would always have them
when needed. Mine are in the motor home,
next to my Ginzu knife. Dr. Terry Sullivan
volunteered to assist the ladies in the proper
placement, after all he IS a professional.
Memo from the Membership Director

By Kerry Biddle

Total Members: 1049

New Members: 9

Members Transferring Out: 1
Rex Shepherd

I appreciate those of you who have either telephoned me or sent me cards or letters to inform me of your change of address before it occurs. The club spends much money on return postage for Nuggets that are returned because the member has moved. Please let me know your new address and the date it becomes effective prior to your move.

I want to thank all the Dealer Representatives for 1994:

Anderson-Behel:
Jim Bauman

Autohaus-Norbert Nieslony:
Jack Kuhn
Automotion:
Steve Group
Carlsten Porsche:
Bob Hummer
Gary's Porsche:
Lloyd De Martini
High Performance:
John Chakel
Ken's Sportech:
Ken Mack
Partsheaven:
Lynn Chakel
Rector Porsche:
Bill Newlin

If any members know of a Porsche related business that would like to put up a bulletin board to highlight GGR’s activities as well as display PCA applications and GGR interest cards, let me know. And if you would like to be a “dealer representative” for a business and be in charge of keeping the bulletin board current and stocked with PCA applications and GGR interest cards, call me.

As promised, I am highlighting a new member this month, Erik Shahoian. Erik is a newlywed, having married Meghan in March. They live in San Leandro where Erik is employed with TiNi Alloy Company as a mechanical engineer. He states he micro-machines hi-tech materials that have shape memory. Erik says the products are used in satellites and other aerospace industry items. Erik has two Porsches: a 1972 914 in which he has installed 911 suspension, and a 1973 911 that he has painstakingly built literally from the ground up. Erik said he purchased a 911 body and built it into the 1973 911RS. Erik states this vehicle has been featured in Excellence magazine and was displayed in the Porsche corral at the historic car races in Monterey last August. Erik says he built the RS spec motor himself and he plans on time trialing this car. Erik is starting an aftermarket business involving the replication of rare parts as well as the fabrication of prototype equipment that he features on his own 911. He says he wants to provide people with high quality parts as substitution for original parts that are no longer available. He also wants to provide parts or vintage cars to improve their handling. Erik stated that he has performed two complete restorations and is interested in writing technical articles for the Nugget concerning restorations. Welcome Erik and Meghan!

Canning, Tom
263 Cervantes Blvd.
San Francisco, CA 94123-911 86

De Berg-Zentner, Lisa
David Zentner
538 Vista del Mar Drive
Aptos, CA 95003-408-454-3089
911S 77

Matasci, Keith
Diana
1811 Homestead Road
Santa Clara, CA 95050-930 78

San Felipe, Keith B.
Linda M.
911SC 81

Schnabel, Jeff
Elsa Cervantes
305 Elan Village Ln. #306
San Jose, CA 95134-408-526-1000
944 90

Schwarz, William
Ellen Marie
7100 Coalinga Road
Paicines, CA 95043-911SC 81

Shahoian, Erik
2297 Longview Drive
San Leandro, CA 94577-911T 73

Waddell, M. Keith
Cindy P.
2221 Bay Hill Court
Half Moon Bay, CA 94019-415-926-1333
C-4 Targa 91

Weinberg, Terry
538 41st Avenue
San Francisco, CA 94121-911SC 83
# Yosemite Regions Present Zone Autocrosses #3 & #4

## Saturday & Sunday, May 7th & 8th, Granit Bay, Folsom Lake

<table>
<thead>
<tr>
<th>Run/Work Sequence</th>
<th>May 7th</th>
<th>May 8th</th>
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</thead>
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<tr>
<td>Grid Times</td>
<td>Inverted*; closes at 8:45 A.M.</td>
<td>Green/Blue</td>
</tr>
<tr>
<td>Blue/Red</td>
<td>Inverted*; closes at 8:45 A.M.</td>
<td>Blue/Green</td>
</tr>
<tr>
<td>Red/Blue</td>
<td>Opens at 11:30 A.M.; closes at 12:30 P.M.</td>
<td>Red/White</td>
</tr>
<tr>
<td>White/Blue</td>
<td>Opens at 11:30 A.M.; closes at 12:30 P.M.</td>
<td>White/Red</td>
</tr>
</tbody>
</table>

* Inverted grid opens after grid area is established. First car on grid parks at rear of grid. Successive cars line up in front of first car. Last car on grid runs first.

**Additional Information:**
Registration and tech open at 8.00 A.M. Fee is $20.00 per driver. Score cards must be completed and car must run-ready before entering the grid for tech. Helmets must have a 1980 or later Snell sticker. All drivers are required to run and work following the schedules listed above to earn series points. Course walk times approximately one hour before the first and third run groups.

**Classes In Run Groups:**
- Red: All Super Production, Prodified, Street Modified, Modified and Exhibition
- White: K, Ki, Kp, L, Li, Lp, M, Mi, Mp (all 75 and on 911 and 930)
- Green: A, Ai, Ap, B, Bi, Bp, F, Fi, Fp (all 356, 912, 914, 914/6, 924)
- Blue: C, Ci, Cp, D, Di, Dp, E, Ei, Ep, G, Gi, Gp, H, Hi, Hp, J, Ji, Jp (all others)

**Directions:**
Head east on I-80 from Sacramento toward Reno. In Roseville, take the Douglas Blvd. exit south (right). Follow Douglas Blvd. until it dead ends (this is quite a long distance) at Granite Bay, Folsom Lake. When you enter the park, the autocross site is at the Stage 4 parking lot.

**Sacramento Valley AX Chairman:** Jim McMahon 916-852-7814
**Yosemite AX Chairman:** Doug David 209-559-6814
George Neidel tries to figure out what class President David Kimes will run with this new machine??

New Autocross site checked out by GGR

Lloyd DeMartini tries out new site Was it fun Lloyd??

Tentative Automotion/GGR Autocross Dates

<table>
<thead>
<tr>
<th>#</th>
<th>Date</th>
<th>Location</th>
<th>#</th>
<th>Date</th>
<th>Location</th>
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<tr>
<td>#2</td>
<td>April 2</td>
<td>Oakland Coliseum</td>
<td>#7</td>
<td>August 21</td>
<td>Oakland Coliseum</td>
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<tr>
<td>#3</td>
<td>May 21</td>
<td>Candlestick Park</td>
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<tr>
<td>#4</td>
<td>May 28</td>
<td>Oakland Coliseum</td>
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<tr>
<td>#5</td>
<td>June 18</td>
<td>Oakland Coliseum</td>
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<tr>
<td>#6</td>
<td>July 31</td>
<td>Oakland Coliseum</td>
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</tbody>
</table>

All dates are tentative Please call the GGR Hotline To confirm that the event will be running on the scheduled date.
IT'S BACK!!
FREE 1994 COMPETITION SCHEDULE

As a service to PCA members, Loki Publishing, Bodystyle and Sportech offer a 1994 Northern California competition calendar.

On one page, this calendar shows the relatively complete competition schedule for Northern California, including Zone 7, Redwood, SCCA, NCSCC, American Autocross and other PCA regional autocrosses, GGR and POC Time Trials, SCCA, Pro-Solo, National Tour, Solo I, Regional Races, North Western Hill Climbs, and PCA Zone 7 rallies, tours and concours events. Where feasible it includes people to contact and directions to the site. Send a stamped, self-addressed envelope to:

Calendar, Loki Publishing
849 Gary Avenue
Sunnyvale, CA 94086

* * * Driving School * * *

Are you driving your car to its maximum potential? Would you like to have better car control and push your Porsche to its limits safely? Would you like to have a really great time? Reserve your spot now in the 1994 Zone 7 AUTOCROSS SCHOOL, April 30 & May 1, Candlestick Park (Loma Prieta Region Hosting)

For only $98 the school features two full days of friendly, expert, individual instruction (student/instructor ratio less than 2:1) and a copy of Secrets of Solo Racing. Pre-registration is REQUIRED, all Porsche drivers are welcome (you do not have to be a PCA member). You must be 18 years old to attend. Two people may attend in one car and get full track time. For further information call Henry Watts, 408-245-4040.

Yes, I want to drive my car to its fullest Porsche potential.
Please reserve ___ spaces @ $98 per person (check payable to PCA/LPR).

<table>
<thead>
<tr>
<th>Driver #1</th>
<th>Driver #2</th>
</tr>
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<tbody>
<tr>
<td>Name:</td>
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</tr>
<tr>
<td>Addr:</td>
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</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Phone:</td>
<td></td>
</tr>
</tbody>
</table>

How many autocrosses have you attended? [ ] [ ]
How many Z-7 Autocross Schools have you attended? [ ] [ ]
Are you a PCA Member (y/n)? [ ] [ ]
Car: model & year: [ ] [ ] Color: [ ] [ ] License #: [ ]

Please tell us where you found this flyer:
Mail to: Zone 7 Autocross School, 849 Gary Ave., Sunnyvale, CA 94086

Note: All the information on this form is required; please fill in completely!

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Martin 805-968-3065

1987 930 white/tan, factory white wheels, UNGO, bra, cover, CD, phone, 41k miles, beautiful example of an completely stock, well maintained 930. $38,000
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1970 911 Targa #91101110497, 5 speed, Tangerine, strong engine, Carrera chain tensioners, driving lights, cover, original tools, books, owned since 1971. $4900
Alan 408-227-9414

1987 SPEDSTER 4 cam, fair shape, last driving at 1969 Laguna Seca June Sprints, stored in barn since, retiring from area, need to sell to good family,
4500 obo (call after March 31st)
Larry 415-573-0798

1973 914 2.0 white, straight body, rebuilt trans.
strong engine, Koni's, $3500
Kim 408-423-6087

1975 911S Targa SC flares, complete new paint (very expensive), whale tail, alloys, 5K on a very hot engine, only 60K on car, sharp and clean, must see, $15,000
Steve 408-524-9790

1974 911Targa red, remodeled to '86 look, flared, alloy wheels, tinted glass, new interior, approx. 18K miles on new ("hot") engine, looks sharp, runs great, must see! $15,000
Tom 408-434-6400 (d) 408-226-8692(e)

1979 911SC Moca brown/tan, 7" & 8" BBS wheels, 95k, $15,000 obo
Call KC 408-379-6359

PARTS & MISC

Four 1914 fact. Fuchs alloys w/A-008rs 1/2 tread
$500, stock front swaybar $50, misc. other 914 parts.
Richard 510-287-0748(d) 707-552-2523(e)

Snap-On toe gauge excellent cond. $350
Steve 408-524-9790

928 leather seats (brown) electric adjust. OK shape
$300 obo, rear whale tail 74 - on rubber base best offer, 911-912 window mechanisms cheap, 911 water bottles cheap, 944 seat (drivers side) black, plus more. Will trade for other stuff.
Louis 415-579-7666

911 car cover, 944T car cover, 911 bra, 944T bra, painted detailed wheel caps, all $60. 911 cab full tonneau leather new $95, one steel wheel for 914 $10
Bill 510-244-0515

911SC f/r swaybars $75, two 205-55-16 Mich. XGTV $160, two 225-50-16 Mich. XGTV $60, one 205-55-16 P7 $60, one 205-55-16 R71 $80, VDO tire gauge $10
.Alan 415-821-4995

1987 930/944T, 87 911 factory Carrera tail rubber edge perf. $325, also frt. struts with hubs, frt & rear bumpers complete with hdlt. washers, water bottles, 911 & 930 alum trailing arms, tailight assy. rr reflector, all cheap$. Nakamichi TD400 as new $250, 1987 G50 w/LSD perfect $1900, early 901 5 spd good cond. $500, 1959 356 1600S engine good shape $offers, as new 1991 944 fact. bra $40, car cover $60, anyone need 1970 911 2.2T w/Webbers? cheap!
John 707-553-1288

Carrera ducktail, brand new, still in box, white primer $300. Gary 707-252-2363

WANTED

Wanted: 91-newer 911 Turbo cat. convertor, 86 or newer 911 turbo oil separator (oil breather) assy, copy of Japanese video 'Driving the Ferrari F40 at speed, RUF parts!' reasonable $$$ please.
John 707-553-1288
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Want too reach 1300 or more prospective buyers or users of Porsche parts and services? Do you have a product the Porsche owner can not live without? Advertise in the Nugget! Call Tim Gallen at 510-268-9848 to find out how easy it is to place an ad in the Nugget.

HELP GGR Reduce Cost!

Submit your Cost Cutting Suggestions to any Board Member.

Nugget Advertising Rates

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<td>Business Card Ads</td>
<td>$15 Per Month</td>
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</table>

For more information call Tim Gallen, Nugget Ad Manager at 510-268-9848 or fax your questions to 510-268-8274.

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Monday - Friday,
8:30 am – 5:00 pm.
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Expressway, turn west onto Kifer
Road, go 3 blocks
and turn right at
Commercial Street.
We’re on the left at the
end of the block.

24 Hour Fax:
408-736-9013
Call Toll Free:
800-777-8881

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GOLDEN GATE REGION, PORSCHE CLUB OF AMERICA, INC.
4730 Garnet Street
Capitola, CA 95010

Address Correction Requested

To: 89090838 Expires 94/08 MF
Walt Koerber
286 Romain
San Francisco, CA 94131
USA

Board of Directors

President: David Kimes
14755 Native Dancer Drive
(408) 779-5988
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GGR UPCOMING EVENTS

April
2 Automation / GGR Auto-X #2
8 Friday Night Social
8-10 CRAB 22 (SVR)
19 GGR Board Meeting
23/24 Time Trial #2 Thunderhill
Featuring Wagon Races

May
7 Tech Session
13 Friday Night Social
15 Automation Concours and Swap Meet

17 GGR Board Meeting
21 Automation/GGR Auto-X #3
28 Automation / GGR Auto-X #4

Call the GGR Hotline To confirm
ALL Event Times and Dates

GGR Board meetings will be held at Harry's Hofbrau, in Mountain View, starting at 7:30 pm, on the 3rd Tuesday of each month, all members are welcome

GGR HOTLINE 415-573-0798