In this Issue

Porsche on Mars IV
Thunderhill - The Beginning
Wagon Racing
Hi gang:

Let me tell you about the great weekend Lyn and I had with all those speed jockeys at Thunderhill. We spent Friday night socializing with a group of the time trialers who were at the same motel and then went to a local Italian restaurant which the motel recommended. The desk clerk told one of our group that the restaurant was about 6 or 7 blocks away (I think that this member was a little tired and did not listen to the rest of the instruction, as it was 7 blocks till you turned and then about 2 miles down the road). Good thing we decided to take our cars! We had an excellent meal at Franco's.

We spent Saturday (and part of Sunday) walking around the pits, looking at the great Porsches, and talking with the drivers, mechanics, and groupies. It started raining Saturday afternoon, which this gave us an opportunity to look around the area of Willows, which included a visit to the Walmart. Saturday night was to be a quiet dinner with James Ohl (His wife Jean was not feeling well and had sent James to Thunderhill to have a good time). But, as we settled into the soup course at the Blue Gum Restaurant, in came a large group of time trialers lead by Ken Mack, Rebecca and Bill Newlin, Rob and Kerry Biddle, Dick Mc Glumphy and many more. I tried to talk Ken into putting our meal on his bill (but he said his budget could not afford it).

Lyn and I had such a great time, we'll do it again at Laguna Seca in June. See you there!

NOW FOR SOME NUGGET POLICY CHANGES:

1. To conserve room in the Nugget we will no longer be printing the Time Trial or Autocross results in the Nugget. However we will be printing the final standing.

2. Event flyer sizes will be limited to the following:
   a- GGR events: half page
      (4 1/2 high X 6" wide)
   b- Zone 7 events: will need to send both a half page
      (4 1/2 high X 6" wide)
      and a 1/4 page
      (4 7/8 high X 2 15/16" wide)
   c- All others: 1/4 page
      (4 7/8 high X 2 15/16" wide)

3- The Mart will be in smaller print so we can put more ads in less space (I know some of us already have problems reading them without our glasses.)

Hopefully this will keep the Nugget within our budget and still keep the quality at its present level.

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

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Photo Credits
This Issue
The
Editor & Staff Thank You

Bob Beach
Pattie DeMartini
Lyn Martin

2 Golden Gate Region
Our good friends and dual members of GGR Rich and Judy Bradshaw? Seems they were traveling through Germany last year in a rented VW Vanagon camper. The hour started to get late and they saw a very nice inn up ahead. They decided to spend the night in comfort for a change and Rich went in to see if they had any rooms available. Using his best Americanized version of German, he asked the clerk if they could be put up for the night. The clerk nodded yes and asked for a very small amount of money. Rich paid and the clerk went in the back returning shortly with a wrapped Ham and Cheese sandwich. He then shook Rich's hand and went on about his business. Rich returned to the VW and related the story to Judy. She took matters into her own hands and stormed inside. About five minutes later she returned with an identical Ham and Cheese sandwich. They spent the night in the van...

Well, what a month it has been. Our first visit to Thunderhill was wonderful. I got soaked to the skin and blew up the motor on Herbie and had one of the best weekends ever. The new track is great and the people of Willows seem very glad to have us.

What a change from our normal experiences. Thunderhill is run by drivers who have a driver's interests first and foremost, and that makes all the difference. I can't wait to go back in September.

This delightful weekend was followed by the Zone 7 Autocross School, hosted again this year by Loma Preita. As usual we were treated like kings by our friends to the West and students and instructors alike felt this was one of the best schools ever. Much congratulations to both Henry Watts and new LPR president Larry Goodwin for putting on a great event. Interesting side note, Terry Zaccone received the Dumbkopf Award for an unprecedented 7th time. Interesting that he is GGR's only three time president. Probably a coincidence.

As you will notice in the Board Meeting minutes, we have a balanced budget. Many thanks to Chester Martin and Steven Group who found a way to make ends meet with very minor corrections in how we do things. It is my belief that most of you are not only reading your Nugget but actually looking forward to receiving it each month. I do know of some members who only belong to PCA to receive Pano or to qualify for cheaper insurance rates, so one of the changes we will be making is to ask you to approve a Bylaws change. Currently the Bylaws state that everyone gets a Nugget. When the ballots are sent out in November, there will be a number of choices to make in addition to selecting the candidates for next year. One choice will be to add the words "if requested" behind the every member gets a Nugget sentence. The next choice will be, if the Bylaws change is approved, do you want one. Finally you will be asked if you want a Roster. The beauty of this plan is if you just pitch your Nugget upon receipt, you have automatically voted not to receive one anymore. Don't you just love it when a plan comes together......

See you out there.
Formula I Wagon Races Thunderhill Raceway

Dick McClelland, Bill Newlin, Larry Sharp, George Neidel & Jim Biesemeyer and their little wagons

The Winner Dick McCelland

Friday Night Socials

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This Month

June 10th

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Rebecca's Ramblings

Where has all the fun gone? It was right here at Thunderhill Raceway in Willows, CA at the top of a turn called the "CYCLONE". My favorite person in the world staged another wagon race (some of you may remember Rick Giacomazzi at Laguna Seca's famed "CORKSCREW" in his race wagon). The only criteria was the wagon had to have 4 wheels & tiller steering, and you had to wear a helmet. Bill Newlin called for "all wagons ho" during the lunchbreak at the Time Trial on April 24. The variety of wagons was great. Glenn Hills was disqualified from starting with his wagon, which resembled an orange crate on wheels with a pull rope (no way to control the steering -- could’ve been painful). George Neidel dusted off his (very) old teeny tiny wagon and Bill Newlin brought back his purple wagon with tires from our niece's "hot Wheel". The race began and things got wild. Larry Sharp, in his rent-a-ride wagon (Dan Cowell) slowed Bill's start by grabbing a back wheel as Dick McClelland got in front, driving the now famous Larry Rodriguez wagon with the "tall" roll bar -- Dick took first place overall. Jim Biesmeyer won the Contractor's Award for the nicest-looking wagon with a fancy t-bar handled tiller, and came in a strong 3rd place. After crossing the finish line, Bill turned around to see who was behind him and plowed into Dick McCelland, toppling our wagon, on the spot, along with a photo shoot.

Many thanks to all who participated for being such good sports.

Now Rebecca tell us the REAL truth about the Blue Gum Inn and what you did at Thunderhill!

Photo Credit: Stephanie Senger (The Newins' niece)
1994 CALENDAR OF EVENTS
TOM PROVASI • National Representative

Sunday, June 5
Zone Concours #3 & Swap Meet, hosted by Loma Prieta Region at Partsheaven, Hayward. For fee and information call Tom Provasi at 408-947-0980.

Sat/Sun, June 11/12
Zone Autocrosses #5 & #6, aka "Hell of A Good Time Weekend" hosted by Sierra Nevada Region and Zone 7 at Reno Fairgrounds. Fee is $20 per driver. Run group sequences are White, Green, Blue, Red on 6/11 and Red, White, Green, Blue on 6/12. Saturday night Nevada style BBQ and red light tour. For information call Jim Hayes at 702-828-3950 (SNR) or Tom Provasi at 408-947-0980 (Zone 7).

Sat/Sun, June 11/12
Time Trial & Drivers Education, hosted by Golden Gate Region at Laguna Seca, Monterey. For fee and information call Diane Kimes at 408-779-5988.

Sun-Sat, July 3-9
Porsche Parade '94, hosted by Zone 1 at Lake Placid, NY. There is still space available. For info and fee call registrar Don Wolcott at 617-631-3470 between 6:00 - 9:00 PM EST.

Sat/Sun, July 23/24
Regional Autocrosses, hosted by Redwood Region (7/23) and Golden Gate Region (7/24) at Candlestick Park, San Francisco. For info and fee call Grace Morton (RR) at 415-383-5317 or Kirk Doberenz (GGR) at 510-837-0479.

Sunday, July 31
Zone Rallye #5, hosted by Diablo Region. Pic - Tour rallye followed by a BBQ “Pork Pull.” Fee is $20 per car plus a side dish. For rallye info call John Clever at 209-835-4100 and for dish to pass call Judy Schreib at 510-837-4167.

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. Send information to Tom Provasi, 1339 Glen Dell Dr., San Jose, CA 95125. (408) 947-0980. FAX (408) 947-0980.

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NEXT TO SAN JOSE AIRPORT
NEW YEAR'S EVE . . . AT LAST
By Foster Brooks

Now that I have finally sobered up and have been able to decipher my notes, I can recap GGR's Grand Finale of 1993. The Time Trial Banquet and New Year's Eve Celebration was again held at David's Restaurant in Santa Clara. If it has taken me five months to remember the evening, you can just imagine what a spectacular event it was! The tuxes and beaded gowns were a refreshing sight from the Time Trialer's usual helmet hair, t-shirts and tennies. My inquiring mind wants to know if the non-racers who were there ALWAYS look that good??!

After a sumptuous repast of David's famous Salmon Wellington and Prime Rib, Chairman Ken Mack started the proceedings of trophies and awards. Trophy Chairpersons, Kerry and Rob Biddle, assisted in passing out the year-end Time Trial trophies. Much to the delight of the male recipients, a hug from Kerry came with the trophy. I did notice, however, the female recipients walked a very quick and straight line to Rob for their traditional congratulatory hug.

After the driving trophies, Ken Mack presented the coveted Don Lang Award, given to the person who most exemplifies Don's philosophy of helping those in need. A most deserved Diane Kimes was Ken's choice for 1993. A very surprised Diane accepted her award with a round of applause from the audience. As most of you know, Diane tries to be everywhere at all times to assist the drivers, their pit crews, and The Chairman.

The Instructor of the Year was presented next by Chief Instructor Bill Newlin. Bill and Rebecca again coordinated a group of instructors to provide a safe and exhilarating introduction to our track events for the students all year long. The instructors are those whom Bill and Rebecca depend on to carry out the philosophy of GGR's track events . . . learn about your car, have fun and be safe. Bill presents an Instructor of the Year award at the close of each season to the instructor who goes above and beyond the call of duty, going that extra mile for their students (and has never pulled a "Seeger"). When Bill called out Pattie DeMartini's name, she needed a gentle shove from Rebecca to go up to receive her award. Pattie was too busy setting up a photograph of the recipient to realize she had been named Instructor of the Year.

Now that the trophies have been presented, LET THE GAMES BEGIN!! Dancing, gambling, drinking . . . . sounds like a busy group. Dancing, singing, talking . . . this crowd certainly did not need any instruction on how to carry on for the rest of the evening. The Monte Carlo was especially fun - we weren't using our own money! (Who had any money left after a year of cars, tires and entry fees?)

A highlight of the evening was the performance of GGR's very own rock and roll band - Ken Mack and The Pit Crew (Bill Newlin, John Chakel & Cecil Beach) strut their stuff to a roaring crowd. Elvis Presley never worked his hips so well! I do have one question . . . why was there a sexy pair of panties hanging out of the back pocket of Ken's tux pants?

The evening was a culmination of hard work, hard driving and a whole lot of fun! Our thanks go to Ken for orchestrating another year of enjoyment on the track, to Diane for keeping the drivers herded in the right direction, Bill and Rebecca Newlin for their outstanding driver's education program and all the dedicated workers, who behind the scenes, made it look easy to put on an event! The 1993 Time Trial season was team work PCA style.
THUNDERHILL - THE BEGINNING
By Pattie DeMartini

Years of planning, months of anticipation, weeks of preparation...finally we arrive at THUNDERHILL. Our first venture onto SCCA’s new track had been planned long, long ago. We all had great expectations, and we were not disappointed. IT WAS A BLAST! Even in its infancy stage, the current configuration, a short 1.9 mile track, offers plenty of exhilaration, moments of fear, and on a personal note, wishes that I had lifted more weights before the event. Let me just say, on Monday morning lifting my coffee cup felt more like I was bench pressing 400 pounds. Thunderhill is a recipe for noodle arms!

Friday afternoon was set aside for track familiarization for the instructors and drivers who were lucky enough to escape from work on Friday. This was initially designed to give the instructors a good feel for the track so they could give quality time to the students on Saturday and Sunday. Track interpretations will be plentiful. The Cyclone (equivalent to the Corkscrew) tested a driver’s reaction time. You don’t have time to think about your turn in - JUST DO IT! I found myself trying to peek over the hood of the car at first, just to make sure there was asphalt on the other side! It is a very busy track with only the front straightaway giving you any breathing room to check gauges and peel your hands from the steering wheel.

From a spectators points of view, the track is laid out very well. From the pit lane you can see the cars at several points on the track. Even though there is nothing major to hit, if you don’t give the track 100% of your attention at all times, you could very well end up imitating a John Deere riding lawn mower. Once you are on the grass, you are just along for the ride.

As it turned out, the Friday session was an excellent idea because the little rain angels (sisters of the Laguna Seca fog angels) paid a visit Saturday about noon. By 2:00 PM Ken pulled the plug on the event and most of the drivers descended on the town of Willows. The local Walmart quickly became packed with PCA’ers, buying items they just couldn’t live without. The Blue Gum Restaurant was the hot spot for dinner Saturday night. Best way to spend a rainy Saturday afternoon at the track? Give Fred Nelson one Margarita. We did just that in the Sharp motorhome and he entertained us for 2 hours! The guy could give Robin Williams some serious competition.

The reports from those who could venture into town was - The people of Willows are absolutely marvelous. Gracious, courteous and friendly - what a concept! Tom Provasi reports having an interesting Friday evening with the Mayor of Willows. Lyn and Chet Martin report the greatest spot for breakfast is Nancy’s Cafe at the airport -- the place for a big and tasty meal. Apparently it was jammed with people who live in Willows, so you know it must be good!!

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There were family affairs going on within the student ranks. Bob Cross and his son Steve brought their super-zoomie 911, Karen McClelland and her brother Kevin O'Shea shared another hot 911 and Dale Fredericks and his son also shared a car. Bob Cross, a long time autocrosser and builder of their beautifully prepared 911 said, "I should have started doing this 20 years ago!" Steve and Bob both progressed well with the track, but Bob's wife Lorna probably wasn't too pleased to see Bob parked in the gravel exit of the Cyclone. It made a pretty picture though!

The Bill Newlin Invitational Formula I Wagon Races began their season on Sunday afternoon down The Cyclone. The second event is slated for the Corkscrew at Laguna Seca in June. Remember, this is an open event and you need not be a registered driver to participate! Dick McClelland was the winner of this first event. Check Rebecca's article for the sordid details. I am just glad I only brought my camera to record to activity. The Cyclone is tough enough in a car with a roll cage, much less a little rusty wheeled wagon!

Reflections on our first Thunderhill adventure... the epitome of loving your sport and friends. Walking in a rainstorm, getting soaking wet, visiting your motorhome neighbors... providing shelter to those who don't have it, sharing experiences and excursions on a new track, barbequing in the rain, unlocking gates that weren't really locked. The inaugural Thunderhill event was a lot about sharing what you had to share. But how typical of members of the Porsche Club of America!

Cheers!,

Pattie

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The Rumor Mill
By Diane Kimes

Well as they say in the trenches, that didn’t work. We are back to the old format, because this club is just too competitive! I was inundated with calls. Some were confused (which isn’t surprising), others wanted to fax the answers, a couple needed the rules clarified, but I knew we were in real trouble when they started asking about classes, points, year-end awards, and would you believe how protests were going to be handled! And only one offered $$$$$ For those interested, here are the answers in no particular order:

BILL NEWLIN, LORI GALLEN, JOHN WILLIAMS, STEVE GROUP, LLOYD DeMARTINI, PAULA EVANS, BOBBY CROOKSHANK, and last but not least the expectant person is _______________. And you all wondered how the budget got balanced so quickly, money helps. The winner is ME, of course, because I made-up the questions and got to score the answers! Moving right along, the following came compliments of SERGIO MEZA, who saw it and immediately thought of David, although I bet everyone can think of numerous people to which it applies:

“Lord, grant me the serenity to accept the things I cannot change, the courage to change the things I can and the wisdom to hide the bodies of those people I had to kill because they pissed me off.”

After months of preparation, I found it somewhat amusing that the winner of the inaugural wagon race down the cyclone at THUNDERHILL PARK, was riding a coat rack borrowed from LARRY RODRIGUEZ, who provides tire services at GGR’s Time Trials!

As with any new track, it takes some “seat time” to determine where “the line” is located. Just ask CRAIG CLINE who took a somewhat novel approach to turn one. I guess he just wanted to get the over-all view of the track, as he ended up a good 50 feet up the side of the hill. Comments were made about taking time out for a picnic lunch, but the truth came out. It appears that he and DENNIS NEELY had decided to play “King of the Mountain” Craig sheepishly was last seen attempting to remove all the mud and grass from underneath his car, prior to driving it home. However, he did say he had Dennis by a good 20 feet and .3 seconds!

This months bad luck award is shared by RAOUL PROCTOR and GENE KINDRED. Raoul had a slight off-road excursion near Sears, and had the unfortunate luck to be PARKED in the wrong spot at Thunderhill. We all know that race cars really don’t need parking brakes, but they do if your car decides to take a stroll through the pits without the driver. Raoul, bless his heart, responded with “I kinda wish I’d parked the opposite direction so it would at least all be on one side. Oh well, I’m still having fun!” Gene handled the fact that he tweaked his engine on the way home from tech, and would have to miss Thunderhill quite well. “Sure we’ll help mail out the NUGGET, we have the whole weekend to rest up now!”

Does this club have great people or what! That’s all for now, keep the cars on the pavement and save the dirt for the mill!
Prizes, awards, fame, fortune — it's all there at GGR'S 2nd Formula I Wagon Races. Wagon Racers do not need to be entrants of the Time Trial and are only required to sign the release when they enter the track, have a qualifying wagon and Helmet.

Wagons must have 4 wheels, tiller steering, no brakes & no motor. See picture on right for typical wagon and helmet.

Where: Sat June 11
Laguna Seca Raceway

For more information, contact Bill Newlin

This is what you need to enter the fun.
This month I would like to talk about brake fluids and why you should bleed your brake system regularly.

First off, let's look at the normal type of brake fluids used in today's cars. The best example of a common brake fluid is Castrol LMA. Castrol LMA is a Glycol based fluid. It is classified as a DOT 3 fluid, which means it is rated for about 300 degrees temperature limit and is not a silicone based fluid. The temperature limit is when the fluid will start to boil. Glycol has an affinity for water, which means it will, over a period of time, absorb water out of the atmosphere. If enough water is absorbed into the brake fluid the temperature limit that the fluid boils at is dramatically reduced. Also water in your brake system could corrode all of the delicate and expensive parts that make up your brake system. This could lead to a complete rebuild of your Porsche's Fred Flintstone feet which is never cheap! How do you avoid this? Very simple, about once a year, completely bleed your brakes and always use new brake fluid.

The other type of brake fluids are the DOT 5 silicone based fluids. Silicone is a very temperature tolerant fluid. Normally the temperature limit is about 150 degrees higher than DOT 3 type fluids. Also, silicone will not harm the painted surfaces on your car like Glycol based fluids. Silicone fluids also will not absorb water like Glycol, but water can still enter the brake system. What happens is that the water will be isolated into small pockets in the brake system. At these small little pockets corrosion can occur and another brake system rebuild is imminent.

Though the silicone fluid will not absorb water, it will absorb air. It is very hard (if not impossible) to get all of the air out of a brake system that is using silicone brake fluid. This means that you will always have a spongier feeling brake pedal compared to a system that is using DOT 3 type fluid. Because of the possibility of water in the system, you should still bleed the brake system every year, even with DOT 5 type fluid.

If you are a racer, bleeding your brakes is an almost day-to-day activity. What happens is that as your brakes get hot, the temperature is transferred from the pads to the calipers and then to the brake fluid. When the brakes have been used past their capacity to dissipate the excess temperature, the fluid in and around the calipers starts to boil. When any fluid boils, it is separating the gas molecules out of the fluid. All fluids contain small amounts of suspended gases, but, in general, liquid is not as easily compressed as air. So when the brake fluid is boiling, relatively large amounts of gases are being generated in the brake lines. If you get the brakes hot enough, the pedal will get spongier and spongier, maybe even to the point that the pedal will go all the way to the (Porsches have real wood) floorboard. After that happens, it is a real good idea to get back into the pits, let your brakes cool down, then start bleeding the excess gas molecules out.

Happy Trails!
Later, after a day of final checkout at the Porsche testing grounds, Jon Carter knew he had never driven such a machine. Not even his 911R on Mars, running on pure nitromethane, could even come close to the sensational performance he had just experienced. Quarter mile times in the low 7's, enough to impress Don Garlits. Skidpad cornering close to 2G's! Top speed well over 380 mph, if he could ever find a place to use it. Matra was in for a big surprise. He thought ruefully of his other life on Mars.

It had been ten years, and the great race was again due to be run to decide the absolute ruler of Mars for the next decade. Deja Vu might win again in the 911R, but technology on Mars had progressed rapidly, especially at the evil hands of Ras Tor. If only he was there with this Carrera. . . Jon Carter wrenched his thoughts back to the present. He had no idea how he had returned to Earth from Mars, but he wasn't going to worry about it now.

The cars were all lined up on the LeMans grid. The flag fell, and Jon Carter, who was placed 23rd on the grid (the factory was playing games) accelerated down the short straight, the back tires smoking and the front wheels two feet off the ground, like a AA fuel dragster. He passed the entire field, including the all-time lap record by more than 70 mph posting lap speed from standing start of 205.78 mph!

The rest of the race is history. Jon Carter was having the time of his life becoming one with the most potent racing car ever built! With less than ten minutes to go, he had covered over 4500 miles, over a thousand more than the previous record.
Board Meeting Minutes
April 19, 1994

All board members were in attendance with the exception of Chet Martin & Rebecca Newlin.

Guests: Lloyd DeMartini, Rob Biddle, and Tom Provasi. Meeting was called to order at 7:42 P.M. Minutes from March meeting approved as submitted.

POSTMORTEM OF EVENTS: Yosemite Tour reported one of the best yet. Autocross on 3/27, sharing lot with SCCA worked well. 35 drivers in attendance. Questionable course. Autox on 4/2 attended by 66 drivers. Small turnout for Friday Night Social. Conflict with other events.

CALENDAR CHANGES: May 7 “How To Put On A Tour” by Kuhn canceled.

INSURANCE FOR UPCOMING EVENTS: Insurance for all events through June 1 has been ordered.

DIRECTOR’S REPORTS:

President: Correspondence received from Bud Behrens National Safety Chairman, regarding February Sears event. David presented minutes from PCA Board meeting. PCA now has 32,894 members nationwide. Inter-Mountain Region has tour to our Wine Country planned for 8-11

Vice President: Glen Wolfe has offered to be Sponsorship Chairman for door prizes. Possible family picnic to be held during June Time Trial at the Laguna facilities. LPR and Monterey Bay members to be invited.

Secretary: Receipts for 1993 scrapbook turned into Treasurer.

Treasurer: 94 budget distributed and approved.

Competition Director: KC Sharp has volunteered to be 1994 Autocross Chairperson. Approved by Board. Larry Sharp will tow the trailer to event sites. Kirk provided updated autocross budget.

Social: Jack proposed a bylaws change to eliminate Social Director as there seems to be a lack of interest in social activities. Volunteers have not been available to put on social events. Motion tabled for further discussion. Budget for Mother Lode Tour approved. Possible site for Family picnic in Dublin Rec area for August/September period.

Membership: New member statistics were handed out. Membership now at 1,046.

Nugget Editor: Secretary submitted the Nugget Editor’s report. The Nuggets are at the printer.

Past President: No report.

OLD BUSINESS: Autocross site fund postponed until next meeting. RE: Time Trial drivers/dual membership. Registrar will check with Membership Chairman to see if drivers are duals before certificates are issued. Report from Nugget Committee: Nugget will be reduced to 24 pages, except for 2 issues: election issue and one TBA by Editor. No Time Trial Results will be published in the Nugget. SASE can be provided by driver if they desire results be sent to their home as with Zone 7 procedures. YTD standings will be published in the July issue. $200 per issue savings. Flyers for the next Time Trial can also be enclosed with results. Apps for next Time Trial will be in driver’s packets, at Sponsor’s shops and in the Nugget. Response to Members-At-Large suggestion on reducing Nugget expenses: Their efforts are commended and their excellent suggestions were welcomed. A letter detailing the Nugget Committee response is to be sent to those members who submitted the suggestions. Board voted to include on the ballot: Ask members if they wish to receive the roster (rosters will be available at all events) Motion passed.

Continued on page 16

Porsche Club of America
NEW BUSINESS: A motion to add a bylaws change to the 1994 ballot was approved. For Article XI, Section 2, page 107 currently reads, "The Nugget shall be published and distributed monthly to each member and to such others as approved by the Board of Directors". The proposed change is to add the words "if requested" after the word "member". Also added to ballot: If the bylaw change is approved, ask members if they wish to receive Nugget. Re-mailing Nuggets with address corrections will no longer be a matter of procedure. Letter from National Safety Chairman to David Kimes regarding Sears event was discussed. Tom Provasi, Zone 7 Rep, was in attendance to answer any questions. Three issues had been raised by Bud Behrens, all of which had actually been resolved. David asked Tom Provasi to submit GGR for the hosts of the 1997 Parade with David Kimes as Parade Chairman. The Board approved this request.

NEXT MEETING: Autocross site fund Meeting adjourned at 10:10 PM.

Respectfully Submitted,
Patti DeMartini
1994 Secretary

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**Zone 7 Concours Series**

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<tr>
<th>#3</th>
<th>June 5 - + Swap Meet at PARTSHAVEN 800-767-7250 Loma Prieta Region</th>
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<tr>
<td>#4</td>
<td>August 7 - + Swap Meet at CARLESEN Porsche 415-856-6300 Golden Gate Region</td>
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<tr>
<td>#5</td>
<td>September 11 at CLARIDGE'S Porsche 510-426-1619 Diablo Region</td>
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<tr>
<td>#6</td>
<td>October 23 - + Swap Meet at NIELLO Porsche Sacramento Vally Region</td>
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For more information on Concour Events
Contact Dick Cottrell  415-692-2100
## GGR 1994 Calendar

### 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
- **30** Adopt - A - Highway
- **31** Automation / GGR Auto-X #6 Oakland Coliseum (T)

### August
- **7** Carlise Swap meet and Concours
- **12** Friday Night Social
- **18/19** Yosemite Tour
- **20 or 21** GGR's Oldest Continuous Automation GGR Auto-X
  - Zone 7 Autocross School
  - Candlestick Park
  - GGR Board Meeting
  - GGR Board Meeting (Neidel)
  - Automation / GGR Auto-X #7 Oakland Coliseum (T)

### September
- **3/4/5** Time Trial #4 Thunderhill
- **9** Friday Night Social
- **18** Adopt - A - Highway
- **20** GGR Board Meeting
- **24** Old Time Members Dinner Meeting (Neidel)

### October
- **8/9** Mother Lode Tour
  - Keller / Wallace
- **14** Friday Night Social
- **18** GGR Board Meeting
- **22** High Speed Driving School Thunderhill (T)

**November**
- **11** Friday Night Social
- **13** Adopt - A - Highway
- **15** GGR Board Meeting

**December**
- **3/4** Time Trial #5 Sears Point
- **9** Friday Night Social
- **17** GGR Holiday Party
- **20** Joint Board Meeting (T)

**January 1995**
- **14** Activities Day & Meeting
- **21** Adopt - A - Highway

**March 1995**
- **18/19** Yosemite Tour

---

**It's Coming!!**

GGR's Oldest Continuous Concours and Swap Meet

**Sunday August 7, 1994**

Carlsen Porsche
1730 Embarcadero Road
Palo Alto

**Free General Admission**

Swap Meet & Stall Rental Fee Info:
Andy Minker (408) 253-3905

Concours (Zone 7 Rules) & Entry Fee Info:
Dick Cottrell (415) 692-2100

---

**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.

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Next GGR Board Meeting
June 21, 7:30pm
Harry's Hofbrau
Mountain View
(on El Camino Real, North of highway 85)
He did not let up after receiving the white flag for the last lap. He wanted to finish at the same pace he had held during the whole race. It happened as he neared the braking point at the end of the long straight. Two young men darted across the track, grossly misjudging the 300 mph plus speed of the onrushing Carrera! Jon swerved to avoid them. At over 300 mph, any kind of abrupt motion is irreversible. The Carrera shot off the road into the trees! Again the baffling process repeated itself, as it had ten years earlier. There was a sharp jolt, then icy blackness and unconsciousness.

When he awoke, he was sitting in the Carrera on the plain within sight of Aragon, capitol of Mars. As he drove into the city toward his palace, he was disturbed by the deserted streets and the lack of activity. He stop in front of his palace and went in.

There he found his wife, the incomparable Deja Vu, staring dejectedly out the window. As she turned around a look of shock and incredulity crossed her face. She threw her arms around Jon, laid her head against his chest, and sobbed quietly for a long time. When she had regained her composure sufficiently to speak, she rapidly told him the situation. The Great race was about to start! She had planned to drive the 911R, but it had been stolen two nights before. On top of that, their 10 year old son, Cathoris, had gone after the thieves and had not returned.

Jon Carter was momentarily stunned, but recovered quickly. A steely glint flickered in his grey eyes. Telling Deja Vu to follow in the palace car as best as she could, he dashed back down the steps and leaped into the Carrera. With a roar that shattered windows along the way, he exited the palace in a cloud of blue smoke.

As he raced towards the outskirts of the city, He reviewed the schedule of events he himself had set up for the Great race. Looking at his watch, his heart sank as he realized that the race had been in progress for over half an hour. If he did not retain his crown, he would not have the power or the means to search for his son. Worse, in his absence, Ras Tor would almost certainly win the race and become ruler of Mars for the next decade! The evil scientist's dream was about to be realized!

First Published in the Prieta Post 1973/74
By Kerry Biddle

SantaCruz and became a Master Audi and Porsche technician. He was employed by that dealership for seven years until the business closed. Thomas then began working for Mercedes Benz in Capitola where he trained to be a Mercedes master technician. Thomas is still employed at Mercedes in Capitola, however, he is currently on medical leave.

Thomas and Debbie presently own a 1986 944 Turbo. Prior to this vehicle they owned a 1972 911T. Thomas attended the Monterey Bay Region event a month or so ago at "My Porsche" in Seaside and entered his 1986 944 Turbo in the concours. He won his class! So, besides being a mechanic, he is also talented at cleaning his car with Q-tips!

I asked Thomas what Porsches he favors, and he says he likes all the models, but especially the older 911s with mechanical fuel injection. Thomas states he is able to set up and repair mechanical injection systems and really enjoys this task. Thomas also told me that the early 944s and 944 Turbos had problems with their exhaust systems, and he was able to repair those problems with ease.

As to other interests besides Porsches, Thomas and Debbie like to mountain bike, and snow and water ski. Welcome to GGR, Thomas and Debbie; we hope to see you at some events soon.

I'd like to welcome all the new and transferring-in members to the Golden Gate Region!

Our new members highlighted this month are Thomas and Debbie Kinslow. Thomas has had an interest in Porsches since he was a teenager and he followed up on that interest by becoming a Porsche mechanic. However, he first learned the workings of Volkswagens as a mechanic at Carlson's VW where he became a Master VW technician at that dealership. Thomas then worked at Porsche-Audi in

Colleen and David Boyd
601 Minnesota St.,
Suite #121
San Francisco, CA 94107
from Roadrunner

Stephen and Pamela Shippiey
1740 Partridge Lane
Tracy, CA 95376
from Sacramento Valley

Michael Short
P.O. Box 1749
El Granada, CA 94018
from Oregon

Stephan and Pamela Shippey
1740 Partridge Lane
Tracy, CA 95376
from Sacramento Valley

Stephen and Pamela Shippiey
1740 Partridge Lane
Tracy, CA 95376
from Sacramento Valley

Michael Short
P.O. Box 1749
El Granada, CA 94018
from Oregon
Continued from page 19

Louie, Kenny
3038 Ulloa Street
San Francisco,
CA 94116-
415-665-8736
951 86

Mac Donald, Craig
2888 Jackson Street
San Francisco,
CA 94115-
911 Coupe 84

Matuszak, Gary
Jill
5228 Selma Avenue
Fremont, CA 94536-
510-790-7094
968 Cabrio 93

Mertz, Michael K.
639 Cuesta Drive
Los Altos, CA 94022-
Neufeld, Marlin
Nancy
1612 Castro
San Francisco, CA 94114-
415-647-0864
911 Targa 72
Nicholas, Eric
Carmen
8 Mantura Court
Winston Hills, NSW, 2153-
02-674-2379
911 73
Randall, Alfred H.
Mondie Westbrook
1225-913 Vienna Dr.
Sunnyvale, CA 94089-
408-734-5795
911 88

Schackel, Scott
Lori Pegg
159 W. 38th Avenue
San Mateo, CA 94403-
911 Carrera 88

Slevin, Rich
Margarita
12358 Priscilla Ln.
Los Altos Hills, CA 94022-
415-949-2105
356B 60

K.C. Sharp 408-379-6359

Tentative Automotion/GGR Autocross Dates

#5 June 18 Oakland Coliseum
#6 July 24 or 31 Oakland Coliseum
#7 August 20 or 21 Oakland Coliseum

Please call the GGR Hotline
To confirm that the event
will be running on the
scheduled date.

All dates are tentative

20 Golden Gate Region
1969 912 Coupe #129020114 White/black two owners, 5-speed, alloys, under 1500 miles on completely rebuilt engine and extensive mechanical overhaul. Black plates. Beautiful CA car in very good condition asking $10,000 Call Art 209-667-2750 or 209-575-4767 and leave message

1974 911 Targa Red remodeled to '86 look. Flared, alloy wheels, tinted glass, new interior, approximately 18K miles on new ("hot") engine. Looks sharp, runs great! Must see $15K Call Tom days 408-434-6400 x3508 evenings 408-226-8692

1966 912 Coupe 5-speed Irish green / black recently rebuilt engine (Maestro), trans, susp., breaks, etc. very good original condition. Moving, must sell. $5,000 obo Call Ken 415-854-7380

PARTS & MISC

911T Parts, and acces. fenders, glass, wheels, trim, etc... all real cheap. make offer Call Bob 707-747-5322

2.0 911S engine. 10.5:1 Carrera 906 P/C 81mm. GE 80 cams, 210 HP Dyno'd by Jerry Woods $7,500. Full Breaks for 914, big JFZ's with drilled rotors & boxed trailing arms. 3 sets CarbonKavalor Pads $1,200 Call Art 209-667-2750 or 209-575-4767 and leave message

1985 944 Turbo parts, 4 Fuchs alloys 16" x7x8 perfect $1,000 Call Alan 415-821-4995

914 parts. fact alloys (4) w/ centers, late fact. steel wheels, rear rubber bumper, new Boge fronts, early gas gauge w/ oil temp, fiberglass rockers w/install kit, rotors, struts, etc. Best offer Call Ray 415-681-5235

Car covers for 911 and 944, bras for 911 and 944T, $60.00 each. Detail painted black wheel caps $85.00. Momo steering wheel hubs for 944,911, Audi $15.00 ea. 1991 Cab full leather tonneau new in original case $950. Porsche design steering wheel $140.00. 008R's 205/60/15 for AX. Porsche and PCA memorabilia including artwork, collectibles, books, and hard bound Pano's, 356 Registries, Chistophorus and Nuggets. I have every Nugget thru mid eighties but they are expensive. I'm not liquidating just making room for my ocean going vessel and paying off much more. Asking $7500 or same race car with hailbonds Call Bill Patton 510-2440-515


---Continued on page 23---
Hosted By
Sierra Nevada Region
Saturday & Sunday,
June 11th & 12th
Reno Fairgrounds

Featuring Zone Autocrosses #5 & #6
Bar-B-Que Feed • Infamous Red Light Tour & Quiz

Saturday: A tour like you’ve never experienced before! Self-paced with an historical quiz for a little more spice. End at Galena Creek Park facility on Mount Rose Highway for a BBQ feed. Sign up during autocross registration for tour, quiz and BBQ. Trophies to appropriate depth for tour quiz. All-you-can-eat BBQ feed is $10.00 per person.

T-Shirts: A limited number of collector T-Shirts featuring the “Hell-of-a-Good Time” Weekend logo are available. $15.00 each. Sizes; large and X-large.

Run/Work Sequence

<table>
<thead>
<tr>
<th>June 11th</th>
<th>Grid Times</th>
<th>June 12th</th>
</tr>
</thead>
<tbody>
<tr>
<td>White/Green</td>
<td>Inverted*; closes at 8:45 A.M.</td>
<td>Red/White</td>
</tr>
<tr>
<td>Green/White</td>
<td>Inverted*; closes at 8:45 A.M.</td>
<td>White/Red</td>
</tr>
<tr>
<td>Blue/Red</td>
<td>Opens at 11:30 A.M.; closes at 12:30 P.M.</td>
<td>Green/Blue</td>
</tr>
<tr>
<td>Red/Blue</td>
<td>Opens at 11:30 A.M.; closes at 12:30 P.M.</td>
<td>Blue/Green</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. Food and drink is available on the grounds. Advance registration would be appreciated. Mail to: Carol Bratcher, 10585 Birch St., Reno, NV 89506 or call evenings at 702-972-1280.

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)

Accommodations: McCarran House, 55 E. Nugget Ave., Sparks. Room rate; $45.00 per night. Lots of parking space. Reservations; 702-358-6900. Call early, limited availability. Mention you’re with the Porsche group for room rate. Directions to Hotel; I-80 east to Sparks, take McCarran exit. Hotel is on south side of freeway. For alternate accommodations call 1-800-FOR-RENO.

Directions: Autocrosses are at the Reno Fairgrounds. From I-80 (east or west) take Wells Ave/Fairgrounds Exit. Fairgrounds is north on Wells Ave.
Sierra Nevada Region AX Chairman: Jim Hayes 702-828-3950
Zone 7 AX Chairman: Tom Provasi 408-947-0980

SPECIALS:
15% Off
Major Service with this ad
Save on Horsepower
10% off
AutoThority Software

A. BAUER PORSCHE® REPAIR ONLY
Call us for your complete engine rebuilding needs
Quality service & modifications for Porsches only
AutoThority Dealer
411 26th Street Oakland, CA 94612 (510) 834-2772
PARTS & MISC

1965-1968 911/912 drivers side fender complete with headlight and turn signal buckets, gas filler door. Stripped to bare metal and then primed, shows no evidence of rust. $475.00
Call Bill 408-354-4079

WANTED

1970/71 911S Coupe (no sunroof) with blown, tired, or missing motor. Rust free and straight. possibly consider 911E same. Call Brian 310-206-9202 weekdays, 415-851-1797 weekends

911 - newer 911 Turbo catalytic converter. 86+ 911 Turbo oil separator assy (oil breather) Genuine RUF go-fast parts? Good 930 header system? (SSI when u gonna make yrs?) Reasonable $$ please.
Call John 707-553-1288

Wheels wanted: set of 15x7 Cookie Cutters. Prefer cheap and ugly. Call Hank Watts 408-245-4040

Nugget Advertising Rates

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<th>Size</th>
<th>Single</th>
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<th>12 mo.</th>
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<td>1/8</td>
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<td>$16/mo</td>
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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

Porsche Essentials

Every knowledgeable Porsche enthusiast depends upon certain things. Most essential is a source of parts and advice for your special Porsche needs. Automotion fills this need. Whether its car cover selection, autocross shock absorber settings, tubular torsion bar sizes, replacement restoration sheet metal, performance kits for more driving fun, or just good tune-up advice, Automotion is here to help you. We specialize in overnight delivery on orders placed by 2:00pm. Call or stop by our showroom for a copy of our latest catalog.

We carry over 7,000 essential parts for Porsches.

Stop by and say hello.
193L Commercial St,
Sunnyvale, CA 94086
Monday - Friday,
8:30am—5:00pm.
From Lawrence 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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14755 Native Dancer Drive  (408) 779-5988  
Morgan Hill, CA  95037

**Vice President:** Rebecca Newlin  
530 Isabella / P.O. Box 893  (415) 726-1662  
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**Secretary:** Pattie DeMartini  
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**Social:** Jack Kuhn  
8429 Creekside Drive  (510) 829-8140  
Dublin, CA  94568

**Nugget Editor:** Chet Martin  
Fax or Voice  (415) 570-5934  
861 Carina Ln., Foster City, CA  94404

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**GGR UPCOMING EVENTS**

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<th>July</th>
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<tr>
<td>11/12</td>
<td>10-16</td>
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<td>1994 Porsche Parade</td>
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<td>Automation/GGR Auto-X #6 (T)</td>
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<td>GGR Board Meeting</td>
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<td>30</td>
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<td>Adopt - A - Highway</td>
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</tbody>
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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

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GGR HOTLINE 415-573-0798