In this Issue

Porsche on Mars
1994 GGR Calendar
GGR Appointments
This month’s Nugget has a NEW feature, on page 10, PORSCHE on MARS. This story was written by the one and only Terry Zaccone. There are about 12 episodes to the story. Terry wrote it about 25 years ago, and Larry Sharp talked Terry into letting us run it in the Nugget. Now here is the best part, Terry never wrote the ending! So he wants your help! After reading a few of the episodes, write Terry and give him some ideas on how to save the hero.

Thank You Terry

The Board of Directors is still looking for people to do the jobs needed to run the Golden Gate Region. Please take a look on page 6 of the issue and see if any of the TBD positions look like something you would be willing to do. The club can not run if you will not put a little effort and time into it.

SPECIAL NOTICE
CHANGES TO THE
MEMBERSHIP DIRECTORY

Please make the following changes in your copy of the 1994 Membership Directory

Page 14 1994 Board of Directors
Treasurer: Steve Group
Change address to:
706 Nevada Avenue.

Membership Director: Kerry Biddle
Change Phone Number to:
408-476-0944
Change Zip Code to:
95010

Page 46
Keller, Jr. Karl/Susan
Change Phone Number to:
209-533-0216

If you have corrections to Membership Directory, drop me a post card and I will run them in a future issue of the Nugget. And I will also pass them on to Kerry so she can update the membership data base.

* * * Notice * * *
New Zone 7 Rep
Tom Provasi
1339 Glen Dell Drive
San Jose, CA 95125

408-947-0980
Fax 408-280-1853

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

Photo Credits
This Issue
The
Editor & Staff Thank You

Dick Cottrell
Jean Ohl
Bob & Betty Hummer

2 Golden Gate Region
Our Secretary Pattie DeMartini and her husband Lloyd. At our first CRAB, both Diane and I were very impressed with the incredible moves Lloyd and Pattie displayed in the dance contest. I didn’t really know Lloyd and Pattie then, but had admired their driving talents at several autocrosses we had attended. The story is that when they were first married, Lloyd avoided dancing like the plague. Pattie finally lured Lloyd to a disco dancing class. Since most of the people were just standing around, the dance instructor asked everyone to assume their normal dancing position. Lloyd immediately went over to a chair by the wall and sat down. The rest is history.

Well I’m starting to feel a little more like a President. I am now official and have had one board meeting and even attended the Zone Presidents meeting this month. Having now attended Activities Day and the aforementioned board meeting I have one question. WHERE IS EVERYBODY? We had good attendance at Activities Day but very few people stepped forward to put on events. We had one guest at the Board Meeting that was not either a Board Member or the spouse of a Board Member. What’s up? Our focus this year was to make the Club fun but it’s a lot more difficult if no one is there. Are we on the wrong track or what? Give me a call and let me know.

I was embarrassed at the San Diego Parade when I was at the Concours prep area and met a really neat guy preparing his 356 for the full Concours the next day. When I asked what region he belonged to he replied “Golden Gate, we’re the forgotten members because we don’t race.” I cleverly enforced this attitude in last months column by mentioning our National reputation on the track. We have not forgotten our shiny car folks that for the past several years have dominated the Zone 7 Concours Series. Thanks to the tireless efforts of our Concours Chairman Dick Cottrell, GGR will host a Concours at the Automation Swap Meet, as well as our traditional one at the Carlsen Swap Meet. For those of you who really appreciate your “baby” and want to keep it in its “car beautiful” condition, there is a wash & shine class which provides an excellent introduction to the world of REALLY well-maintained Porsches. The low-keyed judging/competition in this class provides a wealth of information/tips on where you are at and where you need to concentrate your efforts. So shine those puppies up and bring them out to show off. You are forgotten no more Barry...... Now if we could just find someone to put on a couple of Rallys, GGR would have a full compliment of Porsche Club activities, without having to depend on our neighboring Regions, plus they could join in our fun.

I have been promising to tell you how to rid yourself of those unwanted pounds that somehow accumulate over the holidays. I gained 7 pounds between Thanksgiving and New Years. My solution was to catch the flu that is going around on New Years morning and lost 5 pounds in 4 days. While this is a very effective diet, I don’t really recommend it. I am still trying to get all the way over it and not having very much success.

Well, that’s the latest from Morgan Hill. I hope to see more of you at an upcoming event.

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4 Golden Gate Region
GGR PRESENTS:
"HOW TO PUT ON AN EVENT"
A TECH SESSION
SATURDAY MAY 7TH

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 we'll tell you everything you need to know to plan, publicize and put on an event for GGR. Save that date for an afternoon of learning what it takes to put on an event, even if you don't plan to do it this year, who knows, someday you might want to know how. Watch next month's NUGGET for the details.
# 1994 GGR APPOINTMENTS
## AS OF 1/18/94

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<tr>
<td><strong>PRESIDENT</strong></td>
<td><strong>DAVID KIMES</strong></td>
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<td>Gerry Brown</td>
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<td>Nominating Committee Chairman</td>
<td>7/1/94</td>
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<td>Nugget Editor</td>
<td>Chet Martin</td>
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<td>Nugget Bugger</td>
<td>Gary Ringen</td>
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<td><strong>VICE PRESIDENT</strong></td>
<td><strong>REBECCA NEWLIN</strong></td>
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<td>Nugget Ad Manager/Billing</td>
<td>Tim Gallen/James Ohl</td>
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<td>Publicity Manager</td>
<td>Tim Gallen</td>
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<td>Sponsorship Manager</td>
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<td>Hotline Host</td>
<td>Chuck Davis</td>
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<td><strong>SECRETARY</strong></td>
<td><strong>PATTIE DEMARTINI</strong></td>
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<td>Historian</td>
<td>Pattie DeMartini</td>
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<td>Panorama Reporter</td>
<td>Pattie DeMartini</td>
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<td>Scrapbook Preparer 1993</td>
<td>Yolanda Volksen</td>
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<td>Scrapbook Preparer 1994</td>
<td>P. DeMartini, L. Martin, J. Ohl</td>
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<td><strong>TREASURER</strong></td>
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<td>Goodie Bag Manager</td>
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<td><strong>COMPETITION DIRECTOR</strong></td>
<td><strong>KIRK DOBERENZ</strong></td>
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<td>Concours Chairman</td>
<td>Dick Cottrell</td>
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<td>Time Trial Chairman</td>
<td>Ken Mack</td>
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<td>NCSCC Representative</td>
<td>Kirk Doberenz</td>
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<td>Rally Chairman</td>
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<td>Zone 7 Autocross Representative</td>
<td>Larry Sharp</td>
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<td>Safety Chairman</td>
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<td><strong>SOCIAL DIRECTOR</strong></td>
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<td>Dinner Meeting Chairman</td>
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<td>Swap Meet Chairman</td>
<td>Andy Minker *</td>
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<td>Tech Chairman</td>
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<td>Tour Chairman</td>
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<td><strong>MEMBERSHIP DIRECTOR</strong></td>
<td><strong>KERRY BIDDLE</strong></td>
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<td>Andersen-Beihel</td>
<td>Jim Bauman *</td>
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<td>Larry Sharp</td>
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<td>Roster Manager</td>
<td>Rob Biddle</td>
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<td><strong>TBD = To Be Determined</strong></td>
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Rebecca's Ramblings

Activities day on January 15 could not have been held in a more exciting location. Dave and Lorraine Morse opened their private warehouse of rare and exotic Porsches to approximately 40 members. This was GGR's way of saying thank you to those hearty enough to volunteer to put on events in 1994. After Dave gave us a wonderful orientation and history of the race cars and their famous pasts, we got down to business.

Our intention is to schedule interesting events throughout the year, hopefully not in conflict with other regions or clubs. With several active regions however, this can still occur. While we have some fun events scheduled the calendar is by no means full. Feel free to contact a board member if you have an idea or if you are interested in chairing or helping chair an event.

Thank you to Dave and Lorraine for letting us use their showroom, and thanks to all of you who volunteered your time and effort.

A special thanks to Larry Sharp (last year’s VP) for all of his help and support (he acted as a human easel) and did a good job as Vanna White.

JOIN THE FUN!

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Porsche Club of America 7
Sat/Sun, March 12/13  Zone Autocrosses #1 & #2, hosted by Redwood and Loma Prieta Regions at Sonoma County Airport, Santa Rosa. Fee is $20 per driver. Run group sequences are White, Green, Blue, Red on 3/12 and Red, White, Green, Blue on 3/13. For information call Grace Morton (RR) at 415-383-5317 or Mitch Anthony (LPR) at 415-494-3240.

Sunday, March 27  Zone Concours #1, hosted by Monterey Bay Region at My Porsche, Monterey. For fee and information call Dave Kite at 408-384-2895.

Fri/Sun, April 8-10  CRAB 22, hosted by Sacrament 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.

Sunday, April 24  Zone Rallye #2, 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.

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.
Competition Corner

By Kirk Doberenz

Hello Again - I am back as your Competition Director - you just can't get rid of some people!!! Anyway, what is ahead for 1994.

The Time Trial Series is set and we have a winning team of Chairperson Ken Mack, and Registrar Diane Kimes, in place to make this another fantastic year.

Autocross: We have a new name for our Autocross series: The Automotion GGR Autocross Series. Automotion has graciously offered to sponsor our series again this year and will make a commitment to us for the next 9 years. That is fantastic, so remember to direct your business towards Automotion whenever you get a chance. Speaking of our autocross series, we need an autocross chairperson. If we don't get a chairperson then we won't have much of a series (like one event). I will put on the first event (March 26 at Candlestick) and will look for a chairperson then OR if you are interested give me a call at 510 837-0479.

The schedule is as follows:

March 26      Candlestick
April 2       Oakland Coliseum
May 21       Candlestick
May 28       Oakland Coliseum
June 18      Oakland Coliseum
July 31      Oakland Coliseum
Aug 20       Oakland Coliseum - Our Zone 7 Event
Aug 21       Oakland Coliseum - Diablo's Zone 7 Event

Other dates may be added as sites become available.

Remember check the hotline before any event, since we can be cancelled out of a site 30 days before the event (that does not give us any time to advertise in the Nugget)

Kirk Doberenz
By Terry Zaccone

"PORSCHE ON MARS"

The Porsche careened down the mountain road, seemingly out of control. The edge of the road was a precipice which vanished in the mists below. The specially-prepared 911R vanquished corner after corner with breathtaking ease. Jon Carter was exhilarated.

The factory had just confirmed his selection as number one driver or the new Porsche Formula One team. His astounding wins at Nurburgring, Targa Florio, LeMans, and Laguna Seca, driving an old 906 prepared by himself, was ample proof of his skill. Now, as he pushed the car closer and closer to the limit, he was thinking of nothing else but the superb feel of the Porsche on the narrow road. He set the car up for a tight left-hander.

Suddenly, an old Rambler appeared in his lane, coming right at him! His lightening reactions proved his undoing. He served right, missed the Rambler, and shot off the cliff into space what was apparently start/finish Jon Carter knew his lightening reactions of the side window. The four others pushed the car onto the track, lining it up with the others at what was apparently start/finish. Jon Carter knew then what was going on! Somehow he had stumbled onto an intra-martian race meet! His car had just been touched, and he was in the race. Having nothing else to do, and being an ardent race competitor himself, he was more than happy to participate, especially since he had not been certain as to his fate.

He was aroused by the distant sound of racing engines. He was still strapped into the Porsche, which was apparently undamaged. He stepped out of the car and sharply sucked in his breath at the cold, thin air. The landscape was bleak, and the sun did not give its usual warmth. As far as he could see, the surface of the ground was flat and tinged with red. The sound he heard was coming from beyond some low hills some distance ahead. He turned the key and was somewhat surprised to twirled at the end of one arm. The checker was represented by large golden ring which was tinged with red. The sound he heard was coming from beyond some low hills some distance ahead. He turned the key and was somewhat surprised to hear the engine spring to life. As he accelerated toward the hills, he noticed that the car felt unusually strong. This was probably due to the low gravity and thin air on this planet.

Apparently, he had somehow ended up on Mars, for the two moons, Phobos and Deimos, could be seen whirling by overhead. The surface reminded him of a red Bonneville Salt flats. Before he realized it, the speedometer needle was pegged at 150 and he was still picking up. This did not surprise him, as he was quite familiar with the air drag problem at high speeds. Here, the thin air held him back hardly at all!

As he crested the hill, he looked down upon a vast panorama of life. As far as he could see, beings of various shapes, sizes, and colors, were busy setting up shelters, cooking, fighting, and occasionally working on different sorts of vehicles. As he drove through this great campground, he saw things he could never have imagined. There was a group of giant green men, standing upwards of fifteen feet tall, with six arms and two giant tusks protruding from their ferocious mouths. They were apparently tuning a racing machine which had ten wheels and looked vaguely like a dinosaur. Farther on he came upon what appeared to be furry, pure white apes. The vehicle they were uncovering looked like a long snowmobile.

Then he reached the track. It was beautifully maintained and larger than any he had ever seen. As he stared at the track, he became aware of the various decks climbed in and out, and generally thoroughly checked it out. Brave as he was, Jon was not quite ready to try to rescue the car, especially as they were not harming it. Abruptly, as if on command, everyone stood away from the car. One tall fellow, who resembled a nine-foot, inverted test-tube, with an anemone for feet and a half-dozen thin tentacles on each side for arms, glided forward to the car. One tentacle, which ended in a sharp point, reached forward and inscribed a tiny symbol in the upper right corner of the side window. The four others pushed the car onto the track, lining it up with the others at what was apparently start/finish. Jon Carter knew then what was going on! Somehow he had stumbled onto an intra-martian race meet! His car had just been touched, and he was in the race. Having nothing else to do, and being an ardent race competitor himself, he was more than happy to participate, especially since he had not been certain as to his fate.

The starting flags were being wielded by a turtle-shaped thing, having a row of long arms across its back. This worthy turtle was on a high platform, suspended by cables of some sort, over the start/finish line. Apparently, a green flag was represented by a large golden ring, which was twirled at the end of one arm. The checker was a long rod with sparkling, incandescent spheres spaced every foot. There were no other indicators or provisions for accidents, troubles, etc. On Mars they start the race and finish it with no complications between.

There was a large roar, a blending of hundreds of loud and alien sounds. The race was on! The pack surged forward, each driver fighting for position. There must have been three hundred vehicles, some alike, some different, all loud. At first Jon had some difficulty keeping from being crushed by some of the larger machines. He quickly realized, however, the Porsche was clearly superior to the Martian cars. He accelerated through the pack, reaching the front after the race had proceeded some ten miles. They were still on the straightaway. Apparently, the top speed of the fastest Martian cars was about 120 mph. In his maneuvering back in the pack, Jon had not found any cars as nimble as the Porsche in handling, so he was confident that he had the race won. This gave him some time to look more closely at the front-runners. There were two who were obviously fastest. On his left was one of the giant green men, astride his ten-wheel dinosaur. On his right
was a vehicle which closely resembled a mahogany-decked inboard speed boat. The driver was kneeling in a small, open cockpit. He appeared to be humanoid in form. An electric tingle of excitement ran through Jon as he dropped back for a better look at this driver. Perhaps here was someone he could communicate with! Humanoid indeed! The driver was the most beautiful woman he had ever seen! Her hair was long and golden, reaching past her waist, and her skin was of a soft red hue. She wore some sort of diaphanous garment which clearly revealed a form to match the incredible beauty. A sharp jolt wrenched his attention back to the race. A car had come up behind him and intentionally rammed his fender. Apparently, racing customs were intragalactic in nature! He forgot the girl then and concentrated on driving. He figured that, if he could lap the field a couple of times, and stay out of trouble, he would be all right. The first turns came up, and Jon found he could leave the pack far behind. He was fully caught up in driving this beautiful course now. Forgotten was his predicament. The surroundings looked familiar as he came around the last turn and entered the straight again. He looked at the flag-turtle and saw the spinning ring, so he floored it and shot down the long straight. On the second lap, he started passing the slower cars. As he worked his way through the pack, he looked for the girl. She was up ahead, fighting for position with another boat-shaped car. This one was driven by an old man with an inordinately large, bald head. He was clad in long thick robes, and his face was gaunt and skull-like. As Jon approached from the rear, he saw the man drop back slightly and throw a small canister onto the stern of the girl’s vehicle. There was a bright flash, and the car swerved sharply, heading into the desert at right angles to the track. Jon veered out of the pack and followed the car as it turned violently from side to side, the driver fighting to keep it under control. The last turn was too sharp, as the car flipped over twice and landed upside down, a complete wreck. The girl was thrown clear, and landed some fifty feet away. Jon pulled up and stopped. The girl was sitting up, shaking her head to clear it. As Jon ran up, she looked up at him, anger flashing from her beautiful eyes. She emitted a torrent of words which Jon could not understand. Then leaping up, she ran to the Porsche, pointing toward the track as she ran. This was evidently an extremely important race to her, as she was not at all bothered by Jon’s alien clothes, strange car, and light, tanned skin. He put her in the car, jumped in and raced back onto the track. The old man had just flashed by, unlapping himself. Jon passed him as fast as he could to prevent a recurrence of the same treachery that had put the girl’s car out of action. He was going about 175 when he passed, so there was no danger. Now he drove as fast as possible, for the girl had communicated to him an extreme urgency to win.

He lapped the old man twice more, giving him a wide berth, before he saw the turtle waving the brightly-lit shaft aloft. As he flashed across the finish line, the girl emitted a cry of delight, and threw her shapely arms around Jon, oblivious of the fact that he was still travelling over a hundred! With some difficulty, he got turned around and drove up to what was apparently the victory stand. The girl, sitting beside him now, was positively radiant. She looked ten times more beautiful than when he first saw her, which was something, to be sure.

As he and the girl got out of the car, they were approached by an imposing trio. One was a handsome red man of extremely regal bearing, almost as tall as Jon’s six feet-four. The other two were a giant green man and one of the furry, white apes. The girl threw herself into the red man’s arms, much to Jon’s disappointment. After exchanging some unintelligible words with her, he turned to Jon, “Thanks my friend, for coming to the aid of my daughter. You have won a great honor here today”. The man’s lips were not moving, but Jon heard the words clearly in his mind. These people could communicate in pure thoughts, which, when received, were translated by the brain into whatever language that brain understood. The girl had been too excited to use this facility before.

The man continued: “Long ago, our planet grew out of the stage of warring among nations. We now choose our leaders by much more civilized means. Once, every ten years, we hold a great race, which is entered by every nation on Mars. The winner of that race becomes the absolute, undisputed ruler for the next ten years! My daughter, the incomparable Dejah Vu, has won the last three times, and, so, has been our queen

Continued on page 22
The Rumor Mill
By Diane Kimes

It's almost tax time and the holidays and extended family obligations are a thing of the past. So what are we all doing this time of the year? Whether you're willing to admit it or not, we're having the "friendly" little discussions with our loved ones regarding MONEY, SPACE, and TIME. To get us all through these trying times we offer the following: There is absolutely no need to invent the wheel. Some guy named Ferdinand already did it, and the PORSCHE ALWAYS WINS! Knowing that PORSCHE is a German word meaning give me all your money, plan for it. Start the year out with a budget. Bear in mind, it's not the normal maintenance that resulted in the preceding definition, it's the have to have "enhancements" so that "nothing comes close." Be just as devious as your loved one is. Reach agreement on what we need "this" year. Multiply by TWO AND A HALF TIMES. If the estimates are really bad, start signing up for the tech sessions and driving schools, you obviously are not taking advantage of the knowledge this club offers. If the estimate is just a little off, you now have a sizable buffer with which the new living room sofa can become a reality. Of course if you BOTH get the Porsche bug, this plan goes out the window, at which point who cares! There's a lot of us around whose homes are decorated in the "garage sale motif."

When it comes to SPACE, you need to remember, just like $$$, there is no such thing as ENOUGH. Just ask ROB BIDDLE. His is the smiling face on last month's membership page where we were all expecting to find his significantly better half KERRY. Having been the other half of the Membership Director, I just had to ask how things were going (especially since David and I had just spent the weekend before delivering the computer etc.). "Not bad, we got all the membership "stuff" in the house and living out of the garage isn't too bad!" But why is he smiling so big? Could he be already thinking payback?

GEORGE NEIDEL is an extremely "Happy Camper" these days, thanks to his custom designed new trailer, complete with a really slick tool compartment. Per George, "after years of spending the first couple of hours unloading it's going to be great to just pull up and park. Having all that extra room inside is going to be nice." Hate to tell you George, but the "extra" room inside is already gone per SHIRLEY. Seems the kids have been eyeing your tool space for years and there's more of them! Oh well, you can seek consolation that you did get rid of your old trailer. However, I would not have said when asked where LARRY SHARP was going to put it, "Not my problem it's his." You are aware that Larry is the current keeper of the "DUMMKOPF" and if he now has a space problem......

So many FUN things to do, so little time...... With respect to scheduling, David, who is notorious for trying to be two places at once, came up last year with the "if we had a 944 TURBO" we wouldn't have to worry. While I must admit this aforementioned addition has helped (especially if you are prone to "being late") I would not recommend this approach unless you operate under the "he who dies with the most toys wins" scenario.

The key to an effective schedule of activities is to give a little and feel like you're getting more. The following were submitted "anonymously": "I hate the opera and she knows it! Of course, on the other hand, it's only four hours and I know she'll leap at the opportunity to spend eight hours on a turn, just for me." (Little do they know she really enjoys our events, and now that she is an experienced "turn worker" she's looking at the ballet schedule!) "I've been trying to get him to take me to Yosemite, but he only wants to race." (There's an autocross the week before, so she just might make it this year!) "Planning what we're going to attend is never a problem. My vacation schedule comes out first." (Little do they know the rules have changed and somebody's in for a big surprise!) And last but not least, one member of GGR has REALLY covered all the bases. "We're entertaining the "IN-LAWS" this year, I've got it made!"
Larry’s Tech Tips

I have always liked the look of Porsches with wide tires and wheels installed. But the early 911’s and 914-6’s have limited clearance for tires that are wider than the stock sizes. One option would be to flare the fenders with either fiberglass or steel flares, but that will run you upwards of $2000 dollars or more. Another way is to find a set of 15x7 wheels with the offset designed for the 911R race car of the late 60’s. Price tag for those seem to run about $3000 for a set of four. If you are willing to put non-Porsche wheels on your car, a custom set of wheels with the proper offset will probably run about $1500.

If those prices are a little out of your price range and you don’t mind scouring in junkyards, plus you have some mechanical aptitude there is another way.

First, start off going to swapmeets and junkyards looking for wheels off of a 1987 or newer 944 that had ABS brakes. These wheels are 15x7 and have about 43mm of negative offset. Remember that prices will vary tremendously from seller to seller, so hold out for the best deal you can find. Next you will need to either buy or have built for you, a set of spacers 15mm thick and 20 studs 15mm longer than the stock studs. The next step I would recommend is going to a friendly mechanic because you have to disassemble all four hubs on the car and press in the new studs. As the British say, assembly is the reverse of disassembly plus adding the spacers between the hubs and the wheels. With this set-up I have seen a 225/50 fit on a 914-6 with the fender lips rolled over for more clearance but 205/50 seem to be no problem at all. Of course, there is the standard warning that Porsches of that early time period varied considerably from car to car and sometimes this set-up will just not work.

True Porsche Stories, True Porsche Parts.

Stuart discovered the true meaning of “lift-throttle oversteer” the hard way.

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Our staff of friendly, knowledgeable Porsche enthusiasts is at your service. And every part we sell is guaranteed for 90 days. So, call us, write or fax your parts needs to: PartsHeaven, 1680 West Winton Avenue, Suite 4, Hayward, CA 94545. Telephone: 800-767-7250. Fax: 510-782-0356.
Board Minutes, January 18, 1994

All board members were in attendance.

Guests: Larry Sharp, Lyn Martin, Diane Kimes, Bill Newlin, Gerry Brown, Rob Biddle. Meeting was called to order at 7:05 P.M.

President David Kimes gave a short introduction, which included a discussion of general rules and procedures for conducting Board meetings in 1994.

POSTMORTEM OF EVENTS: GGR Christmas Party and New Year's Eve Time Trial Banquet were both successful. Sixty-five people attended the Autocross on December 19. Activities Day was well attended, as was the Friday Night Social.

CALENDAR CHANGES: Two Time Trial Ground Schools will have to be changed due to conflicting events. Chet Martin provided up-to-date calendars for all Board members. Ground School for Thunder Hill conflicts with CRAB. New date TBD. Chet will be notified by Rebecca on any changes. Board members were to review calendars at home and call Rebecca with any changes they find.

INSURANCE FOR UPCOMING EVENTS: Has been ordered by Rebecca.

ACTION ITEMS: Budgets were turned in by each Board Member. All Board member budgets were given tentative approvals and are subject to final approval at the February Board meeting.

DIRECTOR'S REPORTS:

President: Appointments were approved.

Vice President: Rebecca will write a recap of Activities Day for the Nugget. Members are encouraged to submit events even though the calendar has been set. There are still open weekends. A Time Trial member asked for a copy of the Liability Waiver. David said there is a copy in the rule book. Appointments were approved.

Secretary: No report. Appointments approved. Treasurer: Gerry Brown gave the 1993 year end Treasurer's report. Final budget was

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reviewed and approved. Budget summaries were made available to all Board members and guests. Gerry Brown will continue as Goodie Bag Manager and submitted a budget for same. His budget was approved. The 1995 Yosemite Tour budget was submitted by Jack Kuhn and approved.

Competition Director: Kirk has been unable to find an Autocross Chairman for 1994. It was suggested he place an article/ad in the Nugget to let the membership know there was a vacancy. He will put on the first Autocross, but if no Chairman is found by the first event, the GGR Series will be canceled. Entry fees for autocrosses will be increased. Increased fees for sites has necessitated this move. Increased attendance would allow us to keep driver entry fees down. A flyer for the Nugget needs to be submitted to the Nugget Editor by the Autocross Chairman. Alameda County sent a refund check for an autocross site to Kirk. The Time Trial Budget was submitted and approved. Copies will be distributed to Board members at the February meeting. There is a possibility of sharing autocross events with SCCA. The question of insurance came up. The rules read that we can share the same site with another car club but it cannot be a joint event.

Social: Subsidies for the Christmas Party and Family picnic were discussed. Subject to be continued after budgets attain final approval in February. Subsidies gained tentative approval from all Board members. Jack has been unable to obtain a Tour Chairman and Dinner Chairman. No appointments were made. Jack gave his thanks for the nice letter he received from Ken Mack, Time Trial Chairman, that we sent to all dedicated Time Trial workers.

Membership: New member statistics were handed out. December/January increase was 20. Appointments approved.

Nugget Editor: David submitted budget for 1994 publication. David wants to discuss ways to cut costs for Nugget.

Past President: James received a thank you letter from Bill Newlin for the year-end GGR Award for Competitive Event of the Year - Thunder Hill Tour.

NEW BUSINESS: Changes in the procedural manual were discussed. Articles to be published in the March issue of the Nugget for vacant Chairperson positions. Lack of participation of members was discussed. We need to notify new members of upcoming events with a follow-up, perhaps a personal phone call from a Board member. Encouragement to new members to participate is essential. If event chairs cannot be found, the event and/or series will be canceled. Cost of publishing the Nugget was brought up by David. He suggested a Task Force be formed to look into ways to cut costs.

NEXT MEETING: Club budgets as prepared by Steve Group will be reviewed and discussed. New Member Socials will be discussed with dates and locations being finalized. Meeting adjourned at 9:45 PM.

Respectfully Submitted,

Pattie DeMartini

---

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# GGR 1994 Calendar

<table>
<thead>
<tr>
<th>March</th>
<th>August</th>
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<tbody>
<tr>
<td>11 Friday Night Social</td>
<td>12 Friday Night Social</td>
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<tr>
<td>15 GGR Board Meeting</td>
<td>13/14 Zone 7 Autocross School</td>
</tr>
<tr>
<td>19/20 Yosemite Tour Curry Village (Kuhn)</td>
<td>16 Candlestick Park (T)</td>
</tr>
<tr>
<td>26 or 27 Automation / GGR Auto-X #1 Candlestick Park (T)</td>
<td>21 Automation / GGR Auto-X #7 Oakland Coliseum (T)</td>
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<tr>
<th>April</th>
<th>September</th>
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<tr>
<td>2 Automation / GGR Auto-X #2 Candlestick Park (T)</td>
<td>3/4/5 Time Trial #4 Thunderhill</td>
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<tr>
<td>8 Friday Night Social</td>
<td>9 Friday Night Social</td>
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<tr>
<td>19 GGR Board Meeting</td>
<td>17/18 Tahoe Tour (Siedel)</td>
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<tr>
<td>23/24 Time Trial #2 Thunderhill</td>
<td>20 GGR Board Meeting</td>
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<tr>
<td>30 Zone 7 Autocross School</td>
<td>24 Old Time Members Dinner Meeting (Neidel)</td>
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<tr>
<th>May</th>
<th>October</th>
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<tr>
<td>7 Tech Session: How to put on an event (Kuhn)</td>
<td>8/9 Mother Lode Tour (Keller / Wallace)</td>
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<tr>
<td>13 Friday Night Social</td>
<td>14 Friday Night Social</td>
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<tr>
<td>15 Automation Concours &amp; Swap Meet</td>
<td>18 GGR Board Meeting</td>
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<tr>
<td>17 GGR Board Meeting</td>
<td>22 High Speed Driving School Thunderhill (T)</td>
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<tr>
<td>21 Automation / GGR Auto-X #3 Candlestick Park (T)</td>
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<tr>
<td>22 New Member Meeting &amp; Brunch (Kuhn / Biddle)</td>
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<tr>
<td>28 Automation / GGR Auto-X #4 Oakland Coliseum (T)</td>
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<td>28-30 Benbo Tour (Mason)</td>
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<tr>
<td>10 Friday Night Social</td>
<td>11 Friday Night Social</td>
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<tr>
<td>11/12 Time Trial #3 Laguna Seca</td>
<td>15 GGR Board Meeting</td>
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<tr>
<td>18 Automation / GGR Auto-x #5 Oakland Coliseum (T)</td>
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<tr>
<td>21 GGR Board Meeting</td>
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<tr>
<th>July</th>
<th>December</th>
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<tr>
<td>8 Friday Night Social</td>
<td>3/4 Time Trial #5 Sears Point</td>
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<tr>
<td>10-16 PARADE 94</td>
<td>9 Friday Night Social</td>
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<tr>
<td>26 GGR Board Meeting</td>
<td>17 GGR Holiday Party</td>
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<tr>
<td>31 Automation / GGR Auto-X #6 Oakland Coliseum (T)</td>
<td>20 Joint Board Meeting (T)</td>
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<tr>
<th>June</th>
<th>January 1995</th>
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<tr>
<td>10 Friday Night Social</td>
<td>14 Activities Day &amp; Meeting</td>
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<tr>
<td>11/12 Time Trial #3 Laguna Seca</td>
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<tr>
<th>July</th>
<th>March 1995</th>
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<tbody>
<tr>
<td>8 Friday Night Social</td>
<td>18/19 Yosemite Tour</td>
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**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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Memo from the Membership Director

By Kerry Biddle

When I wrote the article for the February Nugget I had not yet taken over the position of Membership Director; in other words I had not yet taken possession of the club computer and all the duties associated with it. I am now firmly entrenched in the job and am still learning with each phone call I make to Diane Kimes to ask for her help on how to do the job. Thank you Diane.

As David Kimes was leaving the position, we picked up 19 new members, 1 member transferred in, and we lost 0 members. Total membership for GGR is now 1034! How did this increase occur because David was leaving the position or because of his ability to recruit and encourage new members? I think it is because of the latter reason. It's just fun to "needle" him a bit.

My second thank you goes to John Peichoto and Jim Bauman. John has been the dealer representative for Anderson-Behel Porsche for several years and he called me requesting to be relieved of the position because his job location changed and it was difficult for him to continue to visit Anderson-Behel. What he did was great—he gave me a list of seven names of GGR members who lived near the dealership as persons who could possibly take over the job. The first person I called had a disconnected phone number, however the second person I called, Jim Bauman, enthusiastically said he would be the new dealer representative! Thank you John for your years of service, and thank you Jim for taking over the task of keeping the bulletin board at Anderson-Behel current with GGR event information as well as keeping a supply of GGR membership interest cards and PCA applications on the board.

I said I would have a short article about at least one new GGR member each month, and already I have not met that objective. However, next month I will cut down on my "chatter" and will have one or more short "stories" about new members.

I hope to see both old and especially new members at the various GGR events during the year. I'll "talk" to you next month.

NEW MEMBERS:

Anthony J. Aniello
1530 Nadina Street
San Mateo, CA 94402
1968 912T

J. Dane Boberg, Jr.
Kathleen Bortolussi
P. O. Box 64021
Sunnyvale, CA 94088
1969 912

Robert Caligiuri
Carolyn Caligiuri
80 San Mateo Drive
Menlo Park, CA 94025
1986 944

Andre Diller
1579 Sierraville Avenue
San Jose, CA 95132-2332
1984 911

Jay Dugan
Virginia Dugan
404 Lindley Avenue
San Jose, CA 95124
1971 914

Alfonso Fernandez
4118 Ashbrook Circle
Antioch, CA 94509
1986 944

Stefan Fielding-Isaacs
P. O. Box 50791
Palo Alto, CA 94303

Steven Harper
Jill Harper
114 Terry Loop
Watsonville, CA 95076
1983 911SC

Gerald R. Haussler
P. O. Box 685
San Mateo, CA 94401
1959 356

Steven J. Jensen
Kim M. Jensen
1556 Pebblebrook Court
Walnut Creek, CA 94596
1978 911

Robert C. Korn
Keith Law
7308 Parkwood Circle #A
Dublin, CA 94568
1981 911SC

L. Sam Lay
2274 Greendale Drive
S. San Francisco, CA 94080
1978 911SC

Salvatore A. Lima
384 Santa Ana Avenue
San Francisco, CA 94127-1953
1984 944

James A. Markarian
262 Hawthorne Avenue
Palo Alto, CA 94301
1993 911RS

Dr. Timothy M. Parsons
14725 Aloha Avenue
Saratoga, CA 95070
1994 968

18 Golden Gate Region
Richard E. Smith
Joyce A. Smith
334 Rigg Street
Santa Cruz, CA  95060
1973 911

Bruce Smith
734 Creston Road
Berkeley, CA  94708
1984 911

James W. Weiland
99 Lupine Avenue, #404
San Francisco, CA  94118
1974 911

Elizabeth Yip
7th Avenue #578
San Francisco, CA  94118
1984 911

TRANSFER IN:
From Sierra Nevada:
Steve Warner
888 O'Farrell Street,
West 909
San Francisco, CA  94109
1986 911

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March 11th

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WITH THE PORSCHE ENTHUSIAST IN MIND
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Embroidered with various models of the Porsche
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### FOR SALE

**1973 914 1.7 #4732900125** Same CA owner 20 years. 127k miles. No accident, No modifications, Never raced. Stock condition. Original paint Orange/Black. All #’s match. $3,300/offer. Ray 408-244-4351

**1973 911S 2.7L** Red/Black. Body Updated to ’78, Carrera Whaletail, power windows & mirrors, sport seats, new shocks, torsion bars & sway bar. $15,000


**1969 912 Targa #129010463 Irish Green/Black.** One owner, 5-speed, alloys. Under 1500 mile on completely rebuilt engine and extensive mechanical overhaul. New paint, refurbished 1982. All records, always garaged. Beautiful CA car in very good condition. $18,600

Jim 415-421-0288 (weekends).

**1973 914-6 track car.** Turnkey package includes trailer. White, GT-2 look. Tweaked 2.0 with Webers, two sets of wheeels, three sets slicks, full cage, fuel cell, fire system, five-point belts, front oil cooler, plenty of spare parts. Complete package for $13,000.

Tim 510-638-5471 (eve).

**1974 911 Red Targa.** 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. Tom 408-434-6400, x3508 (day) or 408-226-8692 (eve).

**1972 914 1.7 #4722918803** Metallic silver, appearance group, original interior, show potential, MOMO steering wheel, stereo, orig. steel wheels, 137K, 15K on rebuilt eng., S/S heat exch., Ungo, no sway bars. Original owner with all records, manuals, tool kit. Always in CA. 20+ years of spares/ extras. $6,000. Doug 510-483-0769.

**1972 914 1.7 #4722916542.** All original, perfect body, CA car. Yellow. Good mechanical. AM-FM cassette. All records. $3500. George 408-738-0430.

**1985 928S**. Meteor Grey/Burgundy leather, 5 speed, 59,700 miles, always garaged, excellent original condition, $16,500. Bill 510-874-1963 (days) or 415-931-2375 (eve).

**1971 914 1.7** Set up for time trials or autocross, stock class. Has new factory engine with only 700 miles. 5 point belts. Sway bars, new shocks and brakes, needs nothing, ready for first event or street. Great entry level car. $4400.

Denny 510-829-2050.


Jim 510-651-0572/916-925-0911.

### PARTS & MISC

**New Goodyear Racing Slick, six 23.5 by 10.5 by 16 R600 compound $125 each. six 23.5 by 12.5 by 16 R600 compound $130 each. Buyers pays shipping. Roger 818-706-9828.**

Four Michelin XGTV Two 205x55x16, Two 225x50x16 $200. Three Pirelli One P7 205x55x16 $35, Two 225x50x16 $35. Bridgestone RE71 205x55x16 $60. Four 911 floormats, black $35. Alan 415-821-4995


911-930-944T: ‘87 911; Factory Carrera tail rubber edge-perf $325. Also ft. struts w/hubs, ft. and rr. bmpr-complete w/fact hdlr washer assy, water bottles, 911 and 930 rear alum trailing arms, cheap$$. Nakamichi TD400, as new $250. '87 G50
w/LSD perfect $1,900.
Early 901 5spd, good cond $500. 911 2.4-3.2
engine oil cooler
$300. Good '59 356 1600S
engine, offers, As new
'91 944 fact bra $40/car
cover $60. Also anyone
need '70 911 2.2T w/
webers? cheap?
John 707-553-1288

Four new tires P195/60
R15 Pirelli P6's, Mounted
on original condition
1975 cookie cutters with
hubcaps. $400 obo. Carl
415-863-0303 (days) or
415-776-9243 (eve).

3.3 Turbo SS Headers
$800. Chuck
415-591-7396 (office) or
415-593-2467 (home).

Trailer for 911 or 914,
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adjustable axle for weight
balancing, pull-out long
ramps, tires rack,
excellent condition. $1250
Steve 408-524-9790.

914 Parts: 5 Fuchs Alloys
w/long lug bolts $450;
Fact rear sway bar
complete $100;
Weltmeister rear adjust
sway bar complete $175;
front mount oil cooler
setup with
SS lines $200; sidershifter
trans $300; center console
w/ gauges $50.
Tony 707-887-1194.

Wheels: Fuchs Alloys,
6,7, & 8's. Polished and
Black. $100 to $400 each.
Fuchs Early Offset 6x15.
Set of 4. Original finish.
American Mags 6x15. Set
of 4 $600. Also: '73 "S"
Steel spoiler and bumper.
$550. Other 911 parts.

I sold it in the Mart

Call with needs. Jim
510-651-0572
/916-925-0911.

3.3 Turbo engine
complete. 16,000 miles,
set up for twin plug,
complete and ready to
install. $10,000. 5 Point
seat belts for Time Trial,
new in boxes. $100 each.
Denny 510-829-2050.

WANTED

91-newer 911 Turbo
catalytic converter. 86+
911 Turbo oil separator
assy (oil breather). Copy
of Japanese video
"Driving the Ferrari F40
at Speed" Reasonable
$$ John 707-553-1288.

Trailer to rent to
transport my Porsche for
1994 Concours events.
Todd: 510-828-4041 (day)
or 510-462-1371 (eve).

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enhancements with strict
attention to detail. We
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benefits, and job
security. Send resume,
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Aurora Rd., Twinsberg,
Ohio, 44087
or call Eric Steinel
216-425-8582.
24 hour FAX
216-425-3560.
Continued from page 11

for thirty years. Now, you have won that great honor, and it is hoped that you will rule with wisdom and kindness. With that, he stepped forward and placed a cloak of electric blue about Jon's shoulders.

Jon turned slowly toward the cheering multitude now surrounding the victory stand. The shock was just beginning to reach him. Only a short time ago, he was pitching over a mountain cliff, headed for certain destruction. Now he was undisputed ruler of an entire planet. A wry though crossed his mind. He was looking forward to racing for the Porsche team, but he decided he must simply make do with his present situation. Besides, there was the lovely Dejah Vu at his side. He was going to need some help understanding and ruling this varied mixture of people, and he already had some idea as to where he would get it.

Episode 2 next month.

*B * * * 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 Zone7 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.

<table>
<thead>
<tr>
<th>Driver #1</th>
<th>Driver #2</th>
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<td>Name:</td>
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</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!

Sponsored by: Hi-Tec Automotive, San Rafael, Ken's Sportech, Campbell, & PartsHeaven, Hayward
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Want too reach 1200 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

Nugget Advertising Rates

<table>
<thead>
<tr>
<th>Size</th>
<th>Single</th>
<th>6 mo.</th>
<th>12 mo.</th>
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<tbody>
<tr>
<td>1/8</td>
<td>$20</td>
<td>$16/mo</td>
<td>$14/mo</td>
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<td>$32</td>
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<td>$100</td>
<td>$80</td>
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<td>Inside Cover</td>
<td>$125</td>
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<td>Half Center</td>
<td>$150</td>
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<tr>
<td>Business Card Ads</td>
<td>$15 Per Month</td>
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</tbody>
</table>

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

SAD NEWS

It is with very deep regret that I report on the passing of two very special Porsche friends recently.

Don Patterson was a very active GGR member until he moved to Colorado several years ago. Don and his beautiful 930 were still frequent visitors to our Swap Meets and Concours.

Larry "Ribbit" McQuown was a very special friend who moved to Southern California but then returned last year. Larry was always around our track events and was a SCCA and USARM corner worker who often joined us at Laguna in his gorgeous 914-6.

If the shine on your baby seems a little duller today it is totally understandable.

David Kimes
President GGR

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.

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Sunnyvale, CA 94086
Monday - Friday,
8:30am—5:00pm.
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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.

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408-736-9013
Call Toll Free:
800-777-8881

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GOLDEN GATE REGION, PORSCHE CLUB OF AMERICA, INC.
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Walt Koerber
286 Romain
San Francisco, CA 94131
USA

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

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GGR UPCOMING EVENTS

March
11 Friday Night Social
15 GGR Board Meeting
19/20 Yosemite Tour
26 or 27 Automotion / GGR Auto-X #1

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

May
7 Tech Session
13 Friday Night Social
15 Automotion Concours and Swap Meet
17 GGR Board Meeting
21 Automotion / GGR Auto-X #3
22 New Member Meeting
28 Automotion / GGR Auto-X #4
28-30 Benbo Tour

** For All Auto-X Dates **
see note on page 16

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

GGR HOTLINE 415-573-0798