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New Nugget Policy's
Yosemite 94
Well it's May and we all are getting excited over the Automatic/GGR Concours and Swap Meet on the 15 at Automation. Hope to see you there.

As some of you will notice, the Autocross results are not in this month's Nugget. This is a new policy to save room in the publication. The results will be posted at the next event and will also be available by mail IF YOU BRING A SELF ADDRESS STAMPED ENVELOPE with you to the event and give it to the registrar.

ADOPT - A - HIGHWAY is back with us, if Cal-Trans ok's the area that we clean up as safe. Check with Judy Zaccoone. To see if it is still on for May 14. Judy's number is 408-257-6575

Press Release

I/O Port Racing Supplies is moving on

May 1st

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They have a new FREE Catalog. Call or write to receive a copy of the new Catalog.

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 in our budget and still keep the quality at its present level.

Commitee chairman changes

New Autocross Chairman: K.C. Sharp
Mailing Manager: Diane Kimes
Helpers: The Morgan Hill Gang

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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GGR HOTLINE 415-573-0798

Official Publication of Golden Gate Region Porsche Club of America. The ideas, opinions, and suggestions expressed within the Nugget are those of the Authors and not necessarily those of Golden Gate Region PCA
Our Competition Director Kirk Doberenz. As many of you know, Kirk and his very lovely wife Carolyn are expecting. In fact by the time you read this they should be new parents. Since both Kirk and Carolyn are 90's kinda guys, they have chosen to utilize natural childbirth. This process requires attendance at classes (if it's so natural, why do you have to learn it?) During one of the recent classes, the instructor was covering the importance of Carolyn walking. To encourage this excellent form of exercise, the instructor suggested Kirk accompany her during her walks; Kirk quickly asked "Would it be OK, if she carried my golf clubs while she walked? It would save caddy fees."

I think I will use my column this month to bore you to tears. This is a difficult decision to make since I would normally prefer to bore you in person, but some things need to be set straight. I'm referring to money. That topic usually isn't very boring but this time I'm talking about GGR money and that is. Nevertheless, some things need to be said. We have for the past several years been operating the Club at a loss. When Terry Zaccone was President several years ago, he noticed we had a lot of money just sitting around. We also had needs. We needed a new Nugget Computer, we needed an Autocross trailer and a Time Trial timer. So first Terry and then James and their respective Boards got busy in acquiring the things we needed to continue to provide the activities the Club wanted. The result was we spent most of the money. We still have some but it is really necessary that we keep a reserve should a disaster strike and the Club be on the hook for a $10,000.00 track fee and no Time Trialers. Both Sears and Laguna require 180 days notice to cancel a date and return our money. We are left hoping any disaster will occur over 6 months prior to an event or have the good taste to wait until the event is over so we don't lose our shirts. The competition events and the social events are designed to either break even or return an administrative fee to the Club and they usually do. We also get part of your National dues returned to us as well as Dual dues, Goodie Bag income and Advertising income from our Nugget sponsors. We have expenses for the Nugget, Roster, Rule Book and the day to day cost of running the Club. In 1993 the costs overran the income by $6,126.23. This is called operating at a loss. I am excluding all income and expenses for events and our one time Thunderhill cost and just concentrating on the things we can control. Events cost money to put on and the people who participate pay that expense so it is really out of the Board's control. What we can and must control are the Director's expenses and the Nugget. I really like the new Nugget. Chet should be very proud of what he produces each month and I'm very proud to be associated with it. As part of our budget discussion at the past Board meeting, the Board unanimously passed a resolution stating how much we admired the Nugget and Chet and his staff's work in putting it out. However, like all of us, we have to work within a budget. I don't want to do anything that will affect the quality of the Nugget but if we take just the cost of producing and mailing the Nugget and Roster and subtract all money from Dues and Advertising we lost about 80 bucks last year. So we are going to try some things to control expenses. You may not like some of them. I don't really like some of them but they have to be done. Bill Newlin, Larry Sharp and Rob Biddle gave us some suggestions at the last board meeting and we are accepting some feedback from anyone else. Now have your significant other wake you up and get back to reading the best newsletter in the Porsche Club. Next month I promise, no sermons..........See you out there!!!
Our First Yosemite Run
by Rita and John Williams

It had been several years, ten in fact, since my husband, John, and I have gone to Yosemite. When we saw the ad for the 28th annual GGR Yosemite Tour, it was like a sign. We knew we had to go so our recently acquired 911 could stretch its “legs”. We looked forward to the trip with great anticipation and we were not disappointed.

Saturday morning was clear, windy and early as we headed out for Pleasanton from Sunnyvale. But, what a thrill to see the collection of 911s, 914s, 944s and other models that had gathered in the Rose Pavilion parking lot. After Jack and Cathy Kuhn gave us our instructions, the motorcade began its trek to the Sierras. It was certainly an exciting sight. A long line of Porsches gleaming in the sun, winding their way along “country” roads.

The drive to Yosemite was highlighted by scenic Tesla Road which twists its way through a narrow ravine near Livermore and the steep (but oh so much fun)

Old Priest Grade Road outside of historic Big Oak Flat. And let me not forget to mention the wonderful brunch at picturesque Knights Ferry. The resort had laid out a delicious buffet beside the Stanislaus which was accented by friendly conversation and an unexpected caravan of antique cars.

Continued on page 9

Friday Night Socials
2nd Friday of Every Month
This Month
May 13th

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Porsche Club of America 5
Harry's Hoffbrau Friday night social (March 11) was a nice setting for an informal fashion show, put on by Racesetters Design—Paul & Carole Seidel. I especially loved the Thunderhill T-Shirts! They have a number of high-quality items to choose from. Thanks, Seidel's.

It was also nice to see a number of new faces at this event. To the one gentleman who was sitting by himself, I meant to introduce myself and welcome you. I didn't, and later looked around and noticed you were gone. Come back and give GGR another chance. We have dates for the Adopt-A-Highway clean-up's thanks to Judy Zaccoone. The are 5/14/94, 7/30/94, 9/18/94, 11/13/94, and 1/21/95. See you at an event soon!
1994 CALENDAR OF EVENTS

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

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

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

Sunday, May 29  Region Wash & Shine Concours, hosted by Diablo Region at The Auto Enthusiast, Danville. Entry fee is $10, registration at 9 A.M. Indy 500 will be televised. For information, call John Kinsfather at 510-831-8199, days.

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.

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.
The 1994 AUTOMOTION GGR Autocross Series got off to a strong start on Saturday, March 26. Roughly 60 drivers (almost twice the turnout for the first events of the last two years) showed up to run on the immense parking lot at the home of the Giants and the Forty-Niners. We had several newcomers come out, including one couple who were there just to buy Giants season tickets, which were being sold that morning.

We also shared the stadium lot with the SCCA Solo II series, which ran concurrently at the other end, but, as anyone who has parked at Candlestick knows, both clubs had plenty of room to spread out. Also typical at the Stick, the weather was sunny and warm until about 2:30pm, when the wind picked up. In fact, it picked up anything that wasn't fastened down, including the timer reflector, resulting in several reruns until the problem was rectified with some duct tape and a bag of Oil-Dry.

On the whole, though, everyone who stayed until 4:00pm got in six runs if they so desired. Thanks go to Larry Sharp, who assisted me in setting up the course, which was a mix of long, curving straightaway (third gear for almost everyone), a couple of 90-degree bends, and a tight 180 that had several drivers dropping into first gear. There were even some "elevation changes" thrown in, thanks to the omnipresent drainage swale located in all worst places (from the point of view of a course designer).

As you may have noticed at the top of this article, the series is now officially called the AUTOMOTION GGR Autocross Series. Automotion has committed to sponsor the series for the next nine years with the addition of their name to the series. Automotion has of course been a generous sponsor for many years, and we encourage you to show your appreciation to Automotion for their continued support.

Results for Event #1 will be posted at the next Autocross

If you would like to receive the results by mail bring a self-addressed stamped envelope to the event

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Warsingr, was very instructive and had appeared in an episode of the television program Bay Area Backroads.

Now John and I are not in the habit of winning things. You know what I mean, the toss-a-dime-and-win-a-goldfish game at county fairs, the California lottery -- that sort of thing. But, after the luscious dinner at Curry Pavilion Saturday night we won a

And the winner John Williams and your prize
a pen to write the Yosemite 94 article for the Nugget

As the convoy descended into Yosemite Valley, there was hardly a trace of the rain and snow promised by the Bay Area weather reports. All that was left of the storm were blue skies and fluffy white clouds swirling around Half Dome. Bridalveil and Yosemite Falls rapidly spilled over the clouded rim and El Capitan majestically rose up to meet the passing vapor. This was in sharp contrast to the clear, sunny skies that greeted us the next day for the photo walk. Our expert photography guide, Dan

Jack what do you mean you think you parked your car here? (Photo walk)

door prize. While our luncheon partners, Esther Ho and Jennifer Hahn, won what looked like a nice bottle of wine and a nifty Yosemite Run T-Shirt, we won what we felt at the time was the dubious "honor" of writing this article for the Nugget. However, as I sit here with my cat snoozing in my lap, I realize that our door prize turned out be a pleasant way to look back on a great weekend. Not only did we return to a once very favored spot, but we spent time in the gracious company of people who share the same enthusiasm as we have for Porsches.

I know all the members of the Golden Gate, Redwood, Diablo and Sacramento Valley Regions who attended this year’s Yosemite Tour would join me in saying thank you to Jack and Cathy Kuhn for all their effort in organizing this excellent event.
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Emergency Name/# __________________
# Day _________ Eve _________
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Instructor? (circle) YES NO
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Engine ______ Tires ______
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Questions? [before 9:00pm please]
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Registrar Diane - (408) 779-5988

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10 Golden Gate Region
The Rumor Mill
By Diane Kimes

Is this club fun or what! Just ask dual member SOPHIE WEINZIMMER about her first tour to Yosemite with GGR. At the first stop she beat the pack to the "unisex" room of rest. As the rest of us approached, she opened the door, closed it quickly, and left with a "I think I'll try the one at the gas station across the street. This one's in use and the guy didn't bother to lock the door!"
The rest of the weekend all Sophie would say was how glad she was that the "guy" wasn't part of our group so she wouldn't have to "SEE" him again! And speaking of Yosemite, this year the KUHN's came up with a great innovative idea. Rather than give out tickets for the "door prizes," everyone bought a postcard and addressed it to themselves. The "cards" were drawn to determine the winners, and all will be mailed next year to remind people of what a wonderful time they had and to make sure they do it again. Like most great ideas, the drawbacks come later. Like the husband who gave his wife a $20 bill. "You go get the postcard, while I have a beer." The wife returns with one postcard, $1.85, and one STUFFED ANIMAL. While no one needed any assistance getting their "animals" home, quite a few of the males were talking about getting their own postcards next year (including the tour leader)!

The editor needs space which equals $$. $$$. So therefore, see if you can guess the right names. Starting now, the challenge is on. Keep track. The answers will be published someday and those who don't want to see their name in print.
ALL PROCEEDS GO TO GGR.

1. "I totally redid the car, you'll love it!" (slight oversight - so I placed the mirror so you couldn't see the course, oops).

2. "The wagon race at Thunderhill is going to be great. ________ is going to use mine, do I look stupid or what." [double score if you guess who is bringing the wagon. Hint: kids]

3. "My name is _______________ and I'm the President of GGR and this is my wife SUSAN."

4. "I'm CHESTER MARTIN in drag._________________."

5. "The next door prize is a very special pen. The winner is __________________."

6. "I'm expecting and I hope he's going to be happy."

7. "Between you and me, I really don't want him driving MY car!"

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Larry's Tech Tips

WHAT'S IT LIKE TO DRIVE A PORSCHE TURBO?

In a previous century, if you were an adventurous man who thought you were good with a Colt 45, you might have gone to Dodge City and challenged Wyatt Earp.

If you're feeling adventurous today, and think you're good in the driver's seat, you could try out a turbo-charged Porsche 930 - one of the early ones, a 1978 or so, produced before the Germans learned pity.

More guys totaled their 930s on their first day of ownership than probably any other car ever built. Part of this has to do with the way the turbo boost kicks in, like the recoil of a .44 Magnum. Another reason can be attributed to when the boost kicks in usually at the worst time. Plain automotive cussedness you can count on.

Brake late into a corner in a 930, so late you're still trailing on the brakes as you begin turning, and the ass end will come out on you begin turning, and the ass end will come out on you sure as God reviles sin. Get off the brakes and it'll spin. Brake harder and it'll spin. Is there a simple salvation?

Push your foot down on the throttle, catch the drift and power through. As the boost whacks in, trim back on the throttle to about a constant rush. The front tires will go light, and you'll drive nose first off to the outside. But try to save it by lifting and you snap spin for sure.

Remember, you've got about five nanoseconds to get this maneuver right. As soon as the rears grab, get the fronts turned into the corner. Now you've got it...well, maybe you've got it. Besides, if you're really good, a Porsche 930 will let you do it all over again.

Anyone who says he doesn't get all weak and misty eyed every time they see a Porsche 911 Turbo ... is a liar.

One drive and you understand why. Sixty mph comes in 4.7 seconds; top speed is 170 mph. The brakes will roll your socks up, then down. Anyone who has ever handled a 911 Turbo at speed can, to this day, vividly recall their first time...the exact moment they first dipped into it, wound up the turbo, and launched into a wild supersonic fantasy. Pure nirvana, baby.

Anonymous

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PORSCHE ON MARS
CHAPTER III: DUAL TO THE DEATH!
BY TERRY ZACCONEN

As you recall from the last episode, Jon Carter had run out of gas while chasing the evil Ras Tor across the Martian desert. Ras Tor had kidnapped his queen, the incomparable Dejah Vu, and Jon Carter was on the verge of overhauling him when his tank went dry. Due to the energy crisis on Mars, Jon Carter, the Emperor, had instituted rationing and had not even topped his tank, in compliance with his own decree. His mind was working furiously, as Ras Tor's car disappeared in the distance, carrying his queen away. Suddenly, out of the corner of his eye, he sensed a movement in the desert. Instantly, he was on the alert, as hundreds of fierce creatures roamed the Martian desert. On earth, a man lost in the desert would probably die of thirst, but on Mars he would almost certainly be eaten by a Todal or a Banth. Jon thought he could handle a Todal, but a Banth was something else. He scanned the flat, sparsely vegetated desert, and there, coming toward him at its characteristic smooth lope, was a Banth! It was about a mile away, but moving fast. A Banth looks something like a sabre-tooth tiger, but bigger, attaining a length of up to twenty feet, including tail. Each of its six legs is armed with wicked talons, while its hideous head shows a frightening array of razor-sharp tusks.

Jon was thinking fast now, for he had realized that the Banth was the solution to his overtaking Ras Tor and rescuing Dejah Vu. Because of the high hydrogen content on the surface of Mars, all the natural animals, except man, contain high hydrogen concentrations. The plants are even higher, some of them growing in a 6-molar HCL rivers. The Banth has the highest concentration of all, its urine being almost eighty percent hydrogen peroxide. If he could kill the Banth and empty its bladder into his tank, along with the two quarts of water he carried, he would have enough high-powered fuel to catch Ras Tor. The difficulty was that no one, to his knowledge, had ever killed a Banth armed only with the short sword, such as he carried. As the creature approached, Jon crouched down on the other side of the car. With a gigantic bound, the Banth leaped over the car. As it passed overhead, Jon Carter slashed at its belly with his razorsharp sword, laying it open from the throat to the tail. He had to be careful not to pierce the bladder. The Banth, sorely wounded now, turned, growling terribly. Before Jon could get to the other side of the car, the Banth was upon him. The beast sank its talons into Jon's left arm while he hacked furiously at its neck, trying to hit the vulnerable spot at the base of the skull. He just managed to roll clear as a giant paw crushed the front fender of the Porsche. This second's respite allowed Jon to leap upon the Banth's back, holding on with legs, arm, and teeth, as the beast tried to dislodge him. With a well-aimed blow, Jon Carter sank his sword into the Banth's neck, piercing the base of the brain and killing it instantly.

The animal's last mighty convulsion threw Jon about fifteen feet, where he lay stunned, covered with his own and the Banth's blood. He rose groggily to his feet and, stumbling over to the giant carcass, cut out the intact bladder and emptied it into his gas tank. After adding the water he started off, wrapping his bleeding arm as he accelerated through the gears. The hydrogen peroxide was a much stronger fuel than the nitromethane, and, if it didn't eat through the metal first, he had a good chance of catching Ras Tor.
All this happened in the space of about five minutes, so there was still a chance. Ras Tor was out of sight but there was no other way for him to go for the next two hundred miles. The new fuel was fantastic, the speedometer needle was buried off scale, at about 280. At that rate, Jon figured he would overhaul Ras Tor in about fifteen minutes, long before his tank was dry again. As he drove he remembered that, on earth, one of the major gasoline brands had used an additive similar to his unique fuel, only from Tom Cats! Then he saw it! A black speck on the horizon! He was once again within sight of his quarry. He had pulled to within half a mile when Ras Tor braked for one of the few sharp turns in the road. As he slowed, Jon Carter saw a bundle hurtle from the car. His heart leaped as he braked viciously to a stop. Ras Tor had made good his escape in the only way open to him, he had pushed Dejah Vu from the car!

She lay crumpled and still on the sand as Jon rushed to her side. She was alive, but unconscious and badly cut and battered. One arm was broken. As he finished patching her wounds and splinting her arm, she came to. Looking up into the face of her beloved husband with her beautiful eyes, the incomparable Dejah Vu said, “Oh Jon, we’ve got to get that bastard before he gets the kids”.

First Published in the Prieta Post 1973/74

14 Golden Gate Region
Board Minutes, March 15, 1994

All board members were in attendance.

Guests: Carey and Mimi Spreen, Rob Biddle, Larry Sharp, Lyn Martin, Diane Kimes, Sharon Neidel, Jim Biesemeyer, Ken Mack, Bill Newlin. Meeting was called to order at 7:40 P.M.

REVIEW OF MINUTES Minutes approved as amended.

POSTMORTEM OF EVENTS: Twenty-four people attended Automotion Tech Session. Attendees enjoyed the event. The new autocross site, Grower's Ice in Salinas, was a successful non-points event. The Friday Night Social with a Fashion Show by Race Setters Design was a great success. Twenty-five people attended and it is reported many new members were there.

CALENDAR CHANGES: Five new dates have been added for the Adopt-A-Highway Program, still chaired by Judy Zaccoone. The new dates are: 5-14, 7-30, 9-18, 11-13, & 1-21.

DIRECTOR'S REPORTS:

President: David reported GGR is still #3 nationally and also the fastest growing region in Zone 7. David and Diane attended the Diablo Region 10th Anniversary Celebration as well as the Redwood Region 25th Anniversary party. David personally delivered congratulation cards to both. David and Diane's efforts were much appreciated by both Regions.

Vice President: Rebecca reported the calendar changes as noted above. Insurance has been ordered for the Yosemite Tour, Thunder Hill Time Trial and autocross for March 26. Sponsorship Chairman has not been found. This has created a problem with door prizes for tours, GGR Christmas Party, Family Picnic, etc.

Secretary: Proceeds from February autocross given to Steve Group.

Treasurer: Steve Group's report was approved. The new report format has been well received by the board. His budget review and revision will be completed by the next Board meeting.

Competition Director: The March 26 autocross is still questionable. Alternate date of March 27 has been canceled. April 2 autocross at Oakland Coliseum is solid. July 31 date is not yet firm. The Redwood Region site (old airport) may be available this year after all. New class structure for Time Trials and Autocrosses: FX Class currently combines 911's and 914's. Kirk motioned to split out the 914's to a new class, retroactive to the first 1994 Time Trial. Current standings of the seven drivers are involved. Motion passed with a vote of 4-1-1. Two free Time Trial entries are being given away to instructors at the Zone 7 autocross school, donated by GGR. Guest Mimi Spreen spoke, giving Competition Director a list of possible new chairs for the autocross series. Zone 7 school could be a resource for many possible Chairs. Mimi suggested that we ask for single event Chairs at the Zone 7 School. Autocrossing is important to get and keep new participants. Jack Kuhn restated the fact that the difficulty in finding a Chair may be the responsibility of towing the trailer. Discussion ensued: the trailer could be towed by one person, the event chaired by another. As suggested in prior meetings, a free entry and waiver of required worker position should be offered to any person who volunteers to towing the autocross trailer for the season. Motion passed.

Social: Jack has sent an individual letter to all new members listed in the March Nugget explaining the upcoming events and a thorough description of the monthly socials. The letters appear to be quite successful as the new member attendance is up. Tech, Tour and Dinner Chair positions remain unfilled. Thirty-one couples are signed up for Yosemite Tour.

Membership: Kerry Biddle reported a new Nugget Mailing Manager would need to be found for the May issue. Larry and K.C. Sharp are moving and will be unable to continue in this position. A tentative offer from Diane Kimes to assume this responsibility was made. New members approved and the total membership is now 1,066.
Nugget Editor: The committee that was formed during the February Board meeting had not met as of yet.

Past President: No report.

OLD BUSINESS: A. Budget Review. Will be completed for the April Board meeting.
B. New Member Socials: Could be conducted at the Friday Night Socials, as has been done in the past. August 12 has been slated as a New Member Social and possibly one in November. Kerry suggested a new idea in "Adopt A New Member" at each New Member Social. This was unanimously accepted by the Board. Kerry will supply Jack with labels of new members for his "calendar letters". C. Autocross site fund - discussion saved for April meeting. D. Regarding the IRS position on non-profit organizations, David reported that GGR income derived from ads or non-member fees is less than the IRS maximum of 15%. Income from Dual Members do count as GGR members and are not included in the 15% ratio. David will monitor the status of the percentage ratio. The subject of requiring all Time Trial Participants was re-opened.

NEW BUSINESS: Bill Newlin, Rob Biddle and Larry Sharp put together a list of ways to increase and/or create revenue from the Nugget. Bill Newlin presented their ideas to the Board. All suggestions were appreciated by the Board and will be discussed further at the next meeting.

ACTION ITEMS FOR NEXT MEETING: A. Autocross site fund. B. Announcement at the Thunder Hill Time Trial, effective starting the Laguna Seca event, all participants are required to become either GGR or Dual members. David will send a letter to all Zone 7 Presidents explaining we are not soliciting members from their regions and explain the IRS rulings on non-members. C. Kerry will check out the data base in the membership computer in how to track duals and their expiration dates. D. Nugget Production Committee will report at the April meeting. Meeting was adjourned at 10:30 PM.

Respectfully Submitted,

Pattie DeMartini
1994 Secretary

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Zone 7 Concours Series

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<thead>
<tr>
<th>#</th>
<th>Event</th>
<th>Location</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>#2</td>
<td>May 15 - Swap Meet at AUTOMOTION</td>
<td>Contact Dick Cottrell</td>
<td>415-856-6300</td>
</tr>
<tr>
<td>#3</td>
<td>June 5 - Swap Meet at PARTSHAVEN</td>
<td>800-767-7250</td>
<td>Loma Prieta Region</td>
</tr>
<tr>
<td>#4</td>
<td>August 7 - Swap Meet at CARLSEN Porsche</td>
<td>415-856-6300</td>
<td>Golden Gate Region</td>
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<td>#5</td>
<td>September 11 at LTBD</td>
<td>510-426-1619</td>
<td>Diablo Region</td>
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<tr>
<td>#6</td>
<td>October 23 - Swap Meet at NIELLO Porsche</td>
<td>Sacramento Vally Region</td>
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</tbody>
</table>

For more information on Concour Events Contact Dick Cottrell 415-692-2100
GGR 1994 Calendar

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

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

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.

GGR Board Meeting
APRIL 17th 7:30pm
Harry's Hofbrau
Mountain View
(on El Camino Real. North of highway 85)
AUTOMOTION-GGR
5th Annual Charity Swap Meet & Concours

Sunday May 15th - Free Admission

Swap Meet stall fee - $10.00 each. Stalls go on sale at 6:30 am. Stall fees are donated to the Crippled Childrens Society by Automotion and PCA-Golden Gate Region. For more information, contact Andy Minker 408-253-3905. The Swap Meet is open to Porsche enthusiasts and the public 8:00am - 3:00pm.

Concours - $15.00 per entry. Run under PCA Zone 7 rules and includes Wash and Shine classification. For more concours information, contact: Dick Cottrell 415-692-2100. Concours opens 9:00am. Judging begins at 10:30am.

Automotion will be open 8:00am to 3:00pm with many sale items. Door Prizes ($100, $50, $20) will be awarded at 2:00pm (winners need not be present).

New Automotion Sunnyvale location

Automotion is now at 193 Commercial Street in Sunnyvale. From Lawrence Expressway, turn West onto Kifer Road, go 3 blocks and turn right at Commercial Street. Automotion is on the left at the end of the block. Come see the largest Porsche Swap Meet on the West Coast.

See you May 15th. Help the Crippled Children Society. Join us rain or shine.
Memo from the Membership Director

By Kerry Biddle

Total Members: 1043
New Members: 13
Members Transferring:
Out: 2
Christopher Jenkins
George Von Klan

Members Transferring In: 5
John and Debra Kiger
217 Valley Street
Los Altos, CA 94022
1985 911SC
from Loma Prieta

Ross and Lauren Merrill
14300 Reservation Road
Salinas, CA 93908 1970
911T
from Monterey Bay

Walt Sanders
2395 Delaware Ave., #68
Santa Cruz, CA 95060
from Roadrunner

Jim Swarm
3625 Brach Way
Santa Clara, CA 95051
from Loma Prieta

Gerald Vaglio c/o Goldberg,
Moser & O'Neil
77 Maiden Lane
San Francisco, CA 94108
from Metro New York

Welcome New and Transferring-In Members! I hope to see you at some of GGR's events soon. As a reminder, on the second Friday of every month beginning at about 6:30 p.m. is the monthly "Friday Night Social" at Harry's Hof Brau Restaurant in Mountain View. To get to the restaurant take Hwy 85 (from either I 280 or Hwy 101) and from Hwy 85 take the El Camino Real North exit. Go north on the El Camino for about 3/4 of a mile and Harry's is on the left. Grab a bite to eat (if you want) and come to the back room (past the bar) and join us for an informal get-together. It's great way to meet new (and old) Porsche fanatics.

Our new members spotlighted this month are Lisa De Berg Zentner and her husband David Zentner. Lisa and David own a 1977 911S that they have had for two years. It is their first Porsche and Lisa says it has always been her husband's dream to own a Porsche. Lisa and David have been married for six months but have been "together forever." They live in Aptos. David is a residential and commercial loan agent with San Francisco Federal and Lisa is a property clerk with the Santa Cruz County Sheriff's Office.

Lisa was approached by me to join the Porsche Club. I looked in my rear view mirror one day as I was driving to the Santa Cruz County Government Center and saw her beautiful black 911. We both parked in the lot and I asked her if she was a member of the Porsche Club. Lisa replied that she was not but that she and her husband wanted to join. I sent her an application and the rest is history! Welcome Lisa and David!

Chow, Frederick
Julia
105 Livingston Place
So. San Francisco, CA
94080-
415-871-9496
911SC 82

Danner, John
311G Everett Avenue
Palo Alto, CA 94301-
415-321-3949
911SC 83

Forsberg, Barbara
588 28th Avenue
San Francisco, CA 94121-
415-386-5391
911 90

Glaser, Dan
Jill
5499 Cerro Sur
El Sobrante, CA 94803-
510-283-0231
914 74

Hays, Ralph
Roger Hays
6933 Elwood Road
San Jose, CA 95120-
356 Coupe 63

Held, Richard
3001 Main Street
Soquel, CA 95073-
408-475-3008
911 87
Announcing new Autocross Chairmen

Remember every GGR autocross is also a drivers education. There are instructors available for beginners as well as experts. Ladies this is a good opportunity for you to learn how to drive the car too. Please come and join in the fun! Even if you missed the first two dates you can still qualify for the series. Any questions or comments don't hesitate to call. Hope to see you at the next event.

K.C. Sharp 408-379-6359

Tentative Automotion/GGR Autocross Dates

#3 May 21 Candlestick Park
#4 May 28 Oakland Coliseum
#5 June 18 Oakland Coliseum
#6 July 24 or 31 Oakland Coliseum
#7 August 20 or 21 Oakland Coliseum

All dates are tentative
Please call the GGR Hotline
To confirm that the event will be running on the scheduled date.
FOR SALE

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

1975 914 2.0 Brown, Black interior, looks and runs great, clean, bra, ski rack/chains, many extras. $5500 obo Bob 408-629-0737

1973 914 1.7 Orange successful Time Trial Car. Has 1.7 engine by Kahler's in car now, 5 bolt wheels with Yokohama A-008R 205-50 X 15 tires, 914-6 brakes with Holbert "Cool_Brakes", adjustable bias by Automotion, 180 lb rear springs, Weltmister front torsion bars & sway bar. Bursch exhaust. Roll Bar, Recaro Racing Seats (2), 5 point harnesses, oil cooler. Very competitive production class car in both Autocross & Time Trials. Street licensed. $6000 Jack or Cathy Kuhn 6:30 to 9:00pm at 510-829-8400

1967 911S Coupe #305909S. 45K Original Miles! Red/black. 98% Original, Beautiful. needs nothing unless you concours. Recent work includes: new flywheel, disc, pressure plate. New Koni's front and rear, tie-rod ends, new (correct!) Semperit Hi-Life 165-R15. Front and rear. Don't wanna sell, but must. $15,000 obo Michael 415-949-4384 (Eves)

1971 911T Coupe #9111100812, CA car, good condition, 170K miles, blue/black int., rebuilt gearbox, sealed battery conv., lowered, 22/26 t-bars, 21/19 s-bars, koni's, rebuilt carbs, short-shift kit, misc. extras, $6,000 obo Karen 408-736-1365

1963 356C Cabriolet s/n 159411 Slate Gray/Black Leather Interior with ragtop and original removable hardtop. New SC engine: all else is completely original, including original wheels, paint, steering wheel, Blaupunkt radio, Talbot mirrors, and more. Very rare find, second owner with all original delivery documentation. $29,950. Paul 408-280-0669

1985 911 Cabriolet Garnet Red w/ black top. 62 K miles. Koni adj. shocks, late Carrera sway bars, 22/27 torsion bars, Cambermeister, suspension set-up by Autosport Technology. Chip, K & N, euro pre-muffler and stock catalytic converter. Painted and polished 15s and stock 16s. 16s have new Goodyear VR-4s, Phone, Unigo alarm, Sony head unit, Alpine amp and 4 Boston Acoustic speakers. Front seats recovered last summer. New battery and alternator. $28,900 obo Dick 916-392-3726

1969 912 Targa #129010463 Irish Green/Black. One owner, 5-speed, alloys. Under 1500 miles on completely rebuilt engine and extensive mechanical overhaul. New paint, refurbished 1982. All records, always garaged. Beautiful CA car in very good condition. $16,600 Jim 415-421-0288 (WeekDays)

1970 911T Targa #9111010497. 5-speed, tangerine, strong engine, Carrera chain tensioners, driving lights, cover, original tools, books. $4900 Owner since 1971. Alan 408-227-9414

1975 Carrera Targa, 1 of 267, 25th Anniversary Edition, black w/gold script, 52k, original owner, excellent condition. All original, CA car, always garaged, A True Collector Car Vin 9115410061. $22,900 obo Kevin 714-723-0485

1987 930 White/tan, factory white wheels, Unigo, bra, cover, CD, phone, 41k miles, beautiful example of a completely stock, well maintained 930. Asking $38,000 Gary 707-252-2363

1979 911SC Mocha brown/tan interior, sunroof, a/c, pw, 3pc BBs wheels, floor mats, chin spoiler, CB radio, pop off valve, 96k miles. This is a clean fun car that I just hate to get rid of but I have to, so says my wife. $15k obo Larry 408-379-6359

1973 1/2 911T Targa runs and looks excellent, rebuilt engine by Lukes and Shoreman Ray 415-566-7167 (evenings & weekends)

1976 911S Red/Tan leather, Good Condition Asking $7580 Harry 510-527-2253

The Ultimate Club Racer - Beautiful RS Replica, '72 911, 3.2L, Webers, crankfire, 3pc. custom Fuchs, Recaro SPG's, Carbon Fiber, fuel cell, spherical bearings, really light and lighting quick. Fully sorted and professionally prepared. One of the best Club Racers in the country, numerous track records, built in '93. $60k invested. Asking $38,000 Kevin 408-656-0552

Continued on page 22
PARTS & MISC

Race Car Transporter (Truck & Trailer) '91 42ft.
Race triple axle 5th wheel- absolutely beautiful-w/ alloy trim, diamond bright floor, enclosed goose neck, custom cabinets and work bench, floor and wall D-rings, AC/DC, winch, doors, beaver tail, pulls great w/ '91 Chevy Dually 454-LOADED w/ matching conversion package, new engine (under warranty), stereo, diamond bright trim, custom interior, lights, running boards, white w/ blue trim, A Stunning Package. $36,900 or will separate. Kevin 408-656-0655

Two 6X15 early pattern 911 factory alloys. Good condition. $250.00 Set of 944 floor mats. Never used. No reasonable offer refused.
Phil 415-968-1311 evenings or leave message

2 Liter motor with all hardware and race headers, complete, but has rod knock $1,000., 4 Macafie alloy wheels 5 1/2 X 15 5-bolt with Riken 205 60 X 15 radials mounted and balanced. Tires have less than 1 K miles $300. Early 914 Black front bumper $100. Jack or Cathy Kuhn 6:30 to 9pm 510-829-8140

Stereo Equipment: Blaupunkt Monterey AM/FM Cassette with dolby, 4 channel power and 4 speaker system included. From late model 911, fits all Porsches. $150.00 Ted 408-492-3311 days or 415-854-2073 evenings

356 Parts: Bosch 12v horn (low), large Bosch 12v (Carrera ?) regulator, lots of '57 wheels, T-5 oval speaker grills, 'A' & 'C' radios, lots of 'A-B-C' and tourist toolkit stuff, pre - A, B jacks and other goodies to trade for my wants.
Jerry 415-594-2919 (evenings - message)

Parting out 1973 914; 5 914-4 Fuchs alloys, center console with gauges, 914-4 brakes and suspension, complete tan interior, 2ltr 4 cylinder engine good core, side shifter trans. good core, call for many other parts, 2 195-60-15 A008R 50% tread, 2 205-55-15 A008G brand new, Steve 408-739-9674

1973 914-6 tub: Camel GT light spec. semi tube frame for racing and time trials, suspension points raised, misc. susp. and steering parts, body parts w/ 935 front nose, fr susp., rear Bilstein coil overs w/ springs, best or any offer takes it all.
Jim 408-736-1365

1978 911SC coupe tub #9118201057, CA car, white/no int., sunroof, 930 t-tube, wiring harness, relays, 77 turbo tail, quarter window, 4 white center 16x7/8 wheels w/tires, $3000 Jim 408-736-1365

911 parts: '67 fr susp w/67 S alloy brakes, misc. body parts, wiring harness, wiper Assy, quarter windows, relays, switches, turn/wiper Assy, T-bars, S-bars, gauges, rear Koni's, full int., racing seats, 2 new P7's 225/50/15, 1 185/70/15, call for price Jim 408-736-1365

914-4/6 parts: r/l headlight Assy, 2 complete f susp, fr valance pans, 2 steering racks, 4 bolt fr calipers w/ rotors, misc parts, call for more parts and prices. Jim 408-736-1365

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


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Save on Horsepower
10% off
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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

22 Golden Gate Region
WANTED

Jerry 415-594-2919

Enclosed car trailer 18-20 feet. John 510-256-6328

91 or newer 911 turbo cat converter, 86+ 911 turbo oil separator assy (oil breather), genuine RUF go fast parts, good 930 header system (SSI when u gonna make yrs) John 707-553-1288

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

GGR PRESENTS: "HOW TO PUT ON AN EVENT"
SATURDAY MAY 7th
At the Kuhn's residence
Call Jack or Cathy to see if there is still room
510-829-8140 Between 6:00 to 9:00

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

AUTOMOTION
Send Address and Phone changes to:

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

Address Correction Requested

Dated Material

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

Board of Directors

President: David Kimes
14755 Native Dancer Drive (408) 779-5988
Morgan Hill, CA. 95037

Vice President: Rebecca Newlin
530 Isabella / P.O. Box 893 (415) 726-1662
El Granada, CA. 94018-0893

Secretary: Pattie DeMartini
610 Ara Lane (415) 572-9562
Foster City, CA. 94404

Treasurer: Steve Group
706 Nevada Avenue (415) 347-6502
San Mateo, CA 94402

Membership: Kerry Biddle
4730 Garnet Street (408) 476-0944
Capitola, CA 95010

Competition: Kirk Doberenz
2061 Pebble Drive (510) 837-0479
Alamo, CA. 94507

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

GGR UPCOMING EVENTS

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<td>Tech Session</td>
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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

GGR HOTLINE 415-573-0798