In this Issue

Meet the Candidates
Time Trial Results
Get Ready To Rumble
Porsche on Mars IX
It's November,
In this month's Nugget, you will find a ballot for the 1995 GGR Board of Directors. By looking at the mailing label of your copy of the Nugget (See below on reading the label), you will be able to tell how many votes you have. The formula is one vote for (L) Life, (M) Regular Member, and (N) New Member plus one vote for (F) Family Member. Those people receiving a Nugget with a X, S, D, or P in their label do not receive a ballot.

Please take a minute to Mark and Mail your ballots.

**Attention!**
The High Speed Driving School in December at Sears Point is FULL

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**NOTICE NOTICE**
Due to current restrictions in the size of the Nugget, we have limited the length of all Mart ads to 40 words plus name and phone number.

Thanks

The Editor

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

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Photo Credits
This Issue
The Editor & Staff Thank You

Bob Beach
Bill and Rebecca Newlin
George Neidel
Pattie DeMartini
Columns
The Editor Says 2
Did you hear the one about 4
Rebecca's Ramblings 6
Larry's Tech Tips 7
The Rumor Mill 10
Just For The Record 19
Memo from the Membership Director 23
The Mart 26

Features
Get Ready to Rumble 8
Porsche on Mars Episode IX 12
(a story by Terry Zaccone) 14
Meet the Candidates 16
TT #4 Results 18
TT #5 Results 18

Upcoming Events
Friday Night Social 5
Zone 7 Awards Banquet 5
GGR Autocross News 11
GGR Holiday Party 25

Calendar
Zone 7 21
Golden Gate 21

Advertisers
A. Bauer 25
Automotion 27
Automotion Free Chip 5
Auto Spa 27
C.T. Automotive 27
Dick Cottrell Appraiser 17
High Performance House 20
I/O Port 4
Ken's Sportech 5
Palo Alto Speedo 20
Partsheaven 11
Sam Sipkins 22
WilMac 19

Did Pattie DeMartini ever catch Jim Brooks at Thunderhill Park?
Bob Beach Photo

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.
I cannot possibly let the year go by without one Terry Zaccone story. As many of you know, Terry is our resident Rocket Scientist as well as our only three time president and five time Dumbkopf recipient. A little known fact is that after graduating from Cal (Go Bears), Terry's first job was with PG&E. Terry was placed in charge of an outside facilities crew installing power poles. As luck would have it, a graduate of USC, my Alma Mater, started in the same job the same day that Terry did. At the end of the first day the foreman asked the USC grad how he had done. The USC guy replied that his crew had erected 12 poles. The foreman then asked Terry how his crew had done. "Two" replied Terry. The foreman felt obliged to point out that the USC guy had done twelve in the same time it had taken the Cal (Go Bears), guy to do two. "Yeah" remarked Terry, "but wait till you see how much pole the USC guy left out of the ground."

If you ever needed proof that Murphy is alive and well, I can vouch for it. No sooner did I write a stinging article about involvement in the Club than Diane and I came down with the Mother of all Head Colds and and we missed Candidates Night. So as Gilda Radner always said, "Never Mind". But the other stuff I said is still true and this is the time of year to do something about it. This is the election issue of the Nugget and the one thing all of you can do is vote. We have tried to make it as painless as possible and it really does make a difference. Imagine how a person feels when they are elected to an office by less than ten percent of the members. You ask yourself if it is something personal or do people just not care. So take the two minutes to let your vote be heard. The candidates for election this year are all very capable of performing the office they are seeking so let's show them some support.

Enough of that, let's get back to the fun stuff. Plans are proceeding for Zone 7 to submit a bid for the 1997 Parade in the Wine Country. At a recent Presidents Meeting, John Clever from Diablo Region submitted a proposal to headquarter the Parade in Napa and I submitted GGR's bid with the headquarters in Santa Rosa. The presidents are taking both proposals back to their respective boards and will report back to Tom Provasi by November 15th. Wish us luck.

I was asked recently about our Adopt a Highway program. Golden Gate has adopted the southbound section of 280 from Woodside Road to Sand Hill Road. 4 times a year we don our orange vests, white hats (prisoners wear orange hats so you can tell the difference) and clean up our two mile stretch. Afterwards we have a picnic somewhere and compare the interesting things we have found. Like the Mens underwear and then 50 feet further down we found Womens underwear. If only they could talk, that would have been a story worth hearing. It is very easy work and really does a lot of good for us and the Community. Call Judy Zaccone to find out all the details and join us on the 13th for our final pickup of the year.

We have a rather light month to prepare us for December so use the time to plan for our Holiday awards party, or the High Speed Drivers School, or Time Trial number 5, or all three.

See you out there!!!!!
1994 ZONE 7
AWARDS BANQUET

Autocross, Concours,
and
Rallye Awards Presentation

Saturday, November 12
at Scott’s seafood bar and grill
in Walnut Creek
No host Cocktails start at 6:30 p.m.
Dinner starts at 7:30
Awards Presentation to follows

For more information contact:
Tom Provasi
(408) 947-0980
1339 Glen Dell Drive
San Jose Ca. 95125

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AUTOMOTION
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Friday Night Socials

2nd Friday of Every Month
This Month

November 11th

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

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

For more information, call
Paul Seidel
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Porsche Club of America 5
Rebecca's Ramblings

Our thanks to Shirley and the Neidel gang for putting on the Old Fart's Reunion Sept 10th. It was an intimate group of folks, and the fun started immediately as people arrived. Club membership ranged from 0 - 35 years. (We saw a guy and his son driving around the parking lot in a beautiful black Porsche and invited him in. They joined us for cocktails and we may see him again.) Ester Ho was our "baby" with 1 1/2 years in the club, Karl Keller was senior with 35 years.

Sam and Nancy Thornton showed up with Sam wearing a gold blazer that PCA guys used to wear to dinner meetings in the 60's (before my time of 20 years). Sonja and Ray Blow couldn't attend, but D'Anne brought a magazine Taste of Home, where Sonja was a featured cooking editor. She looks fabulous. John Clever told old stories that made us laugh, as usual. Even Bud and Mary Ann Behrens recalled a story where she was driving someone's car across country and was pulled over by cops, thinking it was a stolen car.

After a lovely dinner, Terry Zaccone provided jokes, stories and MC-like entertainment. Brian and D'Anne Carleton told great stories, including Brian's days of crewing/spectating with the likes of Dick Barbour, John Paul, and Paul Newman. Paul Seidel asked Brian how he got his nickname "Stoker Ace"—another good story.

There were too many great stories by too many great people to mention, and it was a party to be remembered, just like the old days.
Larry's Tech Tips

I was using a Ryder moving truck the other day to move our household goods to my new home in Livermore. The handling characteristics of this van left much to be desired. It had very soft roll stiffness, a terrible case of roll and bump steer, and a high center of gravity. It was a handful to say the least.

Now you might say to yourself that since it is a truck it has no relevance to how a finely engineered vehicle such as a Porsche acts. Well you would be wrong if you held those beliefs. The way the truck reacts going down the road is just a slightly exaggerated way all cars drive down the road.

A fine example of a Porsche that comes close would be a 1983 911SC with the suspension set at the federal bumper height. These cars are at the extreme upper limits of their travel. This gives the car a high center of gravity which in turn makes the car lean more around the corners. 911SC's of this type have relatively soft antiroll bars which are designed to let the car have a smoother ride over bumps. But these swaybars also allow the car to lean more in the turns. It's starting to sound like a vicious plot, isn't it?

If you get on the ground and look at the front steering of a 911 (use a lift if you want a good look), notice that the pivot points of the front "A" arms are in a different place than the pivot points for the steering rack. What that means is as the suspension goes through its travel (hits a bump) the steering is either pushed or pulled slightly. The more the car is raised above or below the optimum factory setting, the more this effect is amplified. Guess why the aftermarket sells those little washers to space the rack down when you lower a 911?

As a 911 goes around a corner, it will lean away from the inside of the turn. As the car leans, the suspension geometry is altered, and the bump steer will get worse. All it takes is a worn out set of shock absorbers and that finely engineered piece of German machinery will handle just like a Ryder rental truck.

What I have been trying to get across to you is this, lower your car to a reasonable level! Have it aligned and bumpsteered by a knowledgeable mechanic or someone like Ray Scrugs, and make sure the shocks are in tip top shape. This will make sure your Porsche handles like the factory intended.

Of course there are some people who believe that you can always improve on a good thing. That's why there are so many aftermarket performance parts for Porsches. But if I start on that I would be here all day. Well I'm going out to my garage to check my shocks; see you at the track.
Time Trial Series
Get Ready to Rumble
by Pattie De Martini

Thunderhill Park beckoned once again. Oh so quietly... at first. But as the Labor Day Weekend event drew closer, the rumbling of finely tuned Porsche motors could be felt up and down Northern California. The Richter scale was pulsating by the time September 3 finally arrived. The last Time Trial seemed light years in the past and a lot of PCA members felt the need rise - the need for speed.

The driver list showed thirteen new students, including four from the prettier side of genetics. The instructors were again a busy group. It was wonderful to welcome back some returnees to the sport. Jimmy Brooks brought out his very quick street 911 after a four year layoff. It took Jimmy about 2 laps to get back “in the groove”, showing us he hadn’t lost his velvet touch on the track. Tom and Sandy Provasi were back with Christine, Michelle, and Elizabeth in tow. PCA’s Family of the Year had a little bad luck with the new motor, but it was great for the rest of us to have this enthusiastic family back at the track. Steve and Barbara McCrory brought their gorgeous RED 911. Because of their long layoff, they put themselves in the student ranks and what wonderful students to instruct! Piece of Cake! Tom Miraglia brought his beautifully prepared Porsche out of the woodwork, slipping back into his old form - precise and effortless. Friday night I thought I saw a ghost coming out of the shadows. No, it was only Gary Walton. He brought his “rides on rails” 911 for a look-see at the new track. At the speeds he travels I don’t think he could really see much! Another wonderful site at the track was the Arolla motorhome and POKY PIG. After a lengthy absence, Santa Clara’s new Chief of Police was able to return, triumphant in his campaign. Snookie, Charlie and Cristina were missed during their absence and it is so good to have them BACK!

A couple of new sites at the track - a Thunderhill Goodie Store and restaurant. The restaurant had an endless supply of food, cold drinks and ice water. All which were in high demand as it was hot, hot, hot. Helmet hair was rampant! Willows has a great town and very friendly residents.

However, they also grow a turbo crop of mosquitoes. Sunday morning most people were comparing the number of welts they had developed overnight. Next time remember the repellent!

Sharon Neidel was in Porsche heaven with her new motor. Not only was she enjoying a strong new motor, but she was driving on a Free Entry, which her brother Rob had won at the autocross school. George was a happy camper too - he wasn’t doing any wrenching (on his own car anyway). Sharon was equally happy with her new “timing digs”. Thunderhill Park allowed our timing crew to use their official timing trailer. Finally, tables to spread out the paperwork, windows to see the cars come and go, and air conditioning. Thank you Thunderhill!

When Tom Provasi couldn’t find the top to his driving suit, he suspiciously eyed the people in close proximity to the alleged theft. Well, guess who was in the vicinity of the scene of the crime - Larry Sharp (has been known to procure items in true military style). Sorry, but Larry couldn’t be blamed for this one. Tom found the missing clothing inside his helmet! The BP class had enough players to start a new baseball team to fill in for the strike. And from the talent they displayed, BP could go for the pennant!

Rich McGlumphy, known to have worn cowboy boots and large belt buckles in the past, must have been playing some heavy country music in his race car Monday morning. As I hear it, he was playing Kenny Rogers’ song, You’ve Picked a Fine Time to Leave Me Loose Wheel. Rich’s left front wheel actually beat him into Turn 3. I happened to be riding with Lloyd at the time, right behind Rich, and saw what a marvelous job he did of bringing the car under control and off track at a safe spot. Nice job Rich!

We did have one fatality during the weekend when Mark Winter ran over the door prizes in the pits. The tin holding the tickets and driver numbers was crushed beyond repair and was given a proper burial.

Craig Crease, a new GGR transplant from Southern California, thoroughly enjoyed his first GGR Time Trial in his clean, white 911. Craig showed his enthusiasm as well as his sense of humor during the weekend. He was unmercifully teased about his checkerboard numbers. Craig’s slalom experience and attendance at the GGR autocrosses really
showed on the track. Another new Time Trialer, Matt Orovitz, not only brought his zoomie 911, but brought his gorgeous wife, Shauna, and their charming baby daughter to the 3-day event. The baby’s play pen parameters were set with coolers and race tires. Look for her wearing Nomex gloves in Kindergarten.

Another new driver, Beth Jennings, is a welcomed new addition to the ladies’ ranks. She is not only a delightful person, but she is most appreciative of the help and guidance the “more experienced” (some translate this to ‘older’) drivers offered. Her co-driver, Andy Jennings, has a lot of seat time on his own driving resume, and after introducing the sport to Beth, I hope he realizes there is no holding her back!

Mechanical failures are always a part of our weekends. (I quite happy they weren’t in my pits!) Dick Antoine used a Pork & Beans can to repair an exhaust leak on his 914. This conjures up a lot of comments - you are on your own here. Dennis Tholen brought out his revamped race car. About four years ago, Denny went from a mega horsepower winged race tire car to a stock 914 with street tires. His driving ability gave him the thrill of driving a Porsche on a race track, but you could still see the glint in his eyes - power, tires, power. Well, he finally stripped down the old race car and brought it back to life from the ground up. Denny has an amazing shake-down cruise, only having to drop the motor once!

The Margarita Man was observed getting some last minute help from a very gorgeous member of his pit crew just prior to his timed runs. All I can figure is he must have been low on oxygen.

Bernie Weinzimmer’s son, Mike, worked all three days of the event. (That’s youth for you!) Mike assisted Theresa Brittell, our Chief Flag Person, on Saturday and Monday. Sunday he worked Turn 5, one of the busiest worker boxes at Thunderhill. He was not only fending off Porsches headed straight for him, but had to tangle with a family of wasps. Seems the wasps in a nearby nest objected to something we were doing and attacked Mike. Jeez! I thought Chili Willis was tough! Speaking of Chili (not the weather), he stepped in at the last minute as Chief Steward when Lee Brittell had a last minute family emergency. Those of us who know Chili were hoping Lee would show up!

We may see Masou Robertson on Court TV soon... bringing harassment charges against three of our female participants. I can’t tell you all the details but it had something to do with the hot weather, Masou taking off his t-shirt and three pit boards flashing “10’s”. Inquiring minds can get the details by asking the parties involved.

Sunday and Monday ended with the usual refreshments and trophy presentations. I must say the congratulatory hugs bestowed on me after receiving my First Place and TTODL award felt truly wonderful and made the weekend that much sweeter. It is rewarding to be congratulated by your peers, whether they are in your class or not. I would like to urge all of you drivers and pit crews to stick around for the trophy presentations. Yes, it may delay your departure for home, but cheering on the old and new drivers, the fast and faster drivers, emits a warm and cozy feeling that cannot be packaged or bottled. We all were successful in driving our Porsches to victory, in our own styles and manners, and we all deserve the applause, a pat on the back and a hug.

Thunderhill was a long, hot weekend with lots of track time and friendship. Exactly the reason we were there.... Cheers!

Pattie
The Rumor Mill

By Diane Kimes

We’ve all heard the old saying, “what goes around comes around.” I’m not talking about what happens frequently with 911s, but rather the spirit of good sportmanship and friends helping friends. Nowhere is it more evident than at Porsche club events. So as promised last month, take note of OUR GOOD SAMS: DON PITMAN gets the Labor Day Weekend “driver” award. Drove all day Saturday and Sunday, took his timed runs. When he heard a fellow entrant was having trouble trying to secure a tow truck to get his car home, graciously loaded the car onto his trailer and drove him back to Oakland Sunday night. Was back at Thunderhill Monday morning thanking everyone for letting him take his timed runs EARLY so he was able to get back at a decent hour Sunday and be ready to drive Monday. His only comment about his good deed was he was happy to be able to help out. After a full day Monday including timed runs, Don got back to the hotel, cleaned up, and decided to relax on the bed before dinner. We missed Don and MARILYN Monday night at dinner but our suspicions were confirmed Tuesday as his trailer and drove him back to Oakland to depart due to prior commitments RAY SCRUGS, but was out there diligently helping Tom tape his numbers and class on the car, so Tom wouldn’t miss his runs.

If I forgot somebody, sorry. Let me know and I’ll add them to the list. While it was confusing, it was really wonderful to observe. Whoever has the DUMBKOPF listen up. We all share a common bond, the car we have chosen to own and drive is a Porsche. A two-syllable name (POR-SHA) which has become a byword for high performance and aesthetic design. Definitely, “driving at its finest.” How many of you will let someone else take your “baby” for a ride, let alone around a racetrack? While GGR has well earned its reputation for competition (does the word cut-throat have any particular meaning) over the years, let us recognise the following ULTIMATE SPORTSMANSHIP Awardees: At Laguna: The KIMESMOBILE and the CROSSMOBILE tied for most timed runs by a CAR (3). I got a thrill out of hearing “there goes DIANE on her first timed lap” over the PA while I was standing in the pits! By the third time these cars went out it was really nice to hear the the cars getting their lap times. (ie there goes the Kimesmobile with a ..... or here comes the Crossmobile with somebody driving!) BOB CROSS probably edged David in the nerves of steel award because PATTIE & LLOYD DeMARTINI have driven Herbie before and were not in the same class, while Bob was brave enough to let ART SEEGER in the driver’s seat.

At Thunderhill: RICHARD GRAY gets a special accolade. Not only did the little silver #448 take runs, but both TODD HARTER and BRIAN PERRY are in his BP class. Richard really epitomized the spirit of GGR’s competitiveness, “Who wants to get more points just because someone broke.”

For those looking at the results, no STEVE YOUNG didn’t have an off day. He was driving BILL TSE’S 2.0 liter 914-6 on street tires. RIK WINTER will be getting all the advanced instruction he wants after letting HENRY WATTS get a timed run on Sunday even though he was all packed up and ready to depart due to prior commitments. RAY SCRUGGS not only offered his car to TOM POOLE, but was out there diligently helping Tom tape his numbers and class on the car, so Tom wouldn’t miss his runs.

If I forgot somebody, sorry. Let me know and I’ll add them to the list. While it was confusing, it was really wonderful to observe. Whoever has the DUMBKOPF listen up. We all share a common bond, the car we have chosen to own and drive is a Porsche. A two-syllable name (POR-SHA) which has become a byword for high performance and aesthetic design. Definitely, “driving at its finest.” How many of you will let someone else take your “baby” for a ride, let alone around a racetrack? While GGR has well earned its reputation for competition (does the word cut-throat have any particular meaning) over the years, let us recognise the following ULTIMATE SPORTSMANSHIP Awardees: At Laguna: The KIMESMOBILE and the CROSSMOBILE tied for most timed runs by a CAR (3). I got a thrill out of hearing “there goes DIANE on her first timed lap” over the PA while I was standing in the pits! By the third time these cars went out it was really nice to hear the the cars getting their lap times. (ie there goes the Kimesmobile with a ..... or here comes the Crossmobile with somebody driving!) BOB CROSS probably edged David in the nerves of steel award because PATTIE & LLOYD DeMARTINI have driven Herbie before and were not in the same class, while Bob was brave enough to let ART SEEGER in the driver’s seat.

A special thanks to MICHAEL CROOKSHANK, BOBBY’S son who took on the role resident “GO-FOR” for the weekend. First he gives you a bag of ice to put in the refrigerator so it won’t melt. Then they need an ice chest at the head of grid so the workers don’t drop from the heat. No problem, you have a bag of ice that somebody gave to you, so all you need is to dig up an ice chest and disaster averted. Don’t worry about whose ice you donated, we’ll replace it. The next day when Michael comes to retrieve his ice .... oops. But what timing, we just got a volunteer who can run to the store, and while he’s getting a replacement for HIS bag, he can pick-up 15 more and 2 cases of refreshments. THANK YOU MICHAEL. The mystery of the ice has been solved, now if whoever generously “loaned” us the ice chest would let us know, we could thank them and maybe return it!

That’s all for now ............

10 Golden Gate Region
NEWS

K.C. Sharp 408-379-6359

Tentative Automotion/GGR Autocross Dates

Year end results will be in the December Nugget, along with information on the year end awards presentation.

NOTICE
We will be needing an Autocross Chairperson for the 1995 season. To find out what is involved, contact KC Sharp. If you like to Autocross, please call. If we cannot find someone to run the series, it may be necessary to cancel the series!
When Jon Carter was inexplicably transported to Earth, he left his beautiful empress, Dejah Vu, about to fall into the clutches of the evil mastermind, Ras Tor.

Ras Tor’s men had stormed the palace and were about to seize Dejah Vu when she called out in a loud, clear voice, “Stop, Ras Tor! Don’t you realize what you’re doing?” Ras Tor and his men, taken aback by this display of bravery, watched in awe as the incomparable Dejah Vu swept directly up to Ras Tor and said, “Come into the office, big boy. I want to talk to you, alone.” What could he do? With those big blue eyes and big pink breasts, all four looking him straight in the eye, he followed Dejah Vu to the office while his men stood dumbfounded.

Dejah Vu motioned Ras Tor to a chair and said, “Ras Tor, I’ve got you all figured out and I want to tell you about it because, with your talents, you can be a real contributing member of our society.” Ras Tor’s mouth just hung open, so Dejah Vu continued, “Long ago, your father was a great scientist on Mars, wasn’t he?” Ras Tor nodded. “Did you have a happy childhood, Ras Tor?” asked Dejah Vu. He frowned and shook his head. “I never had any childhood. From the time I could read, Dad made me study and work in his laboratories. He never seemed to care for anything but his work. I was like a slave-helper in the labs.” “Aha!” said Dejah Vu. “Did you ever do any of your own work?” “Well” said Ras Tor, “come to think of it, most of the stuff Dad did was either my idea or mostly my work.” Dejah Vu said, “Did your father ever acknowledge you for doing good work?” Ras Tor’s eyes became mere slits. “Never! He was always pushing me to produce more and better ideas.”

“Aha!” cried Dejah Vu. “That’s it! Even though your father is gone, you are still trying to prove to him that you can succeed. You’re still trying to prove to everyone that you’re OK!” Ras Tor nodded dumbly. Dejah Vu continued, “I’ll bet you were always different from the other kids, always better than the others. They probably called you all sorts of names and wouldn’t let you play with them.” Ras Tor’s eyes misted over and he began sobbing. “That’s right, that’s right, It’s all true!” He buried his face in his hands and sobbed uncontrollably.

After awhile, Dejah Vu said gently, “Ras Tor, don’t you see that you have achieved everything your father had and more. You are the greatest scientist Mars has ever known. You have proven that many times. There is only one thing you do not have and it’s the only thing you want more than anything else.” Ras Tor’s head came up. “what’s that?” Dejah Vu answered, “The love and esteem of you fellow men.” Ras Tor started crying again, “I never realized that, but it’s true, so true!” Dejah Vu said, “Now stop blubbering and listen to me. I’ll tell you how we can remedy this. You’re doing everything backwards. All your activities for the last 20 years have caused people to hate and fear you. From now on, things are going to be different. Now, Jon Carter is emperor and there is nothing you can do to change that without incurring further enmity from the populace. Why don’t we invent some organization which would catch the fancy of the people and of which you could be the leader? Then you would be using your obvious talents constructively to unite Mars, and you would receive the esteem you so desire.”

Ras Tor brightened considerably. “I have it! We’ll start a car club! Everyone on Mars is crazy about cars and racing. I’ll organize a club and set up competition between clubs and...” “Wait, Ras Tor!” said Dejah Vu. “The Mars speed limit is 55 and besides, there aren’t many cars on Mars.” “No sweat,” said Ras Tor. “I’ll have my representatives vote to repeal the 55 limit, with your help of course, and then I’ll set up a factory and make some cars.” “Brave!” cried Dejah Vu. “I knew you’d come up with something!”

Ras Tor grasped Dejah Vu’s hand and kissed it fervently, “You’ve changed my life. I can’t thank you enough!” He continued, “Now the car we must build will be exciting and fast, like Jon Carter’s Porsche. That’s it! I’ll modify the Porsche design for mass production on Mars and...please excuse me, I have much to do.” He left the palace on the run.

Back on Earth, Jon Carter was growing restless. What had become of his incomparable Dejah Vu? How could he get back to Mars? Then, as it usually happened when he least expected it, the familiar cold
numbness came over him and he was falling through blackness toward infinity. When he awoke, he recognized the familiar surroundings of the palace. Dejah Vu was overjoyed to see him. The first thing Jon wanted to know was what had happened to the evil Ras Tor, his nemesis on Mars for 20 years. Dejah Vu said, “Ras? Oh, he’s ok, once you get to know him.” Then she told him all about their encounter.

Ras Tor had indeed designed a modified Porsche. It was a three-quarter size 911 with turbocharging because of the thin Martian atmosphere. He called it the Porsche RT (Ras Tor) and had set up factories which were cranking them out by the thousands. He and Dejah Vu had decided the car club should be a region of PCA. Jon Carter had told Dejah Vu all about PCA, so she knew how it was organized.

So Jon Carter and Dejah Vu went to the first Board meeting of the Mars Region of PCA, Ras Tor-President. Dejah Vu was Secretary and Jon Carter’s son was autocross chairman. Everything was going fine, except that Jon Carter was still boggled by finding his old enemy, Ras Tor, changed into a good ol’ boy.

During the meeting a messenger came in with the news that strange object had landed on the remote Sarzumian Plains. When they arrived on the scene, Jon immediately recognized it as the first Viking Lander. The television cameras had not been activated yet, so Jon drove his Porsche in front of the spacecraft and then ordered everyone to get out of range of the cameras.

Back on Earth, in the Viking control room, everyone was breathlessly awaiting the first pictures from Mars. When the screen lit up, the flight director (who happened to be a Porsche owner) turned pale and cried, “It can’t be! Tread marks from a Michelin XWX on Mars?!”

Note: The idea about a PCA region on Mars was suggested by Walt Maas.

TIME TRIAL NOTES FROM THE CHIEF INSTRUCTOR - Bill Newlin

There seems to be some confusion regarding how we as drivers at time trials should signal a potentially hazardous situation to other drivers on the track, so here’s the drill.

If you come upon an object on the track that you feel may be hazardous (a piece of a car, oil from a car, a person, an animal, or anything else you can imagine that you would not want to hit) you should slow down and stick your arm straight up out of the car with a closed fist to signal to the other drivers around you, especially the one directly behind your, that you have noticed something that may be unsafe, and that you are slowing down. This is also the standard routine during a waving yellow flag condition and a red flag situation. You should continue to proceed into the pits, hopefully you did not have to stop on course because it was blocked, and stop at the head of grid. Usually the safety crew is already responding to the situation on course but, if not, notify someone immediately! Why? Some fellow driver’s life might be in danger. You should never leave someone in a potentially hazardous situation on a race track! Notify the safety personnel that there is something out on the track that they need to react to.

As time trial drivers, let’s all give our fellow drivers the same or better consideration that we would give to a pylon being found down at an autocross. At an autocross you would slow down, stick your arm out of the car and notify a course worker that a pylon is out of place, then you come in for a re-run, and confirm the situation with an official.

Regular drivers on the highway are alerted to traffic situations in a number of different ways. One way that information is passed along is by fellow motorists either calling in to the highway patrol or notifying radio stations. This information is processed and broadcast via telephone, radio and TV to everyone, so we can all drive safely on the highways, and be aware of situations that might present a danger to us.

At the time trial ground schools, among other things, I go over the safety flags for our events, I give a full color handout to all attendees as well as a rule book and the drivers and instructors manual, all which discuss how to deal with emergency

First Published in the Prieta Post 1973/74

Continued on page 24

Porsche Club of America 13
1995 Candidates

David Kimes for President

Bill Lusk for Vice President

Sharon Neidel for Social

Larry Sharp for President

Pattie DeMartini for Secretary

Steve Group for Treasurer

Candidates for President

David Kimes

I was very surprised when first Terry Zaccone and then James Ohl ran for President a second time. I would have thought once would have been plenty but now I think I understand. One year is just not enough to get everything you want to do accomplished. When I asked for your support last year my stated reason for running was to put some fun back in the Club and stop taking ourselves so seriously. I think I have had some success in that area. Out Time Trial series is as robust as it has ever been and, thanks to K.C. Sharp and friends, the Autocross series is making a comeback. We have had far less success on the Social front and I think a Club this size has room for both. We are operating on a balanced budget for the first time in a long while with neither the Social or Competitive people sharing a undue portion of the cost of running the Club. I continue to marvel at the outstanding job Chet Martin and his group are doing with the Nugget. So all in all, with the exception of the Social activities, I am pretty happy with the past year. I would like to ask for your support to finish what we have started and get the Club into a more rounded posture (much like myself) for 1995.

Larry Sharp

My Mom always told me that I could grow up to be President someday, I figure this is my chance. I have been a member of GGR since 1988 and have held various positions in the Club. I was Vice President in 1993, the Chief Steward for the Time Trial series in 1992 and 1993, and I am currently the GGR Safety Chairman.

I have been active in all aspects of the Club's activities. I Autocross, Time Trial, and also attend and organize tours, rallies, and other social events. I write articles for The Nugget and my wife, K.C. is just as involved as I am.

All I want to do as President of GGR is to provide the same opportunity for every one to have a good time with their Porsches and their friends.
**Candidate for Vice President**

**Bill Lusk**

I want to serve GGR and contribute ideas, effort, enthusiasm, and administrative and leadership skills. My experience in Porsche Club has been accumulated through very active participation in events and executive positions for over 21 years in Western Michigan and Longhorn regions. I served as region President three one-year terms. I was reappointed region Activities Chairman nine consecutive years. I set records in track events in a 356 Speedster, a modified 914-6, an RSR, and a -94 911 RS America. I have been a winning rallyist, tech quizzer, autocrosser, and concours entrant. Over 28 years of buying, selling, collecting, and carefully maintaining Porsches, I have owned 174 examples of the marque in all models and most configurations. I am a Porsche enthusiast, particularly a Porsche driving enthusiast. GGR is a Porsche driving enthusiast club. I would be honored to contribute to its excellence.

---

**Candidate for Social Director**

**Sharon Neidel**

I'd like to serve as your Social Director for 1995. I personally like the social events and will work to see that they continue for all of us to enjoy.

---

**Candidate for Secretary**

**Pattie DeMartini**

I have thoroughly enjoyed being a part of the 1994 Board and would like to contribute my time and energy to the Club again in 1995. GGR has provided me and my family with miles of fun over the years and this is one way I can re-pay the favor — to allow others to have as much fun as I have had being a GGR member.

---

**Candidate for Treasurer**

**Steven Group**

I've been a member of GGR for four years. This past year was my first opportunity to serve on the Board of Directors in the capacity of Treasurer. My participation on the Board has been both interesting and enjoyable which is why I have chosen to run for the office of Treasurer again in 1995.

---

As Nominating Committee Chairman, I want to thank the committee members, Bob Hummer, Ken Mack, Paul Seidel, and Mary Wallace for the efforts. Despite numerous telephone calls and much verbal arm twisting, we were unable to fill the slate of candidates. Personally, I am dismayed that with about 1,100 members, we were unable to find 7 people willing to serve on the GGR 1995 Board of Directors.

If you know someone willing to be the Competition or the Membership Director, please contact a Board Member, so their willingness to serve can be shared with other GGR members.

---

James Ohl

Porsche Club of America 15
## OFFICIAL RESULTS TT #4

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4  69L  DENNIS THOLEN  - 1:25.156
5  60L  JAN GROVE  - 1:30.940
8  28L  CHUCK DAVIS  -  DNR
45L  JOHN BYRNE  -  DNR
[*] NEW TRACK RECORD

APPRASIALS/VALUATIONS FOR
SPORTS & CLASSIC AUTOMOBILES

RICHARD D. COTTRELL
APPRASER

1685 Hunt Dr.
Burlingame, CA 94010
(415) 692-2100
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Board Meeting Minutes, September 20, 1994

All board members were in attendance except for Kerry Biddle. Guests: Carolyn Newlin, Shirley Neidel, Lyn Martin and Lloyd DeMartini and Diane Kimes. Meeting was called to order at 7:39 P.M. Minutes from August meeting approved as submitted.

POSTMORTEM OF EVENTS: Autox Sept 7 at Oakland were fun and had good attendance. Time Trial at Thunderhill was hot but fun; three-day safe event. Friday Night Social/Candidates night was well attended. Old Farts Reunion, put on by Shirley Neidel, was excellent. Shirley did a great job - lots of nostalgia flowed during the evening. Adopt-A-Highway had 9 people. Terry Zaccone even missed a half day of autocrossing to participate. Auto-X Sept 8 had lots of new people. Rob Neidel designed a super course.

DIRECTOR'S REPORTS:
President: Received specs on 95 models. Christmas In The Park invitation was received by Shirley Neidel. Letter from Santa Clara County regarding opening of Highway 85. David sent info to Santa Clara County residents. 40 GGR members responded, saying they would be available to drive dignitaries to and from the festivities. Money was approved to provide a 1st place trophy in the Wash and Shine category for the Carlsen Swapmeet/Concours which had previously been overlooked.

Vice President: Insurance for upcoming events has been ordered. Supply of release forms given to David Kimes for Oct 1/2 events.
Secretary: No report.
Treasurer: No report
Competition Director: No report
Membership: Membership totals 1,107. New members approved. 220 invitations were sent to new members for New Member Social/October 14.
Social Director: Paul Seidel has volunteered to fill in the remainder of the year in this position, coordinating the New Member Meeting and Christmas Party.
Nugget Editor: Nugget to the printer.
Past President: No report.

OLD BUSINESS: None

NEW BUSINESS: Rules committee/Drivers Committee rule changes discussed and approved. Changes will be published in Oct Nugget with the exception of the Auto-X instructional runs counted as fun runs. Emergency rule change: Auto-X entrants must compete in Porschess, 2.2A(c) Unless prior Board approval is obtained, entrants must compete in Porschess. 4-1 approved. 1995 Nominating Committee has received letters of intent or verbal commitments from Larry Sharp, David Kimes, Bill Lusk, Pattie DeMartini, Steven Group, and Sharon Neidel. The slate of candidates was approved.
Meeting adjourned at 9:16 PM.

Respectfully Submitted,
Pattie DeMartini

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Sheet Metal Fabrication
Suspension Fabrication
Custom Roll Bar Cages & Bars
Fiberglass & Kevlar Repair
Race Car Rental & Prep
TIG & MIG Welding
Machine Shop

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Mountain View, CA 94043
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FAX: (415) 960-1954
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2431 Spring Street
Redwood City, CA 94063
415-364-6234
Owner: Rich Bontempi
**GGR 1994 Calendar**

**November**
- 11: Friday Night Social
- 15: GGR Board Meeting

**December**
- 2: High Speed Driving School
  - Sears Point
- 3/4: Time Trial #5 Sears Point
- 9: Friday Night Social
- 17: GGR Holiday Party
- 20: Joint Board Meeting
- 31: TT Awards Banquet (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 cancellation 30 days before the event.

Please... Call the GGR HOTLINE at 415-573-0798 for up to event information.

---

**1994 CALENDAR OF EVENTS**

**TOM PROVASI • National Representative**

**Sunday, November 6**
**Zone Rallye #8, Turkey Run,** hosted by Sacramento Valley Region. A time/distance rally ending in Vacaville. The final Zone 7 rallye of '94. For fee and information call Rik Larson at 916-481-6084.

**Saturday, November 12**
**Zone 7 Awards Banquet,** hosted by Zone 7 at Scott's Restaurant, Walnut Creek. An evening of great food and Porsche club fellowship. Awards for the concours, autocross and rallye series will be presented. Event fee of $69 available at Walnut Creek Marriott includes breakfast, newspaper and shuttle to banquet. Call 800-228-9290 and mention PCA for discount. Call Tom Provasi for more information 408-947-0980.

**Sat/Sun, December 3/4**
**Time Trial & Drivers School #5,** hosted by Golden Gate Region at Sears Point Raceway, Sonoma. 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. Send info to Tom Provasi, 1339 Glen Dell Dr., San Jose, CA 95125. (408) 947-0980. Fax (408) 280-1853.
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SAM SIPKINS
The Starks own two other Porsches besides the 944, a 1976 911, and a 1974 914. Besides their love of Porsches, Jim enjoys training German Shepherd dogs for various police departments in the San Francisco and Monterey Bay area. Jim's own dog, Raudy, has been on the San Leandro Police Department force for 16 months and has apprehended 16 burglars already! Jim and Marisa work out at a gym frequently and Marisa enjoys sewing and catering meals for up to 150 people at special police dog classes. Jim has been a police officer for the San Leandro Police Department for ten years; Marisa had worked for an orthodontist for fourteen years.

And Patty, Jim's sister, who is employed as a buyer for Macy's, is just as hooked on autocrossing as Jim. Jim and Patty enjoy encouraging each other in their pursuit for a quick run with good lines, and their support group, Marisa, Kurtis, and Raudy cheer them on.

Marisa said her family has had such a positive experience with the Porsche club. She told me she has met so many friendly people who are willing to share their knowledge of Porsches and Porsche doings. I think their willingness to meet people, listen and learn has greatly contributed to the way people respond to them.

We hope to see the Starks at many Porsche events in the future.

Welcome to GGR!
Dodge, Roger
Paul Jordan
57 Bradford Street
San Francisco, CA 94110-
415-550-0572
911S 68

Duenas, Rick
Eileen
1294 Crestpoint Dr.
San Jose, CA 95131-
408-453-8080
944 85

Eklund, Brian F.
900 Pepper Tree Ln., #1423
Santa Clara, CA 95051-
5283
408-296-2160
944 Turbo 86

Gapasin, Robert
2354 Oak Flat Road
San Jose, CA 95131-
408-727-6550 x6337
911 Cabrio 87

Karmouch, Pete
9 Cranfield Avenue
San Carlos, CA 94070-1606
415-591-8429
993 95

Krikorian, John
Tracy Blessen
145 Rhode Island
San Francisco, CA 94103-
415-621-5080
911 C 92

Murray, Bruce
4661 Albany Circle, #113
San Jose, CA 95129-
408-247-5577
911SC 78

Nemeczek, Victor
779 Hamann Drive
San Jose, CA 95117-
911S 75

Shannon, Elmer
Harry Cambel
2169 Green St., #3
San Francisco, CA 94123-
800-227-4150
930 79
Silva, Steve
Dean Vanni
1005 Olive Street
Menlo Park, CA 94025-
415-322-2463
914-6 70

Stark, Jim
Patty
1371 Esser Avenue
San Leandro, CA 94579-
510-352-8253
944 85

Stewart Jr., Robert
3655 Pruneridge Ave, #90
Santa Clara, CA 95051-
944 83

Takei, Akira
25200 Carlos Bee Blvd., #422
Hayward, CA 94542-
510-888-0402
911S 71

Tse, Bill
Gary
P.O. Box 591053
San Francisco, CA 94159-
415-585-8962
914 71

Varni, Anthony
Marlene
31253 Palomares Road
Castro Valley, CA 94543-
510-886-5000
911S 67

Watson, Steven
Nancy Capehart
39 Belcher Street
San Francisco, CA 94114-
415-431-1036
911S 73

Yolles, Dylan
Eric Brandon
33 Vandewater, #304
San Francisco, CA 94133-
1970
944 88

Transfer in:
Jorgensen, Paul
2040 Sutter Street, #302
San Francisco, CA 94115-
911 86

Palic, David
8332 Wendon Street
San Gabriel, CA 91775-
911SC 83

Renner, Kevyn
P.O. Box 2675
Menlo Park, CA 94026-2675
944 86

Saunders, David
Jennie Grimes
652 Chestnut Street
San Carlos, CA 94070-
924 82

Stewart Jr., Robert
3655 Pruneridge Ave, #90
Santa Clara, CA 95051-
944 83

Zucroff, Brad
3557 Whitsell Street
Palo Alto, CA 94306-
911 75

Continued from page 13

situations, flags and their meanings. All time trial drivers are expected to know this information. I openly invite you, time trialer or not, to attend the next time trial ground school. Schools are regularly held two (2) weeks prior to each time trial. Please give me a call to reserve a seat. The schools are free. The information is invaluable.

I hope as concerned time trial drivers you will now take an active part in the preservation of lives and safety at the next event. I suggest all drivers read their rule book sections 2.4T and 2.5T (a) and your drivers instruction manual pages 3 & 4. Get involved, PLEASE!
Seasons Greetings

Golden Gate Region
Porsche Club of America
Presents
1994 Holiday Party

Celebrate the Holiday Season with your Porsche Friends. We will present the Region's Annual Awards, and the 20-year PCA Membership Certificates. Meet the 1995 Board of Directors, and dance in the restaurant lounge.

Date: Saturday, December 17th
Time: 6 pm Cocktails
6 pm Dinner
Where: Brandons - Beverly Heritage Hotel
880 at Montague, Milpitas
Cost: $32.00 per person
Menu: Prime Rib, Grilled Salmon or
Chicken en Croute
Includes salad, roll, vegetable, rice or potatoe, dessert, and coffee or tea.
Reservations: Send check payable to PCA
GGR to Paul Seidel,
6109 Urlin CT, San Jose, CA 95123
or call Paul at (408) 578-9413.
Deadline: December 9th.

Per GGR policy you will be responsible for the cost of any meals ordered and not cancelled by December 9th.

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FOR SALE

1970 911S Targa, black/black, recaros. new batteries, brake lines, windshield and more. Runs and looks great, very clean in/out. A rare & desirable model, $10,900 Call Martin 805-968-3065

1974 914 2.0 Blk/Blk Koni Sport Adj shocks new 19mm master cylinder s/s brake Lines Bursch exhaust. New Michelin Tires $4500 obo Call Mike 415-571-8146 12-9 pm

PARTS & MISC

Anza exhaust for 2.0 liter 914. More power & deeper sound over stock. Complete w/ heat exchangers. Works fine. I need garage space. Priced to move fast $35. Call Richard or Debbie 510-798-3120

2 liter motor w/ all hardware & race headers, complete, but has rod knock $1,000, 4 Macafie alloy wheels size 5 1/2 x 15 5-bolt w/ Riken 205 60x15 radials mounted & balanced, tires have less than 1,000 miles $300, black front bumper for early 914 $100. Call Jack or Cathy 6:30 - 9:00 pm 510-829-8140.

1969 911T body all glass interior gauges, lights, bumpers, steering, sc flairs & rockers etc. Included. no engine, trans, wheels, hubs, body is rust free & is very very straight (smog exempt) $1,750 209-668-1424

Mesko tire gauge from 65/911, Momo Benetton steering wheel, 911 spec books, early 911 sales brochures, many christo & pano issues, Porsche books advise needs, small victor oas welding outfit Call Bob 415-949-3271

2 straight 6x16 & 2 straight 7x16 Factory Fuchs from SC/Carrera. All W/caps tires mounted. Call Ted 408-957-6621

1st 12 copies of Porsche/Excellence Magazine. Good to "mint" condition. B.O. Ann 415-851-0862

911/930 Fuchs, 2-8x16 23.3mm for widebody fronts, very straight, 2K miles, $350 each OBO. Call Wilson 415-573-9644 day or 415-573-9773 eve

Blaupunkt Reno radio $75, RS Ducktail, New, Still in box $250. Call leave message Gary 707-252-2363

WANTED

4-8x16" Wheels to fit a 1986 944 Turbo. Call Jim 209-431-9714

2 ea 12 x16 wheels for 911, 1 set 74 & up alum trailing arms Call Gary 707-252-2363

76 or latter F/R Torsion bars for 911, 2 ea 7×15 911 wheels Call Ted 408-957-6621
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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.

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Call Toll Free:
800-777-8881

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San Jose, CA. 95123

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

GGR UPCOMING EVENTS

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

December
2 High Speed Driving School
Sears Point Raceway
3/4 Time Trial #5
9 Friday Night Social
17 GGR Holiday Party
31 Time Trial Awards Banquet

Call the GGR Hotline To Confirm
ALL Event Times and Dates

CHRISTMAS IN THE PARK

If we are selected to decorate
a tree (1/3 of a chance), we
will do so on December 2nd
weekend. The tree will be
decorated with Porsche
related items. We are looking
for a few good volunteers.

For more information,
please call Shirley Neidel
at 408-225-8103 after Nov 1st

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