In this Issue

Porsche on Mars VII
Autocross Results
Mother Lode Tour is Coming
British Grand Prix
The Golden Gate Region wants you to become a member of Porsche's most prestigious, elite unit The **1995 GGR Board of Directors**!

Any active, family-active, or life member, as defined in the GGR Bylaws, is eligible to run for election to the Board. However, members related by matrimony (to each other) and/or members related by blood and residing in the same household may not serve as voting members on the same Board.

The September 9th Friday Night Social at Harry's Hofbrau will be Candidates Night. But, instead of boring political speeches, the current Board members will be available to discuss the duties and responsibilities of their fun-filled positions and to accept YOUR request to run for election to the **1995 GGR Board of Directors**.

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**SPECIAL NOTICE**
The Board is still looking for someone to complete the year as Social Director. Please contact a Board Member

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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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<th>Photo Credits</th>
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<tr>
<td>This Issue The Editor &amp; Staff Thank You</td>
<td>Gorden Curry</td>
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<td>Terry &amp; Judy Zaccone</td>
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2 Golden Gate Region
Our Nugget Ad Manager Tim Gallen and his lovely wife Lori. In fact this story is about the lovely Lori. Upon graduation from a very prestigious University, Lori began writing thank you notes for the graduation gifts she had received. She asked her Mother if she felt it would be appropriate to include the fact that she had graduated Summa Cum Laude on the notes. Her Mother advised her that most of the gifts were from family members. Since they would be interested to know she had done well, it would not be considered boastful to include that fact. Lori returned shortly and asked, "Mom, how do you spell Summa Cum Laude?"

Lake Placid was a blast. Even the trip was good except for Cleveland. I know you will find it hard to believe but Cleveland road workers are more inept than Caltrans. Impossible you cry. Imagine this, a 4 lane Interstate Highway at 9:00 am on a Thursday. First post a sign saying all trucks use left lanes. Then close the three left lanes forcing all of those trucks, plus everyone else, into the single open right lane. Then merge in another Interstate (3 lanes) into the single lane and you have a backup of about 12 miles on both Interstates. Why were the three lanes closed? So one guy could walk along and replace the lane divider reflectors. Add to this the fact that turn signals are illegal in Cleveland. I don’t know this for a fact but no one uses them. Then consider there are only two seasons in Cleveland, Winter and Road Construction. Easy to see why an 18 wheeler decided he liked my lane much more than his and ran me into 5 of the big orange barrels. Only minor damage to the Turbo but the distance the truck missed us by goes down with each time Diane tells the story.

You should be very proud of the GGR contingent at Lake Placid. We had a total of 24 entries which made us the third best represented Region. This even though it was 3600 miles from home. We had 11 members compete in the Autocross and won 8 trophies, none worse than second in class. GGR members had top time of day for the first and second days events. We also won trophies in the Rally and the Tech Quiz. It seemed like every award dinner speaker announced Golden Gate within every sentence. Maybe I’m a little biased but we did good.

As incredible as it may seem, it’s time to start considering serving the club by serving on the Board during 1995. You will see on the calendar that the meet the candidates night is coming up and it would be real nice if we had some candidates to meet. I can tell you the job is rewarding and we all do need to give back from time to time. Another busy month with our second visit to Thunderhill on Labor Day and the Old Fart’s reunion highlighting our usual activities. We will be at both so come on out and let Diane tell you how close that truck really came.

See you out there....
1994 CALENDAR OF EVENTS

TOM PROVASI • National Representative

Sat-Mon, September 3-5  Time Trial & Drivers Education, hosted by Golden Gate Region at Thunder Hill Raceway, Willows. For fee and information call Diane Kimes at 408-779-5988.

Sunday, September 11  Zone Concours #5 & Swap Meet, hosted by Diablo Region at Claridges, Fremont. For fee and information call Andy Fitzgerald at 510-521-5451.

Sat/Sun, October 1/2  Zone Autocrosses #9 & #10, hosted by Monterey Bay Region and Zone 7 at Laguna Seca Paddock. Fee is $20 per driver. Run group sequences are White, Green, Blue, Red, on 10/1 and Red, White, Green, Blue, on 10/2. Don't miss the final Zone 7 series autocrosses of the year. For information call Bruce Herrmann at 408-624-7437 (MBR) or Tom Provasi at 408-947-0980 (Zone 7)

Sat/Sun, October 15/16  Zone Rallye #6, Carrera de Sierra, hosted by Sacramento Valley Region. A time/distance rallye to Susanville. For fee and information call Rik Larson at 916-481-6084.

Sunday, October 11  Zone Concours #6 & Swap Meet, hosted by Sacramento Valley Region at Niello Porsche in Sacramento.

Sunday, October 30  Zone Rallye #7, Flash In The Pants II, hosted by Loma Prieta Region. A gimmick rallye to San Juan Baaptista. For fee and information call John Reed at 408-371-1965.

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) 947-0980.
# AUTOMOTION GGR AUTOCROSS SERIES

Event 6—Candlestick Park  
24 July 1994

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**TOP TEN TIMES**

- Lloyd DeMartini: 36.362 race tires
- Pattie DeMartini: 36.787 race tires
- David Kimes: 37.82 race tires
- Henry Watts: 38.28 DOT tires
- Ken Shahoian: 38.407 DOT tires
- Matt Orovitz: 38.463 race tires
- Rob Neidel: 38.527 race tires
- Sergio Meza: 38.583 race tires
- Ray Dicius: 38.728 DOT tires
- Curtis Robertson: 38.759 DOT tires
WE'RE BAAAAACK!!!
By Larry Sharp

After a brief vacation from the Nugget, the AUTOMOTION/GGR Autocross Series is back in its full glory. Thanks to all who gave input to the Board of Directors. I am not going to try to bring all of you up to date on what has happened since the last time I wrote to you, but it has been a great series so far with lots of events left to run. Event #6 was run at Candlestick Park on July 23. There was brief confusion at the last minute about who would share the site. In the end, we had Candlestick all to ourselves. I took it upon myself to design a course to use up ALL of the available space that was flat. Lloyd DeMartini agreed to help set up the course. Since he drives one of the super zoomie 914s, we kept away from the swales in the parking lot. When done, the course was so long that it used up all of the cones in the trailer.

I always play a little guessing game with myself on how much time the fastest car will take to negotiate the course. This time I guessed that it would be about 45 seconds. Thanks to Brooks Esser, everyone was all signed up and ready to go by 8:30. During the drivers meeting, everyone was told how well GGR had done in the Parade autocross the previous week in Lake Placid. 11 GGR autocrossers had entered in the Parade autocross and 8 of them trophied. No one who trophied placed less than second. This one fact says volumes about our autocross series and its participants. After a generous round of applause for Parade goers, it was time to race.

The course was set up as a figure 8 with the cross over a little over half way. Since I was the first one to arrive in the morning, it was my honor to try my hand on the course first. My wife K.C. went along for a ride, she says I design courses just to get her confused. I went out at a good pace, but not at the limit of the car or myself, just to see how things went. The course was much quicker than I thought. I used third gear twice just on that first try. My guess for the fastest time was way off, my first lap was a 40 second.

When I was finished with my run, K.C. sat me down in the passenger seat to instruct her on where the course went. She did a good job her first time through the course - never getting lost - so I told her she was on her own the rest of the day.

I walked around the grid area to see all of my friends I had not seen yet, when Lloyd DeMartini yelled at me from inside of his car. He asked me if I wanted to go for a ride in his newly repaired 914-6. What is a guy supposed to do in this situation? Dig up a helmet real quick before he changes his mind, that's what. I had ridden with Lloyd before in this car, but not since he had rebuilt the engine. I guess he did a real good job on the engine because I never saw anyone drive all the way around a autocross course looking out the side of the car the whole time (driving sideways).

Terry and Judy Zaccione attended their first GGR autocross since Marcel got fixed. Marcel did just fine and is looking forward to being painted sometime later in the year. Terry says that he'll enter Marcel in the concour at Parade next year in Portland. Karen Heyn entered the open class for late model 911s and showed the men how to do it with a great 42.00 run. Bob and Betty Hummer came out in their neat little 914. Bob, always the showman, showed the crowd how to negotiate a chicane using only one wheel. Speaking of wheels, Carey Spreen showed up with the latest in touring tires. Hey Carey, did Peewee pick them out for you? I hate to admit it, but Curtis Robertson ran away from me this time with an incredible time of 38.700. Good job Curtis, I'll get you next time. When it was all over, Lloyd turn in a time of 36.300, just barely squeaking out his wife Pattie for top time of day.

We had a fantastic turnout of 75 drivers for this event, our biggest crowd of the year! I want to thank all who helped put on this event. First and foremost, my wife K.C., then Lloyd and Pattie Demartini, Dave Darling, Brooks Esser, Vaughn Temple, Neil Jackson, Dave McGuigan, and Victor and Susan George. If I missed anyone, I still thank you. See you all at the next event.

Porsche Club of America
The Rumor Mill
By Diane Kimes

Last year at this time, we were talking "orange barrels," like from Morgan Hill to Cincinnati, Ohio. As David opted to fly back to Lake Placid, New York (via Porsche-turbo power), counting barrels at speed didn't seem wise. As it turned out, the choice was correct especially after Cleveland. To set the record straight, the 18 wheeler was on MY SIDE and the only thing I can say is when the Tech Quiz asks what the DOT rating is on that particular model's tires, I know the answer! As for the number of barrels hit, I only counted THREE. When #3 hit the windshield in front of my face, I opted to close my eyes! It is strange, but my very first thoughts were Thank You PORSCHE CLUB for all the Autcroses, Time Trials, and Drivers' Education Events and that David was driving.

One of the purposes of this column is to increase the knowledge of the membership about things you probably didn't know you wanted to know. So this year, after David planned the route back (in essence I-80), and said we'd have plenty of time if we wanted to stop and take in the sights, I decided to count the number of opportunities one has to take another road. Rest areas didn't count because they really don't "go" anywhere and the road had to be paved (Porsches are not too great off-road nor should they be!). The results (Morgan Hill to Lake Placid) are as follows by state:

California - 161
(#100 - Madison exit in Sacramento)
Nevada - 79
(#50 - Mote & #69 - Deeth)
Utah - 41
(almost fell asleep)
Wyoming - 87
(#50 - Hadsell better known as the Continental Divide)

Nebraska - 74
(#50 - Seward/Fairbury)
Iowa - 76
(#20 - Adair or look for the giant happy face
#50 - Belle Plaine & What Cheer
#69 - Stockton)
Illinois - 51
(worst roads around)
Indiana - 29
(#24 - Notre Dame)
Ohio - 47
(#45 - Astabula)
Pennsylvania - 13
(still recovering from Cleveland)
New York - 63
(#50 - Central Square)

And of the 721 chances to explore, how many do you think we tried? How about ONE. But if you only detour once, try #28 in New York better known as Niagara Falls. It is absolutely incredible and something everyone should see. No we did not see anyone going over in a barrel, but we did see lots of signs warning against it.

If you are going to take a little 6,978 mile excursion in your Porsche, be sure and have a CB and put it on channel 19. That's where the truckers' tell you who all is wearing or not wearing what. It can be very interesting. The best of the trip was going over a bridge in Chicago which was under-construction. One guy asked how backed up it was and if it would be clear next week. The response, "They've been working on this same 10 mile stretch as long as I've been alive and still haven't got it fixed, does that answer your question?" I guess David was right when he said they have two seasons back east, winter and under-construction. My second favorite was the real nice sounding driver in Wyoming who offered the following, "Washington RV, if that is the best you can drive, might I suggest that you do us all a favor and seriously consider taking the bus next time."

If you have never been to Porsche Parade mark your calendars now. August 6-12, 1995, the place to be is Portland, Oregon. I'll probably be over the headcold I brought back from Rawlins, WY by then and hope to see everyone there.

That's all for now...........

10 Golden Gate Region
PORSCHE WINS AT PINEWOOD
Gordon Curry

Not long ago, my son Andy Curry, was asked to make a car for his Cub Scouts' Pinewood Derby. He decided to make a car "just like my dad's Porsche." So I said, "sure, how hard can this be?"

He brought home the basic car kit, which consisted of a block of wood with a slot cut into it for the passenger compartment. "How are we going to make this hunk of wood into a 911?" I thought. So, out came the Dremel moto tool, and the wood began to fly. The hardest part was making the distinctive Porsche 911 front end, given the limitations of the wood blank. The car was sanded and then painted with 5 coats of my touch up Glasurit Guards Red paint. This was followed by 2 clear coats. Finally, an old PCA decal was applied to the front. The car was weighted to the maximum 5 oz and silicon applied to the axles.

On race day, I just hoped not to embarrass myself. "Let the wheels stay on and at least finish in the pack. But, after all, it is a Porsche, so maybe..." The car upheld its tradition, winning all 5 preliminary heats. People were saying "look at that...that red car, that Porsche!" Somehow I knew that if it was a 911, something special would happen.
Tentative Automotion/GGR Autocross Dates

All dates are tentative!
Please call the GGR Hotline
to confirm that the event will be
running on the scheduled date.

# 9  Sept 18  Oakland Coliseum
#10  Oct 2    Laguna Seca

If a Porsche is very good,
when it dies...

It goes to PartsHeaven.
Driving a Porsche is a joy, but paying for parts
can be hell. Unless you call PartsHeaven. We
have one of the country’s largest inventories
of top-quality new and salvaged
parts for Porsches. Whether you
drive a 356, 911, 912, 914, 924,
944, 928 or 930, we have the
parts you need, at prices you
can really afford. All of our used parts come
from clean, rust-free California cars, and
every one is tested and guaranteed for 90
days. So, give our friendly,
knowledgeable staffers a call
and discover a bit of heaven on
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PartsHeaven, 1680 West Winton Avenue, Suite 4, Hayward, CA 94545 Local phone: 510-782-0354 Fax: 510-782-0358
In the forties, when Professor Porsche started his car company to make sports cars, he used the experience and resources of a much larger manufacturer to help build his small little car. Volkswagen parts were used as a basis for the type 356 engine, transmission, suspension, electrical system, and many small parts. This helped the new small little car company to save development costs on parts that only needed slight or no modification to fit the new intended application. This practice continues to this day. If Porsche had to develop every single part that goes into a new model, the price would be two to three times as much as it is now. Why? The volume of cars that Porsche builds in a year is too small of a number to spread the costs of development. Many people do not realize how far this has been taken. The 914 started as a joint venture between VW and Porsche. It had a Porsche transmission, brake pedals, front suspension, and a Porsche developed engine. (the 1.7 & 1.8 liter were designed by VW but Porsche showed them how to make them bigger). The brakes were from a VW 411/412 model, and the body was built by VW. The 944 started life with Volkswagen Rabbit front A-arms and Beetle rear torsion bars. It also had the transmission from an Audi, another close relative. The major items adapted from other cars are in the electronics, fuel injection, and carburation areas, where the rules and regulations are just a little too involved for a small manufacturer. Porsche does a unusually good job finding a part and adapting it to its new purpose. So, if you felt your little pride and joy is the best design that Porsche ever built, you're just a little bit incorrect. It is the best Porsche that Bosch, VW, Peugeot, Mahle, Recaro, Audi, and Porsche could build.

Happy Motoring!
Jon Carter was blazing mad. After being stopped by the CHP for exceeding the ridiculous 55 mph limit, he had taken his son to the hospital and had come back to the palace determined to do something. Ever since becoming Emperor of Mars, he had been besieged by groups wanting to conserve energy, resources, and lives. He was generally in sympathy with these ideas, but was appalled by the methods and measures concocted by the various groups.

The 55 mph speed limit was a good example. It had been enacted by a conservative bloc while he was away chasing the most evil and dangerous man on Mars, Ras Tor. The fuel shortage had been solved by the development of efficient and safe nuclear power plants, so there was no energy problem. The reason given by the law’s proponents was safety. Jon could see no sense in this at all. Public transportation in the cities of Mars was now so well developed that the use of cars had dropped to almost zero.

The highways outside the cities were smooth, well-designed roads stretching for hundreds of miles across the barren red sands of Mars. To Jon’s knowledge, no one had ever been killed in an automobile accident on these roads. Furthermore, air transportation between cities was so well-developed and inexpensive that the only people who used the highways were survey and work crews and people who, like Jon Carter, drove cars for sheer pleasure.

Aha! That was the answer! Ever since Jon arrived on Mars with his 911R, he had felt looked-down-upon by the influential business and political community. Perhaps he was backward in this futuristic society for enjoying the basic pleasures of driving his Porsche at high speed through the deserts and in the occasional races held periodically. Jon thought it odd that a world which chose its Emperor as a result of the Great Race would condemn the automobile as a source of pleasure.

Jon Carter decided to fight the speeding ticket in court. He showed up at the courtroom prepared to do battle with the system. The judge sat imposingly on his high bench while the stony-faced jury sat in shadows along the wall. The police office was there, of course, sneering at him from his chair across the courtroom. The judge read, “Jon Carter, you have been charged with violating Section 452 of the Sacred Martian Vehicle Code. How do you plead?” “Sacred?” thought Jon. “So that’s how far it has gone!” “Not guilty,” he said. The jury leaned forward. The judge asked the officer to give his version. “The defendant passed me as I was traveling west on I-30 at 55 mph. I immediately turned on my flashing safety device and pulled up behind the defendant’s car.” Jon’s heart sunk. They had him! There was nothing he could do. The jury was out for 37 seconds before returning a verdict of guilty.

As Jon left the courtroom, a messenger came running up to him and handed him a letter. It was from the R.T. Insurance Company, the only insurance company on Mars. The letter said that, because he had received a traffic citation, his insurance was cancelled until further notice! “Pretty fast work,” thought Jon. Another messenger came up to tell him he had a phone call. It was the incomparable Dejah Vu, his beautiful princess, calling from the palace.

“Jon!” she cried. “Ras Tor and his men are trying to get into the palace! They mean to kill us!” Then the line went dead. Jon Carter raced out of the courthouse, headed for the 911R. It was gone! A man in a black suit was there to inform him that, pursuant to another new law which he had never heard of, his car had been impounded until further notice. It was now illegal to drive without insurance.

As he waited at the bus stop, a bright realization flooded into Jon Carter’s mind. R.T. Insurance! Of course! Ras Tor! No wonder his insurance has been so swiftly cancelled. It was a set-up from the beginning! The whole episode of the kidnapping of Cathoris was planned to get him away so the bribed legislators could pass the incredible laws. They had effectively immobilized him. Now Ras Tor and his henchmen were in a position to take over Mars. 55 mph indeed!

First Published in the Prieta Post 1973/74
Board Meeting Minutes, July 26, 1994

All board members were in attendance.
Guests: Rob Biddle, Caroline & Curtis Robertson, Larry & K.C. Sharp, Bill Newlin, Jean Ohl, Lynn Martin and Lloyd DeMartini. Meeting was called to order at 7:37 P.M. Minutes from May meeting: Dick Cottrell’s name was inadvertently omitted as one of the key people in the success of the Automotion Swap Meet/Concours. Minutes approved as amended.

POSTMORTEM OF EVENTS: Adopt A Highway had 15 people join in the clean-up on very short notice. CalTrans wanted all areas cleaned up for the World Cup Soccer. Auto-x #6 had 75 drivers at a very well run event. GGR received a Grade A from the Observers Report for the Time Trial at Laguna.

DIRECTOR’S REPORTS:

President: Flyer from Absaroka, Intermountain & Yellowstone Regions announcing 3 day multi-event weekend October 8-10.

Vice President: CALENDAR CHANGE: GGR Family Picnic to be held Aug 13. Jean Ohl Chair. Ad in August Nugget. Candidates Night will be at Sept 9 Fri Night Social. INSURANCE FOR UPCOMING EVENTS: Insurance for upcoming events has been ordered.

Secretary: No report.

Treasurer: Monthly budget distributed and approved unanimously.

Competition Director: Rules Change Committee Meeting to be held in August. SCCA received Kirk’s letter and was very happy with his suggestions on how to avoid conflicts on future dates where the site is shared. They showed concern about dropping out of our July 24 shared date, leaving GGR with site fee responsibility. They had opted to do a 2-day event at Hamilton.

Membership: 1051 members in GGR. New members (21) approved by Board. It was suggested that former Regions be mentioned in the Nugget when listing members transferring in to GGR.

Nugget Editor: Cut-off date of Aug 1 for Sept issue. No exceptions. Printer going on vacation. Nominating committee needs to be formed. Ordered 100 extra Nuggets for Carlsen Swap Meet. Sept issue should advertise Candidates Night. Candidates’ letters need to be in Nov issue of Nugget

Past President: No report.

OLD BUSINESS: Spreens, Ohls, Sharps, DeMartinis will be involved in Bake Sale/BBQ efforts at Swap Meet. Back by popular demand: results from competitive events will be printed in the Nugget in an abbreviated form. Bill Newlin offered formats to Chester and will help create one suitable for the Nugget.

NEW BUSINESS: A concentrated charity effort is desired and was discussed. David will do research and report at next Board meeting.

NEXT MEETING: Auto-cross site fund, election ballot. Meeting adjourned at 8:51PM.

Respectfully Submitted,
Pattie DeMartini
1994 Secretary

Porsche Club of America 15
CLARIDGE'S LTD.
DIABLO REGION and
PORSCHE CLUB OF AMERICA
PRESENT

2ND ANNUAL
PORSCHE ZONE 7
SWAP MEET & CONCOURS
SUNDAY, SEPT. 11

Food/Drinks/Fun
6:30 A.M. Registration for Swap Spectators: Free Admission
7:00 A.M. to 2:00 P.M. Swap Meet Swap Meet: $10.00 per Stall
8:30 A.M. to 2:00 P.M. Concours Concours: $15.00 per Entry

Information:
Claridges Ltd. - (510) 623-1111
Brady Santos or Bill Foxworthy

44355 Automall Circle, Fremont
(No "For Sale" vehicles will be permitted on Claridges’ property.)
GGR 1994 Calendar

September
3/4/5 Time Trial #4 Thunderhill
9 Friday Night Social & CANDIDATES NIGHT
10 Old Farts Reunion Dinner Meeting (Neidel)
18 Adopt - A - Highway
18 GGR/Automotion Auto-X #9 Oakland Coliseum
20 GGR Board Meeting

October
2 GGR/Automotion Auto-X #10 Laguna Seca
8/9 Mother Lode Tour (Keller / Wallace)
14 Friday Night Social
18 GGR Board Meeting

November
11 Friday Night Social
13 Adopt - A - Highway
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

OFR............OLD FARTS REUNION

Remember when GGR had REAL Dinner Meetings? Come out and join an OLD TIME REUNION. Bring your old stories and memories, come help relive the old times.

This get together will be Saturday, September 10th at the Holiday Inn, Silicon Valley. Festivities begin at 6:00 pm with no-host cocktails and dinner at 7:00 pm.

Dinner choices include Prime Rib of Beef or Chicken Picata. Each comes with rice or potato, vegetables, roll, salad, dessert, and beverage. Price of the dinners $25.00 each. If you wish to stay at the Holiday Inn, rooms are available at $54.00 per night, $69 for suites. Tell them you are with the Porsche Club for the discount. Price effective only until September 1st.

For reservations, send a check payable to “PCA GGR” with your choice of dinners to Shirley Neidel, 5880 Lean Way, San Jose CA 95123. Deadline is September 1st.

Directions: in South San Jose, take Highway 101 to the Bernal Road exit East. The Holiday Inn is immediately on your left.

Note: If you know of other past members who no longer receive our newsletter give them a call and let them in on this fun night. The members today will enjoy hearing the stories of the past. Old and New members will not want to miss the event.

PLEASE NOTE:

Next GGR Board Meeting
August 16, 7:30pm
Harry’s Hofbrau
Mountain View
(on El Camino Real, North of Highway 85)

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.

Porsche Club of America 17
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More Parade Pictures Next Month
Memo from the Membership Director

By Kerry Biddle

Total Members: 1064

Transferring Out: 4
Duane C. Harp
Stephen P. Murray M.D.
David R. Palic
Miles B. Smith

Transferring In: 3
Jim Angel
2327 London Ct.
Antioch, CA 94509
from Monterey Bay

Harry Kauffman
2855 Old Crow Canyon Rd
San Ramon, CA 94583
from Diablo

Christopher Reiter
2614 Sacramento St., #4
San Francisco, CA 94115
from San Diego

This month I am not going to write about a “new member of the month”. Instead I have decided to inform all you new members about a Porsche event that is held yearly and is something you should not miss. I’m talking about attending the Porsche Parade (convention) that is held in a different city in the U.S. every year. My husband, Rob, has attended 21 Parades and I have attended only 17. Because these Parades are held in cities and towns such as Reston, Virginia; Aspen, Colorado; Appleton, Wisconsin; Dallas, Texas; and Portland, Maine, we have had the opportunity to drive all over the United States. The journeys to and from Parades have been interesting experiences in themselves. And attending the Parades has really been the highlight of our travels.

We just returned from this year’s Parade in Lake Placid, (Upstate) New York. We took three weeks vacation: a week to get to Lake Placid, a week at the Parade, and a week to get home. The Parade consists of a concours of the most beautiful and pristine Porsches in the world, a rally along beautiful Porsche roads, a driving event (high speed autocross), a tech quiz, tech sessions (where one can win sets of tires among other things), and numerous banquets.

Peter Porsche and his 20 year old son, Daniel, from Germany attended the Parade this year. Peter always attends the Parade, but this was Daniel’s first time. I heard a man tell his teenage daughter at the Parade, “Honey, if you ever ‘hit on’ a guy, ‘hit on’ Daniel Porsche.” Those words were spoken by a very wise man. After the Parade was over, Peter was driving his rental Ford back to the airport and came up on some people in a 911. He waved as he passed them. Soon the people in the 911 waved as they passed Peter parked along the side of the road. A highway patrolman had stopped Peter for speeding. Did Peter get a ticket? No! Perhaps the Porsche name on his driver’s license had something to do with his luck!

We have met so many interesting and wonderful people throughout the years at the various Parades and we really enjoy resuming our acquaintances each year. Every year we meet new people to include in our “Porsche family” and it is fun to know that for 7 days out of 365 days each year we talk, we laugh, and we eat together. All of this occurs because of our admiration and enjoyment of our Porsches. The other 358 days of the year we go our separate ways and live our everyday lives. But for 7 days a year we come together and share some of the most memorable experiences we have ever had.

The Parade next year will be in Portland, Oregon from August 6 -12. The application will be in the January or February 1995 Panorama. If you want to spend a week being with Porsche people you know, meeting new acquaintances, and having lots of fun, don’t miss the 1995 Porsche Parade. See you there!

New Members: 21

Angel, Jim
Rob Harper
2327 London Court
Antioch, CA 94509-914

Ayers, Clifford
1295 Stardust Way
Milpitas, CA 95035-408-946-2004
914 72

Blackett, Kenneth
Jutta
1155 Ameno Street
Pinole, CA 94564-510-741-8826
911SC 82

Bondar, Harvey
Debra Silver
664 Oak Park Way
Redwood City, CA 94062-415-599-9105
911 C4 90
Bosson, Robert  
5273 Coco Palm Drive  
Fremont, CA  94539-510-490-4542  
911T 73

Choi, Huitier  
1466 33rd Avenue  
San Francisco, CA  94122-415-664-9043  
911Carrera 87

Dwyer, Ronald  
1004 Michelangelo Drive  
Sunnyvale, CA  94087-408-739-8491  
914 74

Gerek, Craig  
1468 Grand Avenue  
Pacific, CA  94044-415-359-1563  
928S 86

Gersch, Seth  
Barbara  
2 Homs Court  
Hillsborough, CA  94010-415-340-8441  
993 Cabrio 95

Gioffredi, Michael  
2000 California St., #104  
San Francisco, CA  94109-415-923-9727  
Carrera 2 90

Hoskins Jr., James C.  
111 Bean Creek Road, #90  
Scotts Valley, CA  95066-4147  
408-438-4715  
944 84

Hsu, Alec  
Aaron  
1475 Edgewood Drive  
Palo Alto, CA  94301-415-325-2066  
911 Turbo 91

Johnson, Russell E.  
Michele  
1240 St. Joseph Ave.  
Los Altos, CA  94024-415-967-3352  
912 69

Kauffman, Harry  
Patsy  
2855 Old Crow Canyon Road  
San Ramon, CA  94583  
510-838-6334  
911 Racer 70

Leidt, Frank  
Pat  
185 Amity Way  
Boulder Creek, CA  95006-408-338-3643  
911 82

Levitz, Bruce  
Evelyn  
131 28th Avenue  
San Francisco, CA  94121-415-386-6221  
930 79

Lindsay, Dennis  
Marilee  
2247 Lake Tahoe Blvd  
South Lake Tahoe, CA  96150-916-577-1712  
356 63

O'Shea, Kevin  
2011 Stevens Creek Blvd.  
Cupertino, CA  95014-914-6 70

Ott, Leonard  
Adrian Albin  
571 Olive Avenue  
Fremont, CA  94539-510-656-0591  
911 84

Reiter, Christopher  
2614 Sacramento St., #4  
San Francisco, CA  94115-944 85

Tumminelli, Jennifer  
730 E. Evelyn Ave. #635  
Sunnyvale, CA  94086-408-245-5253  
914-6 70

Tyndall, D.S.  
1935 Mount Vernon Ct #7  
Mountain View, CA  94040-415-967-6110  
911S 72

Wise, Don  
Sue  
5020 Tisdale Way  
San Jose, CA  95130-911SC 77

Wong, Danny G.  
Montecillo  
1029 31st Avenue  
San Mateo, CA  94403-3105  
415-349-2108  
930 79
THE BRITISH FORMULA ONE GRAND PRIX 1994: REPORT FROM SILVERSTONE

by Alan Powell

The British Formula One Grand Prix took place while I was taking my annual visit to the homeland, and I felt it my patriotic duty to extend my support to Damon Hill, particularly as “ol Nige” isn’t having too great a season. So, armed with a forgerypoof ticket (which included access to the center tract — $115.00), I left London at 6am Sunday, heading North on the M.1, which is the main freeway connecting North and South England. I was again able to compare the differences between driving in the U.S. and U.K. Most roads are hopelessly overcrowded — the M.1 has only three lanes each way. Van Ness Avenue in San Francisco is much wider. Just about every car on the road is an “econobox” Volkswagen G.T.I, Ford Escort, etc.; and no wonder — gas is over $3.00 a gallon, so high mileage cars are the order of the day for most people. The speed limit is 70 m.p.h. which is totally ignored in favour of 80-85 m.p.h.. Aggressive driving by the occupants of these small vehicles is de riguer. Should you, however, be caught speeding and be 30 m.p.h. over any posted limit — you are subject to a mandatory driving ban of two months and an enormous fine.

So, keeping a weather eye on my speedo and rear view mirror, I drove the 65 miles north from London towards Northampton and off onto a small country road that would lead me into the Silverstone circuit: a beautiful track of 3.1142 miles and noted for the numerous high speed straights and famous turns — all named “Copse Corner,” “Hangar Straight,” “Woodcote Corner,” etc., rather than numbered.

Although England may be broke, F.1 is still about big $$$. and Silverstone reflected this. The entire circuit is very impressive. You realize at once that you are at one of the great motor racing events. Did mention that these cars were astoundingly fast? Watching at pit lane exit taking up position at Copse Corner, I was directly at the exit of pit lane and the apex of the corner itself. The first race of the day was — get this — the Porsche Supercup! I felt immediately at home watching a whole bundle of 911’s, all lifting a front right wheel as they went through Copse. Two things surprised me: the strange exhaust note of these cars, and how quiet they were. None of these 911’s would have had any problems with the 90 DB limit at Laguna Seca. Odd.

As the cars were doing their warm-up lap, everybody was amazed a Schumacher blasted in front of Hill. I thought this was rather rude; so did the international F.1 judges, and Schumacher got black flagged, which he promptly ignored and was later given a ten second penalty and a $17,000 fine. Naughty Michael!

As the race started proper, the palpable excitement among the crowd of 100,000 was phenomenal. Damon Hill is the new Brit hero, and thousands of fans were there to support him every time he came through Copse corner. But 20,000 people yelling at the top of their collective voice is nothing compared to the sound of 28 F.1 cars on the track as they charge out of Copse corner. The Renault V-10 howls and screams, as does the Benetton-Ford V-8, but let me say right here that the Ferrari V-12’s of Alesi and Berger made the most awesome sounds I have ever heard emanating from a race car. At least two octaves higher than any other engine on the track and sounding more like an F-16 jet than a race car; it was thrilling to hear as well as to watch.

I’m sure by now you are aware of Damon Hill’s victory; he drove superbly and Lady Luck smiled on him, which also helps. Watch out though, for fellow Williams Renault driver David Coulthard, who fought his way from dead last on grid to finish an amazing sixth overall.

Did I mention that these cars were absolutely fast? Watching at pit lane exit they went from 60 to 150 m.p.h. in about three seconds — and entry speed into Copse Corner was almost as fast as David Kimes (my instructor) insisted I hit Turn Four at my first time trial at Laguna Seca.

All in all, I had a truly memorable day, one which my wallet won’t soon forget. Now please excuse me, I must try and figure out my flight to San Francisco to return via Hockenheim, Germany.

Porsche Club of America 21
FOR SALE

1973 RS Replica Club Racer/Time Trialer. New high compression 3.0 liter, short gear 915, RS bodywork, RSR coilovers, 22 sways, big brakes, 7&8's, cooler, momo seat/wheel, rollbar, very sorted, professionally prepared, clean, street legal, $25K b/o. Call Tom 415-673-3128

1974 914/2L. #4742903545 Projects racing blue/silver, featured in European Car Mag, fully prepared SCCA/PCA Race/Time Trial, full cage, fuel cell, suspension, headers, panasports, $8500. Call Earnie 415-258-8941

1970 914-6/2L. Blk/blk, original Automation concept/research car, 901 gearbox w/ side shifter, custom air dam & rear spoiler, integrated flares, bolt-in roll cage, street legal, original alloys & minilite mags, some spares/goodies. Estate Sale first $12K. Call Scott 408-752-2338 eves/weekends

1970 914-6/2 AT. #9140430624, ivory, scheel sport seats on rails, "Racemart" sport steering wheel, Blaupunkt, webers, front oil cooler, sideshifter, "S" front brakes/ventilated rear rotors, sway bars, rear shock tower brace, chassis reinf, sport muffler, fuchs w/Yokohama A008s,European taillights, more, $17,500. Call Rocky 408-335-0125

1969 912 Coupe. Chocolate/tan, sunroof, alloys, 5-sp shortshifter, front/rear sways, camber bar, extra gauges, non-working Blaupunkt, eng/trans rebuilt 15K miles ago, needs work, lots of spares parts/manuals, $5200. Call Steve 408-274-9040

1968 911S Targa. #11850387, rare! hard window, drk metallic green, matching numbers, fresh 2.0 S motor, 40IDS webers & powder coated sheet metal, rebuilt 5 sp trans, suspension set for Auto-X/Club Race/Vintage/TimeTrial, 19MM Weltmister, Sways, turbo tie rods, SC FT brakes, easy restor original, $15K+, Call Dan 510-284-2853

1978 911SC. CIS fuel inject, A/C, electric sunroof & windows, black w/red leather, Perf-pkg w/walhale tail, rear swaybar & front spoiler, sheeepkins, new Goodyear Eagles & Bilsteins, 90K miles, $13K. Call Jim 510-490-6716 leave message


1969 912 Targa. #129010463, Irish green w/ black, one owner, 5sp, alloys, 1500 miles on rebuilt eng, repaint/refurb in 1982, all records, always garaged, CA car, very good condition, $14,400. Call Jim 415-421-0288 weekdays

1961 356B Roadster S-90. #89408, numbers match black/gray leater, complete professional restoration, powder coated suspension, 1800 miles since restored, very clean, 52K, Call Bruce 415-941-5771 eves or 415-962-2071 days

PARTS & MISC

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

911/914 parts. 4-914/4 Fuchs alloys w/lugs & centers 500/set, 4-Pedrini alloys w/lugs & centers $350/set, factory 914 f & r sway bars $50 each, 914 factory A/C, early "S" alloys $800/set, factory 911S front bumper $500, mics. engine tranny, chassis parts. Call Richard 510-287-0748 days or 707-552-2523 eves

911/ 944 Car covers, 911/944T bras, @ $60. Detail painted black wheel caps $85, 944/911/Audi Momo steering wheel hubs @15, 911 Cab factory tooneau in orig case $550, Porsche design steering wheel $140, Porsche 2 tone silver/gold sunglasses $75, A008R, 205/60/15 for AX. Porsche and PCA memorabilia (artwork, books, Panos back to 60s, all Nuggets). Call Bill 510-244-0515

1986 911 Turbo Engine, 21K, perfect 930/68 Euro spec w/high flow FI system, custom catlytic exaust w/sport muffler, Jetronic parts & most smog bits,

NOTICE NOTICE

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

Thanks

Editor
perfect/EZ conversion for early 930/911, $8000, Garrettson intercooler $800, Perfect K27 11/11 turbo unit $600.
Call John 707-553-1288

1986 944 Turbo front bumper, sound but cosmetic damage, best offer; 7x16 Phone dial rim needs slight straightening, best offer.
Call Charles 408-879-1864

914 parts: Fuchs Alloys 5.5 x 15, $650 set of five inc. lug bolts, stock front & rear suspension, brakes, set KYB gas shocks(new), also for 911: pair late style seats re-upholstered in early style black vinyl, perfect $500 all FOB .
Call Ross 408-424-2731

WANTED
Genuine RUF/other quality 930 performance parts; 930 header system; Share info on CA legal Turbo mods? Info on cost effective mods that WORK? Dying to get copy of Japanese video "Driving the Ferrari F40 at Speed"! Call John 707-553-1288

1986 944 Turbo factory manual; Clutch slave cylinder; Clutch package.
Call Charles 408-879-1864

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

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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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Morgan Hill, CA. 95037

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El Granada, CA. 94018-0893

Secretary: Pattie DeMartini
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Foster City, CA 94404

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San Mateo, CA 94402

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Capitola, CA 95010

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2061 Pebble Drive (510) 837-0479
Alamo, CA. 94507

Social:

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

GGR UPCOMING EVENTS

September
3/4/5
Time Trial # 4 Thunderhill
9 Friday Night Social & CANDIDATES NIGHT
10 Old Farts Reunion Dinner
18 Adopt-A - Highway
20 Board Meeting

October
2 GGR/Automotion Auto-X #10
8/9 Mother Lode Tour
14 Friday Night Social
18 Board Meeting

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

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