NEW GGR HOT LINE NUMBER
800-799-4767

In this Issue
Porsche Parade &
1996 GGR Competition Rule Changes
It's time for the Parade issue. Thanks to those of you who sent in articles and pictures for this issue. As the GGR members that attended the 95 Portland Parade can see, we have a large coverage of the events in words and pictures. Those of you who did not attend this year's Parade, missed a good time, which included rain for the concours, an autocross in which James Ohl almost had Top Time of Day in his stock 914 2 liter, a rallye which was NOT won by John Clever, and David Kimes winning the Parade Grand Prize, the Porsche Factory Trip to Germany.

Lyn and I spent Sept 8-10 with friends at the INDY car race at Laguna Seca. We would like to thank the many members of GGR and other PCA members who stopped by to wish our team well. And in case you have been on Mars with Terry Zaccone, Team Green, sponsored by Player's Ltd., with Jacques Villeneuve driving won the PPG INDY Car World Series Championship.

HELP HELP HELP

The Nominating Committee is still looking for members who are willing to serve on the 1996 GGR Board of Directors.

If interested in any position, please attend the October 13th Friday Night Social.

Information about the duties and responsibilities of each position will be available.

FRIDAY NIGHT SOCIAL
OCT 13, 1995

This will be a combination event. In addition to the normal activities, this event will also be:

New Member Social
Candidates Night
New Year Calendar Planning

So don't forget to bring your daytimer or planner and your ideas for next years events.
October 1995

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Welcome to the 95 Portland Parade

Event Information
GGR HOTLINE
800-799-4767

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.
TRAVELS WITH HERBIE
BY DAVID KIMES PRESIDENT

What a great Parade. It was outstanding even before the ending. If you have not yet heard, and you should have since I went through the Roster line by line and called everyone to tell them, Diane and I were the Grand Prize Winners at Parade. What, you may ask, was the Grand Prize? Well, I'll tell you. How about a round trip ticket to Germany, a tour of the Porsche Factory, a tour of the Weissach test facility including a lap around the test track, and I almost forgot (NOT) a new Porsche to drive around Europe for up to three weeks. Among all our friends we have never even known anyone who won much less than us. To say we were thrilled is among the really great understatements of our time. I hasten to point out that we were having a wonderful time even before this happened. I have attempted to detail the trip in our Diary but it's rather long and I don't know if Chet can get it all in this month.

We are still in need of someone to step forward and serve as Social Chairman for next year. I am sure among our many members, we can find a couple of folks who will offer to serve. It really isn't all that much work and the Social part of the Club is a very important one. Just call James Ohl, Steven Group or myself if you can help.

Since August was Parade month, we didn't have a lot of activities, but the 21st annual Carlson Swap Meet and Concours was a huge success. Another great job by Sharon Neidel and friends in setting up the Swap Meet portion and by Dick Cottrell in again doing an outstanding job with the Concours. By the way, Dick also handled the Porsche contingent at the Concours Italiana.

As I write this, I am preparing to head for ThunderHill for Time Trial #4. All I have left to do is put the wheels back on Herbie, run a new air duct for the front brake, load the motorhome, get Herbie on the trailer and recover from the Damn Cold I got somewhere. Not to worry, I've got almost 12 hours to get it done so if I don't sleep.......
A Day At The Races
by Sharon Neidel

I was one of the twenty lucky raffle winners who attended the IMSA races on July 16th, in the comfort of a beautiful, air conditioned suite, thanks to the Meechams.

It was an outstanding event! Just imagine having the best seat in the house (and a comfortable seat at that!) in the luxury of air conditioning while you watch great racing and all the poor unlucky people baking down below. We had a feast of BBQ chicken & ribs with all the trimmings for lunch, drinks were no more than a few feet away, and we had clean bathrooms!

The racing was great! One of our time trialers, Kevin Buckler, came over to visit, then proceeded to go out and win his first ever race. We had a visit from Jen Tuminelli and Masua Robinson who were on hand crewing for a Formula Mazda team and, best of all (no offense to Jen & Masua), we got to meet Hans Stuck & his son. What a nice man. He took time to talk to us about the team, the track, and the car, which held its own quite nicely in the race. They didn’t expect to win, but that didn’t stop Hans from putting on his usual great performance.

I think everyone who attended will agree that it was an event we won’t soon forget. On behalf of GGR, I’d like to thank Steve and Christina Meecham who put it all together. They were given the suite in payment of work done for Sears Point. They were generous enough to share the experience with their Porsche friends. Also much thanks to those of you who bought tickets and didn’t win. Remember, the profits did go to the Autocross Site Fund.

Friday Night Socials
2nd Friday of Every Month
This Month

OCTOBER 13th
NEW MEMBER SOCIAL
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
Sharon Neidel
408-255-8103
Join us for the celebration at

LeBistro, 3121 West Benjamin Holt Drive, Stockton

Saturday, October 14, 1995

No-Host Cocktails at 6:00 P.M. • Dinner at 7:00 P.M.

$30.00 per Person

Menu includes your choice of New York Steak, Chicken Picatta, or Salmon Meuniere. Reservation deadline is October 7. Indicate your entree selection on your check, payable to: “Yosemite Region - PCA”, and send it to:

Bud Behrens, 6424 Culpepper Place, Stockton, CA 95207.

Telephone (209) 477-6496
With around 1100 members and an average attendance of 100 at our Autocrosses, it suddenly occurred to me that many of you don't have a clue what we are talking about in this column. (Yes, I am a little slow on the uptake sometimes.) Since the Autocross series is on holiday for two months, I thought I'd take a minute to explain Autocrossing to those of you that have never tried it.

Autocrossing is driving a course defined by pylons in a large parking lot as quickly as possible and then comparing your times to other people driving similar cars. Speeds seldom exceed 50 MPH and are usually run using only second gear. It is an excellent way to learn car control under closely supervised conditions with instruction readily available.

I am often asked by newcomers about what time they should arrive for their first Autocross. The correct answer is between 7:30am and 8:30 am but the preparations should start before then. Although you are using the car for what it was intended, have your mechanic check the car over before you attend your first Autocross. If you don't have a mechanic or your mechanic says something like "What's an Autocross?", you might want to consider taking the car to Ken Mack at Ken's Sportech or Rich Bontempi at High Performance House for inspection. Both Ken and Rich are long time Autocrossers and Time Trialers and know exactly what to look for when prepping a car for Autocrossing. Next step is to obtain a helmet. We do have helmets available for loan and I would use this service until you decide if this is something you wish to continue. A good helmet will run around $300. There are various styles available so use a loaner to see what size you need and what best suits your needs. Prior to arriving at the Autocross site you should remove as many of the loose objects from your car as possible. There are no garage doors to open at the site and you will be little too busy to call anyone or listen to CD's so these are all things best left at home. You should bring a chair to sit on between runs and an ice chest with your favorite non-alcoholic beverage and perhaps some lunch stuff. We often have a catering truck available but not always.

When you arrive, and closer to 7:30 is better, you will find a parking area where you can unload the remaining loose stuff from your car. Things like the spare tire, tool bag and air compressor. You will then register and sign up for your two work assignments. Autocrosses are put on by Volunteers and everyone is expected to work a one hour shift in the morning and one in the afternoon. My suggestion is to sign up to work the course. This consists of watching the cars drive the course and replacing any pylons they knock down. Each pylon adds one second to your time. Now it's time for a walk around the course. Since you will probably have no idea what you are looking at, you will want to take someone with you to show you the correct line. Again, we have many very qualified instructors available so just ask at registration and someone will be glad to help. After you have walked the course, you will be asked to place your car on grid and then attend a drivers meeting. Once your car is on grid, it will be subject to a safety inspection, so please don't lock it and set the alarm. During the Drivers meeting, you will receive instructions on how many laps to take and other valuable information about how the day will proceed. The Chief Instructor will be identified and he/she will ask if anyone needs instruction. This assumes a perfect world and may not happen. If it doesn't, raise your hand and say "I'm new to all this and need an instructor." Do not under any circumstances stand quietly by and figure you will just pick it up. The quickest way to have a bad time is to not have a clear understanding of what's involved and that should be part of the instruction you receive. Your instructor will then explain how all this works. Basically, you will have place your car in a line based on the car number assigned to you. We will run each line in numerically ascending order until we reach the highest number there and we will then start over. We will continue this process all day. After the last run is complete, it's Miller time, so it helps to bring at least one or two of your favorite beverage, but opening them prior to the last run will get you expelled from the site.

Next Month: Frequently Asked Questions............
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 earth for Porsche enthusiasts—PartsHeaven. 1-800-767-7250.
TECH TID BITS
by Bill Newlin

READER SURVEY RESULTS

Hey NUGGET readers, thanks for the response to the reader survey regarding tires.

First of all, BFG's seem to be currently the #1 choice. They were the number one choice at the Porsche Parade this past August in Portland for the Auto-x, and most street tires at the PCA Club Racing event were BFG's too. Goodyear still is the only tire seen in the pits when it comes to slicks, I'm still curious about Yokohama's racing slicks. Hoosier, Bridgestone and Firestone make slicks too but none were around, and I haven't seen anything but the winged foot on a race tire in years.

When it comes to street compound tires, most readers seem to agree on one thing. Cost. Some of the really neat high tech street tires can cost upwards to $300 each. If you have a 993 you know those 17" babies are gonna be expensive to replace, and if you have a new '96 turbo, look out for plastic melt down at your tire dealer when it come time to replace those 18" diameter skins.

Here's what the reader's have to say:

Street tires, for auto-x, time trial and regular street use:

Toyo F1 (treadwear ?) - one user - not good enough for track events
Dunlop SP8000 (treadwear 200) - one user - better than D40 M2 - user's favorite street tire
Dunlop D40 M2 (treadwear 190) - three users - good mileage - very good street tire - inexpensive (I have a set on my 928 and I'll buy another. Why? No camber wear as with other brands and $$$$$.)

Yokohama AVSi (treadwear 160) - one user - greasy when new, better when worn
Goodyear Gatorback - one user - street use only
Yokohama A-008RS (treadwear 80) - two users - excellent track tire
BF Goodrich R1 (treadwear 60) - three users - excellent track tire - better when shaved - love 'em!
Hoosier Street TD (treadwear ?) - one user - switching to BFG's
Bridgestone RE71 (treadwear ?) - one user - fairly sticky, sudden break away - balancing problems

Special thanks to GGR member Philip Moroney, Sydney Australia who responded to the questionnaire. (Hey Philip, do radials work better with the directional arrow in reverse since you are on the opposite side of the equator?)

We seem to have a pattern here where most people do not care to race on a tire that is not sticky, even if they may need an extra set of rims just for racing. Safety and security seem to be more important than any other factor. Surprised? Not me!

Tread wear rating. I never did get any data on 120 + compound track tires that I would recommend.

Speed rating. VR or higher is definitely the way to go since the design of the each tire improves with this rating as it goes up.

So what's the answer? It looks like BFG wins again!

AIR COOLED PORSCHE MECHANIC
356, 912, & 911

Custom Engine Rebuilding
Mechanical / Electrical Repair
Assist on Projects
510-533-5658
SAM SIPKINS

Porsche Club of America 9
The Rumor Mill
by Diane Kimes

What goes around comes around, and as those of you know, David and I like to share. He is feeling much better while yours truly is attempting to set the record for how much minute maid one can drink and not turn into an orange!

It seems right before Parade, GEORGE NEIDEL had a little “barbeque” at his house. As he put it, “Unfortunately, I only invited my silver 914!” Although it was extremely close, the garage and house were prevented from actively participating and after hearing the story, I’m sure we’ll be seeing the silver car in the future.

While David may not have the best trained dog, he certainly is working on HERBIE, or at least making an attempt. On his last run at Parade, the “plan” was to pull out all the stops and dust the competition. I don’t think HERBIE got the command quite right, as he pulled out an oil line and proceeded to give his best imitation of smoking the field by making like an extremely FAST BARBEQUE! By the time I got to impound, there sat Herbie all by himself with oil dripping off his wing. It’s too bad his time wasn’t better because it would have been interesting to see if any of the other drivers would have wanted to get anywhere near him to check whether or not he was legal!

Never one to be outdone, Time Trial Chairman LLOYD DE MARTINI decided he’d show both George and David how it’s done. First you make sure you are surrounded by good friends (like at a sold out time trial). Then if you’re gonna have a barbeque you not only need smoke, you need some shooting flames to add to the effect! While Lloyd was making the repairs to the oil line after a quick trip to the hardware store, everyone else elected not to participate in the trend and decided to give their own lines the once over.

Speaking of trends, it now appears that once you experience the thrill of driving a Porsche as it was designed (aka at a time trial), it has a tendency to pump-up other facets of your life. Namely, we just found out that TWO more time trialers are expecting babies. Stay tuned..... If you’re just not ready for the baby boom to strike and yet you still want the ultimate fun, try an autocross. Or you might want to improve your odds by volunteering for Social Director and do it all!

See ya next month ...............
GGR 1996 COMPETITION RULE CHANGES

3.3A(d) (1980 or later Snell) change to (1985 or later Snell)

3.3A(d) last sentence change; 1985 to 1990

3.3T(i) change (1985 or later Snell) to (1990 or later Snell)

3.3T(i) change last sentence to: When purchasing a helmet, a Snell SA rating is strongly recommended.

4.2(c) delete last sentence “This effectively means” etc.

4.2(d) add: for this vehicle as delivered in the U.S.

4.3(c) add: for this vehicle as delivered in the U.S.

4.3(m) change last sentence to: Substitution of an integrated plastic/fiberglass front or rear bumper assembly is permitted.

4.3(u) add: Any normally aspirated 944 brake component may be used on any 944. change:
5th sentence to read: Any normally aspirated 911 or 912 series brake component may be used on any 911, 912, or 914-6.

4.6(n) delete: except class FM.

Change Appendix B: Summary of Classes to:

<table>
<thead>
<tr>
<th>Advanced Classes</th>
<th>Street Modified</th>
<th>Modified</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Water-cooled, except 928</td>
<td>DM</td>
<td>W</td>
</tr>
<tr>
<td>928</td>
<td>EM</td>
<td>W</td>
</tr>
<tr>
<td>All Air-cooled, non-turbo 4 &amp; 6 cylinder to 2155cc</td>
<td>FM</td>
<td>X</td>
</tr>
<tr>
<td>All Air-cooled, non-turbo 4 &amp; 6 cylinder to 2750cc</td>
<td>GM</td>
<td>Y</td>
</tr>
<tr>
<td>All Air-cooled, non-turbo 4 &amp; 6 cylinder to 3200cc</td>
<td>KM</td>
<td>U</td>
</tr>
<tr>
<td>All other non-turbo</td>
<td>LM</td>
<td>Z</td>
</tr>
<tr>
<td>All Air-cooled turbo &amp; 911 from 1995 on</td>
<td>QM</td>
<td>Z</td>
</tr>
</tbody>
</table>
David’s Parade Diary
by David & Diane Kimes

As promised, Diane and I tried to keep a
diary of our activities at the 40th Porsche
Parade in Portland. If you have never been
to Parade, you really cannot get the full
impact from this or any story. You truly
have to be there, but we’ll do the best we
can.

We arrived at the Red Lion Janzen Beach,
Parade Headquarters, on Friday Aug 5th.
We had spent the previous week playing on
the Oregon Coast, so it felt very good indeed
to just lay back knowing we didn’t have to
move for a week. It felt so good in fact we
missed Friday registration. No problem, we
can register on Saturday.

Up bright and early Saturday because I
wanted to get registered and get Herbie
tech’d before the Brickyard 400.
Registration started a trend that would
continue throughout this Parade. NO
WAITING. You can normally spend the
better part of two hours in registration but
we spent 24 minutes there including
stopping to chat with some of our “once a
year friends”. Then on to Tech. Again, no
waiting. Herbie flew through tech and we
still had an hour before the Brickyard. We
opted for breakfast and since the hotel had
stopped serving breakfast, walked to the
nearby shopping center for some bacon and
eggs and then back to the room. First glitch,
rain at Indy. The rest of the afternoon was
spent going down to the Concours Prep area
and visiting and then running back up to see
if the race had started. We heard some of the
Concours folks had been out there since
Wednesday trying to find that last elusive
piece of dirt. They finally cancelled the race,
at least the TV part and we retired early.

Sunday is when most of the folks arrive, so
you make many trips to the Hospitality
room and Concours prep area and then it’s
time for the Welcoming Party. Wonderful
food, and at least a hundred people we
haven’t seen since Lake Placid last year.

Monday and Concours day. It had rained
most of the night and didn’t let up much for
Monday. We thought we had waited out
most of the rain and finally took the bus over
the river to the state of Washington to the
Concours site. We arrived just in time to
watch GGR members Herm and Marcia

Bonasch’s perfect little 914 getting judged.
Marcia really wasn’t very nervous and I
expect to have feeling back in the arm she
was holding any day now. After visiting with
old and new friends, the rains came again.
We felt we had seen enough anyhow so we
headed back to the bus. Our first line. After
a rather short wait, helped by the Ohl’s
loaning us their umbrella, two buses arrive
and we were on our way back. That night
at the Concours banquet we discovered Herm
and Marcia had not only won their class,
they had won their division and were one of
only six cars under consideration for the top
prize, the Manhattan Award. A very nice
dinner followed by some pretty good speeches
(short) and then the awards. Herm and
Marcia were narrowly beaten by a perfect
1955 Spyder. They were much more gracious
under the circumstances than I would have
been. Maybe that’s why I don’t Concours
much anymore. This was also the night one
Region would be named Region of the Year.
Our neighbors to the West, Loma Prieta,
were named both Region of the Year and
Region Newsletter of the Year. A large pat
on the back to Larry and Carole Goodwin
and all the members of LPR for this very well
deserved honor.

Tuesday and time for the Rallye. Since I had
promised Parade Autocross Chairman Bill
Newlin to help check out the course and
since Herbie really isn’t much fun on a
Rallye and since Diane and I have concluded
Rallying is not conducive to long marriages,
we passed. I heard it was great and really
liked the Ice Cream Social that followed
especially the part where John Clever
walked by with a fist full of twenties (the
amount to protest something at Parade) on
his way to the Protest Committee. John and
Sac Valley VP Rik Larson have won the top
prize at Parade ever since I have been going
so I knew something was up. There was also
drivers education at Portland International
Raceway and many of our GGR folks were
out there polishing up their skills for the
upcoming driving event.

Wednesday and day one of the Autocross
driving event. Since we had to close up the
Autocross site early to accommodate the
Wednesday night drags, we ran the Improved
and Modified cars first. Terry Zaccoke, Greg
Sirakides and myself were again announcing,
and with the Neidels doing the timing, it was
like Monterey without an airplane.
Chairman Bill had come up with a great
course and, when the dust had settled, David
Ferguson from Loma Prieta had Top Time of Day and it would hold up for Top Time of Parade. His wife Ellen was Top Time of Day Ladies for Parade and third fastest overall. Chairman Newlin was fourth followed by Jim Hayes from Sierra Nevada and then our Zone 7 Rep. Tom Provasi. In all, 6 of the top eight times at Parade were from Zone 7. Over on the big track, the drivers education continued with smiles we could see from miles away. Wednesday night dinner and the Rallye awards and we discover why John was so angry. J. Tonney from Sacramento Valley and Willie Williams from Texas walk away with the top prize. John and Rik have a total of 125 points. I've never had only 125 points on one leg before.

Thursday and the driving event continues. Also featured today was the historic race cars on the big track including the incredible 917-30 # 004. Cloudy dreary day and we had completed all of the 356's and all of the 914's had completed one run when the rains came. Top Time of Day for Thursday initially was our very own James Ohl is his stock 914 2.0 liter. With it raining off and on all day, it looked like James might win the day, but it cleared up just in time for the 944 Turbo's and James was narrowly beaten. The rain did limit the time the Historical cars spent on the track and also the crowd, but those that did come got to see quite a show. Dave Morse in the 917 had a great 9 lap battle with son Mark in the 936.

Friday and the 911's take to the course. We started at 8:30 am and ran 911's without stop until 4:30 pm. Each car got about 120 seconds on the course, so you can figure we had a bunch of 911's. Back to the hotel to change and then off to the Zoo for the Driver Awards. Yes, I did get the message they think we are a bunch of animals and I don't disagree. Again Terry and I got to present the awards and we sure got to say GGR a lot.
I haven't seen the final numbers yet but we estimate GGR got about 24% of all the awards given. Not bad you guys.

Saturday and things are getting a little crazy. I had signed up for the PCA Club Race and my practice times conflicted with the Tech Quiz and the Worker Party. I compromised and skipped the tech quiz and skipped one run session to attend the Worker Party. Then the Grand Finale. The Victory Party. Awards were presented for the Tech Quiz. Some closing speeches by our PCA President and by Peter Porsche who also read a letter from his father. Then the last item on the agenda. Each year the Porsche Family award a trip to Germany with a tour of the Factory and the Museum followed by a tour of the Weisach facility and then the use of a new Porsche to drive around Europe for up to three weeks. Since most of the GGR folks had numbers from 280 to 330, we were thrilled when the first number called was a 2. Then a 9 and we knew it was a GGR'er who had won. Then a 3 and it was MEEEEEEEEEEEE. I assume we had the traditional closing Prayer, but I'm not really sure.

It was a great Parade. Excellent organization and an incredible amount of work by a lot of people. My hat's off to you Portland. GGR was represented in all categories, showing once again we do well in almost any competition. My congratulations to the winners and we'll get'em next time to the rest of us.

Porsche Club of America 13
Portland 95 Parade Concours
by Gwen Sablan

Very simply, the Parade Concours was the best Porsche event in 1995.

First off, the site was perfect. The cars were displayed on neatly trimmed, grassy meadows which were bordered by tall, rustic redwood trees growing on the gently rolling hills of Central Park in Vancouver, Washington. Each model was displayed in its own area which enabled the spectators to appreciate the attributes of each type.

As one might expect of a national event, the quality of the Porsches was especially magnificent. Winning a Parade concours can add thousands to the value of a Porsche, and accordingly, the competitive, maniacal attention to detail was breathtaking on each of the estimated 100 Porsches on display. One only needed to wander through the preparation area littered with towels, Q-Tips and spent containers of exotic cleaning fluids to appreciate the scale of preparation.
The competition included a vast range of various types of Porsches. Among the competitors was a 1951 356 Cabriolet, (1951 is not a typo), a 1955 550 RS Spyder, a 1958 Carrera GT Speedster, a 914-6 GT, a 951S, a 928S4, and two 911 RSR's from the same region! (GGR of course!) All production Porsches were well represented up through a 1995 3.8 litre Supercup Porsche. For most Porschefiles, these Porsches only exist in the books on coffee tables.

Stealing the competitive exhibition was the Dave Morse Stuttgart stable which included the latest acquisition, the turbo-charged 12 cylinder, 1,100 horsepower 917 Can-Am car once driven by Mark Donahue.

Liquid showers arrived later in the afternoon, however the event was so good that it did not dampen the spirit or memories of the event. The 1995 Parade Concou was the best Concou ever assembled, at least until the 1996 Parade.

Golden Gate Entrants included:

Charlie Arolla & Paul Lang 911 Carrera Cup
Marcia & Herm Bonasch 914
Bill Anders & Paul Crease 911S
Belinda Brent & Mark Davis 356C
Larry & Jan Grove 911RSR
Robert & Joan Kilburn 924DP
John Byrne & Cindy Payne 911RSR
Paul & Shirley Rinsinger 911S
Greg & Robin Sirakides 911Turbo
Dean & Robin Vanni 914-6
Bob Wood 914-6
Terry & Judy Zaccone Marcel
To The Manhattan Circle
by Herm Bonasch

To be able to place a car in the Manhattan Circle gives the heart a chance to skip a few beats, creates a sense of pride and accomplishment and answers the often asked question — why do you concours a car? Certainly, it takes a great deal of effort and time and, I might add, experience in showing a car. Our Delphi Green 914 2.0 “Sweet Pea” has seen many shows, winning its full concours class in the 914 owners club events, Zone 7 series 1993, San Diego Parade 1992, and finally making its appearance in the Portland Manhattan Circle 1995.

None of this record would be possible without great assistance. Many of whom are not named because they are judges from distant places with much constructive criticism. Closer to home, Bert & Marta Wall who facilitated and encouraged shows out of town, Lloyd & Pattie DeMartini, and David & Diane Kimes who kept “sleepy Doc” awake on the CB radio driving to the San Diego Parade plus Marcia throwing ice water in my face to stay awake. Preparing a car up until 2:00AM finishing last minute details, going home to shower and one hour of sleep to get up and drive straight through to San Diego makes for “Sleepy Doc” to start weaving the traffic lanes close to San Diego. But thanks to my life savers, we made it. Keeping you up until 2:00AM, the night before, was my task master and speaks to Denny Kahlers drive to perfection. “Herm, don’t stand there, clean, clean, clean”. How many times I thought we were close to ready only to have been shot down by Denny finding areas that definitely needed attention. I must confess, however, that I did lose a point or so when one judge found a small lump under the carpet. In searching the area he discovered a small 4” ratchet wrench. I suggested “Fritz” must have left there when they built the car, and the judge said, “a Snap-On”, well, so much for excuses.

Another reward to the concours are the innumerable people who ask, “how many miles on the car? 170,000! Oh, I wish I had never sold my 914, it was such a fun car, I wish I had it now.” Got that answer from one of the judges as well, “Oh, I wish it were mine”.

Working the fine details of the car gives you an appreciation of the meticulous prep and degree of competency required to paint the car. Granted, John Cruz from Pleasanton Metal and Paint received the car totally stripped and on a rotisserie, it still required extensive preparation following bead blasting. And then there is Dave, the parts manager at “Kahlers”, who will not take no for an answer to get the correct parts to insure authenticity. And Dwight Mitchell, who definitely knows what are the correct parts.

Competitors make a significant contribution to your concours efforts, it is what keeps you up late preparing and I could not have had a better competitor than Dean Vanni. Dean and I have been around the horn, with Dean winning in many of the same shows in street concours. His 914-6 is a very competitive car, and he will be winning many shows now that he is in full concours.

The helpful hand of GGR is best expressed by Gary Apotheke, who recognizing that it was just Marcia and I prepping the car for the Manhattan Circle, jumping in and gave us much needed assistance, Thanks Gary! And, Thanks to All!
1995 CALENDAR OF EVENTS
TOM PROVASI • National Representative

Sat/Sun, Sept. 30/Oct. 1 Zone 7 Autocross #1 & #2, hosted by Sierra Nevada and Loma Prieta Regions at Mather Air Field, Rancho Cordova. Fee is $20 per driver. Saturday (SNR) run sequence is White, Green, Blue, Red. Sunday (LPR) run sequence is Red, White, Green, Blue. For more information call Jim Hayes at 702-828-3950 or Henry Watts at 408-245-4040. (This is replacement for June event and the rescheduled September event.)

Sat/Sun, Oct. 14-15 Zone 7 Rallye #8, Carrera de Sierra, hosted by Sacramento Valley Region. For fee and more information call Rik Larson at 916-481-6084.

Saturday, Oct. 14 Yosemite Region 35th Anniversary, at Le Bistro, Stockton. Fee is $30 per person inclusive. For more information call Bud Behrens at 209-477-6496.

Sunday, Oct. 15 Wine Country Concours D'Elegance, hosted by Redwood Region at Opus One Winery, Oakville (Napa Valley). For more information call Al Schafer at 415-499-1209.

Sat-Sun, Oct. 28-29 Drivers Education & Time Trial #4, hosted by Golden Gate Region at Thunder Hill. For fee and more information call Pattie DeMartini at 510-606-8543.

Sunday, Nov. 12 Zone 7 Rallye #9, Turkey Run, hosted by Sacramento Valley Region. For fee and more information call Rik Larson at 916-481-6084.

Saturday, Nov. 18 Zone 7 Awards Banquet, at Scott's in Walnut Creek. An evening of great food, door prizes and Porsche club fellowship. Awards for concours, autocross and rallye series will be presented. Fee is $28 per person inclusive. For more information call Tom Provasi at 408-947-0980.

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.

ATTENTION GGR MEMBERS

It's that time of year again! What time of year?
The Nominating Committee is looking for people to run for the 1996 GGR Board.
Are you interested in running for one of the offices on the Board?
Need information on what the duties of the different Board members are?
Please contact any of the Board Members

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For more Information:
Call Jean Ohl
415-341-9020

Meet in the parking lot at Woodside Road and 280 (west side) at 9am

November 18

20 Golden Gate Region
## GGR 1995 Calendar

### October
- 7/8: Mother Lode Tour
- 11: GGR Board Meeting
- 13: Friday Night Social
- 13: New Member Social
- 13: Candidates Night
- 13: Calendar Planning
- 14: Auto-X 3COM Park
- 28/29: Time Trial Thunderhill

### November
- 8: GGR Board Meeting
- 10: Friday Night Social
- 11: Auto-X 3COM Park
- 18: Adopt-A-Highway

### December
- 1: High Speed Driving School
- 2/3: GGR PCA Club Race Sears Point
- 8: Friday Night Social
- 16: Holiday Party & Auto-X Awards
- 31: Time Trial Awards Banquet

### April 1996
- 21/22: Yosemite 96

---

**GGR Board Meeting**

Next meeting will be October 11th at Shakey's Pizza in Sunnyvale, located between Lawrence Expressway and Wolfe on El Camino Real in Sunnyvale. 7:30 p.m.

**PLEASE NOTE:**

All Auto-X dates are tentative and are subject to site cancelation 30 days before the event.

Please...Call the GGR HOTLINE at 800-799-4767 for up to event information.

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**Autocrossing in Zone 7**

by Henry Watts

Well, here we are in the middle of summer, and not much is going on. However, the fall promises plenty of events for all. A couple of LPR autocrosses have been added to the schedule, and Zone events 1 & 2 are finally going to happen, not at Redwood, but at Mather, hosted by Reno and LPR. For those of you using the LOKI Publishing Calendar, and wondering if there is an update, there isn't. At this point in the year, the calendar is more like a self-serve format to pencil in the events and cross out the ones that get canceled.

The current fall competition schedule is:

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>Oct 14</td>
<td>GGR at Candlestick</td>
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<tr>
<td>Oct 21</td>
<td>LPR at Candlestick</td>
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<tr>
<td>Oct 22</td>
<td>SVR at Mather</td>
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<tr>
<td>Oct 28 &amp; 29</td>
<td>GGR Time Trial at Thunderhill Park</td>
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<td>Nov 11</td>
<td>GGR at Candlestick</td>
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<tr>
<td>Nov 12</td>
<td>LPR at Candlestick</td>
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<tr>
<td>Nov 18</td>
<td>Zone 7 Awards Banquet</td>
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<tr>
<td>Dec 2 &amp; 3</td>
<td>GGR Club Race at Sears Point</td>
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Due to scheduling conflicts, Rob and Sharon Neidel have been unable to find a proper date for the proposed Fall Zone 7 Autocross School, so the next school will be in the spring of '96.
Memo from the Membership Director

By Dave McGuigan

It's amazing how loud a nine-month-old baby can sound in a hotel room at 5 AM! Our daughter Teri made sure we didn't oversleep and miss any of the exciting activities at Parade in Portland.

We came pretty close to actually registering for Parade (the national PCA convention) this time, but with the new baby... those of you who are parents will probably understand... so, we did the next best thing. We flew to Portland and rented a mini van. (Okay, so that's more like the 12th best thing.) Anyway, we got there to watch the driving events.

There were three things that really made an impression on me. First, I was impressed by how well organized and run all the Parade activities were. It was definitely a class act.

Second, was when my son Bob and I were sitting in a light drizzle (yes, this was Oregon) watching the 944's autocross at Portland International Raceway. We heard an announcement that despite the weather, they were going to let the vintage race cars out for a few laps. A few moments later, we caught sight of a 917 race car bending onto the main straightaway and gingerly opening up the throttle to rocket past us on the cool, damp track. That's something you don't see and hear and feel every day!

The third thing was the next day when we were watching the 911's compete in the autobox. I figured that if I were to drive at Parade, I could count on being blown off the course by the best Porsche drivers from all over the country. Well I'm very proud to say that we seem to have the best Porsche drivers in the country right here in Zone 7. Zone 7 and especially GGR placed at or near the top in almost every class. If you've been working at trying to learn autocross for a couple of years from our excellent instructors, chances are you are very competitive at a national level.

Closer to home, the Carlsson Swap Meet and Concours turned out to be a great event. There were many beautiful cars entered in the concours and hundreds of people came by to watch and to shop. We signed up 7 new members on the spot and gave out lots more applications. Thanks to all the existing members who stopped at my table just to say hi and to chat. I've still got quite a ways to go with trying to match faces with 1,100 names!

Congratulations to these GGR members who are celebrating anniversaries with PCA in October:

5 years:
Chuck & Sue Berghoff
Wilson & Virginia Chan
Ken Dortch & Shaun Dortch
William & Jacqueline Gittens
Richard & Deborah Gray
Michael & Ruth Hodos
Andrew Korey
Mark Powell
Paul & Margaret Richards
Lee Roeke Jr.
Don & Janet Schoeny
Pyron Stewart
George Whitby
Norbert & Judi Witt

10 years:
Mahir Agha-Decker & Lisa Wisser
Horacio Baserga & Claudia Baserga
Grant Lyon
Kevyn Renner
15 years:
Charlie & Pat Burton
Rodger & Carmen Rapp
Leland & Helene Smith
20 years:
James & Susan Alderson
30 years:
Gary & Judy Myers

Please join me in welcoming our newest members:

New Members: 13
Transferring In: 2
Transferring Out: 2
Total Members: 1109

Capela, Jim & Jill
60 Ellenwood Ave.
Los Gatos, CA 95030
408-395-3344
C4 Cab '91

Edwards, Larry
Leslie Froisland
1415 Meadow Lane
Mountain View, CA 94040
415-940-1497
356B '63

Esquibel, Richard
4063 Caliente Way
Fremont, CA 94539
510-657-0909
944T '86

Hassell, Robert
2123 Aitken Ave.
Mountain View, CA 94040
415-941-1887
911 '83

22 Golden Gate Region
Levin, William & Judith  
140 Fawn Lane  
Portola Valley, CA 94028  
415-851-4195  
993 95

Mott, Ron & Joani  
179 Lorry Lane  
Pacific, CA 94044  
415-359-8504  
914-6 74

Nickel, Randy & Janie  
1020 E Rose Circle  
Los Altos, CA 94024  
911 89

Pile, Merlo & Kathy  
600 E. Weddell Dr #200  
Sunnyvale, CA 94089  
408-734-2133  
911 Cab 84

Seligson, Daniel & Margaret  
2320 Middlefield Rd.  
Palo Alto, CA 94301  
415-328-4342  
993 95

Stark, Patty  
1158 Schaupp Court  
Concord, CA 94520  
914 74

Steffora, Phil  
Mary Fennacy  
703 San Canrado Terrace, #1  
Sunnyvale, CA 94089  
408-730-9837  
911T 70

Trux, Eric  
2912 Steiner St., #4  
San Francisco, CA 94123  
356SC 64

Weinstein, Robert  
Timothy Mead  
15 Seward St.  
San Francisco, CA 94114  
993 95

Gray, John  
2838 Calais Drive  
San Ramon, CA 94583

O’Keefe, Leonard  
P.O. Box 30955  
Palm Beach Gardens, FL 33410

Transferring Out:

Transferring In:

Deane, Gary & Carol  
11665 Dawson Drive  
Los Altos Hills, CA 94024  
911 87

from Nord Stern

Hill, Kevin & Eleni  
10271 Mira Vista Rd.  
Cupertino, CA 95014  
911SC 79

from Alabama

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RED LINE OIL

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DRIVING SHOES

DON’S WORKS

Steffora Phil ORVNG GLOVES
STAYCOOL VESTS
Mary Fennacy uamps to roS bar FUEL CELLS

more

Porsche Club of America 23
Golden Gate Region Board
Meeting Minutes
August 23, 1995

Meeting was called to order at 7:50 p.m. All board members were present except Chet Martin and Steve Group. Guests: Jim Biesemeyer, Louise Sousoures, Shirley Neidel, Rob Neidel and Helen McGuigen.

POST MORTEM OF EVENTS: Social was very nice with 27 new members and only 12 (5 Neidels) existing members. The showed the Neidel videos which were very popular. The family picnic was fun with good food, nice park and nice folks from Loma Prieta and GGR. The games got high reviews. Raffle winners who attended the IMSA event commented that more people should have attended: they enjoyed excellent and abundant food, exciting races, got to meet Hans Stuck, and the Porsche won the event. The owner of Sears Points extend hospitality and spent a lot of time in the suite.

DIRECTOR REPORTS:

President: Discussed that Senate passed a bill to repeal the 55 mph speed limit that is now before the House. Parade was terrific. Loma Prieta won Region of the Year; Winners: Concours: Barney Gardner, LPR; Rally: J. Toney, SVR and Harvey and Connie Cain, SVR; Autocross: David Ferguson, LPR and Ellen Ferguson, LPR both took top time of the day and the David and Diane Kimes won the coveted trip to Germany.

Vice-President: All insurance has been prepaid for events through September. 64 people signed up for the High Speed Driver’s Education in December. The new 800# is up and running and was published in last month’s Nugget. Going forward, the 800# will be updated with events for the current and upcoming month.

Secretary: Nothing to report

Social Director: The upcoming Carlsen Swap meet on Sept. 27th is always a well-attended event. No one will be allowed on the lot before 7:30 a.m. We received 2,500 PCA/GGR 35 anniversary car emblems. A motion was approved by the Board to give each primary member an emblem. The 35 year anniversary party will accommodate 90 people. Anyone over that capacity may join before or after the dinner for cocktails.

Competition Director: Curtis inquired at Sears Point about costs, etc. for drag racing and was told that we can do this during week-ends when we rent the track. Curtis will solicit for interest before it is confirmed. Dave Kimes was commended for his article in last month’s Nugget.

The Rules Committee met last night, and Curtis gave a report on the meeting.

Membership Director: We currently have 1109 members; 21 new members in July and 13 in August with 89 dual members. A motion was approved by the Board for accepting the new members. Dave created an application for Dual Membership.

Treasurer Report: Steve was not at the meeting, and no report was submitted.

Old Business: The parade concours rules were approved by PCA and will go into effect for 1997.

New Business: The nominating committee consisting of Dave Kimes, James Ohl and Steve Group have selected candidates for all positions, except Social Director. The October 13th Social will be “meet the candidates” night. Candidates must submit their profiles and complete the candidate forms by September 30th. Dave Kimes will provide the forms. Rob Neidel and Sharon Neidel will not run the Fall Zone 7 autocross because it conflicts with other events. Dave Kimes is looking for a March date for club racing at Sears Point. Invitations will be sent to 800 PCA club members around the country.

The meeting adjourned at 9:25 p.m.
THE MART

The Mart is available at no charge to PCA members. Non-PCA members may submit ads for Porsche and/or Porsche related parts or accessories, for $10.00 per month, make checks payable to: PCA-GGR. Sorry we do not accept ads from businesses (businesses may contact the Nugget ad Manager see inside back cover for commercial advertising information and rates)

Mail (don't phone) your Typed or printed ad (no more then 40 words plus name and phone number) to the Nugget Editor by the first of the each month prior to the month of publication. If non-PCA member, payment must accompany ad copy. The Nugget reserves the right to reject any ads submitted, or edit them, and is not responsible for errors and does not guarantee compliance with the Regulations of the Federal Trade Commission. Notice: Porsche, Targa, Carrera, and Porsche-Carrera, are registered trademarks of Dr. Ing. h.c.f. Porsche AG

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1969 911T Coupe. Original CA car, 120k total miles, less than 100 miles on rebuilt engine to '84 specs - upgraded to 2.2l with pressure fed chain tensioners. Garaged last 17 years. $7,000 obo. Jim 408-323-0639


PARTS & MISC

Porsche Air Conditioning Environmental Upgrade kit, a $500 value. by International Conditioning Enterprises inc. San Diego. Best reasonable offer. James 415-341-9020

Bilstein Sport Shocks, rear 911, exc. condition $95. Bilstein shocks OEM, front $75. Carbrella Targa top, essential if you own a Targa $80. Alan 415-821-4995

1988 944 Parts, low prices. Dan 415-349-8245 or Utopiate@aol.com.

911SC Sunroof clip with motor, gearbox $300. Nose clip, front panel to door posts $300. Rear clip, mid-floor back, struct. only $700. Coupe rear window $70. Right door window frame, blackcoated $50. Rear Window trim black $30. Delivery possible. Roger 408-479-4384

914 Parts: Pair of 40 IDAs from 914-6, need rebuild $400. 914-6 factory front sway bar $100. Weltmeister 914 rear sway bar $100. Nuggets or Panoramas complete from June '84 - free to good home. Mark 408-997-9653 H

911SC three spoke steering wheel. Excellent condition. $220 obo. Richard 415-622-8126 W


Porsche CD-2 in dash AM-FM Stereo CD player with 4-channel amp mint condition, cost new $1375 will sell for $499, 76 911/912E seats (vinyl) very good condition $200. obo, 912 Bursch Performance exhaust good condition $79. obo, 912E thermal reactors $300. pr obo Jeff 510-530-6648 or 415-861-1047
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Call the GGR Hotline To Confirm
ALL Event Times and Dates

GGR Board meetings, starting at 7:30 pm, each month,
Check Calendar for location, all members are welcome.

Check for dates on the Calendar inside

GGR HOTLINE 800 799-4767