Potential entrants or judges for the new Parade Concours Preservation Group will want to attend. Dennis Frick PCA Parade Competition Rules Committee Chairman, will conduct this session to familiarize us on significant changes in Parade Concours. The seminar is the first step in certifying judges for the Preservation Group. There will be examples of "preserved" Porsches on display for review and discussion, which provides everyone the opportunity to develop the skills necessary to distinguish restored from preserved.

Cars for review and discussion include:

- 356, 356A
- 356B, 356C (T-6)
- 911 (MY65-73)
- 911 (MY74-83)
- 911 (MY84-86)
- 930 (MY76-79)
- 912
- 914/4
- 914/6
- 924
- 944 (through MY86)
- 944 Turbo (MY86)
- 928 (through MY86)

Questions
Joe Hartman
(408) 998-2736
Opinion on whether GGR should run Time Trials in the rain is split, according to a show of hands in the drivers’ meeting at Sears Point in February.

The issue doesn’t have to divide GGR’s Time Trial community. We can draw on compromise, as did Time Trial Chairman Lloyd De Martini that day.

After the show of hands, Lloyd ruled that we would continue running in the wet, with one proviso—if the tow truck had to go on course one more time, the event would be stopped.

It was a fair, well-considered decision, but the rainy day at the track should cause us pause. GGR needs a rain policy.

If our policy is not to run in the rain, we will eliminate some danger but we will face the same situation. We will not learn how to drive on the track in the rain. We will not prepare our cars to run in wet conditions. We will continue to enter events not knowing if we will lose part or all of our entry fee because of the weather.

Many of us already are not entering the February event because of the high probability of bad weather. We’ve been rained out too many times. Time Trial drivers are not getting their money’s worth. In most cases, the tracks are making money anyway.

That should be our clue.

If we know that an event will be held in the rain, we can prepare ourselves and our cars accordingly and we can knowingly decide to enter the event or stay home.

From talk that wet Saturday, it seems the main argument for not running in the rain is the expense of buying rain tires. But even that would be more cost effective than entering an event and getting only one or two—if any—very expensive laps before being forced to park it.

To be fair to those who don’t want to buy rain tires or put their cars at any greater risk, we could extend our winter off-season through February. But even that will not fully address the issue.

Putting the question to a vote of the membership would have predictable results, judging from that show of hands. It remains for our leadership to tackle what is certain to be a most difficult decision.

They’ll need ideas. A committee needs to be formed to solicit the best of compromises.

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**Volume 36, No. 4**

Cover photo: Wolfgang Reif takes his new Speedster on a Sunday tour of Pebble Beach shortly after taking delivery.

*Photo: Heidi Willautzkat*
Braking news

GGR rules
Anyone who wants a change in the competition rules must submit a proposal by June 15 to Competition Director Curtis Robertson. Proposals must be specific and should offer reasons for the suggested change. Proposed changes are scheduled to be published in the August issue of The Nugget. A meeting to discuss suggested rule changes is tentatively set for Aug. 23 and everyone is welcome to attend. Rule changes will be decided by the Driver's Events Committee and will take effect in 1997. One of the suggested changes is to adopt PCA Club Racing rules.

Auto-x date ex-ed
The Automotion-GGR Autocross scheduled for April 20 has been canceled because it was to be held at the same time as this year's popular Yosemite Tour. No replacement date is scheduled at this time.

Porsche earnings
Porsche AG had a good fiscal year ending in 1995, earning 2.5 million DM, said VP Ross Dupper, Finance and Administration, Porsche Cars of North America. The year was a turn-around for the company, which has lost money for the past three years. He said sales increased by 11% and Porsche sales worldwide increased by more than 50% to 17,900 cars.

Watts next
GGR autocrossers nominated Henry Watts to be their representative on GGR's rules committee for this year. The Board last month confirmed his nomination.

Picture this
If you're tired of seeing the same faces in GGR publications, join the club. The editor of the Scrapbook, which has a deadline fast approaching, wants to put your picture in the 1995 edition. There's only one problem. She doesn't have your picture. Make sure to identify people in the picture and send it quickly to Diane Kimes, 14755 Native Dancer Drive, Morgan Hill, CA 95037.

Swap meet on
Automotion will hold its 7th Annual Swap Meet on Saturday, May 19, at its facility in Sunnyvale. Spaces rent for $10 and go on sale at 6:30 a.m. Hours are 8 a.m. to 3 p.m. A Zone 7 Concours also will be held.
When Wolfi says it’s clean, he’s not crying wolf

By RICHARD GRAY

A carpeted two-car garage in Hayward holds the luckiest 1989 Speedster in the world. It’s lucky because it belongs to the reigning king of full-Concours in Zone 7, GGR’s Wolfgang Reif.

From its glistening silver exterior to its immaculate engine bay, some might discern that its Wolfi who belongs to the Speedster. Either way, both benefit. The Speedster still looks assembly line fresh and it’s Wolfi, not Dr. Porsche, who gets to take the bow.

Wolfi and his pal, next-door neighbor Al Laudel, have won every full Concours event they’ve ever entered. These two dust-busting grease-getters have a squeaky clean reputation.

“Every time I show up, everybody quits,” said Wolfi. “I had to lay low for a while and let somebody else win.”

Wolfi won the annual Concours trophy in 1986 and 1987 and then laid low through 1990. He came back in 1991 to win that year and the next and then sat out 1993 and 1994. He won again last year and is competing this year.

When he’s not showing his full Concours Porsche, he’s judging other Concours cars.

He knows all the tricks, invented some of his own and is always eager to share with fellow competitors. In that sense, he’s made things double-tough on the casual entrant, and on himself.

“It’s getting tougher and tougher, especially when you show them the tricks and give them a little guidance,” Wolfi said. “Everybody is trying harder.”

Wolfi’s success can be attributed to one thing—he’s meticulous, or in the words of his buddy Al, “Wolfi’s got that German mentality—nit picky.”

He also has what some competitors might consider a big advantage. He restores and repairs Porsches for a living in Hayward.

Wolfi got himself into the Porsche factory training program after he and his sister and mother escaped from East Germany in 1948, before the Wall went up. Sponsored by Harry Webber, he came to the U.S. in 1962 and began working on race cars. He

See WOLFI, page 6
opened his own shop in 1966 and expanded to include restorations in 1981 after a few car shows.

He began winning Concours events with a 1963 356 Carerra Cabriolet. About that time, Al moved in with a used car lot in tow, including a 1962 356B Super 90 Roadster.

One day Al wanted to replace the windshield rubber and couldn’t stop. With the car in pieces, the pair started what became a three-year project.

The Roadster, bearing the license plate “D’Iteren” for the two brothers from Belgium who built the body, won its first show and every one thereafter.

“It’s nice when you have an old bucket and you bring it back to life again,” Wolfi said.

There’s no trick to winning shows. All it takes is hard work.

“You’ve got to have a system,” Wolfi said. “It’s like life. If you don’t have a system, you’re not going anywhere.”

Wolfi and Al have a two-page “pre-flight” check list to prepare for every show. One will go through the process and then the other will follow. They are amazed at what one will miss and the other will find.

“We do everything together,” Wolfi said. “You cannot do a full-blown Concours yourself. It’s impossible.”

There are common mistakes that, with attention to detail, can be eliminated. Small, hard to get places are where judges look.

“They reach,” said Wolfi. “Even I was surprised one time.”

A lot of people get their cars ready at home and then trailer them to shows, but not Wolfi. To him, the fun is driving the car, which also keeps the seals soft.

“The biggest problem you have is to get the brake dust off,” Wolfi said. This is where his meticulous side shines through.

When he drives to a show he leaves early enough to miss the various cities turning on the roadside sprinkler systems. He times the traffic lights so he doesn’t have to use the brakes much if at all. He stays well behind other vehicles to prevent rocks from chipping the paint.

After he arrives for the show, he places damp rags inside the wheel openings and rolls the car back and forth to remove most of the brake dust. Anyone who rides in the car must remove all jewelry and keep their clean shoes planted on the floor mat.

Full Concours gives busted knuckles and takes dedication and a large dose of perfectionism, but even those are no guarantee.

“Have you been to Parade?,” Wolfi asked, his German-accented voice rising an octave. “Those guys are really nuts.”
GGR’s annual tech makes every time trialer a technical inspector. From the comfort of one’s own garage, a few simple checks can head off trouble.

Tech chief Gene Kindred recommends having the familiar GGR tech inspection list posted in the garage and following it to keep the inspection thorough and organized.

Besides the simple things, such as making sure the engine oil isn’t puddling on the floor, there are some things that require particular scrutiny, he said.

Let’s round up the usual suspects.

- Look for evidence of a tire rubbing on a fender under cornering loads. Check for marks on the tire. Sometimes a fiberglass air dam needs trimming for clearance.
- Make sure tire rubber is not ready to wear through to the cord.
- Inspect the rims for damage. Chipped paint doesn’t count.
- Check for loose wheels caused by wheel bearings, front and rear. The adjustment of front wheel bearings is allowed to provide a slight amount of play to give the bearing room to expand when it gets hot. The adjustment can’t be too loose. It’s command decision time.
- Check all brake pads for wear. The pad must be at least as thick as the pad’s metal backing. When in doubt, replace them, or at least take a spare set to the track.
- Inspect brake rotors for cracks. Look closely.
- Check for loose suspension components. It’s a good idea to put a wrench on all suspension mounting bolts to ensure tightness and peace of mind.
- Look for evidence of leaking shock absorbers.
- Keep the engine and transmission clean so problems can be found before they make trouble. Look for leaks. Monitor the small ones. Fix the leaks that make spots on the floor.
- Check fuel and oil lines for cracking and brittleness. Tighten hose clamps.
- Make sure the battery is properly secured.
- Monitor the fire extinguisher. In time, the dry chemical becomes packed in the cylinder and the propellant can’t push it to the flames. It’s a good idea to replace the fire extinguisher every couple of years. Don’t buy one that doesn’t have a gauge.

Kindred suggested conducting the inspection in enough time before an event to have any problems corrected.

GGR tech crews will continue inspecting safety equipment and seat belts at the track. They also will be keeping an eye on the condition of the cars.

Kindred advised that the annual tech is a pilot program and if cars show up in untrackable condition, the club will go back to the old way. Δ
Autocrossers endure snow in first time at new site

By CARY SPREEN

The 1996 Automotion-GGR Autocross Series has a new site, and it’s a winner.

On an unseasonably cold February morning, with snow-capped peaks in site, 71 drivers showed up at the Alameda County Sheriff’s Training Center in Dublin for the first event—Automotion is once again sponsoring the series—of the year.

This new venue is available because of the help of veteran autocrosser Bill Newton, whose efforts garnered a round of applause at the morning driver’s meeting.

The facility is roughly the size of the Alameda County Fairground parking lot in Pleasanton, which GGR used through 1993.

Located adjacent to the Santa Rita Jail, some may consider it a convenient location in the event any of the entrants get too rowdy.

It has elevation changes, with the north side several feet above the south side, and a sealed concrete pad surrounded by metal grating that can be flooded with water.

The Sheriff’s Department uses it for a wet skid pad—a traction challenging obstacle. Because of threatening rain, course designer Lloyd De Martini decided to avoid the sealed concrete part of the lot. If the weather did turn wet, that portion of the course would be more slippery than the bat rays in the Monterey Aquarium petting pool.

As is Lloyd’s normal intent, the course was smooth and fast. At one point on the track, I nearly topped out in second gear, which works out to be close to 60 mph in Mimi’s and my new baby, a 1973 911S. Street modified and modified classes had to be going even faster. That’s pretty good for a course with typical lap times in the low 30-second range.

Although circumstances at work forced me to leave about noon, most drivers there for the entire day got in six runs before 4 o’clock when it started to snow. The event was forced to close shortly thereafter.

It was a good beginning to what should be an excellent year for GGR Autocross. Watch The Nugget Events Calendar for upcoming Autocross dates. Be sure to let Automotion know that you appreciate their continued support of Porsche autocrossing.

Autocross #1 results, Feb. 25

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<th>Time</th>
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<td>Ai</td>
<td>John Clever</td>
<td>34.866</td>
<td>20</td>
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<td>Ap</td>
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<td>B</td>
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<td>Bi</td>
<td>Larry Jackson</td>
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<td></td>
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<td>Richard Jung</td>
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<td>John Beck</td>
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<td>Richard Gray</td>
<td>32.606</td>
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<td></td>
<td>John Seidel</td>
<td>33.320</td>
<td>7</td>
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<td>Bp</td>
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<td>20</td>
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<tr>
<td></td>
<td>Larry Sharp</td>
<td>30.662</td>
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<td>Bx</td>
<td>Bill Lusk</td>
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<tr>
<td>BrL</td>
<td>Sharon Neidel</td>
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Br  Rob Neidel  33.111  20
C  Cam Carrington  35.128  20
EpL  Donna Sylvanovich  32.690  20
Ep  Mike Mitchell  33.409  20
Fp  Sergio Meza  32.121  20
FmL  Lisa Yeartoon  38.124  20
Fm  Dennis Yeartoon  31.281  20
Fp  Gregory Sirakides  30.799  20
Gm  Tom Provasi  28.987  20
H  Al Lise  32.481  20
Hi  Evan Williams  30.859  20
J  George Morris  34.262  20
Ji  Carry Spreen  32.186  20
JpL  Mary Ann Behrens  31.035  20

August 1996 Golden Gate Region
Jp  Henry Watts     29.340  20  
Bud Betrens    31.309  16  
KL  Tricia Braun   36.111  20  
K  Frank Leidt     33.393  20  
Eric Busche    33.718  16  
Greg Braun     35.021  13  
Ki  Dirk Bergstrom 31.829  20  
Kp  Kats Cannell   32.234  20  
Steve Kuhn     32.347  16  
Waymond Ho      32.437  13  
KmL  Cherie Kuhn  33.461  20  
Km  Bob Beach     32.291  20  
L  Len Ott        34.520  20  
LiL  Laurie Yonk  34.308  20  
Helen McGuigan  34.414  16  
Li  Masuo Robinson 30.419  20  
Dave McGuigan  30.546  16  
Neil Yonk        31.098  13  
Neil Librock    32.188  11  
Bob Gardner     33.403  9   
Scott Kishbaugh 33.721  7   
LmL  Karen Neidel 34.476  20  
Lm  Ken Shahoian  29.186  20  
M  Steve Smith    33.614  20  
Kyle Smith      34.726  16  
Mi  Victor George 31.496  20  
Ken Masuda      31.529  16  
Robin Aube     32.783  13  
Louise Aube     32.812  11  
Mpl  Sylvia Sykes 34.709  20  
Mp  Jeff Sykes    29.189  20  
NL  Cynthia Kushner 38.527  20  
N  Al Armellini   32.785  20  
Ken Weigel      33.108  16  
Alan Kushner    33.381  13  
UL  Pattie De Martini 30.612* 20  
U  Lloyd De Martini 27.481* 20  
David Kimes     29.826  16  
Ex  Jack Kuhn    31.877  0   
Bill Newton     33.435  0   

* = Top Time of Day  
(Men and women)  

Top ten times  
Lloyd De Martini  27.481  Race tires  
Tom Provasi      28.987  Race tires  
Ken Shahoian     29.186  DOT tires  
Jeff Sykes       29.189  DOT tires  
Henry Watts       29.340  DOT tires  
Curtis Robertson  29.657  DOT tires  
David Kimes      29.826  Race tires  
Masuo Robinson   30.419  DOT tires  
Pattie De Martini 30.546  DOT tires  

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April 1996 The Nugget 9
GGR, NorCal PCA club racers try luck in Las Vegas

By TED SMITH

PCA racing can be addictive. After competing in GGR’s first PCA Club Race last December and the next one a week later at Willow Springs, the comfortable, friendly, competitive atmosphere of club racing began to reveal itself.

I was eager to get #146 to another Club Race, especially after being rained out of the season’s first Time Trial at Sears Point, and the next one was March 2-3 at Las Vegas Speedway Park.

Las Vegas was too far away for me to justify the 15-hour tow each way, but Bauer Porsche in Oakland proprietor Lars Giersing, an avid 944 Turbo jockey, has a six-car hauler he uses to take his SCCA EP and ITS cars to races. Lars was taking his Turbo and a 944 ITS car to the Las Vegas race and had room to take four other cars. For a reasonable fee, I joined his party.

Other GGR and Northern California participants included Glenn Hills (914) and Larry Heitman (911T), who traileried their cars. The rest of the group came on the Bauer monster transporter—Chris Lanzatella (944), Jeff Keller (944 Turbo) and Brian Barrington (944 S) and me.

The familiar Club Race format and atmosphere prevailed. Rookies sat through National Steward Bob “Drill Sargeant” Barkers’ rookie school Friday night (“You will have a good time”). The affable Harry (“So, tell me again, why were you plowing furrows in the gravel outside Turn 2”) Hall, the National Scrutineer, did the honors in that role.

The concept is to be safe, have fun and keep the sheet metal intact for the trip home.

Each Club Race is set up and run locally but administered at the national level. Both Bob and Harry are East Coast denizens and, by design, oversee West Coast races. This helps keep local politics out of decisions about car and driver eligibility and administering the 13/13 rule. It’s this format that helps provide a safe, consistent venue to go wheel-to-wheel with our Porsches.

Las Vegas Speedway Park is soon to be known as the “old” track. The track itself is in good condition but the facility is run down and amenities are few and far between. Right next to it, Las Vegas Motor Speedway is under construction. It opens Sept. 15 with an Indy Racing League (IRL) event. This new facility features a 1.5 mile triple oval with several road courses in the infield. It will also have 107,000 seats.

Saturday practice was textbook perfect with temperatures in the 70s. There were 61 cars running in three groups by classes. Everything went off on time and there were no incidents that would put anyone on the trailer. There were quite a few rookie drivers and they

See RACERS, page 16
Learning Buttonwillow by the numbers?

Turns called the Long Beach chicane and the Talladega sweater

By ANNE DELVILLANO

Said simply by Greg Braun, “The distance to get to Buttonwillow is well worth it.” This new race track lived up to the expectations of drivers and their guests.

Spanning three miles, the course offers challenge and diversity with frequent braking and shifting and a terrain providing almost full visibility from any location.

Driving Buttonwillow for the first time made everyone a bit cautious, though this did not seem obvious considering all the spins early Saturday.

The course also featured an autocross challenge. At the end of a long straight, a sharp right followed by a quick left-right-right dubbed the Long Beach chicane forced even speed demons to crawl.

Mini lakes from recent rains were here and there. Speaking of lakes, long-ago Navy diver Art Seeger commented that he “didn’t expect to be diving again” after dragging his car out of the lake available to those who misjudged the chicane.

He washed off the car, cleaned up the spark plugs and started the engine. Did he know that better-half Karollee, standing behind the car, was showered with swamp water? We’ll give him the benefit of the doubt on that.

Not to be out done, Rich McGlumphy drove into the same lake but he hit the throttle and drove right through it. He said he expected to see someone on water skis behind him. Several others had close and real encounters with the murky pond, now called “McSeeger Lake.”

Everyone appreciated Buttonwillow’s great layout with lots of room for parking and ample grass areas. The pits are three long rows, which allow easy access and amenable socializing. The facility also has bathrooms at each end of the pits with indoor plumbing (polite for flush toilets), sinks, showers and hook-ups for RVs—and the place is very clean.

Other comments: Carolyn Lusk likes learning a new track; several commented that it is hard to remember the turn numbers; George Neidel likes the “914” course because drivers get to shift and brake frequently and he finds this track a lot more

See BUTTONWILLOW, page 12

Photo Jean Ohl

The Buttonwillow tour group goes to the head of class Feb. 17 with an early lesson in Buttonwillow 101.
The wine tasting exceeded precedent and expectations. Michele Freeman and Ken Mason hosted it with help and offered wines from international vineyards in Chile, South Africa and other distant lands. We all enjoyed the revelry that continued long after sunset.

Sunday lasted a long time. The last car did not complete its run until 6 p.m., but most stayed to hear who received the coveted awards.

Ken Mason picked up a surprise award, considering that his own car let him down. He ran in our newly-repaired 914.

The season’s first Real Time Trial is now in the log books and we all look forward to the next time at the track. See you there. 

---

Victory and wet feat

Top time of day winners Bill and Rebecca Newlin (above) share a congratulatory kiss while Art Seeger, with a first of his own making, waits for the tow truck, or a scuba tank.

Buttonwillow's fast esses were a flat-out big hit with drivers.
### Results of Time Trial #2, Buttonwillow, March 16-17

<table>
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<th>Time</th>
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- Air Conditioning

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* = Top Time of Day
(Men and Women)
Not just kids play

Does Shirley Neidel ever sit still? Now she’s made GGR track events fun for kids with the Tiny Time Trial Series board game.

She had her son Rob make maps of all the courses GGR is running in the 1996 Vintage Time Trial Series.

She divided the circuit into segments. The young player rolls the dice to determine how many spaces to move.

Guess what they get to move.

Tiny plastic Porsches.

She found the little 911s at a Los Gatos toy store and cleaned them out of stock. She bought 12 sets, with four Porsches in a set, and when she realized how big of a hit the series could be, she went back and bought 28 more sets.

The game rolled out at Sears Point and returned for Buttonwillow. A dozen kids took spins around the newest course on the GGR menu.

“They think it’s really neat,” said Shirley. “It keeps them busy.”

That’s what Shirley wanted. “I was trying to figure out how to keep the kids involved in what their parents are doing,” she said.

When Jeannie Ohl showed her a newspaper feature about a race track board game, Shirley knew she had the solution to bored kids.

And Shirley has another reason not to sit still. “How else,” she said, “are you going to stay young.”

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.

PartsHeaven, 1680 West Winton Avenue, Suite 4, Hayward, CA 94545 Local phone: 510-782-0354 Fax: 510-782-0358

April 1996 The Nugget
drove well.

The track is across the highway from Nellis AFB. The famous Thunderbirds were practicing and lots of interesting air traffic flew by all day. I remember motoring flat out on the straight and seeing the Thunderbirds sweep overhead in a 4-plane diamond formation. Wow, way cool! Watch the track, Ted! We wrapped up the day with free beer, snacks and some serious bench racing.

Sunday, a bit overcast but quite pleasant, began with qualifying sessions and these also went off without a problem. The racing began after lunch. Green group classes, my group, were first. I got a good jump at the start and after turn two I didn’t see any of the competition, even in my mirrors. Glenn Hills, running one class down was right back there, though.

I had a good dice with a 944 Turbo that was bringing up the rear of its group. After passing each other a few times over five or six laps, he started driving my line and turboed away on the front straight. A 914-4 in the Green group tapped a retaining wall coming onto the front straight and slightly dented a rear fender, the only incident of the day.

The Blue and Red group races were next and were exciting and fun to watch.

GGR and NorCal trophy winners were: Glenn Hills, first place, Class J; Ted Smith, first Place, Class I; Lars Giersing, second place, class E; Brian Barrington, third place, class E.

Jeff Keller won a special “Hard Charger” award and $200 worth of products from Pegasus Racing. I got lucky and won a set of brake pads from Performance Friction.

The Intermountain PCA folks, organized by Event Chair Darryl Treester, did a fantastic job and made everyone feel at home. Would I go back next year. Definitely, if they run the new track.

We’re a bit spoiled here with well-developed world class facilities like Sears Point and Laguna Seca.

PCA Club Racing has definitely arrived and I suspect any race they administer, regardless of where it is, will be worth attending. Δ
President's message

I’ve had several people ask me why a region of our size in the heart of the Silicon Valley doesn’t have a web site. Like everything else in a volunteer organization, all it takes is someone willing to do the work.

I am writing this article prior to the March board meeting but I feel certain we will have a web site in a few days.

Greg Braun has come forward and volunteered to set up and maintain the site for GGR. (I understand Glenn Hills may have something to do with this, too.) Thanks to Greg for volunteering. Watch your Nugget for details. It is really nice to see someone new come forward and volunteer to help.

I want to keep you up to date with things happening on the national level. I just got a letter from the National Board announcing the 1998 Parade site.

It has been awarded to the Rocky Mountain and Alpine Mountain regions and will be held Aug. 9-15 in Steamboat Springs, Colo. The chairman will be Dale Thero. I’ve been to other Parades put on by these regions and they do a great job. They also have a wonderful site to work with. I’m already looking forward to it.

If you want to go to the 1996 Parade in Shangri La (Tulsa), you had better get that app in soon. The reservations opened March 15. I have no idea how full they are but it is always worth trying. If you can’t make it this year, consider trying 1997 in San Antonio.

National also announced that the 1995 Treffen was so successful that they will hold it again in 1996. For those who don’t know, this is a trip to Germany—including tours of the Porsche factory and Weissach. It will be the week of Oct. 20. If you think you might be interested, call Knettie Archard (203) 426-7833 or Bob Miller (918) 369-0453 for details.

That’s all I have for this month except the usual invitation to come on out to an event. There is something every weekend in April plus the weekday social at Harry’s Hofbrau and the board meeting.

Sharon Neidel

GET EQUIPPED...

with Brey-Krause stainless steel equipment for Porsches.

Brace yourself!
Brey-Krause harness guides keep you where you belong during hard cornering and braking. Our harness guides allow full range seat movement and are adjustable to fit your car because each car is different. Install or remove in 10 minutes. Will not mar car.

Brace your car!
We have strut tower braces to fit all 944, 924, 911 C2, C4 and 993s. Simple designs that look right and do the job. Securing both strut towers together improves handling, while strut tower fatigue and excessive tire wear is reduced.

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PCA driving events require cars to be equipped with a 2.5lb. fire extinguisher. Brey-Krause has solved your problem with a simple reliable mount that keeps your fire extinguisher out of the way, but within easy reach.

Order through your performance parts dealer. > Easy to install.
> No Holes To Drill!

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Technical questions contact:
Phone (610) 867-1401 Fax (610)866-1433
Internet WEB Address: http://www.enter.net/~breykrause

April 1996 The Nugget 17
March GGR Board of Directors meeting

The meeting started at 7:45. All board members attended. Jim Biesemeyer, Lloyd De Martini, Debbie Gray, Larry Sharp and Carolyn Lusk attended as guests. The minutes were approved as amended.

Post mortem of events

Buttonwillow tour was a lot of fun—a long but worthwhile day, and all anticipate the upcoming Time Trial event. The first Autocross at Alameda County Sheriff’s Training Center attracted a large turnout and a variety of changing weather conditions—sun, sleet and snow. Ten new members attended the new member social. Approximately 40 people attended the Yokohama Tech Session and learned a great deal about new tire product lines that will help drivers go faster.

Director reports

President: Sharon discussed taking a poll of the board members for their approval to hold the Autocross at the Sheriff’s Facility because of higher than anticipated costs. The Board agreed. She indicated other insurance issues relative to the event were resolved. Reviewed the past month’s mail. Among items discussed, PCA National announced the awarding of 1998 Parade to Rocky Mountain and Alpine region in Steamboat Springs, Colo.

Vice President: Requested insurance information for the upcoming Laguna Seca Time Trial event. Changes were made to the Event’s Calendar to avoid conflicting GGR and Zone events. The Board approved a motion to cancel the Autocross event on April 20, since it conflicted with the Yosemite Tour event.

Secretary: Provided a copy of information received from PCA soliciting participation in the Newsletter competition for 1995. David Kimes will give the information to Diane for GGR entry.

Treasurer: Distributed a copy of the Treasurer’s report. Lloyd De Martini and David Kimes reviewed the status of the Thunderhill fund. The reserve balance will exceed the $10,000 required to retire the GGR’s obligation. The $10 surcharge will no longer be collected after the Laguna Seca Time Trial. The Board approved the motion for the Treasurer’s report.

Membership: As of the meeting date, the club’s membership reached a record of 1,151 members. Dave presented a report that detailed dual members, applications in process, sponsors and publicity mailings for The Nugget. The Board approved a motion for the Membership report.

Competition: Discussion took place about the annual meeting for the rules committee. The Board approved a motion to accept Henry Watts to participate on the rules committee for Autocross. The Board approved a motion to hold the Autocross series at the Alameda County Sheriff’s Training Center for 1996.

Social: It was noted that the April social will compete with the CRAB event. The Yosemite event is on track with required number of sign-ups. Shirley Neidel is coordinating the Cinco de Mayo event. The Board approved a motion for the budget. Henry R.E. Wheels has agreed to conduct a Tech Session at Automotion on June 8. A Chips Tech Session will take place at Dinan’s on May 4.

Nugget Editor: Richard is still researching compatible Mac equipment options. He believes there are a lot of additional revenue opportunities through advertising. Starting with the March issue, the Steering Column will cover discussions about issues.

Past President: Attended the NASA event on March 11 in which about 20 GGR members participated. It was scheduled to air March 16 and 23 on the Sports Channel’s “Fast Track.”

Old business

The Board approved a motion for Lori Gallen as The Nugget billing manager.

Larry Sharp will submit a Time Trial budget by mail to the President.

Lloyd De Martini reviewed the Time Trial expenses and the Board approved a motion for the Buttonwillow budget.

A motion was approved for Gerry Brown’s budget for the Goody Bag items, t-shirts, etc.

New business

Lloyd De Martini finalized the handling for Time Trial entry fee for the Autocross school. Participants of the Autocross school will be included in a drawing in which the winner receives a free entry to a 1996 GGR Time Trial event.

Greg Braun volunteered to create and maintain a web site for GGR. He will make a presentation to the Board next month.

Meeting adjourned at 9:45.

Minutes subject to Board approval.
Congratulations to these GGR members who are celebrating anniversaries with PCA in April.

Anniversaries

5 years
Paul Jorgensen
J.M. Henderson & Robert Sym
Mark Wurtzel & Katrina Decker
Chuck & Diana Flanigan
Lance Keigwin & Linda Schuurmans

10 years
Samuel & Nancy Thornton

15 years
Karen Neidel
George & Maureen Lenahan Jr.

20 years
Robert & Joan Kilburn
Daniel Makowiecki & Brett Makowiecki

32 years
Norbert & Margrit Nieslony

36 years
Burton & Joan Propp
Joe & Peggy LePage(dual)

Please join me in welcoming our newest members.

New members

Castellino, Anthony & Angela
171 Hedge Rd.
Menlo Park, CA 94025
415-633-4146
C4 90

Ford, Richard & Carol
34 Vistawood Way
San Rafael, CA 94901
944 83

Urbanic, Kathleen & Ted Barber
9 Berkeley Court
Santa Cruz, CA 95062
912 66

Weiman, Robert
130 22nd Avenue
San Mateo, CA 94403
914 74

Transferring in

Hayes, Bryan
415 N. Mary Ave., #112-4119
Sunnyvale, CA 94086
356C 64
-from Potomac

Transferring out

Crane, Stanley & Tricia
333 Simpson St.
Lake Bluff, IL 60044
911S 77
-to Chicago

Leeson, Charlie & Rene
429 Monarch Bay
Monarch Beach, CA 92629
911 SC 79
-to Orange Coast

Reeder, Jim Jr. & Jordan
950 Joshua Place
Fremont, CA 94539
911 88
-to Loma Prieta

Talk Porsches at the...

Friday night social

6:30 p.m., April 12 & May 10

Harry's Hofbrau
399 W. El Camino Real
Mountain View

Socials held the second
Friday of each month
VEHICLES

1960 356 Cabriolet #153363 completely restored to assembly-line perfection. White with black top and interior. $38,000. Stanley Baran, San Jose (408) 924-4535 or (408) 662-4532.


Factory 1970 914-6. 2.5L motor built on 2.0 case, headers, rebuilt Weber carbs, lightened flywheel, sideshift tranny, 7" and 8" alloy wheels, fiberglass GT flares and front deck lid, 911 SC front suspension and brakes. Good start for race car, $9,000. Richard (510) 287-0748 days or (707) 552-2523 evenings.

1970 914-6 #9140431980. Dark metallic blue, fresh 2.0S engine, RSR/Bilstein front struts, new SC brakes, adjustablebias, 7x15 Fuchs, header system w/sport muffler, too much to list. Very pretty car, never hit, no DNFs, former Zone 7 Autocross champion. Currently setup for vintage racing. Will convert back to street. $16,500. David Israel, San Anselmo (415) 456-7896.

1970 914-6 2.7L. White w/leather. One-owner Calif. car, professional conversion/rebuild. 911 door panels/pockets, engine rebuild '95, front oil cooler, RSR air dam, JFZ calipers, drilled rotors, boxed powder coated trailing arms, Dilivar head studs, 930 tensioners, 11-blade fan, 930 valve covers, 16-in, polished Fuchs, 180 lb. springs, Weltmeister bushings, orig. 901 trans w/ close ratio gears, side shifter. Smog OK. $15,000. Geoff (408) 481-0887.


1987 928 S4. 5-speed (GT rearend), 53K miles, silver, black leather. Original owner, detailed service records, all shop manuals and bulletins. Original paint. Over-serviced/over-waxed. $25,950. Walt (408) 426-2940.

1988 944S - Club Race Car - 30K miles/no accidents. Fresh 4 valve motor, 0 miles. Full cage, 5 pt. harnesses, Accu-sump, cool air brake ducting, net, fire ext., chip extra set of phone dials, 1eco's, all parts to convert back to street, extra 4-valve motor, SCCA SS/GT Log book. $14,000 obo. (510) 654-8526.

Porsche 911, GT-2, 2.8L engine, approx. 300 hp, tube frame chassis. Made in 1989 and totally re-built in 1995 by West Coast Chassis. Car has Carrera coil over springs and shocks. RSR crank, titanium rod bolts, Carrera Sport clutch, and much more. Sears Point time 1:47 on old tires. Many spares. $30,000. Arnould O'Shields (916) 791-1140.


PARTS & MISC

914-4 race parts--Garretson into headers w/phase 9 silencer, custom lightweight motor mount and side shift linkage, $700 obo. 2.0 race heads, complete, $1,000. 914-4 1971cc race motor, short block, inquire. 914-4 1951cc race motor, short block, inquire. Single Weber Holly conversion for 914-4, manifolds, linkage etc., $50. 914-4 racing only, Kugelfisher fuel injection system. Trick!! Inquire. Send stamped self-addressed envelope for details to: B. Newlin, P.O. Box 893, El Granada, CA 94018.

944 parts--26mm torsion bars, near new. Excellent street/track combo, $150 obo (bribe me to install them). Rebuilt "S" turbo $650. Autotovthority stage II chips $200. 944T bra, bo takes. Steve (415) 967-5151 evenings.

1973 911S throttle bodies w/stacks and air cleaner $350. One pr. 911 steel trailing arms $100. 2 ea. 12x15 Centerline wheels $150. Gary McNair (707) 252-2363.

Boxster Oval Poster. About 30" x 14", beautifully matted and framed. Promotion item provided to dealers by Porsche. $150 obo. John (707) 876-3513.
Chrome wheels 356C/912/911 five and a half with CN36s mounted $125 obo. S90 camber compensator with hardware $225 obo. 1963 356B engine P*611111* complete with all engine tin refinished, installed and on engine running stand $1,100 obo. Russell Ulrich, 19744 Echo Blue Drive, Penn Valley (916) 432-2499.


Free/Give-away!! Three 1969 911E OEM parts. Steering wheel, passenger seat (with rails), and front bumper. Phil (510) 455-5268.

H-1 Bosch, 2 bulb, Halogen Headlamps. Come with a 55W and a 100W bulb in each. Black beauty rings included. One lens is cracked. Fits 1965-1986 911 models. The cost for a new set of these lamps with the bulbs is over $800. Take these home for $199.99. Call Rich (408) 370-9224.

Koni adj. shocks, 23mm torsion bars, M-calipers, cool carbon brake pads, struts, trailing arms, drilled and vented rotors, racing tires, wheels and other misc. parts for 911. For prices and parts list, call Mat Orovitz (408) 623-2231 evenings or (408) 256-4361 days.

Many miscellaneous 914 parts. Richard (510) 287-0748 days or (707) 552-2523 evenings.

Momo Benetton Formula 1 steering wheel. New. Four color leather. $100. Bob (415) 948-1017.

Two black leather seats from 1977 911S. In okay condition. $125 obo. Call Ray (408) 974-6238.

WANTED

1984 911 SC or 911 Carrera coupe, stock, prefer white. Willy Hartford (415) 903-9234.

1988 944 Turbo S. Must be rose silver metallic color with burgundy plaid seats or 1988 944 Turbo in silver. Call Jon (510) 530-8835 or fax details to (510) 530-6088.

Christophorus, Porsche books and literature. Gordon (408) 737-2607.

Classifieds - Use Marketplace to sell or find personal Porsche products and paraphernalia. Your typed or printed ad must be received by The Nugget, 4119 Sacramento St., Concord, CA 94521, by the 1st of the month to be published the following month. Include your PCA membership number and we'll run your ad at no cost for two months. Non-PCA members must include a check for $10 per ad, payable to PCA-GGR. Ads may be edited or rejected at the editor's discretion. Call (510) 798-3120 to cancel sold items.
Events calendar

Latest on GGR events: GGR Hotline 1-800-799-4767

April

Sat/Sun 6-7  GGR/Zone Time Trial #3 (Driver's Education), hosted by Golden Gate Region, Laguna Seca Raceway, Monterey.
Wed 10     GGR Board Meeting, 7:30 p.m., Shakey's Pizza, 1066 E. El Camino Real, Sunnyvale.
Fri 12     GGR Friday Night Social, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
Fri/Sun 12-14 Zone CRAB 24, hosted by Sacramento Valley Region, Lake Natoma Radisson Hotel, Folsom. Pat or Larry Wilson, (916) 482-5609.
Sat/Sun 20-21 GGR 30th Annual Yosemite Tour, Wawona Hotel, Yosemite National Park.
Sat/Sun 27-28 Zone Autocross #1 & 2, hosted by Sacramento Valley and Sierra Nevada Regions, Mather Field, Rancho Cordova. Masuo Robinson (916) 427-9690.

May

Sat 4  GGR Chips Tech Session, hosted by Dinan Performance Engineering, page 24.
Sat 4  GGR Cinco de Mayo Dinner, Pedro's Restaurant & Cantina, page 23.
Sun 5   Zone Concours #1, hosted by Monterey Bay Region, MY Porsche, Seaside. David Allotti (408) 626-9048.
Wed 8   GGR Board Meeting.
Fri 10  GGR Friday Night Social.
Sat/Sun 11-12 Zone Autocross School, hosted by Loma Prieta Region, 3Com Park, San Francisco. Henry Watts (408) 245-4040.
Sat 18  GGR Autocross #3, Alameda County Sheriff's Regional Training Center, Dublin.
Sun 19  Zone Concours #2 & Automotion Swap Meet, hosted by GGR, see Braking News.
Sun 26  Diablo Wash 'N Shine, hosted by Diablo Region, page 4.

June

Sat 1  GGR Automotion-GGR Autocross #4.
Sup 2  Zone Concours #3, hosted by Sacramento Valley Region.
Sat 8  GGR Henry R.E. Wheels Tech Session.
Sun 9  Zone Rally #2 - Summer Solstice, hosted by Yosemite Region.
Wed 12 GGR Board Meeting.
Fri 14  GGR Friday Night Social.
Fri/Sun 14-16 Reno Hilton Vintage Races/Porsche Drawing, hosted by Sierra Nevada Region.
Sat/Sun 22-23 GGR/Zone Time Trial #4 (Driver's Education).
Sat 29  GGR Automotion-GGR Autocross #5.
Sun 30  Zone Concours #4 and Partsheaven Swap Meet, hosted by LPR.

22 April 1996 Golden Gate Region
Mex

Cinco de Mayo

and Porsche friends for a good time.

No host Cocktails 6:00 p.m.
Dinner 7:30 p.m.

Saturday, May 4.
Pedro's Restaurant & Cantina
3925 Freedom Circle
Santa Clara.
(off Hwy. 101 near Marriott Hotel)

$15 per person.
Call Shirley Neidel by May 1
for Reservations.
(408) 225-8103
(from 5 to 9 p.m.)

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1996 Board of Directors

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Redwood, City, CA 94065

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Bill Lusk
15 Treecrest Place
Walnut Creek, CA 94596

Secretary (415) 592-067
Anne DelVillano
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San Carlos, CA 94070 3

Treasurer (408) 848-8144
Bob Norwood
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Gilroy, CA 95020

Membership (408) 226-4006
Dave McGuigan
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San Jose, CA 95123

Competition (415) 369-7884
Curtis Robertson
505 Sapphire St.
Redwood City, CA 94062

Social (408) 745-7870
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1220 Tasman Drive #9
Sunnyvale, CA 94089
DJBLANCH@BEST.COM

Nugget Editor (510) 798-3120
Richard Gray
4119 Sacramento St.
Concord, CA 94521
..here a chip, there a chip, everywhere a chip chip, Old MacDinan had a shop, e i e i o.....

That's right, we've got a tech set up at Dinan Performance Engineering in Mt View. Steve Dinan will tell us all (or more) than we ever wanted to know about chipping your late model Porsche. Dinan Performance Engineering is known publicly for their BMW work, but they are the folks who design and build Porsche chips for distribution by Automotion with their Weltmeister brand. Coincidentally, there will be some folks from Automotion who just might be able to cut you a good deal on one of those trick chips that Steve Dinan will be telling us about. Here's an opportunity for you to learn and save at the same time. Or, just come to learn, chips are here to stay.

There's not much to see in chipping, so I set the tech up at the Dinan facility so we could ogle some trick BMWs.

Date: Saturday, May 4
Time: 10:30 for donuts & ogling, 11:00 for the words of wisdom
Place: Dinan Performance Engineering - 150 S. Whisman - Mt. View, CA

* Please RSVP with Social Director David Blanchard at (408) 745-7870 to reserve a donut and a seat at this fun and educational event.