Inside
Experiencing Le Mans
Duties of GGR elected office
New air-conditioning refrigerant
1996 MOTHER LODE TOUR

October 5 & 6

Saturday
*Tour to Me-Wuk Motor Lodge, 15 miles east of Sonora on 108 (one rest stop).
*Tour to Pinecrest Lake. Bring your picnic lunch with munchies to share. Board two party boats and tour the lake. Enjoy hiking, swimming, fishing, boating, relaxing or gossiping.
*Dinner at Diamond Jim's. Choose from Baby Back Ribs, New York Steak or Teriyaki Chicken served with wine. Porsche door prizes.
*Accommodations at the Me-Wuk Motor Lodge.

Sunday
*Tour to Columbia State Park for breakfast at the Columbia House Restaurant (with music by Sequoia).
*Tour to Yankee Hill Winery for wine tasting.

Enjoy the great Porsche roads and history.
Gold country maps, litature and more.
Strictly casual, partner.
The weather is usually nice, but could get cool in the evening.
We'll depart at 8:00 a.m. sharp, Saturday from the parking lot across from Denny's on Hopyard Road near the intersection of interstates 580 & 680.

$145 per couple includes all of the above.

Limited to 25 couples or Porsches. Make your reservation today by calling Dick or Mary Wallace at (415) 948-9203.

Many reservations have already been made for this event, so before you send your money YOU MUST BE SURE TO RESERVED YOUR SPOT ON THE ATTENDEE LIST. Once you have reserved your spot, mail your payment of $145 no later than FRIDAY, SEPT. 20 to secure your reservation.

Mail your check payable to PCA-GGR by Sept. 20 to:
Dick and Mary Wallace, 778 Loyola Drive, Los Altos, CA 94024
That was some list of rule change proposals that members submitted to the Driver’s Events Committee in June.

The 17-item list really wasn’t all that long, which might mean that most GGR competitors are satisfied with the status quo, except for changes suggested for certain Porsche models. But there were a couple of sweeping changes that might be a signal of something else.

The most dramatic proposal is to adopt PCA Club Racing Rules for Time Trial cars, which means changing the way cars are set up and altering competition classes. That would affect all of us who compete in track events.

There were three separate proposals placing Club Racing rules before GGR’s five-member committee, so it’s obvious the issue has support.

The proposal is the broadest, most significant rule change suggestion that GGR has ever had to decide. That is clear enough.

What’s not clear yet is how many of us will show up at an open meeting of the Driver’s Events Committee Aug. 22 at Magoo’s Pizza, 364 S. Livermore Ave., in Dublin to voice opinions.

Chairman Curtis Robertson has set the meeting for a Thursday night so it won’t interfere with our weekends. He has set the time for 7:30 p.m. so the car pool lanes will be open and traffic can move as well as it’s ever going to move. He’s tried to make it easier for us.

It’s true that all of us are smarter than one of us, and GGR needs all our best ideas to decide an issue as sweeping as this.

I’m not going to argue an opinion on the merits of Club Racing rules in this small space, but I will strongly suggest that everyone affected by this proposal show up and say what they think.

It will be our only chance. The committee will consider all the arguments and then do the job it’s been assigned to do—make a decision.

Whether that decision, in your own view, is good or bad, right or wrong, that’s it, the way it will be.
Braking news

Club Racing copies
Copies of PCA’s Club Racing rules will be available at the open meeting Thursday, Aug. 22, of the Driver’s Events Committee. Adopting PCA Club Racing rules is one of 17 proposed rule changes. The meeting begins at 7:30 p.m. at Magoo’s Pizza, 364 S. Livermore Ave., Dublin.

Classification reform
The U.S. Postal Service implemented “classification reform” for all classes of mail on July 1. Because of the magnitude of the changes, GGR anticipates delays in getting The Nugget to members. Anyone who experiences a significant delay should call GGR mailing manager Diane Kimes, (408) 779-5988.

Speed zone ahead
The California Highway Patrol pays special attention to U.S. 101 on the 20th of each month, according to the “Roadshow” column in the San Jose Mercury News.

Convoy to Parade
GGR’s Ron Halfhill of Saratoga is trying to get a small group to convoy to Parade in Oklahoma City with a Sept. 10 departure. Along the way, he’s eager to try Highway 395 east of Yosemite, touted to be a great road for sports cars. Contact Ron at 1-800-595-0235.

Christmas spirit
If you love Christmas, you’ll love organizing GGR’s Christmas Party this year. Lucky for you the job is open. Call Social Director Dave Blanchard at (408) 745-7870.

914 photo
When GGR lined up 41 914s for a photo shoot at the June Time Trial at Thunderhill several people asked about getting an enlargement of the photograph, which appeared in the July Nugget. The picture will be on display at the Time Trial on Labor Day weekend at Thunderhill and orders will be taken then.

Competitive spirit
There has been some speculation that Porsche, BMW and Mercedes may cooperate to better market their new roadsters. Autoweek recently asked Porsche Cars North America CEO Fred Schwab about it. “There’s nothing communal about Germans,” he said. “We love nothing better than to kick the crap out of each other.”

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Racing and Reveling at LE MANS

Story & photos by RON & CAROL ROGERS

Our trip to the 24 Hours of Le Mans in June was the experience of a lifetime. The international make-up of the drivers, cars and fans, the 24-hour parties, 200 mph racing mostly on French public roads and Porsche’s state...
Running the club

What GGR’s elected officers really do

Holding elective office in GGR can be as rewarding as assembling a 901 transmission, though not usually as difficult.

As GGR seeks board candidates for 1997, it would be helpful to know what’s required of the elected positions—president, vice president, secretary, treasurer, competition director, membership director and social director.

These positions make up the voting members of the Board of Directors, which itself is responsible for running the club, settling issues that arise during the year and ensuring that GGR keeps its nonprofit status and its ledger in the green.

Here’s a capsule of the duties for each elected post:

**President**
The region’s top executive has varied responsibilities. Chief among them is running the monthly board meeting and keeping the Board of Directors informed about what National and Zone are doing, that might impact the region, by attending quarterly Zone 7 president’s meetings.

The president writes a monthly column for The Nugget, ensures that club awards, such as the Dummkopf, Perc Bliss and yearly awards, are regularly presented.

Then there’s the paper work, such as maintaining GGR’s Statement of Policy and executing official documents.

The president also oversees access to the club’s storage facility.

**Vice president**
The main responsibilities of this office include preparing, maintaining and disseminating GGR’s activities calendar for the year and arranging for event insurance.

The vice president chairs the Bylaws Committee, which reviews the bylaws to determine what, if any, changes are to be brought to a vote of the membership.

Other important duties are coordinating sponsorships of GGR events and serving as the keeper of release forms that are required by National and the insurance carrier.

The vice president, of course, also stands in for the president whenever necessary.

**Secretary**
Main duties for this office are keeping and preserving a record of the Board meetings and special membership meetings and reporting the Board minutes in The Nugget.

The secretary prepares and receives all election ballots, counts them and see that the results are published in The Nugget.

**Treasurer**
The principal duties of this office are to prepare GGR’s annual budget, keep the club’s books, pay the club’s bills and receive and deposit money due GGR.

The treasurer also prepares a progress report of the budget for the Board each quarter.

**Competition director**
One of the primary duties of this office is chairing the committee that reviews the annual revision of GGR’s competition rules. In this role, the competition director also sees to it that the proposed changes are published in The Nugget as well as the rule changes themselves.

The competition director develops a schedule of competitive events and works with the various tracks and other sites that GGR will use to set the year’s event dates.

**Membership director**
This office is responsible for attracting new members to the club, handling membership applications and requests for information about GGR and greeting new members at club functions.

The membership director also prepares a monthly list of new members, those members who are celebrating anniversaries with the club and members who are coming into GGR or leaving. These lists are published in The Nugget.

A master list of GGR members is kept and maintained by this officer, who also prepares GGR’s annual roster and provides mailing labels for The Nugget. This position also sees to it that current information about GGR is posted on bulletin boards at local Porsche-related parts and repair shops.

**Social director**
The main duty is to develop a suitable schedule of social events, such as dinner meetings, tech sessions, swap meets and other events that are social in nature. Part of that function is to arrange for sites for these events.

The social director also works with other organizations and regions to conduct social events and encourage participation in GGR’s social functions. Δ
The cold, hard facts about A/C refrigerant

For a long time the owners of older cars have feared for their air-conditioning systems because the government banned Refrigerant 12, known by its trademark name Freon, effective after 1995.

Studies indicated that the chlorofluorocarbons (CFCs) in R12 were depleting the Earth’s ozone layer, which filters out the sun’s ultraviolet radiation. However, when the decision was made in 1987 to phase out R12 under the Montreal Protocol, there was no direct R12 replacement.

Another refrigerant, 134a, which has no CFCs, was available in 1994 and a few expensive imports, including Porsche, began using it with the 1993 model year and most all 1994 models. But it was not a direct replacement for cars built to use R12, such as '60s and '70s era Porsches with factory air.

R12 systems required a different lubricant than the mineral-based 134a. The old polyalkylene glycol (PAG) lubricant when mixed with new mineral oil lubricants becomes a gel and there were other problems in retrofitting older systems.

The 134a refrigerant has very small molecules, so small that they escape through rubber hoses and flare fittings. The fix was to use O-rings made from special material in the fittings and hoses lined with nylon or hypalon to replace the rubber hoses.

The fix was getting complicated and expensive. But further development produced a synthetic-based lubricant for use with 134a that was compatible with mineral oil lubricants. This meant that flushing the lubrication system completely was no longer necessary.

There also were other products to substitute for R12, but manufacturers uniformly recommended against these alternatives mainly because of fear of mixing chemicals, which caused product contamination. Shops had to have dedicated R12 and 134a recovery and recycling machines to perform the service.

The Environmental Protection Agency asked DuPont to continue producing R12 right up the 1996 deadline to satisfy demand. Since then there have been further developments.

The good news for the Earth's ozone layer and owners of pre-1993 Porsches is that the industry has come up with refrigerants that are direct “drop-in” R12 replacements.

No expensive, complicated retrofitting is necessary with Autofrost or GHG R-406A, except that European cars must use nylon braided hoses.

The refrigerants are currently under review by the EPA and are expected to be approved sometime in September.

The new refrigerants can be removed by equipment designed for R12 systems and are compatible with all R12 systems. They are miscible in both mineral and alkyl-benzene oil and work with existing valves, seals and hoses.

The supplier, Monroe Air Tech, Inc., of Bloomington, Ind., said the refrigerants are 95 percent less ozone depleting than R12.

For more information, contact Monroe Air Tech at 1-800-424-3836.
to-finish domination made the race unforgettable.

Le Mans has hosted the race since 1923. The 8.45 mile circuit is about an hour southeast of Paris. Even with two chicanes on the famous Mulsanne Straight, most cars cover the distance in less than four minutes. Many reach speeds of 200 mph.

We flew into Paris two weeks before the race and spent the first night in a lovely French country hotel before heading for Reims and Epernay, home of the famous but now abandoned French Grand Prix track and the champagne country. We then drove to the French Alps, staying in a ski town called Chamonix. There, we took a cable car high into the Alps to see Mount Blanc, said to be the highest point in Europe. In Chamonix, Ron also took advantage of a chance to go karting, which the Europeans are quite serious about. The karts are fast and quick handling.

We continued south and stayed with friends in a small town on the Italian Riviera before going on to Nice and our return trip north to Le Mans for the race. Throughout France and Italy we found the drivers speedy. We cruised at 100 mph and were passed often. However, European drivers were attentive and courteous and always stayed in the slow lanes except to pass. The countryside was breathtaking in June and the people friendly and generous. At our cruising speed, what Carol thought might have been sights or landmarks were only blurs.

Arriving at Le Mans a few days before the race, we stayed at a charming country hotel 30 minutes from the track. A contingent of a dozen British enthusiasts was also staying at the hotel, having brought their Jaguars, Porsches and a Lotus over on the ferry from England. Apparently they go to Le Mans every year and always include numerous three- to four-hour lunches at the restaurants and outdoor cafes in the surrounding countryside.

With Carol happily settled at the hotel pool, Ron went to the track Thursday to watch final qualifying. Perhaps a tad over enthusiastic, and not knowing the exact starting time, Ron arrived for the
7 p.m. qualifying at 9:15 a.m. Being 10 hours early, there were no crowds (or security) and it was a great time to scout out the track and get into the pits while the cars were prepared. Ron got some great close ups of Norbert Singer, Roland Kussmaul and the two GT-1s. One was being fitted with a new front end, which was flown in overnight from Germany after Karl Wendlinger crashed the car in practice.

Porsche qualified 1, 2, 3, 4. The fastest qualifier was the #8 TWR Porsche World Sports Car (the prototype Porsche withdrew from WSC competition in 1995 because of unfavorable, last-minute IMSA rule changes) with a time of 3:46.682. Second fastest was the #3 Courage Porsche C36 at 3:46.792. Third was the #26 of Dalmas-Wendlinger-Goodyear at 3:47.132. Fourth was the #25 of Stuck-Boutsen-Wolleck at 3:47.139. The remaining 44 cars were predominately Porsches, with Ferrari 333 SPs, McLaren F1s and R&S Oldsmobiles, most closely following the times of the top four. More than 100 cars formally applied for the 48 starting positions.

The pre-race show was fantastic and helped
LE MANS, from page 9

build excitement for the start. All 48 cars lined up diagonally in front of the pits (as in the old days when the drivers sprinted across the track, jumped into their cars and sped off with or without belts). There also were parades of drivers and vintage Le Mans cars, all leading up to the 3 p.m., Saturday start.

The rolling start was made even more dramatic when the track’s loudspeakers blared out the theme from 2001 as the cars snaked through the final turn before the green flag and the enormous roar of 48 powerful racing cars at full throttle. At the start, the two Porsche GT-1s took first and second. A Ferrari was third and a WSC Porsche fourth. Throughout the race, the top four cars were the two GT-1s and the two WSC Porsches. The Ferraris broke down. The McLarens could not keep up. Porsche dominated.

Some 107,000 enthusiastic fans attended, with a surprising number staying at the track for most or all of Saturday night and Sunday morning. For some, Saturday night was a chance to run amok. A German beer hall with a live band “hosted” a friendly inebriate who danced on his table and whistled along with the band. When the crowd threw bread and bread baskets at him, the guy caught one the baskets, put it on his head and continued dancing. He eventually fell off the table.

Next up at the beer hall was a wild Russian who danced by himself in front of the band. Those nearby accompanied the music by loudly banging forks and knives on the table. One lithe fellow, buoyed by his friends’ enthusiasm, started doing cartwheels in the isles and headstands on his table. Later on, he climbed up the wall and got onto the bandstand where he took over the microphone to the cheers of the crowd.

The Russian tried to get anyone nearby—male or female—to dance with him, including a very large and very unwilling waitress, who pushed him away while trying to serve mass quantities of food and drink. The Russian was thrown out but he returned five minutes later and continued as before.

Meanwhile, a bunch of guys got hold of some brooms with which they accompanied the music. One guy tapped the ceiling rhythmically with his broom, causing blue paint chips to fall in time to the music.

See LE MANS, page 12

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10 August 1996 Golden Gate Region
With Porsches in front (above), the field of 48 cars winds its way toward the green flag and the cheers of thousands. Although the start was hours away, work on the #25 GT-1 Porsche (below) of Stuck-Boutsen-Wolleck progressed intensely. Porsche crews were first to start, last to leave.
Why Porsche developed the mid-engine 911 GT-1

BY RON ROGERS

The 911 GT-1 was developed by Porsche in 1995 after its World Sports Car prototype was withdrawn from IMSA because of unbalanced rule changes. The factory determined that the GT-2 turbo could not compete with the more purely racing McLaren F1.

The GT-1 is powered by a 3.2 liter twin turbocharged engine producing about 600 horsepower. In a historic departure from the traditional 911, the engine sits amidship. With the engine moved forward, the transmission was placed behind it like the Formula 1 configuration.

It uses ABS brakes and is significantly lower and wider than the present 911. A street version is reportedly going to be available, but it will carry a hefty price tag of between $750,000 and $1 million.

LE MANS, from page 10

Eventually we danced with the Russian and one of his friends. We had several pictures of us taken to prove it. We also met a nice man from Versailles who shared some Cuban cigars and helped out when the Russian fell on our table and spilled our beers.

Much more technically unexplainable stuff happened at the beer halls and we left about 1 a.m. before things got out of hand.

We "camped" at the track to obtain the complete racing experience. Also, our hotel had no space that night. We spent several restful minutes sprawled on a bench at an outdoor beer and hotdog stand, before we were thoughtfully awakened by a photographer taking flash pictures of us. We then retired for additional rest in our European sub-compact, conveniently located, along with 100,000 others, somewhere in the dark parking lot.

With the full 1 1/2 hours sleep under our belts and a new day dawning, we returned to our seats in the grandstand to witness the final hours of the race. With our senses and the feeling in our arms and legs

See LE MANS, page 14

On and off track

The team of Stuck-Boutsen-Wolleck puts another lap in the books. Left, a Porsche crew checks tire pressures in preparation for the start and (far left) a crew member has a tough audience during an assembly step.
LE MANS, from page 12

regained, we were more than ready to continue the marathon. As daylight broke and crowds returned to the tempting smells of coffee and croissants, the excitement and anticipation grew.

All seats, standing room and every other space were taken the final hours of the race. At this stage, it was apparent that many of the cars had broken down or crashed, and those still running were covered with black brake dust and showing worse for wear.

Having found an abandoned media pass on the ground in the parking lot, Ron spent several hours in the media areas watching the race and taking pictures. We also enjoyed a buffet lunch in a hospitality tent for the international media.

At the end of the 24-hours, the first car across the finish line was the #8 WSC Porsche prototype driven by Jones-Reuter-Wurz. Only one lap down

A pair of GT-I Porsches scream across the finish line first and second for a show. It wasn't really this close. The #8 was a lap ahead of #25.

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Official sponsor of Automotion-Golden Gate Region Championship Autocross Series
was the #25 GT-1 Porsche. For a while, it looked like the GT-1 might take the lead and win outright, judging from the track television screens showing the in-car view as the GT-1 tried to reel in the WSC prototype. Third was the #26 GT-1 of Dalmas-Wendlinger-Goodyear. The two GT-1s crossed the finish line side-by-side. It was dramatic. It was impressive. It was a rush. And it seemed like it was that way not only for the Porsche supporters but also for the crowd. It was common knowledge that the GT-1s had just been built, only recently tested and never raced. History had been made.

We recommend taking the trip to France for the 24-Hours of Le Mans. The international flavor, the enthusiastic crowds, the parties, everything was great. There is no other race like it. Every year, Germany Region of the PCA hosts a barbeque for PCAers from the world over and invites drivers.

The French countryside is beautiful and Paris is nearby. Pack light, bring plenty of francs and be prepared for an experience. For information or tickets, contact the Circuit International Du Mans at 43-40-24-75; fax 43-84-47-13.

Note to Pattie and Lloyd De Martini: If Ron doesn’t stop at the end of the next Time Trial and seems more intent than usual on motoring for hours, please hold up a “pit now” board. And blame it on Du Mans. A

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**Zone 7 & Yosemite Region**

**Autocrosses 7 & 8**

**August 24-25 Mather Field, Rancho Cordova**

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* Inverted grid opens after grid area is established. First car on grid parks at rear of grid. Successive cars line up in front of first car. Last car on grid runs first.

**Note:** Saturdays event counts for SVR series points.

**Additional Information:**

Registration and tech open at 8.00 A.M. Fee is $20.00 per driver. Score cards must be completed and car must be run-ready **before** entering the grid for tech. Helmets must have a 1980 or later Snell sticker. All drivers are required to run and work following the schedules listed above to earn series points. Course walk times approximately one hour before the first and third run groups.

**Classes In Run Groups:**

Red: All Super Production, Prodified, Street Modified, Modified and Exhibition
White: A, Al, Ap, B, Bi, Bp, F, Fi, Fp (all 356, 912, 914, 914/6, 924)
Blue: C, Ci, Cp, D, Di, Dp, E, El, Ep, G, Gi, Gp, H, Hi, Hp, J, Ji, Jp (all others)

**Directions:**

Take Hwy 50 east through Sacramento. Take Mather AFB Exit off-ramp and proceed thru gate. Turn left on Stratotanker. Proceed approx. 2 miles until chain link fence on right with serpentine wire on top. Take paved entrance and proceed to large building, end of road.

**Zone 7 AX Chairman:** Tom Provasi 408-947-0980

**Yosemite Region AX Chairman:** Pat Ikeda 209-473-4628

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August 1996 The Nugget 15
President’s message

I don’t know about you, but I have a hard time believing this year is half over already. Looking back, I think this first six months has been really great for GGR.

How many of you have checked out the web site? It is up and running and can be accessed at http://www.GlennHills.com. This is a great new addition to the Region and should really improve communication over the next few years. On behalf of the Region, I thank Greg Braun for his efforts setting this up and to Glenn Hills for being our host.

I have had a lot of positive feedback about the new Nugget format and the efforts of Richard and Debbie Gray. This is one of the most time consuming and difficult jobs in the Region. They are always looking for information, articles and photos.

Our new autocross site has worked out very well. Larry Sharp is doing a great job as Autocross chairman. With the help of his Friday night crew, they have set up some fun and challenging courses. If you haven't been out there yet, you should give it a try. Larry also would like to hear from a few people with course design ideas for future events.

The Time Trial series is running as smooth as ever with Lloyd and Pattie De Martini doing the jobs of Chairman and Registrar. These are high visibility events for GGR and it’s comforting to know they will run efficiently and make us proud. We have terrific new venues at Thunderhill and Buttonwillow. Fast, fun and safe. Lots of run off room making them good places for beginners.

The socials are going along great at the direction of Dave Blanchard. His revival of the tech sessions is very much appreciated. They have been well attended and excellent. There are more to come in the second half of the year.

You know from Richard’s recent article that GGR has a number of people participating in the Zone 7 Concours series. John Clever informed me that 25% of the cars in the Zone 7 Rallye series have been from GGR! That really surprised me, but I’m happy to hear it. Wouldn’t one of you mystery rallyists like to be GGR’s rallye chairman? The job has been vacant for years. I think it would be great for GGR to have a rallye in the zone series for 1997.

There is a lot more to come this year. Two more time trials, several autocrosses and some great socials, such as the family picnic and Mother Lode tour. Also, remember we meet the second Friday of every month at Harry’s Hofbrau. If you have nothing important to do, you are always welcome to come and participate in a board meeting. See you soon.

Sharon Neidel

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by Porsche car nut and owner

Successful business in the North Bay now expanding service to your area. I feature car care systems from Zymol, Griot’s Garage and Lexol for leather. I have special waxes from Zymol for both black and red cars.

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All services are performed by hand except for swirl mark removal and all are done at your home. I don’t need to drive your car! Please allow 6-7 hours per car.

Louis Knight (707) 323-9127 24 hours

August 1996 Golden Gate Region
For the record  

Anne Del Villano

July Board of Directors meeting

The meeting was called to order at 7:55 p.m. All Board members were present. Guests present were Robin Aube, Debbie Gray, Carolyn Lusk, Jim Biesemeyer and Jim LaMarre. The minutes of the June 12 Board meeting were approved.

Post mortem of events

The Friday Night Social was well attended. The Time Trial at Thunderhill on June 22-23 was successful, clean and fast. The Autocross at Dublin was excellent in the morning but the pavement degenerated a bit with the afternoon heat. Attendance was lighter than normal but high temperatures predicted for the day may have affected participation. The Zone Autocross School at 3Com Park was a great success and ran very smoothly with 72 students participating.

Director reports

President: Received information on Mission City Car Show and Dick Cottrell informing us that Porsches are invited to the Concours Italiano on Aug. 16.

Vice President: Insurance has been ordered for events through the end of August. Bill updated the advertising contract for The Nugget. The calendar was distributed and changes were solicited. The open meeting for the Rules Committee on Aug. 22 was added. This date will be promoted in the August Nugget.

Secretary: No report.

Treasurer: The Treasurer’s report was reviewed and approved by the board. GGR’s First Interstate Bank account has been changed to Wells Fargo as a result of the recent bank merger. The club has been advised it may continue to use the remaining supply of checks from First Interstate. Bob informed the board that he will not be able to attend the next two meetings but agreed to submit the Treasurer’s report via mail prior to each meeting.

Membership: To date, membership is at 1,152 prime members with six applications in process. Dave sent out 74 invitations for the July New Members Social. The Board approved the Membership report.

Competition: Curtis responded to questions about the Rules Committee meeting that is scheduled for Aug. 22. A condensed version of rule change proposals were published in the July Nugget. A copy of the proposed Club Racing rules are to be made available at the July 20 Autocross in Dublin. Curtis has begun the search for a 1997 Time Trial chairperson and will solicit interest at the next Time Trial at Thunderhill over Labor Day weekend. David Kimes and Lloyd De Martini also have begun recruiting for the post.

Social: The New Members Social was to take place on July 12, Adopt-A-Highway on July 13 and the Family Picnic will take place on Aug. 3. Jim LaMarre described the picnic location and parking accommodations and said they have lots of activities planned for the children. The event has been promoted in the June and July Nugget. RSVPs have been slow so far but are expected to pick up as we get closer to the event. Dave said he is looking for a chairperson for the Christmas party and Sharon Neidel offered her assistance.

Nugget Editor: No report.  
Past President: No report.  
WebMeister: Absent.

Old business

Nugget equipment - Robin Aube gave an estimate to replace the club computer equipment and discussed leasing vs. purchasing relative to fast-changing computer technology. The goal is to provide equipment suitable for publishing The Nugget efficiently going forward. If costs change, David Kimes said additional costs should be factored into the The Nugget budget. Robin will get written estimates of the cost alternatives and present a formal proposal to the Board.

Tabled request - The request for authorization by Race Setter Designs to sell Porsche/GGR merchandise was again tabled in order to confer with National.

Nominating Committee - Bill Lusk provided a rundown of board positions and candidates who have expressed an interest in running for the 1997 Board.

GGR Statement of Policy - Sharon asked each Board member to review their respective sections for changes.

New business

None.

The meeting adjourned at 9:30 p.m.
Membership

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

5 years
Marc & Maile Weideman
Yoshi Endo
John & Lynn Chakel
Anthony & Pat Theophilos
T. Otis & E. Ann Paul, MDs

10 years
Michael & Patricia Lue
Ernest & Kimberly Iaconetti (dual)
Deborah & Robert Dupire
Glenn Cole & Trudy Bonincontro

15 years
Michael & Christianne Becker
Don & Marilyn Pitman (dual)
Gary Griffiths

20 years
Peter & Pauline Neukirchner
Leonard Cutler & Steven Cutler
Matt & Lois Ballentine

25 years
George & Laura Crabb
Albert & Elizabeth Kasch

31 years
David & Helen King

New Members
Please join me in welcoming our newest members:
Albert, Natalie
P.O. Box 53663
San Jose, CA 95153
408-225-3853
911 83

Barnard, Dennis
1541 Carol
Burlingame, CA 94010
415-344-5657
911SC 80

Duafala, Mathew and
Andrew Duafala
371 Larkin Valley Rd
Watsonville, CA 95076
408-724-0310
914 74

Klein, Stanley and
Jonathan Klein
686 Catalina Way
Los Altos, CA 94022
415-941-3759
914-6 71

Kling, Steven & Jeanne
220 Oak Ridge Road
Los Gatos, CA 95030
408-395-3384
911E 72

Liolios, Barbara
Sunnyvale, CA
356C 64

Matlack, Richard & Judi
19861 Buckhaven Lane
Saratoga, CA 95070
408-741-1631
911SC 82

Murray, Dr. Chris and
Dr. Pamela Murray
20257 Redwood Road
Castro Valley, CA 94546
510-538-3800
911SC 78

Novak, Robert and
David Novak
2373 Fosgate Ave.
Santa Clara, CA 95050
408-248-7245
911 86

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$2 off
any large pizza

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any med. pizza

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356 - 912 - 911
Custom Engine Rebuilding
Mechanical / Electrical Repair
Assist on Projects
510-632-8232
SAM SIPKINS
Rondas, Vincent & Patricia  
12906 Aberdeen Court  
Saratoga, CA 95070  
408-725-1094  
993 96  

Wasick, David  
1461 Butterfly Lane  
Gardnerville, NV 89410  
702-782-7476  
911E 69  

Yue, Albert  
2143 Funston Ave.  
San Francisco, CA 94116  
415-665-0156  
356SC 65  

Zerille, John and  
Dave Berni  
13 N. Grant St.  
San Mateo, CA 94401  
415-342-4473  
356A 63  

Transferring In  
Murray, Warren & Carol  
1670 Langport Dr.  
Sunnyvale, CA 94087  
911SC 80  
-from Arizona Region  

Transferring Out  
Allen, Mark & Gail  
22 Mule Deer Trail  
Littleton, CO 80127  
911SC 82  
-to Rocky Mountain Region  

Cook, Anthony & Dianne  
214 NE 7th Ave.  
Gainesville, FL 32601-4366  
912E 76  
-to Florida Crown Region  

Jimenez, Michael & Kathy  
3980 Riverglen Cir.  
Suwanne, GA 30174  
911SC 78  
-to Peachstate Region  

Klepinger, Kathryn & Lee  
22618 NE 143rd Ct.  
Woodinville, WA 98072  
914 74  
-to Pacific Northwest Region  

Lommatzsch, Michael  
726 Creekfield Drive  
San Jose, CA 95136  
408-978-2108  
914 72  
-to Loma Prieta Region  

Marschke, Ben  
9441 E. Brisos  
Scottsdale, AZ 85255  
911SC 79  
-to Arizona Region  

ADAPT-A-HIGHWAY  
Aug. 24  
9:00 a.m.  
Saturday, Aug. 24  
Interstate 280, Park & Ride  
Woodside Rd exit, Woodside  
Information  
Jean Ohl (415) 341-9020  

PartsHeaven has hauled assets to a big, new location  
- New address: 23694 Bernhardt St., Hayward, CA 94545  
- Now with twice the space and twice the inventory of top-quality new and used parts for Porsches  
- All years, all models: 356, 911, 912, 914, 924, 928, 930, 944 & 968  
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- We ship UPS daily  
- Monday to Friday: 8 am - 5 pm, Saturday: 9 am - 3 pm Pacific Time  
800-767-7250  
Tel 510.782.0354 Fax 510.782.0358
Marketplace

VEHICLES

1969 912 Targa. Canary yellow, black interior, alloy wheels, extensive professional restoration work. Great condition, must see. Runs like butter. $12,000. Joe (408) 354-3519.

1970 914-6 #9140430635. Silver with black interior. Rebuilt motor, rebushed carbs, oil cooler, Bilstein shocks, 23mm torsion bars, 22mm sway bars, 2 sets of Fuchs (1 set w/new Comp R1's), 5 pt. harnesses, autpower roll bar, new rotors, pads, starter, solenoid, Fyre braid wires, sport exhaust, many extras!! Perfect for autocross or time trialing in FP class. Very clean and always maintained. $15,000/obo. Dave (408) 241-2606.

1975 914 1.8L. Original owner, all receipts back to original invoice. Repainted original green by Pleasanton Metal & Paint. Rebuilt engine by Kahler’s Werkstatt including dynamic and static balance, new cylinders and pistons, sodium exhaust valves. New cam shaft, lifters, alternator, starter, and clutch. Polished and painted Fuchs. Upgraded suspension including adjustable front sway bar, Bilstein shocks, 140 lb. rear springs. 911 brake master cylinder, Momo steering wheel, Alpine stereo with Infinity speakers, Hella halogen lights. Always garaged and kept immaculate. Records include gas and oil changes back to first mile. Car has 220K mi. but looks and runs like new. $6,100. (510) 484-4099.


1983 911SC Coupe. Guards red/black leather, immaculate, 112K mostly freeway miles, power windows, sunroof and mirrors, air-conditioning, garaged, all service records, very stock. This in the one! Color picture in 8/95 Panorama. $15,900/obo. Call Gordon at (408)286-3038 (h) or (408) 971-3233 (w).

1983 911SC Targa #WPOEA0919DS161228. Red/black top, full tan leather interior, 16” Fuchs, new P7M/S, new top 1993, 5 speed. 3 liter, garaged, complete service records, a/c, alarm, cruise ctrl., stereo, original paint excellent condition. 106K mi. 3rd owner. $19,000/obo. Colleen (510) 685-1912.

1985 911 Cabriolet, 75.5K mi., special order beige/gray body color, dark blue all leather interior and top, Tonneau cover, Blaupunkt Monterey radio, limited slip differential, sport seats, forged alloy wheels, new Pirelli high speed tires, complete leather interior, always garaged, superb condition, all service records. $26,500. John Everett, Bodega, CA (707) 876-3513.


1989 Silver Anniversary Cabriolet. Silver metallic with black top and gray (with black piping) special leather interior. 930S console, front and rear spoilers, power windows, seats and door locks, air conditioning, cruise control, dual alarms (Porsche and Alpine) with paging and remote door locks, windows and top control, power top. Chrome 16" forged alloys with P-700/P-7s, Alpine AM-FM/Cassette (removable face) with ADS and Infinity speakers. Prewired for cellular phone (rear cell volumes antenna). 64K miles. $35,900/obo. Jeff (510) 530-6648 (510) 486-1044 (415) 861-1044.

Hot Rod '56 Speedster - 911 engine, 915/5, 911 rear suspension, 8x16s, Turbo flares, "B" nosepiece, Sheels, rollbar. 1800 lb. John Rice (707) 553-1288.

PARTS & MISC


4 7x16" Phone Dials with 225/50-16 Yoko A008RS 4/32" tread still left, tires less than 1 yr. old. $300 takes all. Will sell tires and/or wheels in pairs. $25 a tire, $65 rim. (408) 324-4734 days, (510) 490-2602 eves.

911 Weltmeister strut brace, used 6 mos., $95. 911 Harness bar, $45. 911 72/73 7" fiberglass front spoiler, never mounted, $100. Craig (510) 672-1828.

911SC lower control arms, stock low time torsion bars. '86 930 rear trailing arms, brain (underseat). John Rice (707) 553-1288.


MacDonalds Arches early 356 side cover plates, excellent condition. $75 pair including shipping. Portable candle for 356 underside and floor work. Tilts car up and holds on side 90 degrees from normal. Heavy, shipping not included. $175/obo. Russell Ulrich, 19744 Echo Blue Drive, Penn Valley, CA 95946. (916) 423-2499.

One (1) Bridgestone RE 71 225 50 ZR 16, new, $100. One (1) Bridgestone RE 71 205 55 ZR 16, good, $60. Bilstein front shocks, 911 OEM, good, $60. 911 car cover, Automation, red, $35. Four (4) McGuard wheel locks, extra key, new, $35. Alan (415) 827-1607.

Porsche Design: Titanium Chronograph, 42mm, designed by Ferdinand A. Porsche. Manufactured by IWC.
Schaffhausen. World’s first, sapphire crystal, integrated function actuators, water-resistant to 60 metres, one year old, absolutely mint, boxed with all papers, see picture on pg. 75 of April Panorama, asking $3,000/obo. Andy Rowland (415) 296-0507 hm, (415) 432-1830 wk.

WANTED

Early ’70s Recaro “bucket” or Sheel one piece seats. These were advertised in Pano 1972-1975. SC front calipers? 7+9x16s or suitable 930 track wheels. Anything Ruf? Interesting 930 or RS type parts/literature? Reasonable please. John Rice (707) 553-1288.

Original steel 914 front valance (no missing metal) in reasonably restorable condition. Fiberglass 914/6 rear valance. Sparco “Driver” or equivalent seat for 914. Ron (800) 595-0235.

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 5th 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.

SOLD

It's SOLD.
To cancel your Marketplace ad call (510) 798-3120.

Advertising sales

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Business card ads $15 per month per month value

Deadline: first of the month for publication the following month. Make checks payable to PCA-GGR.

For information call:
Bill Lusk, The Nugget advertising manager

August 1996 The Nugget 21
August

Sat 3  GGR Family Picnic, 10:00 a.m., Earl Warren Park, Castro Valley.
Sun 4  Zone Concours #5/Swap Meet, hosted by GGR at Carl森 Porsche, Palo Alto.
Thu/Sun 8-11  Monterey Vintage '96, hosted by Porsche 356 Club, Monterey. Chuck House (714) 891-2386 or Mike Nelson (714) 361-2464.
Fri 9  GGR Candidates Friday Night Social, Harry's Hofbrau, Mountain View. See page 23.
Sat/Sun 10-11  Zone Autocross #5 & 6, at Santa Rosa. (Postponed until further notice due to construction.)
Wed 14  GGR Board Meeting, 7:30 p.m., Shakey's Pizza, 1066 E. El Camino Real, Sunnyvale.
Fri 15  Concours Italiano, Special Porsche Corral on the lawn of the First Fairway at Quail Lodge, Carmel. Fee of $55 admits two and Porsche Corral parking. Tom Provavi (408) 947-0980.
Fri/Sun 16-18  Monterey Historics, Laguna Seca. Monterey Bay Region hosts 'Pre-Historic Car' Fri. evening at Route 66 Collector Car Showroom. Porsche Corral parking at Turn 5 and a BBQ lunch on Sat. Advance purchase only. David or Laura Kuhlmann (408) 626-3306.
Sat 17  Automotion-GGR Autocross #7, Sheriff's Training Center, Dublin. Registr. begins 7:00 a.m.
Thu 22  GGR Driver's Events Committee Meeting, 7:30 p.m., Dublin. See Steering Column, page 3.
Sat 24  GGR Summer Pool Party, 2:00 p.m., the Crooms, Los Altos. See page 23.
Sat/Sun 24-25  Zone Autocross #7 & 8, hosted by Zone 7 and Yosemite Reg., Rancho Cordova. See page 15.
Sat/Sun 31-1  GGR/Zone Time Trial #5 (Driver's Education), Thunderhill Park, Willows. Pattie De Martini (510) 606-8543.

September

Mon 2  GGR High Speed Drivers Education, Thunderhill Park, Willows. David or Diane Kimes (408) 779-5988.
Thu/Sun 5-8  Indy Cars, Laguna Seca, Monterey.
Sun 8  Zone Concours #6/Swap Meet, Claridges. (Canceld.)
Wed 11  GGR Board Meeting.
Fri 13  GGR Friday Night Social.
Sun/Sat 15-21  PCA Porsche Parade, Lake O'The Cherokees, Oklahoma. Registration remains open. Call Glen Hoskins at (405) 330-0303 between 6 and 9 p.m., Central time.
Sat 28  Zone Autocross #9, hosted by GGR at Dublin. Run sequence is White, Green, Blue, Red. Larry Sharp (510) 371-6238.
Sun 29  Zone Concours #7, hosted by Yosemite Reg., Wine & Roses, Lodi. Pat Ikeda (209) 473-4628.

October

Sat/Sun 5-6  GGR Mother Lode Tour. See page 2.
Wed 9  GGR Board Meeting.
Fri 11  GGR Porsche Parade & Calendar Planning Friday Night Social.
Sat 12  GGR Adopt-A-Highway.
Sat/Sun 12-13  Zone Carrera D' Sierra Rally #4, hosted by Sacramento Valley Region.
Sun 13  Yosemite Region Porsche/Corvette Challenge, Stockton.
Sat 19  Diablo Region Boxster Tech Session at Negherbons.
Sat/Sun 26-27  GGR/Zone Time Trial #6 (Driver's Education), Buttonwillow.
Sun 27  Zone Autocross #10, hosted by Yosemite Region, Stockton.

22 August 1996  Golden Gate Region
A big splash... GGR's

Summer Pool Party

2 p.m., Saturday, Aug. 24
Adults $8, Kids under 10 $4
The Crooms
660 Parma Way
Los Altos

Mexican Food, Sodas & Sangria for all. Bring your own "adult" beverages.
(preferably not in glass containers.)

RSVP by Aug. 14
with your hostess Jane Croom
(415) 948-5275.

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1996 Board of Directors

**President** (415) 508-1308
Sharon Neidel
583 Seahorse Lane
Redwood, City, CA 94065

**Vice President** (510) 934-4598
Bill Lusk
15 Treecrest Place
Walnut Creek, CA 94596

**Secretary** (415) 592-067
Anne DelVillano
183 Bayview Drive
San Carlos, CA 94070 3

**Treasurer** (408) 848-8144
Bob Norwood
8955 Ridgeway Drive
Gilroy, CA 95020

**Membership** (408) 226-4006
Dave McGuigan
6150 Ellerbrook Way
San Jose, CA 95123

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

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

**Nugget Editor** (510) 798-3120
Richard Gray
4119 Sacramento St.
Concord, CA 94521

Mission City Classique
CAR SHOW
10 a.m. to 4 p.m. Saturday, Sept. 28
Central Park, Santa Clara

An all new automotive event featuring
- American & European sports and racing cars
- Pre & post-war American & European cars to 1970
- Muscle cars from the ’60s and ’70s
- Street rods
- Vintage European motorcycles 25 years and older
- Automobilia, literature, art and more

$15 to show ($20 after Aug. 15)  $10 to sell  Vendors welcome

Registration: Snookie Arolla (408) 243-2999 or fax to (408) 985-7447

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