30th Annual Yosemite Tour

April 20 & 21, 1996

Celebrate GGR's 30th year hosting the Yosemite Tour

- Accommodations at the historic Wawona Hotel
- Dinner and wine at the Wawona Hotel Dining Room

Join the fun for our annual group tour of Yosemite National Park. We'll picnic under the pines near the Pioneer Yosemite History Center. Saturday evening features dinner in the Wawona Hotel Dining Room. The chef will prepare a nice selection of dishes, including Filet of Beef, served with four special wines.

Cost per couple is $260.00. Includes a private hotel room and dinner. Each additional person per room is $85.00 (includes dinner) or $25.00 per child, with the child's dinner.

Information
David or Diane Kimes (408) 779-5988
Jack or Cathy Kuhn (510) 829-8140

Send a check payable to PCA-GGR, along with an evening phone number and the number in your party, to David Kimes, 14755 Native Dancer Drive, Morgan Hill, CA 95037 by March 20.
I’m Richard Gray, the new editor of The Nugget. My wife, Debbie, has volunteered to be associate editor. We signed on because we do this sort of thing for a living and thought it would be easier than physical labor.

Until I joined the corporate world to write and edit company newsletters, I was a daily newspaper reporter and editor for 12 years. Debbie specializes in marketing communications and is an expert at keeping big projects like this organized and focused.

We hope to build on editor emeritus Chet Martin’s untiring efforts and take The Nugget to the next step.

Our intent is to cover the activities and interests of Golden Gate Region’s entire membership and package these efforts in a pleasing, easy-to-use publication.

Our approach is two-fold. First, we are giving The Nugget a new look. Second, we are expanding its editorial content.

As part of this expansion, we’re going to offer features that we hope will help you get more enjoyment from your Porsche, your Porsche club and your Porsche club colleagues. If you don’t see what you want, tell us. If you don’t like what you see, tell us.

We’ve managed to act on some of the ideas in our first issue.

We’ve overhauled Tech Tidbits and renamed it Shop Talk, which draws on the expertise of club members. The goal is to help GGRers understand their cars, make repairs and improvements and avoid mistakes.

For a human touch, we’ve launched Braking News, offering short items about the club and its people. It will help you keep up to speed with fellow GGRers and learn more about our club.

As for ease of use, we’ve combined the various calendars and renamed it Events Calendar. All activities are now in one place.

Refinements will come, but for a while, we’ll concentrate on just getting The Nugget to you. That would not have happened this time without Mac whiz Robin Aube, who healed the club’s computer after I inadvertently caused it harm.

Rescues like that prove we have a great club. We—and The Nugget contributors—will try to give you a great magazine to complement it.

Inside line

Features

- Interview with Price Cobb
- Shop talk
- GGR club race
- New Year’s Eve bash

Columns

- Membership memo
- Board meeting
- President’s message

News

- GGR/Zone 7 calendar
- 1995 time trial results
- BFG talks fast tire wear

Cover photo: Starter John Anderson gets GGR’s inaugural club race off to a fast start at Sears Point Raceway in Sonoma.
Events calendar

February

Sat/Sun 3-4  GGR/Zone 7 Time Trial #1 (Driver Education), hosted by Golden Gate Region, Sears Point Raceway, Sonoma. GGR Hotline.
Fri 9  GGR Friday Night Social, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
Wed 14  GGR Board Meeting, 7:30 p.m., Shakey's Pizza, 1066 E. El Camino Real, Sunnyvale.
Sat/Sun 17-18  GGR Buttonwillow Race Track Tour. See page 23.
Sat 17  Zone 7 Rally School, hosted by Diablo Region. Herb or Judy Scheib (510) 837-4167.
Sun 18  Zone 7 Rally #1, February Frolic, hosted by Diablo Region. John Clever (209) 835-4100.
Sun 25  GGR Autocross #1. Location to be announced. GGR Hotline.

March

Fri 8  GGR Friday Night Social, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
Sat 9  GGR Yokohama Tire Tech Session. See back cover.
Sat 9  Zone 7/MBR 35th Anniversary Celebration, hosted by Monterey Bay Region, Rancho Canada Golf Club, Carmel. Ginger Mutoza (408) 726-3500.
Wed 13  GGR Board Meeting, 7:30 p.m., Shakey's Pizza, 1066 E. El Camino Real, Sunnyvale.
Sat/Sun 16-17  GGR/Zone 7 Time Trial #2 (Driver Education), hosted by Golden Gate Region, Buttonwillow race track, north of Bakersfield. GGR Hotline.
Sat 30  GGR Autocross #2. Location to be announced. GGR Hotline.

April

Sat 6  GGR Tech Session Dinner. More information to follow.
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 7 CRAB 24, hosted by Sacramento Valley Region, Lake Natoma Radisson Hotel, Folsom. Pat and Larry Wilson (916) 482-5609 or Sue and Tim Fleming (916) 985-4142.
Fri/Sun 20-21  GGR 30th Annual Yosemite Tour. See page 2.
Sat 27  GGR Autocross #3. Location to be announced. GGR Hotline.

Latest on GGR events: GGR Hotline 1-800-799-4767
Driving lessons: A talk with Price Cobb

By RICHARD GRAY

Price Cobb stood with his hands in the pockets of his leather jacket watching with casual interest as mechanics dismantled a 911 transaxle.

The champion road racer wasn’t competing, but he did pilot a Porsche pace car around Sears Point where the Golden Gate Region in December held its first club race.

Track side at the “Wine Classic,” as drivers called it, Cobb readily agreed to take time from pace car duty to talk about work. His casual manner disintegrated instantly, replaced just as quickly with intensity.

On a race track, he said, eagerly offering advice in an interview with The Nugget, “There is no right or wrong way to achieve results. There is no correct line.”

When it comes to advice like that, it’s obvious he puts his foot where his mouth is, judging from his record.

Cobb captured road racing’s top prize, the 24 Hours of LeMans, in 1990, won the 1994 SCCA Driver Championship in his rookie season and took three straight Porsche Cup North America championship titles (1986-88).

Lurking in the generality of his statement lays a precision as fine as a ring-and-pinion: There are too many variables in driving a fast car, at speed, in competition, for there to be one way of doing things.

The surface of every track is different. Every turn is different. Every car is different, even those of the same model and year. Least scientific and most difficult, every driver is different.

Beginning with the track, Cobb advised if the track surface anywhere in a turn is rough, don’t use it. Just because it’s part of the “classic” line doesn’t mean it offers the best grip.

“I watched so many people take the classic line in the carousel, but nobody is going where racers go,” he said, punctuating the remark with his hands.

Far from the classic line, and dislikes. Those are determined by what makes the driver feel comfortable or uncomfortable driving the car.

“If you can analyze why the driver is uncomfortable, you can stay longer on the gas and the faster you’ll be,” Cobb said.

The most important criteria for fast lap times is also the most difficult to master—the entry to a turn.

“If you screw that up, the exit is bad,” Cobb said.

Some drivers try to overtake competitors under braking before the entrance. Cobb noted that “effective road racers” don’t often use late braking, preferring instead to pass in the middle or at the exit.

Those who favor late braking are “spending so much time saving their lives and their car that they can’t get on the gas as early,” Cobb said. The overtaken NASCAR drivers hug the inside of the carousel all the way through. It’s smoother there.

Some cars, like many fielded by GGR time trialers, may not like it down there. They don’t, after all, have the grip that a purpose-built race car has to hold them tight in a turn.

Because of how a car is prepared, “Every car will be ever so slightly different.” Cobb said.

“Different cars require different ways of driving.” Two Porsches that are very much alike may feel very different.

He said the best way to modify a car is to address its likes and dislikes. Those are determined by what makes the driver feel comfortable or uncomfortable driving the car.

“Make them slow down to your speed”

See COBB, page 6
driver often can easily regain the position at the exit. The best defense against a pass, Cobb said, is to slow the other car down by preventing its driver from taking his or her line through a turn. “Make them slow down to your speed,” he said.

When passing a car, commit yourself and go. “One moment of hesitation is a lost opportunity,” he said. “I’ll know instantly if I shouldn’t press the pass.”

The start of a race presents the biggest risk. Make a mistake here, and the race is over before it begins. Wait too long to make a move and the chance may never come again.

“You need to weigh how much risk to take,” Cobb said. “The risk taken at the start may not outweigh the end result. Weigh the risks and don’t ever forget the consequences.”

To decide how much risk to take, Cobb advised to visualize what to do and how to do it. Visualize what could go wrong and what to do if it does.

Playing a scenario in your mind, though it can’t take the place of experience, can prepare a driver, he said. “Visualize how to deal with a blown tire,” he offered as an example.

Visualization is a method to “program” yourself. It can be an effective weapon in the war against fear.

“We have a natural desire to stay alive. Almost everything we do is through fear,” Cobb said. “You have to reprogram the computer—give yourself a new picture. As soon as you let fear come aboard, the brain halves shut down. When the brain is afraid, it overreacts or under reacts. Performance falls off instantly.”

Visualizing also can be an enemy. “Never visualize where the car will fall off the road or I can guarantee you it will,” he said. “In the evening, I’m at the hotel visualizing endlessly. I don’t put myself in a negative light—ever.”

A racer needs to get to the point where driving is pure instinct. “You should never have to think about what you’re doing,” he said.

Putting his hands back in his pockets, Cobb said a racer’s job is to perform at the limit. “If the car runs off the track,” he said, “that’s the limit.”
Parts under stress in the hard-driven 914

Driving the aging 914 roadster with reckless abandon causes a lot of stress, and not just on the driver. Some parts are more susceptible to failure than others. Knowing what to look for is key to finding problems in the garage instead of behind the wheel.

For an inspection tour, 914 guru Rich Bontempi of High Performance House in Redwood City and a 20-year GGR member is a fitting guide.

With a 914 overhead, Bontempi directed attention first to the battery box. It rusts from leaking battery acid, as does everything else under the box, including the fuel pump mounting bracket and an area of the chassis where the front of the trailing arm connects. The repair is expensive.

Porsche fitted the top of the 914 battery with a plastic cover, which kept water from washing acid down on the battery box and causing the damage. Those plastic covers are available from High Performance House, Bontempi noted. Today, he recommends using a battery that doesn’t have liquid acid, such as the Optima, which even may be installed sideways if mounted in one of the trunks.

Continuing along the trailing arm, Bontempi said to check the front mounting holes for ovaling. Out-of-round holes allow unwanted movement of the suspension. Check this by determining if the trailing arm moves up, down or sideways.

Another damage prone area is the fire wall where the clutch tube is. The tube sometimes breaks free, which causes the clutch to go out of adjustment all the time. Don’t wait for this to happen, Bontempi cautioned. He recommends reinforcing the body around the tube by attaching a load-bearing plate to the firewall. The clutch tube in the front of the car near the shifting mechanism also can break away. Clamping the loose tube to the tunnel is the required repair.

On early 914s, from 1970-72, keep a close eye on the lower strut where the ball joint attaches. The pin is actually a bolt that can walk round out the hole. The best fix here is to use a 1973 or later strut, but that requires changing the ball joint, rotor and caliper. At least it won’t happen again.

The rust-prone jack plug, the square metal tube used to raise the car, must be kept clean and dry or one day it will fail. If rust has already started, make sure the tube is still solid and then treat the rust and protect the tube from rusting again.

Rust also is common on the rear trunk lid hinges, which will break away and give the 914 a profile the factory did not intend. Bontempi recommends lubricating the bolt on both sides of the hinge where it mounts on the body. With rust, the hinge and bolt become one and will pull apart when the trunk lid is opened.

In the forward corners of the engine bay are rubber plugs. Remove them to let water escape. Headlight buckets also can trap water, so, from under the car, clear debris from the bucket holes.

Visualize the future... and the possibilities it brings

- 3 story warehouse for our extensive parts inventory
- 8 stall service facility for your maintenance needs
- future site of a Porsche parts and accessories showroom

High Performance House
2431 Spring Street
Redwood City, CA 94063
415-364-6234
Owner: Rich Bontempi

February 1996 The Nugget
GGR goes wheel-to-wheel

By DAVID KIMES

As the pictures in last month’s Nugget attest, Golden Gate’s foray into Club Racing is history. It was a rousing success. One of our out-of-state guests commented, “On a scale of 1-to-100, this event’s about a 140!”

Since this was all new to us, we were fortunate to have the assistance of Len and Pat Herman. They recently transferred into Golden Gate from Reisentoter Region (Philadelphia) where Len was on the staff that put on their club races. Len encountered pneumonia and missed the actual race, but his upfront input was very helpful.

The event started with Registration and Tech on Friday evening. With help from Trica Braun and Pattie De Martini, Diane Kimes got things off on the right foot with detailed information for each driver. The participants proceeded to Tech where Lloyd De Martini headed up an outstanding effort to get people through quickly.

Enough cannot be said about the volunteers, both from GGR and throughout Zone 7, for their efforts in putting this thing on. We were never in the position of wishing we had a few more people. Friday evening also brought our Rookie School for folks who had never club-raced before. Alan Friedman from the national organization conducted the school for us, while Harry Hall, also from national, was instructing the Tech folks on what to look for. I was left with nothing to do but go to our Friday evening sponsor, Wine Country Motorsports, for some much needed refreshments.

Saturday dawned clear and bright and we sent the first run group out to sample Sears Point. With Mike Willis assisting Harry at the Black Flag station and the Neidels handling the False Grid, everything went smoothly for Chief Steward Friedman. Our National Safety Chairman, Bud Behrens, had agreed to fill in for Len as head of Communications and Rob Neidel kept everyone well-informed as our Announcer.

It was great having nothing to do but worry about how to make my 914-6, Herbie, go faster as the crew took over all aspects of the operation. One interesting remark I happened to hear was how professional the False Grid operation was running. Interesting, since Grid Chief George Neidel had never run a grid before and had seen only one in operation when he...
crewed for me at the May vintage race. Many thanks to Jay Dugan, Sharon Neidel and Robin Aube for making it look like we do this all the time.

Saturday afternoon was spent practicing starts. Club racing rules require at least eight hours of track time before a driver can apply for a club racing license. Time trialing fills this requirement very nicely but does not prepare you for rolling starts, so the club race format includes three practice starts.

Racers are lined up based on qualifying times and follow the pace car around to Turn 11. They are then under control of Start/Finish for a rolling start. We raced to Turn 7 where we received a waving yellow and lined up to come around and try it again. We did this three times and then continued for a four-lap mini-race. We only did three practice starts because the average heart cannot take any more than that. It is just way too exciting.

Saturday’s refreshments were provided by our primary sponsor, Kevin Buckler’s The Racers Group, and Victory Circle was alive with comments by first-timers about the starts. Those of us who have done it before stood around trying to look cool. It ain’t easy.

On race-day Sunday, some clouds and the threat of rain caused us to make some changes to the schedule to try and get the afternoon races in ahead of the rain. The schedule called for a short practice session before a 30 minute qualifying session to be followed by the actual races. I was pleased to see a couple hundred folks show up to watch. I don’t know how thrilled they were when we put several of them to work, but I never heard any complaints.

For me, everything went great until Herbie’s engine grenaded between Turns 5 and 6. No oil, thank goodness, but Herbie and I coasted down the Carousel and turned off onto the dragstrip, our racing day over. I thought everyone would not want to continue if I couldn’t race, but surprisingly, no one even seemed to notice.

The races were great and Harry Hall handled Impound with lots of help from Gary Dielacher of GD Racing, Dave Evans, Judy Bradshaw, and the ever present Robin Aube. All too soon it was over. As I was walking back from Impound, I felt the first sprinkles of the day. The rain held off for the trophy presentations and refreshments furnished by Paul Seidel’s Racesetter Designs, and then it was time to pack up and head for Morgan Hill.

About the only negative was that the Safety Crew of Frank Alvarez and Rob Sasaki was way too busy. Surprisingly, most of the off-track activity was by GGR folks. I still want to know how Scott Killips got his car to the top of the hill. As Chief Steward Friedman summed it up, “Most times when someone goes off, we bring them in and talk to them. Here we wait for the wrecker.”

We had sheet metal damage but that was all. Even those owner-drivers were making plans for the next event. A great time was had by all and as I drove slowly home through the rain, I was thinking about the things we learned and how to make next year’s event even better.

That’s right, mark your calendars. Dec. 7 and 8, Club Race II by Golden Gate. It’s gonna be a blast.

Photo Richard Gray

Grid Chief George Neidel gives the five minute signal to get race Group Two ready for fast racing action.
## Official Results

### GGR Inaugural Club Race, Dec. 3, 1995

**Sears Point Raceway, Track Length 2.523 Miles**

### Group 1 Red

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Note: Full table data not included here for brevity.
On the midway

Glitz, Glamour, Ring in the New Year

By PATTIE DE MARTINI

When I was young, before my days of figuring out exactly when I would buy my first Porsche, I visited county fairs to experience the midway. I remember humungous stuffed animals, games that looked like a cinch to win, and barkers trying to part me from my money.

I didn’t see any similarities of this childhood midway at the Time Trial Midway Madness New Year celebration. Okay, maybe some things were the same—humungous balloon clowns, Monte Carlo gambling and, well, I am a Porsche owner and I’ve already been parted from my money!

GGR’s version of Midway Madness was definitely a step up from the county fair. We had enough gowns, glitz and tuxes to rival any Hollywood gala.

The 1995 season Midway Madness carnival theme was artfully carried out by our party planner extraordinaire, Snookie Arolla. Snookie ordered walking clowns, towering balloon clowns and an old-fashioned popcorn cart to set the stage for another great GGR party.

The pre-party party was held in the lobby with cocktails and yummy appetizers, and then the crowd was called into the ballroom for dinner, door prizes and trophies.

Did I say door prizes? Nomex gloves, halogen work lights, high tech tool boxes, drills...the list goes on. These were given away to those who supported our series to the very end of the year (even to those drivers who did not want to run Thunderhill in the reverse direction).

The Salmon Primavera and Chicken Gorgonzola served for dinner filled our tummies while the door prizes were finding their new homes (unfortunately none are currently residing at my house and I really wanted that Green Machine carpet cleaner).

Next on the agenda was the year-end trophy presentation. I would like to thank my very lovely and talented assistant, Marguerite Alvarez, for her help in the trophy and door prize presentations. I am putting Vanna White on notice right this minute—you had better start looking for another job!

The special year-end awards were presented to some very deserving people.

Bill Newlin received the 1995 Don Lang Award for his persistence in providing a student program that enabled many drivers to participate in our Drivers Education program. Bill devoted many hours of personal time to ensure the students had all the tools to improve their driving talents and learn their Porsche’s innermost secrets.

Instructor of the Year went to Curtis Robertson. He not only instructed at all the Time Trials in 1995 but he also brought his driving talents to the Autocross schools. Curtis received high

See Midway, page 12
marks from his Time Trial and Autocross students for his ability and devotion in teaching the students how to handle their Porsches.

The 1995 Time Trial Rookie of the Year award went to a very deserving John Beck. This year was filled with many enthusiastic students, which made the choice quite difficult. John not only attended all the events in 1995 but also attended all the ground schools that covered each new track run during the year.

The worker gifts were distributed to a dedicated group of people, who Lloyd and I appreciate very much, for sticking with us through the entire season.

It goes without saying (but you know I'll say it anyway) that a series of this magnitude cannot be a success without a loyal, dedicated group of Porsche nuts who will go above and beyond to help in any way they can to make darn sure we have fun with our Porsches. And by golly we did. Thank you, thank you!

While we are still applauding, please remember our instructor ranks and keep them in your prayers. This brave group thinks it is fun to get in a strange car with a stranger behind the wheel and see if that stranger can listen to instructions and negotiate a car at speed on a race track at the same time. Pulleezee give them a pat on the back and thank them next time you see one. They are a precious part of our club.

I made the rounds at the Monte Carlo tables but had trouble engaging anyone in conversation. This very classy looking group, who moonlight as race car drivers, are actually gambling maniacs.

Bets were made and chips were flying faster than Rich McGlumphy charging Turn 1 at Sears! At 11:00 p.m., the dessert and coffee bar was set up, which provided a rest for those who had danced and gambled to the point of exhaustion.

Yummie-flavored coffees and desserts seemed to give the crowd its second wind at the gambling tables up to the very last millisecond.

Traditional hats and noisemakers were distributed and the crowd milled around the dance floor waiting for the first stroke of the 1996
Jim Hyndman (left) takes his chances with, what else, a machine. Dressed to the nines are Pattie and Lloyd De Martini (bottom left). Trusting to luck (bottom center) are John Beck, Ken Mack and Susan Moore while the dealer takes them to the limit in blackjack. Meanwhile, Gary and Alice Jones (below) imitate the table decorations. Celebrants (right) settle in for the evening's program.

Photos Jean Ohl

clock. (My but this was a kissy-huggy crowd).

Then it was time for the Monte Carlo drawing—people were furiously stuffing their hard-earned gambling tickets into the boxes of their most wanted prizes.

James and Jeanne Ohl took home a set of tires (even though he has been known to misplace his nuts) and since the Biddles also won a set of tires, we can assume they won't show up at a Porsche Parade with the wrong configuration again.

Lauren Merrill was delighted to receive a race seat for her new 914 time trial car, while the Gallens hit a full house, winning a new helmet and a full set of Koni shocks.

Rich McGlumphy will look very GQ in the upcoming season in his new driver suit, and Bert Del Villano can review his in-car camera shots on his new 25" color television.

Party participants who did not win a door prize also were given a chance to take home the decorations—remember the walking clowns and balloon clowns? Ask Lee and Teresa Brittell how they managed to stuff a 7-foot balloon clown into the back of their station wagon. KC and Larry Sharp attempted to cart one home for the Ohls. I think there was a major blowout on the freeway—"twas the clown, not the Good-years.

As the evening wound down to a small roar, it also was quite a sight to watch couples walk down the hotel hallways to their rooms with their adoptive clowns in tow.

The New Year's Eve party was a fitting end to an extremely successful season.

Midway Madness received rave reviews from the drivers—Lloyd and I were extremely pleased to hear that.

So pleased are we that Lloyd decided 1996 would be a vintage year to be chairman again!

We hope to see all of the Time Trial enthusiasts participate in Vintage '96—A Year To Remember.

See you at the track!
## 1995 GGR Time Trial series results

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Ferguson, Ellen 20

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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

February 1996 The Nugget 15
Many GGR time trialers using BF Goodrich's Comp T/A R1 roadracing tires have noticed unusual or severe tire wear. BFG tells why.

In a letter to Team T/A members in December, BFG acknowledged premature wear of the center groove, dubbed the "groove of doom." The explanation:

The tire's asymmetric construction causes the inboard sidewall and tread to be very stiff. This allows the outboard shoulder to "comply" with the road while in transition.

BFG warned that the R1 "must be supported by sufficient air." One of the causes of the premature center groove wear is under-inflation.

"There is a common misconception that this tire can be operated at extremely low air pressure," said Dave Sanders, manager, T/A Special Activities.

Sanders said when the R1 was introduced, BFG said it could be operated competitively at less pressure than previous generation R1s and competing tires.

"The problem is," Sanders said, "we did not necessarily tell you when to stop reducing air pressure." Some GGR time trialers reportedly were reducing pressure to a mere 16-18 pounds.

For a more technical description, Sanders noted that the belt "package" built into the carcass of the tire are "basically flat when applied to the carcass material. When the tire is molded, this belt package must conform to the more rounded cross sectional profile of the finished product. The belt edges can no longer be flat. They are now increasingly compressed as the belts move away from the center of the tire toward either shoulder.

"Since the inboard shoulder is already extremely stiff by virtue of the asymmetric construction, reduced air pressure does not necessarily produce too much of a problem.

"However, the outboard shoulder, when underinflated, cannot support the belt package properly and the belts have to compress and distort," Sanders said.

"This compression and subsequent distortion places a great amount of stress back along the belt package to the point where it is no longer compressed or distorted," he said. "Want to guess where that point is located in the tire?"
Autocross update

Sites for sore eyes

Just when we were wondering how we'd find sites for autocrossing in Northern California, several good things have happened.

First, the beloved Redwood site, behind the Sonoma County Airport, is back. The fuel tank removal is complete, the holes are filled and the airport folks are eager to have the cars back. The drivers are eager to be back, too, and Redwood Region has created a full schedule for them.

Also, the Alameda County Sheriff's Training facility has become available, and Golden Gate Region is fast and furiously negotiating to get track time for their '96 season.

This is a site of moderate size, excellent pavement, some elevation changes—and no bumps.

Loma Prieta Region will continue to run at 3Com Park (Candlestick), sharing with other clubs. Sacramento Valley Region will put on another series at Mather Air Force Base.

Regional schedules

The following schedules are tentative, pending Regional Board approval and determination by the Regional Presidents of a zone series and/or resolution of inter-region scheduling conflicts.

**RWR** Feb. 10 (fun event), March 9, April 20, May 4, June 8, Aug. 10, Sept. 7, Oct. 12, Nov. 2 and Nov. 30.

**GGR** Feb. 25, March 30, April 27, May 18, June 1, July 20, Aug. 17, Sept. 28 and Nov. 9.

**LPR** Feb. 24, March 10, April 21, June 2 and June 23, with the last half of the season to be determined in mid-April after the 49ers schedule is available.

**SVR** Feb. 23, April 13, April 27, May 18, June 1, July 27, Aug. 24 and Oct. 5.

—Henry Watts

Zone 7 autocross school

May 11 & 12 at 3Com Park, San Francisco

Are you driving your car to its maximum potential safely?

Reserve your spot now in the 1996 Zone 7 Autocross School.

For only $98, the school features two full days of friendly, expert, individual instruction and a copy of Secrets of Solo Racing.

Pre-registration is required. All Porsche drivers are welcome. You do not have to be a PCA member but you must be 18 years old to attend. Two people may use one car and get full track time.

For information call

Henry Watts (408) 245-4040

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*Zone 7* 

*February 1996 The Nugget* 17
1996 GGR membership directory now available

By the time you read this, I should have copies of the 1996 GGR membership directory available.

The booklet is available to all GGR members. It lists all of our current members, as well as a nice selection of advertisers.

To hold down mailing costs, copies will be available at the registration table at all Autocrosses, at the Neidel motor home at all Time Trials and at the Friday Night Socials.

Since our region's financial situation has improved somewhat over the past year, we also will mail copies to members who do not plan to attend any of the above events but who would still like to have a copy. Give me a call or drop me a note to have one mailed (see board member list for address and phone). One copy per primary or dual member please.

Anniversaries

Congratulations to the following GGR members who are celebrating anniversaries with PCA in February.

Five years
Mark Johnson
Robert & Nicole McMillan
Larry Moeller (dual)
Ted & Jayne Lawson
Ken & Denise Roscrow (dual)
Curtis & Caroline Robertson
Jim Reeder Jr. & Jordan Reeder
Kirk Cardinotti
Robert Redfield

Ten years
Henry & Laura Watts (dual)
Roger & Marilyn Koehn

15 years
John & Louise Packard
Michael Howe & Aaron Howe
Glen Wolfram
James Mali

20 years
Harold Allen & Lena Henderson

37 years
Keith McMahan & Kathy Hopkins

New Members

Please join me in welcoming our newest members:

Achabal, Dale
Drew Achabal
17191 Buena Vista Ave.
Los Gatos, CA 95030
408-354-1965
911 Carr 84

Adams, Greg
Lawrence Adams
351 Trysail Ct.
Foster City, CA 94404
415-345-2232
944 87

Akhter, Sal & Nadi
2782 Glen Heather Dr
San Jose, CA 95133
408-955-9040
944 Cab 90

Barnes, Bob
3055 Rollingwood Ct.
San Jose, CA 95148
408-270-2550
930 77

Brown, Ken
22475 McClellan Rd.
Cupertino, CA 95014
408-252-0377
944 83

Drain, Frederick
P.O. Box 5425
Redwood City, CA 94063
914 73

Franklin, Roger & Cathy
853 De Haro St.
San Francisco, CA 94107
415-641-5441
911 78

Freytag, Kurt
566 Lincoln Ave.
Los Altos, CA 94022
415-948-5910
944 Turbo 86

Goelkel, Gary & Kathy
1520 Aster Court
Cupertino, CA 95014
968 94

Roos, Stuart & Sara
704 Prospect Row #5
San Mateo, CA 94401
415-347-2542
911T 72
Dear editor

Hats off to Kevin Buckler and David Kimes for the leadership effort and outstanding job they put forth to bring Porsche Club Racing into California and to the Golden Gate Region.

We owe the success of the PCA Club Race at Sears Point last December to Kevin and David and to their vision and determination. These guys not only worked their butts off to put on this event, they also did one heck of a great job getting it scheduled in the first place and then making it one of the best competitive events of 1995. The entire weekend was professionally handled from beginning to end and most everyone enjoyed themselves immensely, both on and off the track.

Thank you Kevin and David for a wonderful weekend. We encourage everyone who enjoyed the event as much as we did to put these two guys on the back for the effort they gave toward the event and our club.

Ross and Lauren Merrill
January GGR board of directors meeting

The new board met for the first time and all members were present. Past president, David Kimes attended and guests included Carolyn Lusk, Lloyd De Martini and Larry Sharp. The minutes from the December meeting were approved.

Post mortem of events

The Christmas party takes the record for the best attended ever. Using this event to distribute awards for Autocross and other special awards helped boost attendance. Given the success with the location, the same restaurant was booked for next year’s event. The New Year’s party received similar rave reviews with excellent attendance, good times, great door prizes and fun had by all.

Director reports

President: Sharon confirmed some information on a form to be submitted to national PCA and received board approval.

Vice-President: A message will be added to the Hot Line advising that '85 helmets will be permitted for the upcoming Time Trial because '95s are not readily available. National (J. Hartman) wants to conduct training for those who wish to be a Concours judge. The suggested date is May 18 for Concours school and May 19 to judge at the scheduled Concours event. This date will be confirmed by the Zone chairpersons.

Secretary: Nothing to report.

Membership: Total membership is 1107. The membership directory is at the printer and will be available at all Autocross, Time Trial and Friday Night Social events. This year’s directory will reduce the print text to shrink pages to 80 from 120.

Competition: New rule books were distributed at the meeting and will be made available at all events. Curtis reinforced that '85 helmets will be acceptable at the next Time Trial event. He will keep us informed on this ruling, pending availability of '95 helmets. GGR is planning to use a new Autocross site in Dublin that serves as a driver training facility for the law enforcement.

Social: A Suspension Tech Session will take place on Jan. 27 sponsored by Roger Kraus Racing and a Tire Tech Session is scheduled for March 9 at Ken’s Sportech. Dave’s goal is to schedule several tech sessions this year, and he is soliciting Porsche driver and technical experts to come and speak at these sessions. Yosemite needs a Tour chairperson for 1997. Names of people who expressed an interest have been given to Jack Kuhn. A motion was approved for the Yosemite budget.

Nugget editor: Richard presented a “new look” for The Nugget that received wide support and compliments from the board. He requested that all submissions for publication come on time to insure that the Nugget meet its publication deadlines.

Past president: David received inquiries from NASA and SCCA about having a Porsche only run group at one of the above events that would be shown on a televised sporting event. If the club gives approval, it may impact participation in GGR-sponsored events. The board will make a decision at its February meeting.

New business

1. Reviewed appointments for open positions to support officers. The board approved all assignments that were stated as filled at the time of the meeting.

2. Budgets were submitted and approved by the board.

3. Board meeting site was reviewed and the Board agreed that we will continue to meet at Shakey’s in Sunnyvale.

Respectfully submitted
President's report  By Sharon Neidel

This is the first newsletter from our new editor, Richard Gray. I think we all owe him a great deal of thanks for stepping up and taking on this job.

I know this issue does not look like The Nugget you have come to love. Richard has some innovative ideas and we will see an evolution for this year. I'm eagerly awaiting my issue.

Richard is very open to printing articles from the membership. I know he would appreciate your submissions of tech tips, photographs and stories. He is fairly new to GGR and doesn't know a lot of us, so introduce yourself to him at an event and offer your ideas and stories. We are counting on you to take the initiative of submitting your articles and ideas to make your magazine better.

Since my last message, GGR had two great parties. The Christmas party/AutoCross awards dinner was a great success. It was the best attended in years. Even Santa and Mrs. Claus (Karl & Susan Keller) joined the fun by greeting everyone and handing out candy canes. This is our annual opportunity to show our appreciation to the people who put in that extra effort to make GGR the great region it is.

Unfortunately, Rob and I missed the New Year's Eve party because of a family crisis. Before you all panic, the Neidel's are fine, but Rob Aube's father passed away. I hear the event was great and I'm very sorry to have missed out.

Looking forward, the 1996 calendar is filling fast. We have confirmed a new Time Trial site, Buttonwillow, Cal Club's track north of Bakersfield. I also can report that things are moving along very well on the potential new Autocross site in Dublin. I have been there and it's fantastic—everything we could have asked for and more. We will keep you advised of the details, but get those cars ready to come out and see it.

I have been reminded recently of how lucky I am to be in GGR. I spent almost two weeks of December and January in Ohio winter storms. I saw only two poor Porsches in two weeks. I shoveled snow and even learned to drive in the stuff. I never want to live there. I like driving my Porsche 12 months a year.

Whenever you lose someone close you always look at your own life. I have to say I am very lucky to have Rob, my family and all my Porsche friends. See you at an event soon.

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<th>1996 Board of Directors</th>
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<tr>
<td><strong>President</strong></td>
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<tr>
<td>Sharon Neidel</td>
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<tr>
<td>583 Seahorse Lane</td>
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<tr>
<td>Redwood, City, CA 94065</td>
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<td><strong>Vice President</strong></td>
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<tr>
<td>Bill Lusk</td>
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<tr>
<td>15 Treecrest Place</td>
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<tr>
<td>Walnut Creek, CA 94596</td>
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<td><strong>Secretary</strong></td>
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<tr>
<td>Anne DelVillano</td>
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<tr>
<td>183 Bayview Drive</td>
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<tr>
<td>San Carlos, CA 94070</td>
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<td><strong>Treasurer</strong></td>
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<tr>
<td>Bob Norwood</td>
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<tr>
<td>8955 Ridgeway Drive</td>
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<td>Gilroy, CA 95020</td>
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February 1996 The Nugget 21
**Marketplace**

**VEHICLES**

1956 Speedster Hot Rod. Modifications include 2.7RS engine, 915/5, 911 rear suspension. Drilled discs, 8x16s, Turbo flares, "B" nosepiece. Scheels Rollbar. Highly modified. Unique, exciting one-of-a-kind. Don't waste your time inquiring about returning it to stock. Motivated, but conditional sale. Offers over $29,000 considered. John (707) 553-1288.

1960 356 Cabriolet #153363. Restored to assembly line perfection. White, black top and interior. $40,000. Stanley Baran, San Jose (408) 924-4535 or (408) 662-4532.


1987 928 S4. 5-speed (GT rear end), 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.

Trailer, double axle, open car. Electric brakes, heavy duty ramps, 19 ft. overall length. Pulls great. Suitable for all models. $1,000/OBO. Steve (510) 614-9508.

**PARTS & MISCE**

Make offer on: 7 and 8 x 15RS Fuchs with near new BFG Comp T/A R1's 225 and 245; 7 and 8 x 15 regular Fuchs; 24 mm gun-drilled torsion bars; 19 mm Weltmeister adjustable rear swaybar. Scott (415) 435-1800.

Recaro seat, like new, gray cloth, $395. 2-911 electric mirrors (motor assemblies) $60. 911 HIRSCH electric antenna, original, $95. German made Blaupunkt radio, $50. 911 bra, $29. Evenings before 11 p.m. Paul (415) 579-0336.


**WANTED**


Roll bar for early 911 coupe. Call Jack Kuhn between 6:30 and 9:00 p.m. (510) 829-8140.

2.0L engine case type 901/38 (914/6); black engine shroud; access to original 914/6 (w/engine removed) to examine front motor mount. Ron (408) 236-2280.

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, per month, payable to PCA-GGR. Ads may be edited or rejected at the editor's discretion.

**Advertising rates**

<table>
<thead>
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<th>Size</th>
<th>one issue</th>
<th>half year</th>
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<td>Back cover</td>
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*Business card ads $15 per month*  

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

**For information call:**  
Tim Gallien, *The Nugget* advertising manager  
phone (510) 268-9848  
fax (510) 268-8274
Braking news

Still covered
Art and Karolee Seeger’s picture adorned the January cover of the SCCA’s Wheel for taking first place in the regional championship. Art also won GGR’s Z class.

Rufus counting
The Rufus Award, forced each year on someone who did a funny or dumb thing, will be decided this month from among 20 finalists. The award is named after the Kimes’ dog, whose mental capacity, they say, rivals that of the river rocks in their backyard.

Our Brian’s song
GGR driver training paid off for Brian Perry, a BP class runner. He finished his D Sports Racer in second place in the SCCA’s regional championship.

Rumor confirmed
Rumor Mill columnist Diane Kimes, dizzy from the rigors of authorship and her numerous other GGR duties, will take a holiday from her column. Rumor Mill will return later in the year.

Board picks
GGR’s board in January named six to various annual posts: Lloyd De Martini, Time Trial chairman; Larry Sharp, Safety steward, Autocross chairman, Zone 7 Autocross rep; Karen Neidel, Panorama reporter; Dick Cottrell, Concours chairman; Diane Kimes, The Nugget mailing manager; Scrapbook chair; Historian; open. The Nugget billing manager.

Helmets on hold
GGR, which did not enforce the 1995 Snell helmet rule for the first Time Trial event, may not enforce it for the March 17-18 Buttonwillow event. Competition Director Curtis Robertson said 1995 helmets are not yet readily available from some manufacturers and GGR wants members to have a choice.

Check the GGR Hotline.

Club awards
GGR bestowed its club awards at the New Year’s party: Enthusiast of the Year, George Neidel; Family of the Year, the McGuigans; Don Mathews Award honoring new members, Dennis and Lisa Yearten; Perc Bliss President’s Award, Bill Newlin; Competitive Event, Time Trial series chairman Lloyd De Martini; Social Event, Shirley Neidel, who chaired GGR’s 35th anniversary dinner.

Buttonwillow tour, Feb. 17

- Drive track at parade speed
- Tour to Harris Ranch for lunch, $25 per person

Join tour from:
The North Bay area at 8:00 a.m. at McDonald’s off I-580 and First Street in Livermore, or from the South Bay area at 8:30 a.m. at McDonald’s off I-101 and Cochran Exit in Morgan Hill. The two groups will meet at a Rest Stop on I-5 and proceed to Buttonwillow.


Hey tech weenies
By DAVE BLANCHARD
Social Director

I’m planning on having lots of tech sessions in 1996. In January, there was a Suspension Tech hosted by Roger Kraus Racing. In March, Yokohama will be pitching us with their latest offerings. Tech session ideas that I’m looking for a club member or shop owner to host are:

- Chips—How to use ‘em, not abuse ‘em
- Seats and upholstery—When to fix or buy new
- Boxster—I’m working on this real hard
- After-market electronics—Selection and installation
- Model tips and tricks—356, 914, 911, 924/944
- PCA club race prep
- Women’s tech survival tips
- ______ (your idea here)

I’m already on the trail of some of these, but don’t let that stop you from giving me your ideas. If you want to mastermind one, call me. If you own a business and want to have some lively prospects schlepping through your shop, call (408) 745-7870 home, (415) 960-5598 work.
E-mail: db Blanchard @ best.com or db blanchard @ mayfield.hp.com
Tire Tech Session
Saturday March 9, 1995
1:00 pm 'til ??
At Ken’s Sportech
1436 White Oaks Road, Campbell

Street tires, truck tires, high performance touring tires, R-spec street legal race tires to slicks, Yoko makes them all!! Come learn about the latest tire technology.

Admission Price: Munchies OR Your Favorite Beverage, enough for 3 people.

RSVP: James Ohl (415) 341-9020 between 6:00 and 9:00pm