Inside
Buddies for life
New Autocross site
Time Trial at Sears Point
Sacramento Valley Region extends a warm invitation to all PCAers to attend CRAB 24. Be a part of the Premier Porsche Weekender which promises activities and fun for everyone!

The new location of CRAB headquarters is the Lake Natoma Radisson Hotel in Folsom. This fabulous weekend in April includes:

- Concourses
- New Driving Tour
- Rallye
- Gymkhana
- Autocross
- Walking Tour

Plus... Welcome, Crabfeed and Beer ‘n’ Brats parties.

**Register by March 12 and receive a $10 discount.**

Enter now to get your Concours entry, desired car number and run time for the Autocross. See you there.

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**CRAB 24 Entry Form**

April 12, 13 & 14, 1996

Mail with a check payable to PCA-SVR to:

Pat & Larry Wilson, CRAB 24 Registrars
5221 McKenzie Glen Court
Carmichael, CA 95608

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I/We plan to participate in the following (please indicate number of participants in each event):

- Walking Tour
- Autocross
- Rallye
- Concourses
- Gymkhana
- Beer/Brat
- Driving Tour

Please indicate Porsche year, Model, & Zone 7 Autocross class (if known).

Concours entry guaranteed to first 25 applicants!

Your autocross run time will be scheduled as your registration is received. **Please indicate your run-group preferences** (e.g., 1 as first choice, 2 as second, etc.). We will try to give you your first choice:

- 9:00-11:00
- 11:00-1:00
- 1:00-3:00
- 3:00-5:00

Request car #. List two choices. If your requested number(s) has already been assigned, the next available number will be assigned.

Register by March 12th and receive a $10 discount!

Registration enclosed for:

- Couple (and Sat. dinner & Sun. lunch for 2) $140.00
- Single (or add'l family entries) $105.00
- Add'l guest dinners $50.00
- Add'l Sunday Lunch (Adults) $11.00
- Add'l Sunday Lunch (Child) $5.00
- CRAB T-shirts (XXL add $29) $10.00
- Less $10 if mailed before March 12, 1996

TOTAL ENCLOSED

**REGISTRATION DEADLINE — APRIL 5, 1996**
There are two significant changes in the way GGR’s leadership is approaching Time Trials this year. These changes are beneficial and reflect the seriousness with which most of us approach our sport.

One change is that we have moved away from requiring technical inspections before every event and are placing the emphasis on an annual inspection.

The other change is that we are moving away from controlling every move on the race track by allowing open passing in certain sections of track and allowing controlled passing where there was no passing beforehand—in turns.

We are maturing.

With maturity comes responsibility. I don’t think any of us will shun this responsibility, but we must prove we can handle it.

After a thorough technical inspection at the beginning of the year, it’s the car owner’s responsibility to put a safe car on track. To help make the annual tech concept a lasting change, The Nugget will publish an article detailing what our technical inspectors look for and how they go about finding substandard car preparation.

It is already a desireable change. Who hasn’t felt the rush of finishing a car repair or upgrade in time to get the car inspected at a far away site, when our time could be better spent in not rushing the job.

With GGR’s entry last year into PCA Club Racing, driver’s who would like to have participated in that venue may not have felt adequately prepared for open passing. GGR’s leadership is helping to prepare us the best way it can—by again showing confidence in us.

Relaxing the passing rules to allow open passing in the straight sections of track and passing with “a point” in turns should provide us experience in safely passing and being passed in all areas of the track. We can draw on this experience in the year-end Club Race. To help us along, The Nugget will publish an article on driving and passing in traffic.

The responsibility for making open passing and passing in turns a safe, valuable experience is on us. I applaud GGR’s leadership for taking the lead, for showing its confidence in us and for giving us yet another level to attain in our sport.

Let’s prove we deserve it.
Braking news

Hi mom
An all-Porsche race hosted by NASA will be televised. The race will be held March 10 at Sears Point under PCA Club Racing rules. Wheel-to-wheel action will be aired on Fast Track at 6 p.m., Pacific Time, Thursday, March 15, on the Sports Channel.

First date
GGR Club Racers are invited to register for two all-Porsche races this year in conjunction with Vintage races held by the SCCA. Porsche races are scheduled for May 25-27 at Thunderhill Park and Oct. 12-13 at Laguna Seca Raceway. For details, call David Kimes, (408) 779-5988.

Photo finish
Scrapbook editor Diane Kimes needs your cute, candid and cherished pictures from GGR’s 1995 events. If GGR did it, Diane needs it. Record your photos for posterity by sending them to 14755 Native Dancer Drive, Morgan Hill, 95037, or give her a call and help build the 1995 edition. She needs help fast. Call (408) 779-5988.

Lunch crew
Two volunteers are needed to serve lunch at the Zone 7 Autocross School May 11 and 12. Contact Bert DelVillano (415) 592-0673.

Track tech
Time Trial #2 at Buttonwillow marks the first time a valid 1996 Log Book buys time trialers a tech night off. Log book holders only need to tech trackside for safety equipment.

Helmet clarification
Helmets with a 1990 Snell rating are required for this season, but the rule will not be enforced until the 1995 Snell-rated helmets are readily available.

Wrong number
President Sharon Neidel’s phone number in the 1996 roster is incorrect. To reach her, use the number listed in the directory of board members, page 23.
Ever wonder what makes a buddy?

Karl lives in Sonora.

George lives in San Jose.

Karl likes driving scenic highways under the speed limit.

George likes to drive hard at Time Trials and Autocrosses.

Karl enjoys the gleaming results of waxes and polishes.

George enjoys fixing things and getting his hands dirty.

Karl Keller, 63, and George Neidel, 62, have been best of friends for almost 40 years. They're Porsche pals.

They've also been GGR members forever. Karl is a charter member and George is almost one, which moved GGR to pay its respects last year by making them lifetime members.

If the truth be known, it was Karl who introduced George to Porsches. George had never even seen one.

"Karl's was the first Porsche I ever laid eyes on," George said, recalling Karl's 1955 1500 Super Coupe 356. "He let me drive it. I had to have one just like his."

It took a while, but George finally bid farewell to his hot rod VW in 1963 and bought a 1954 Super Coupe "just like Karl's," which George still has.

That had to happen, considering how Karl and George met in 1958. They worked at IBM in San Jose, which had its own sports car club. Each of them had an interest in sports cars, so a friendship began to form around the gas and oil.

Karl discovered sports cars when he was in the Army stationed in Japan. He did a typical Karl thing. He started talking to people. He asked around and learned from Army pals that Porsche was the best sports car.

After he was discharged, he bought his first of several pre-owned 356s. A 1961 Super Coupe occupies his garage today.

"There weren't very many used Porsches around," Karl said, and George chimed in, "There weren't many new ones, either. There weren't even any Porsche dealers."

George backed into sports cars. His interest in cars formed in high school and he souped up a 1939 Ford. He was one of Hot Rod magazine's first readers. American iron—that was George. Then the Navy got him.
Buddies, from page 5

"It was on Guam that I saw my first VW," George said. Something clicked in George’s mind, but he dismissed it as valve lash or something.

It wasn’t until he moved from Chicago to California that he began to notice that his beloved American iron was lacking. Power sure, but turn? He bought a VW. George had matured. Of course, he started hot-rodning it.

"I found California had nice twisty roads," George said. After a few curves, George learned that "the VW’s engine was in the right place for what I wanted to do."

Meanwhile, Karl left Cleveland for the Golden State and Porsche pursuit.

So, there they were at IBM, the sports car bug firmly entrenched and Karl with his nice 356. George couldn’t afford a Porsche yet, so he settled for a 1960 Sprite.

"Porsche is the only sports car I’ve ever had," said Karl in an apparent gentle elbow-in-the-rib remark.

When IBM’s sports car club disbanded shortly after it was formed, they joined the San Jose Continentals for a time and then "I got word that there was a club just for Porsches," Karl said. It was the Northern California contingency of the Porsche Owners Club "with the fancy badge," added George.

That group of about 200 Porsche enthusiasts petitioned the newly-formed Porsche Club of America and in 1960 PCA’s Golden Gate Region was born.

That’s when serious autocrossing began. They’d make an Autocross course out of most anything—including the roof of a San Jose parking garage.

Thankfully, the Autocross course got bigger until one event in 1963; the forerunner of what became time trialing, was held on the curvy, tight roads of the Santa Clara County Fairgrounds.

This was a sophisticated bunch. For timing, they had a number of people armed with stop watches standing along the road. Each was responsible for timing one car. The start-finish line was ascertained by a car rolling over a gas station hose that rang a bell.

"We were really professional," said George.

George and Shirly Neidel (left) take a breather from activities at a Time Trial. They became involved in the competition aspects of the club. Karl Keller gets ready to render an opinion on a glass of wine (below). He takes his pleasure from GGR’s social opportunities.

"A little like we knew what we were doing," said Karl.

"We even wore white pants and white shirts," said George.

About this time, Karl and George started finding their niches.

"The Neidels are much more fiercely competitive than I am," Karl said, with George adding, "That’s because there’s more of us."

George became a fixture at Autocrossing and Time Trial events while Karl made GGR’s Social scene blossom with Tours to just about anywhere that made a nice drive.

Their differences are not divisions.

When Karl and Susan decided to get married in 1987, they called George and Shirley Neidel to be the wedding party. Off they went to Reno. Karl drove a four-door non-Porsche.

"Your relations are your relations," said Karl, "but friends you get to pick and choose."
Shop talk

Dispelling that ‘old black magic’ of suspension

Brandon Kraus adjusts the suspension of his 944 racer.

When Roger Kraus speaks, most people have no idea what he’s talking about. He talks suspension, which borders on black magic for most of us.

Kraus, a veteran racer and a tire and suspension meister, hosted a suspension seminar for GGR’s first technical session of the year Jan. 27, at his shop in Castro Valley. More than 50 Porsche people turned out in the rain.

Suspension, in the realm of high performance driving, keeps the tires in contact with the ground. Kraus said several basic things should be done to set up a suspension.

The alignment the car can be adjusted to enhance its natural cornering abilities to change how the tire actually sits and rolls on the ground, which influences how well the car will respond to driver inputs.

Controlling the transfer of weight in turns as well as under-braking and acceleration is key to a well-handling car. Weight should be distributed “evenly” from side-to-side and front-to-back.

Lowering the car brings its center of gravity closer to the ground. But the control arm must not be too steep an angle. “Bump steering” accessories can restore order.

Center of gravity and a car’s roll center are related. Roll center is a geometric point that each end of a vehicle rolls about while cornering and that is determined by how high the car sits and the effectiveness of its various suspension components.

For stock suspension, Kraus said, “We believe that the center of gravity is more important than the roll center.”

Suspension components must have a relationship to one another. Too much torsion bar in front will cause that corner of the car to lift in a turn because the rear suspension is not heavy duty enough to handle the transfer of weight.

The best way to find out if all the suspension components are working well is to ask the tires.

Friction from rolling on the pavement causes tires to heat. So if one part of the tire is hotter than the other, that could mean that the suspension is not performing as it should.

Tire temperatures, taken with a pyrometer, should be even across the tire, though some deviation is not uncommon. There should be no more than 30 degrees difference from front-to-rear and about 10 to 15 degrees across the tire.

Because tires cool off very fast, measure the inside of the tire first and do the tires that take the most load first, such as the right side at Laguna Seca and Thunderhill and the left at Sears Point.

“Everything is a trade off,” Kraus said. “There’s no free lunch.”
Autocross school puts its foot into fun, fun, fun
By LOUISE SOUSOURES

Autocrossing sounded a little intimidating, so I took Henry Watts up on his suggestion that I take the Autocross School that next May.

I received a packet of materials in the mail with instructions on how to prepare myself for the two days. I dutifully read the suggested sections of Secrets of Solo Racing the night before the school (only some of which I understood), bought a helmet, put some more air in my tires and showed up.

Check-in was a breeze and there was time to talk to other students and look at the other cars. I couldn’t believe all these cars were going to fit in this parking lot.

The first instructor I had was a woman. She stayed with me all morning. We started out doing the skid pad, and I remember her saying, “More throttle, more throttle” as I was going as fast as I thought was humanly (or auto-ly) possible. Next came a series of exercises—the oval, braking and figure 8.

Over lunch she drove my car around the oval. When she went deep into a turn, I was thinking “there is no possible way I’m going to survive this.” She made the corner without killing either of us. I was so amazed my car could do this wonderful thing.

In the afternoon, I was paired up with another instructor for more exercises—chicane, slalom and double box, which seemed more complex than the morning’s exercises. My instructor was very patient with me (it’s unbelievable they willingly volunteer for this) and was able to relay hints regarding the fastest way around the various twists and turns. It was all over too soon. I told a friend I had met that I’d see her tomorrow.

The second day consisted of driving and working two different autocross courses, each designed to incorporate the exercises learned the day before, and hopefully retained. My first instructor pushed me as I was driving the course. The adrenaline was pumping so hard, I was shaking after every run but I loved every minute of it.

My second instructor was even more aggressive, yelling, “Brake, throttle, let the car drift here, GO GO GO!” as I was trying to listen to him and drive at the same time. His enthusiasm was so contagious, that I couldn’t wait to do it again and again—he even gave up his much-deserved instructor run for me to be able to get more driving time.

By the end of the second day, I was hooked.

Porsche Club of America - Loma Prieta Region Hosting

1996 Zone 7 AUTOCROSS SCHOOL REGISTRATION
For Beginning and Intermediate Autocross Drivers
May 11 & 12, 3Com Park, San Francisco

Two people may attend in one car & each will get full track time.

$98 per person, includes Secrets of Solo Racing, Pre-registration REQUIRED
192-page autocrossing handbook, ALL Porsche drivers welcome.
and TWO days of driving.

Must be 18 years old.

For further information call Henry Watts (408) 245-4040

Yes, I want to drive my car to its fullest Porsche potential.
Please reserve ______ spaces @ 98 per person (check payable to PCA/IR)

Driver #1
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Addr: ____________________________
Phone: ____________________________

Driver #2
Name: ____________________________
Addr: ____________________________
Phone: ____________________________

How many autocrosses have you attended? ______
How many Z-7 Autocross Schools have you attended? ______
Are you a PCA Member (y/n)? ______
Car Model & Year ______ Color: ______ License #: ______

Mail to: Zone 7 Autocross School, 849 Gary Ave., Sunnyvale, CA 94086
Sponsors: Hi-Tec Automotive, C-T Automotive, BodyStyle, Parts-Heaven
Agreement reached on new GGR autocross site

All nine scheduled events in GGR’s 1996 Autocross Driver’s Education series will be held at a new facility, the Alameda County Sheriff’s Regional Training Center in Dublin.

GGR, the first car club to use the facility, began negotiations for the site before Christmas and concluded last month. Event entry fees will remain the same as last year at $20 per driver.

“The facility is very nice,” said Larry Sharp, Autocross chairman. “It’s the best looking asphalt in terms of smoothness that I’ve ever seen. There are no bumps and there is a slight elevation change.”

The training center has 4.85 acres of “freeway-quality” asphalt shaped in “connected double-rectangles” for the autocross course in addition to adjacent pavement for parking and pits, Sharp said.

The facility also has bathrooms, a classroom and stadium-style lights.

The first Autocross of the season was held at the facility Feb. 25 and the next event is planned for March 30. All Autocross dates are confirmed so there will be no last minute cancellations, Sharp said.

The course for each event will be designed to maximize the facility’s space, with lap times designed in the 40-second range. The autocross course will be marked by cones and outlined with chalk, Sharp said.

GGR member Bill Newton, an Alameda County employee, learned that the sheriff’s department planned to open the site to local car clubs and called Sharp, who secured board approval to begin negotiations.

The new GGR autocrossing home is located near the Interstate 580 and 680 interchanges. To get there, take the Santa Rita exit off 580 and go north to Gleason and turn left. Turn right on Madigan and right again at the stop light.

Autocross events will begin with registration and technical inspections from 7 to 8:30 a.m. with the first car out at 9 a.m. There is no formal quitting time but Sharp said events will end about 5 p.m.

Autocrossing, Sharp said, is an excellent way to learn and practice driving techniques at a safe, slow speed. The only safety equipment required that Porsches do not have from the factory is an automotive-style helmet. Participants must work one of the various jobs at the event for one to two hours.

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PartsHeaven, 1680 West Winton Avenue, Suite 4, Hayward, CA 94545 Local phone: 510-782-0354 Fax: 510-782-0358
What to expect at Buttonwillow Raceway Park

There's too much of Buttonwillow Raceway Park, the newest race track for GGR's Time Trial series this year, for just one thing to stand out.

From small blind hills on its east and west ends and a long, wide front straight to its fast sweeper, series of esses and an ultra tight hairpin, Buttonwillow Raceway Park promises to be a challenging and versatile motorsports circuit.

The 35-foot wide track, with its 40 feet wide straight away, can be used in any number of configurations, ranging from the tight 1.06-mile east loop to a mammoth 3-mile, 20-plus turn full-course design. It has on- and off-camber turns and it was built to be run in either clockwise or counterclockwise directions.

"We tried to design a lot of things for drivers to face," said Steve Madsen, track manager. "You can experiment without having to pay the price. It's real safe and its a great club track."

GGR will be the first car club to put a wheel on course when time trialers meet there for Time Trial #2 March 16-17.

Time trialers also will find a fully-paved paddock with room for 700 cars, 30-amp hookups for 28 recreational vehicles and 20 flush toilets inside two permanent buildings, each with a beach-style shower on the end, which means bathers should wear bathing suits. Overnight camping is permitted.

A Unocal gas station is under construction and Madsen said it might be finished by GGR's March Time Trial, depending on the weather. There are gas stations near the track on the major highways.

Madsen said Buttonwillow's weather in mid-March should be clear and in the 70s, a condition that usually prevails through June. From July through September, it's hot, but there's no wind, and from October through December, temperatures dip again into the comfort zone. Winter months, through February, are cool and morning fog is usual.

The $2.1 million project is situated on 334 acres minutes off Interstate 5 on Lerdo Highway, which is between Interstate 46 and Interstate 56. There's no sign marking the track, but its driveway is across from the John Deere dealer.

The half-mile long driveway leads into the facility and at the end participants will sign in. The track charges a $10 gate fee per person. Children under 16 are admitted free.
By ANNE DELVILLANO

Considering all our pent-up excitement, the weather could have shown respect for the first Time Trial of the 1996 season Feb. 3-4 at Sears Point Raceway in Sonoma.

Early arrivals did get off to an optimistic start on a crystal clear and temperate Friday evening, and what fun it was seeing everyone again.

Returning from the unmentionable mishaps of last year, a select few, including my husband Bert and I, arrived with newly restored or transformed cars.

A nice change this year allows time trialers to go through an on-site twilight Tech. The line went fast and we were free for the night by 6:30. This beats using an entire evening of prep time before a Time Trial for tech.

Saturday morning greeted us with drizzle—but not to worry. Lloyd De Martini and other old pros offered words of caution on how to drive a wet track.

The smart folks and those with slick tires decided in vain

See Time Trial, page 12
to wait for a dry track—Lloyd and Pattie De Martini, David Kimes, Tom Provasi, Ken Mason among them, never let their "rubber meet the road."

Others braved the weather and the track. Several of us, and I cringe to say as, found the track slippery and hostile. Turn four chewed up a few cars, the front straight became a spin zone for 91ls, 944s and 914s alike and turn five caused the DelVillano's second experience with car #234 upside down, this time with Bert at the wheel. Is there some kind of crazy one-up-manship in our family?

Lloyd called a drivers meeting at 11:30 a.m. to decide if we should continue racing. The rain was light, but it was enough to keep the track slippery. The vote was 50-50. We took a lunch break to ponder the situation.

Lloyd decided we'd keep going, but warned if the tow truck had to go on the track one more time, our day would be over. As it happened, the soggy conditions took out the communication equipment and that ended our day.

So, we flocked indoors to Wine Country Motor Sports for wine tasting—how inviting—hosted by Ken Mason and Michele Freeman. Thanks to them and Sandy Provasi and KC Sharp, who helped pour the wine for our eager tasters, Time Trial #1 was not a total washout, though a literal wash out was not far off.

Early Sunday, drizzle became deluge. We did not even attempt to put a wheel on track. Time Trial #1 was canceled.

Did we have fun anyway? Of course, and that speaks well of the Porsche group's spirit. Everyone cares about each other, and they show it. We made up for the bad weather by enjoying each other and sharing common interests.

Some things never change. The Neidels, and others, are always ready to offer RV refuge from the rain to the RV-less, and Rich Bontempi's High Performance House presence gives us reassurance and support for big and small problems.

One thing that did change is that Sears Point now provides (at a cost) the use of its new drivers' room. It was a popular place to wait out the weather and watch the abbreviated wet-tracking.

Rainy days aside, we thank our sponsors—Cecil Beach of Body-Styles and Dave Lipsky of Wine Country Motor Sports—for their generosity and support.

We also applaud Lloyd and Pattie De Martini for coordinating and organizing the event, Tom Van Overbeek for coordinating the student drivers, Gene Kindred for overseeing Tech, Larry Sharp for managing the extremely busy Safety crew and Carey Spreen and Ron Rogers for picking up the club's equipment at all the turns during Sunday's downpour.

And what would any event be without our loyal participants who show up, rain or shine, to get that high from driving a good line and feeling the rush of the whole driving experience.

See you March 16-17 at Buttonwillow, where the track is longer and where the weather can only get better.
Adopt-A-Highway crew picks up bubbles, too

By JAMES OLE

What does champagne and litter have in common? The answer is GGR's Adopt-A-Highway program.

A dozen GGR volunteers gathered on January 20 at Interstate 280's Woodside Road exit parking lot and quickly cleared GGR’s section of the freeway.

The recent cold, rainy weather must have forced people to drive with their windows up, which cut down on the amount of litter. The rain also helped by washing the smaller litter down the storm drains.

We were done in record time—less than an hour and a half. To celebrate, almost everyone headed to the Foster City Courtyard by Marriott for a Saturday champagne brunch. Great food, lots of bench racing and tall tales, and all at a reasonable price.

The next Adopt-A-Highway is planned for 9 a.m., March 23. We'll meet at the same place. Afterward, we plan to tour through the Redwoods on some great Porsche roads. Depending upon the weather, our destination will be either Boulder Creek (great little Mexican restaurant) or the Pescadero State Beach for an ocean view picnic.

Telephone Jean Ohl (415) 341-9020 ahead of time to cast your vote. Forget to call? No picnic lunch? No problem. CalTrans provides us lots of “good guy white hats” and there are plenty of deli’s on the way.

Mark your calendar for March 23

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14 March 1996 Golden Gate Region
1996 GGR events planner

**Adopt-A-Highway**
- Jan. 20: Aug. 24
- May 11: Nov. 23
- July 13

**Automotion-GGR Autocross Series**
All events to be held at the Alameda County Sheriff’s Regional Training Center
- Feb. 25: June 1
- March 30: July 20
- April 20: Aug. 17
- May 18: Sept. 28
- Nov. 9
- Dec. 14: Awards & Christmas Party

**Tours**
- Feb. 17: Buttonwillow
- April 20-21: Yosemite
- July 27: Bike Tour
- Oct. 5-6: Mother Lode

**Vintage '96 Time Trial Series**
- Feb. 3-4: Sears Point
- March 16-17: Buttonwillow
- April 6-7: Laguna Seca
- June 22-23: Thunderhill
- Aug. 31-Sept. 1: Thunderhill
- Oct. 26-27: Buttonwillow
- Dec. 31: Awards Banquet

**Social Gatherings**
- May 4: Cinco de Mayo Dinner
- Aug. 10: Family Picnic
- Nov. 16 or 23: Thanksgiving Potluck
- Dec. 14: Christmas Party
- Dec. 31: New Year’s Eve Banquet
- 2nd Fri. (mo.): Friday Night Socials

**Other/PCA Main Events**
- May 18: Parade Concours Judge’s Seminar
- May 19: Automotion Swap Meet/ Zone Concours
- Aug. 4: Carlsen Swap Meet/ Zone Concours
- Sept. 2: High Speed Driver’s Educ. at Thunderhill
- Dec. 7-8: Club Race, Sears Point

**Tech Sessions**
- Jan. 27: Suspension
- March 9: Yokohama Tires
- May 4: Chips
- Nov. 2: Club Race Prep.
- ... others in planning stages

Some events and dates may change. Watch your monthly Events Calendar for the most current information.
President's message

Sharon Neidel

How do you like the new Nugget? I thought the first issue was fantastic! Richard and Debbie did a terrific job considering the obstacles they faced. I know they would appreciate your feedback. The best way to thank them is to give them your support with ideas and articles. Help is always appreciated.

This issue has a complete calendar of activities for GGR in 1996. You have plenty of time to plan on attending one event this year. Whether your preference is social or competitive activities, we have something for you. For those who just want to learn about their car, Dave Blanchard is reviving the Tech Sessions. GGR has something for everyone.

This month I want to focus on some of the other activities going on around us. I just came from the Zone President's meeting and things are just as exciting for our neighboring regions as they are for GGR. If you read Hank Watt's article in the February issue, you know that three other regions have new or regained old sites to drive at.

We now have the Dublin site and Yosemite Region has the San Joaquin County Fairgrounds back. Redwood has the Santa Rosa airport site back and Monterey Bay has the new and improved Laguna Seca paddock. Added to the great site Sacramento Valley has at Mather AFB, the Zone Autocross series should be better than ever. For the die hard Autocross addict, keep in mind that several other regions—Loma Prieta, Sacramento Valley and Redwood—have their own Autocross series. You are always welcome to participate. For the time trialers who think autocrossing is too slow, try one of Masuo's 4th gear events at Mather!

Zone 7 has a wonderful Concours series as well. GGR members are familiar with our annual event as part of the Carlsten swap meet but there are many more throughout the year, most in conjunction with a swap meet or social function. There are beginning levels of Wash and Shine, or even people's choice display cars at some. If you are not ready to clean that much, come out and appreciate the beautiful cars that are there. We have a number of GGR members participating who deserve our support. Did you know the finest Concours car in the Zone is from GGR? Congratulations, again, to Wolfgang Reif and Al Laudel.

GGR may have abandoned rallying over the years but it is still going strong in other parts of the zone, particularly Sacramento Valley and Diablo. If you still like to rally or just want to keep in tune for CRAB and Parade, take a look around. They are still out there.

If you want to try a little of everything, come to CRAB. Sacramento Valley is putting on the 24th annual CRAB weekend April 12, 13, and 14. There is an Autocross, Rally and Concours for the competitive at heart and a walking and driving tour for those more socially inclined. Great food and great fun—really one of PCA's premier events.

If you want a lot of everything the highlight of every PCA year is the Porsche Parade. This year is the 41st annual event at Shangri-La Resort in Tulsa, Oklahoma—a whole week of competition and social events. Enjoy the finest cars you will ever see and the nicest people you will ever meet. It just gets better every year. If you want to go, see your January Panorama and mail that app on March 15th.

We have a zone of regions working together to offer a full array of events from which you can choose. We have Tech Sessions, Socials, dinners, Tours, Concours, swap meets, Rallys, Autocrosses and Time Trials. There must be something of interest to you. Come out and give it a try.

See you at an event soon.

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1346 E. TAYLOR ST., SAN JOSE
For the record  

Anne DelVillano

February GGR Board of Directors meeting

Present: President Sharon Neidel, Vice president Bill Lusk, Secretary Anne DelVillano, Treasurer Bob Norwood, Social David Blanchard, Past president David Kimes. Not Present: Competition Curtis Robertson, Membership Dave McGuigan, Nugget editor Richard Gray. Guests: Jim Biesemeyer, Debbie Gray, Carolyn Lusk. The minutes were approved as amended.

Post mortem of events

January Social had a good turnout with attendance from the usual members. The Calendar Planning event had an excellent turn-out. It was a very well-run and efficient meeting. Adopt-A-Highway, which only took one hour, had a good turnout followed with a brunch at the Marriot Courtyard after the clean-up. The Tech Session was a "roaring success" with 53 attendees. The Time Trial at Sears Point met with rain and Sunday driving was canceled.

Director reports

President: Received checks for the Club Race trophy from B.F.G. and the dues rebate from National. Previous month’s correspondence was reviewed. Sharon attended a Zone President’s meeting that was very informative. They are looking for more inter-region activities and asked that other regions be welcomed to each other’s events, especially Tours. They would like to be notified of any schedule changes. They are pursuing a new Zone car badge.

Parade applications open on March 15th. Monterey Bay club’s 35th anniversary event will take place on March 23rd.

Vice president: Received a copy of the insurance coverage for the upcoming Autocross at Dublin and forwarded it to the Sheriffs Academy (owners). Discussed requirement for Comprehensive coverage at Dublin. Buttonwillow insurance requirements are consistent with Sears Point. The Club must now insure dealers who host Tech Sessions. Dates for events were reviewed and some dates were changed to eliminate conflicts.

Secretary: Received a bill and a contract from the Public Storage company. People with authorized access will be Diane Kimes, Shirley Neidel and myself.

Treasurer: The monthly report was distributed. Discussed the $10 surcharge that is used to retire debt for Thunderhill. We are very close to retiring this debt. It was agreed that the surcharge will continue through the Laguna Seca Time Trial to ensure that we have enough money for the required pre-payments for the upcoming Time Trial events. At the next Board meeting, Bob Norwood will report on the status of the Thunderhill fund.

Membership: David Kimes distributed the report for Dave McGuigan. The club has 1140 members. A motion was approved for new members.

Competition: Reporting for Curtis was David Kimes. The Autocross site at Dublin has been fully approved and signed for this year’s events.

Social: Submitted budget for new members’ meetings. Reviewed upcoming events. To date, 26 parties have signed up for the Yosemite Tour. We still need a volunteer to coordinate the 1997 Tour. If no one volunteers, the event will not take place for 1997.

Nugget editor: Debbie Gray reported for Richard. Checks for new advertising were given to Bob Norwood. Discussed a recommendation from Tim Gallen to increase the advertising rates. Sharon Neidel will follow-up with Tim to discuss the rationale for his recommendation and will ask that he submit it in writing for the next Board meeting.

Past president: A motion was approved for an advertising budget for this year’s Club Race.

Old business

Appointed and approved the following positions: Nugget Advertising/publicity manager Tim Gallen, Safety chairman Curtis Robertson (in lieu of no other volunteers), Tour chairman Shirley Neidel, Pano Reporter Karen Neidel, Historian Diane Kimes.

Reviewed status of budgets and Sharon requested that all outstanding budgets be submitted as soon as possible.

New business

A motion was approved that we will follow procedures of the current Statement of Policy.

We discussed budget handling of the free Time Trial entry at the Autocross School. Sharon will discuss the method of handling the transaction with Lloyd De Martini.

Respectfully submitted

March 1996  The Nugget  17
Membership

Dave McGuigan

Dealers reps sought in Palo Alto, Burlingame

We have two openings for dealer reps. What's a dealer rep? Several local businesses have allowed us to put up bulletin boards giving club info to prospective members.

I will send you a stack of new member request for info cards and an extra copy of The Nugget. Once a month, you visit the dealer's place of business, post the calendar from the latest Nugget and whatever articles you think are interesting and replenish the supply of request for info cards. In other words, keep the board attractive and up-to-date. It will take about one hour of your time per month.

The openings I currently have are for Carlsen Porsche in Palo Alto and Rector Motor Cars in Burlingame. If you live, work or commute nearby, you would be perfect for one of these jobs.

Please call me at (408) 226-4006.

---

**Anniversaries**

5 years
- Carlos Baez
- Richard & Jill Yep
- Richard Jung & Judy Lew
- Edmund Fanslau
- Jim Swarm & Steve Svoboda
- Charles & Katie Joseph
- Ray Simnegar

10 years
- John Lytle & Anson Lytle
- Philip & Doris Gresho
- Edward & Jane Sebree
- Kirk & Carolyn Doberenz

20 years
- Koorosh & Sharon Shafa
- Daniel Murray

25 years
- R. Walt Prowell, DDS & Gretchen Fretter

33 years
- Louis & Ann Beckwith

35 years
- John Clever (dual)
- William & Helen Disser

**New Members**

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<tr>
<th>Name</th>
<th>Address</th>
<th>Phone</th>
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<tr>
<td>Lauterbach, Jim &amp; Lezlye</td>
<td>1116 Little Oak Cir. 944 84</td>
<td></td>
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<tr>
<td>Lovatt, Jerry &amp; Winnie</td>
<td>4049 Holley Dr. San Jose, CA 95127</td>
<td>408-929-8939 911T 77</td>
</tr>
<tr>
<td>Marschke, Ben</td>
<td>1050 Benton St., #1307 Santa Clara, CA 95050</td>
<td>408-241-3369 911SC 79</td>
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<tr>
<td>Marx, Robert</td>
<td>1591 Ruth Dr. Pleasant Hill, CA 94523</td>
<td>510-671-2071 911SC 78</td>
</tr>
<tr>
<td>Pailethorpe, Tim &amp; Jennifer</td>
<td>20 Seagull Dr. Richmond, CA 94804</td>
<td>911 86</td>
</tr>
<tr>
<td>Petersen, Jack &amp; Clairene</td>
<td>5084 Tifton Way San Jose, CA 95118</td>
<td>408-264-1843 356 56</td>
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18 March 1996 Golden Gate Region
New members

Friday night social

6:30 p.m., March 8

New members: 18
Transferring in: 10
Transferring out: 0
Total members: 1140

Latest count

New members: 18
Transferring in: 10
Transferring out: 0
Total members: 1140

Wheeler, Peter & Laurie
1358 University Ave.
Palo Alto, CA 94301
415-473-0227
911SC 78

Jennings, Mark & Cheryl
6550 Danridge Dr.
San Jose, CA 95129
911 85
—from Northeaste

Kearns, Patrick
1980 Washington St., #406
San Francisco, CA 94109
911C2 91
—from Sacramento Valley

Kuhn, Stephen & Cheryl
1834 Eagle Peak Ave.
Clayton, CA 94517
911S 76
—from Diablo

Palethorpe, Tim & Jennifer
20 Seagull Dr.
Richmond, CA 94804
911 86
—from Diablo

Reichert, Al
Arlene Lau
142 Albacore Ln.
Foster City, CA 94404
928 88
—from Diablo

Suter, James & Kathy
395 Ellmar Oaks Loop
San Jose, CA 95136
914 71
—from Riesentoter

March 1996 The Nugget 19
Marketplace

VEHICLES

1956 Speedster Hot Rod. Modifications include 2.7RS engine, 915/5, 911 rear suspension. Drilled discs, 8x16s, Turbo flares, "B" noseroot. 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 Baren, San Jose (408) 924-4535 or (408) 662-4532.


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

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


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

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

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 & MISC

1973 911S throttle bodies w/stacks and air cleaner $350. 1 pr. 911 steel trailing arms $100. 2 ea. 12x15 Centerline wheels $150. Gary McNair (707) 252-2363.

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

Make offer on: 7 and 8x15RS Fuchs with new BFG Comp T/A R1s 225 and 245, 7 and 8x15 regular Fuchs, 24mm gun-drilled torsion bars, 19mm 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 $20. Evenings before 11 p.m. Paul (415) 579-0836.


20 March 1996 Golden Gate Region
WANTED


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.

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

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

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

Advertising sales

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<th>Yearly*</th>
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Back cover (Call for information)

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:
Tim Gallen, The Nugget advertising manager
phone (510) 268-9848

PCA members' classifieds free. Deadline first of the month.

DISCOVER

Speed, Beauty, Great Savings

Follow the map. Find your way to greater performance, lasting car protection and beauty, and budget tune-up, restoration prices. Whether its Koni shocks, Weltmeister computer chips, sway bars, springs, or just good performance advice, we'll steer you right. Prevent premature Porsche aging. Our special car covers, Colgan bras, and car care chemicals keep your Porsche looking great. Order before 2:00 pm and all stocking parts will be delivered to you tomorrow, even if it is a Saturday. Major credit cards accepted.

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Or use our 24-hour Fax 408-736-9013
193-N Commercial St., Sunnyvale 94086

Official sponsor of Automation-Golden Gate Region Championship Autocross Series

March 1996 The Nugget 21
Events calendar

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

March

Fri 8  GGR New Members Friday Night Social, 6:30 p.m., Harry’s Hofbrau, 399 W. El Camino Real, Mountain View.
Sat 9   GGR Yokohama Tire Tech Session, 1:00 p.m., hosted by Ken’s Sporttech, 1436 White Oaks Road, Campbell. RSVP James Ohl (415) 341-9020, 6:00 - 9:00 p.m.
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 Raceway Park, north of Bakersfield. Pattie De Martini (510) 606-8543.
Sat 23   GGR Adopt-A-Highway, 9:00 a.m., Hwy. 280 at Woodside Road Exit (west side) parking lot, Redwood City. Jean Ohl (415) 341-9020.
Sat 23   Zone 7/MBR 35th Anniversary Celebration, hosted by Monterey Bay Region, Rancho Canada Golf Club, Carmel. Ginger Mutoza (408) 726-3500.
Sat 30   GGR Automotion-GGR Autocross #2, Alameda County Sheriff’s Regional Training Center, Dublin.

April

Sat/Sun 6-7  GGR/Zone 7 Time Trial #3 (Driver’s Education), hosted by Golden Gate Region, Laguna Seca Raceway, Monterey.
Wed 10   GGR Board Meeting.
Fri 12   GGR Friday Night Social.
Fri/Sun 12-14  Zone 7 CRAB 24, hosted by Sacramento Valley Region. See page 2.
Sat/Sun 20-21  GGR 30th Annual Yosemite Tour. See opposite page.
Sat 20   GGR Automotion-GGR Autocross #3, Alameda County Sheriff’s Regional Training Center, Dublin.
Sat/Sun 27-28  Zone 7 Autocross #1 & #2, hosted by Sacramento Valley and Sierra Nevada Regions, Mather Field, Rancho Cordova. Masuo Robinson (916) 427-9690.

May

Sat 4  GGR Chips Tech Session. More information to come.
Sat 4  GGR Cinco de Mayo Dinner. More information to come.
Sun 5   Zone 7 Concours #1, hosted by Monterey Bay Region, MY Porsche.
Sat/Sun 4-5  Zone 7 Overnight Wine Tour, hosted by Diablo Region.
Wed 8   GGR Board Meeting.
Fri 10   GGR Friday Night Social.
Sat/Sun 11-12  Zone 7 Autocross School. See page 8.
Sat 18   GGR Automotion-GGR Autocross #4, Alameda County Sheriff’s RegI. Training Center, Dublin.
Sat 18   PCA Parade Concours Judge’s Preservation Seminar. More information to come.
Sun 19   GGR Automotion Swap Meet & Zone 7 Concours #2.
Sun 26   Zone 7 Diablo Wash ’N Shine. More information to come.
30th Annual Yosemite Tour

April 20 & 21, 1996

Celebrate GGR's 30th year hosting the Yosemite Tour.

Picnic under the pines near the Pioneer Yosemite History Center and dine at the Wawona Hotel. The chef will prepare a nice selection of dishes, including Filet of Beef, served with four special wines.

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

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. For information, call David or Diane Kimes (408) 779-5988 or Jack or Cathy Kuhn (510) 829-8140.

1996 Board of Directors

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

Vice President
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Walnut Creek, CA 94596
(510) 934-4598

Competition
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Redwood City, CA 94062
(415) 369-7884

Secretary
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San Carlos, CA 94070
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DJBLANCH@BEST.COM

Treasurer
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Gilroy, CA 95020
(408) 848-8144

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

March 1996 The Nugget 23
You've heard about it. You've waited for it. Now drive it.

GGR's new driver education/autocrossing home at the Alameda County Sheriff's Regional Training Center
6289 Madigan Road, Dublin

Next Autocross March 30