Inside
ABCs of turbos
Return to Laguna Seca
N.A.S.A. hosts all-Porsche race
AUTOMOTION-GGR
7th Annual Charity Swap Meet & Concours

Sunday May 19th - Free Admission

Swap Meet stall fee - $10.00 each. Stalls go on sale at 6:30 am. Stall fees are donated to the Crippled Childrens Society by Automotion and PCA-Golden Gate Region. For more information, contact Dave Blanchard 408-745-7870. The Swap Meet is open to Porsche enthusiasts and the public 8:00am - 3:00pm.

Concours - $15.00 per entry. Run under PCA Zone 7 rules and includes Wash and Shine classification. For more concours information, contact: Dick Cottrell 415-692-2100. Concours opens 9:00am. Judging begins at 10:30am.

Automotion will be open 8:00am to 3:00pm. Door Prizes ($100, $50, $20) and gifts will be awarded at 2:00pm (winners need not be present).

Route instructions to swap meet

Automotion is located at 193 Commercial Street in Sunnyvale. From Lawrence Expressway, turn West onto Kifer Road, go 3 blocks and turn right at Commercial Street. Automotion is on the left at the end of the block. Mark your calendar; visit the largest West Coast Porsche Swap Meet.

See you May 19th. Help the Crippled Children Society. Join us rain or shine.
There's a nice set of drilled rotors gathering dust in my garage that I sure would like to use, especially now that the rotors on Nr. 93 need to be changed. But I can't. It's against the rules.

I'd say I have more than enough motivation to suggest a change in the competition rules for my class next year. Now is the time to act. The GGR Rules Committee is accepting rule change proposals through June 15.

Proposals, according to Competition director Curtis Robertson, don't need to be formal, but they need to give committee members enough information and supporting argument to consider the issue and decide it.

Among the deciding factors are the opinions of members—for or against—voiced at a meeting that is open to GGR members, who are encouraged to attend.

Proposals will be published in The Nugget so everyone will know what is before the committee. The committee's discussion and decision comes at a closed meeting later in the year.

There has to be a good reason to change a rule. I suspect the Rules Committee may be inclined to reject my idea to allow drilled rotors in my class. I'm not sure if drilled rotors are safe. I've heard they'll crack, though I've never seen it. The committee also is likely to consider that others in my class do not have sets of drilled rotors waiting in their garages.

That aside, my proposal will argue that (1) anything we can do to cool brakes to make them more reliable under hard use is a good thing, that (2) drilled rotors do not provide any other benefit and (3) they do not cost too much more than stock, solid replacements.

It's easy to see how difficult the job of the Rules Committee can get. It has to balance the interests of everyone with what is fair, affordable and, foremost, safe.

As the first step toward change, a proposal can lead to making GGR better. We can't make any changes unless we give the Rules Committee our suggestions.

Now's the time to offer your recommendations.
**Braking news**

**Obligation met**
GGR met its contribution to help build Thunderhill Park, SCCA's 1.9 mile, 9-turn road course in Willows, two years ahead of schedule. The quick pay-off is attributed to high participation levels for GGR Time Trials. Drivers paid the contribution through Time Trial entries.

**Film at (9)11**
Porsche Cars of North America said it will mail video documentaries entitled, 911: The Latest Evolution, to 80,000 current Porsche owners and to 20,000 owners of competing cars. PCA is interested in knowing what recipients think of the video, and so is The Nugget.

**Race and Parade**
In conjunction with Parade, PCA will hold a Club Race Sept. 13-15 at Hallett, a twisty 1.8-mile, 10-turn race track with significant and numerous elevation changes. The track is "like Atlanta without the top speed of the back straight," said Fred Seipp, PCA Club Race chairman. The track has just been repaved using a wide paving machine so the pavement only has one seam. Hallett is about 70 minutes west of Tulsa where Parade will be held. For details, call Seipp, (214) 520-9756.

**Librock named**
GGR's board has approved Neil Librock, a BI class competitor, to represent time trialers on GGR's 1996 Rules Committee. It reviews proposed changes in club rules and determines what changes to make. Rule change proposals will be accepted through June 15.

**Dr. Porsche inducted**
Dr. Ferry Porsche in April was inducted in the Motorsports Hall of Fame at Talladega Motor Speedway in Talladega, Ala. The Hall of Fame has an automotive library with room for 150,000 volumes, but they only have 27,000 on hand and only two on Porsche. PCA has agreed to donate up to $1,500 in appropriate Porsche literature.

**Spinning a web**
Why, the question is asked, does GGR in the heart of the Silicone Valley not have a page on the Web? Hold on to your mouse. GGR members Greg Braun and Glenn Hills have volunteered to develop a Web page for the club. The Board has given its enthusiastic OK so one day soon Internet browsers will be able to find GGR in cyberspace.
GGR hot shoes run in N.A.S.A. all-Porsche race

By PATTIE DE MARTINI

When N.A.S.A. organizer Jerry Kunzman issued an invitation to GGR via David Kimes to participate in a Porsche run group during their event in March at Sears Point, it didn’t take much coaxing to gather a field of 18 drivers.

N.A.S.A. events are run in a very similar format to PCA’s Club Racing. Passing is allowed any time as long as no contact between cars occurs.

After Lloyd dropped some very large hints the week prior to the event, I suggested he go have some fun and test our new motor. I did strongly remind him, however, just how much trouble he would be in if the car was inoperable for the following weekend at our Buttonwillow event.

So, with my threat and encouragement in hand, Lloyd entered the event and had the time of his life! The Porsche group on Sunday ran one practice then two qualifying sessions to determine grid positions for the race.

As it turned out, the weather was not much kinder to N.A.S.A than it was to GGR in February. Rain turned out to be the enemy once again, so when the Porsche group was called up for their practice session, no one showed up!

The practice sessions for the RX-7s, Datsun 510s and BMWs provided a lot of spectator value as we stood on the start/finish bridge taking bets on which of the competitors would spin going up the drag strip. Several cars took the bet, but all fared well by staying off the walls, earning cheers from the crowd.

The sun took over about mid-morning and quickly dried the track out so that the Porsches could make a go of it. Lloyd had great fun chasing down Tom Van Overbeek and trying to get around him. Mike Courtney, Dave Evans, Andy Jennings and David Kimes were out there entertaining the crowds as was Jason James, Larry Heitman and Glenn Hills.

At the start of the second qualifying run, Tom and Andy were in the front row followed by Lloyd and David. Watching them round Turn 11 waiting for the green flag was nerve wracking for me—I had never been just a spectator before. I didn’t know how to behave.

Lloyd had the fastest qualifying lap, taking the pole, with Tom Van Overbeek next to him. Oh Lordy, Tom has way more experience at this—why couldn’t Lloyd just have slowed down a little in the qualifier?

Larry Sharp was Lloyd’s pit crew that day and he provided me with scream- and punch-relief all during the race. (Sorry for those arm bruises Larry.)

Ted Phillips, Van Zannis, Jeffery

See N.A.S.A., page 6
N.A.S.A., from page 5

Cohen, Mike Jordan and Greg Sirakides were also out there battling it out among the street car class. Chris Lanzatella and Lars Giersing pulled double duty servicing customers' cars and driving at the same event.

There was a definite problem in being a spectator at this event. Trying to root for 18 of your friends is tough when they are all in the same race! I guess it's called spectator whiplash.

David Kimes is on the N.A.S.A. Board and was the Porsche group's liaison with N.A.S.A. during the weekend, holding tech and organizing our merry band of raiders.

It was amazing how many cars N.A.S.A. gathered at this event, how many they put on the track and how smoothly the day seemed to run, even with the rain. Lloyd and I plan to participate in other N.A.S.A. events because he had just too much fun at his first. Some of my fun was watching "my guys" on television. N.A.S.A. taped the event and aired it on the Sports Channel on March 23 and on March 30. Eat your heart out Villeneuve. Δ

Glory day: Class winners Lloyd De Martini (left) and Ted Phillips enjoy a little extra attention from N.A.S.A.'s race queens.
Get a boost from the ABCs of turbochargers

By KEN MORT

Turbo chargers are relatively simple. Engine exhaust gases drive a turbine, which drives a compressor that increases the pressure (boost) of the air going into the engine.

Increased pressure increases engine power similar to increasing engine compression. Boost pressure of about 15 psi essentially doubles the power. Not only is power increased, but gas mileage can be better than for cars with normally aspirated engines of the same power.

The features of turbochargers have evolved and improved over the years. The rotors spin up to 110,000 rpm. Because of the high speeds, rotors are kept small to minimize inertia and lag for improved throttle response. This is the rationale for the current twin turbo Porsche—two turbos have less inertia than a single turbo with the same capability.

Solid "Oilite" type bearings are typically used with relatively large clearances to accommodate the temperature range. They are lubricated with a high volume of engine oil for oiling and cooling.

One of the biggest problems with oiling is draining oil from the bearing. The oil tends to accumulate and foam because of the high speeds and high temperatures. An approach Porsche has developed to solve this problem is to use a small separate oil sump with a suction pump.

Turbochargers on Porsches have become very advanced. To lower the heat of compression, an intercooler is used. This is placed in the "whale tale" of current Porsches.

The intercooler cools the compressed air before it goes into the engine. The intercooler increases power capability by increasing air density and reducing engine operating temperature. Engines that are turbocharged typically have lower compression ratios (on the order of 7:1) and have less valve overlap. Ignition timing is generally retarded compared to normally aspirated engines.

The exhaust systems are much more critical than the intake systems because exhaust gases drive the turbo, and it is important to not restrict exhaust leak-

age at the turbine. Turbos tend to reduce the requirements of mufflers. When the turbo is at high speed, it is surprisingly effective in reducing exhaust noise.

Turbocharger controls vary in sophistication. For simple systems, the turbo boost and hence engine output power may be limited by fixed restrictions in the ducting, carburetors and mufflers.

More sophisticated systems employ wastegates. The wastegate may consist of a spring loaded valve that is controlled by intake manifold pressure, or it may be a valve controlled by a servo motor. When the wastegate valve is open, exhaust gas is released so that the amount of exhaust driving the turbocharger is reduced, which, in turn, reduces the engine's power output.

The by-passed exhaust may be returned to the normal exhaust system and out the muffler, or there may be a small separate exhaust and muffler. For engine safety, Porsche cuts off the fuel if boost pressure reaches 18 psi. This is a high boost and causes the power and temperature to be too high.

Surge control is also required. When the throttle is suddenly released, surge (stall) of the turbo's compressor can occur because of the sudden drop in air flow to the compressor. Surge causes very high, unsteady loads on the compressor blades with potentially disastrous results. Pieces from a damaged compressor can go into the engine and cause major damage.

To prevent surge, Porsche uses another by-pass system. When a sudden vacuum is sensed ahead of the compressor, a by-pass valve opens to allow some airflow to the compressor intake so that surge cannot occur.

The new Porsche twin-turbos are exceptionally smooth. There is no noticeable turbo lag, and the car drives as smoothly as a non-turbo car. The only operational requirement is to allow a cool-off period after running vigorously. To do this, the engine should be allowed to idle a few minutes before it's shut off.

This report on a technical session with Dave Smith hosted by CT Automotive is courtesy of the Prieta Post, Lomo Prieta Region.

May 1996 The Nugget
Longer course used for second Autocross event

By CAREY SPREEN

Although bad weather threatened the second Automation-GGR Autocross of the season March 30, the day turned out to be beautiful and event participants just plain turned out.

A total of 84 drivers—the second highest turn out in almost three years—were on hand at the Alameda County Sheriff’s Training Center in Dublin.

The day started out cold and there wasn’t enough hard work to do to get warm because series Chairman Larry Sharp, event Chairman Lloyd De Martini and trailer caretaker Greg Braun set up the course the night before. All we had to do was register, grid, walk the course and attend the driver’s meeting.

Lloyd’s course layout was a bit longer and more intricate than the series opener in March at this site, but still fast enough for some of the 914s to get into 3rd gear on the back straight-away. The course took up the entire main lot. Grid formed in a smaller lot.

Larry decided to use Loma Prieta’s tested A/B/C gun group method for worker shifts. Drivers were either working, running or resting, which seems to work well for a group our size.

We shared the sheriff’s facility with a group of sheriff’s deputies on the firing range, which sounded like a small gun battle. Larry apologized for the South Central L.A. atmosphere. There were no drive-bys.

Everyone who stayed for the entire day had five runs on a smooth, fast course. A unique aspect of this lot is that it’s built on the side of a small hill so there are elevation changes—most noticeable when a turn is designed to be off-camber.

If you haven’t seen the lot, it’s about the size of the one at Alameda County Fairgrounds in Pleasanton, but the pavement is in much better condition. It also has a built-in cement skidpad that can be flooded for wet-driving practice.

After the event, about 50 people made the 10-minute trip for discounted pizza and bench racing at Magoos in Livermore, which has become a post-event standard. Racing tapes, including the N.A.S.A. race at Sears Point, were shown on Magoos big screen TV. Members can bring their in-car tapes to show.

Once again, our hats and helmets are off to Automation for sponsoring this year’s Autocross series. Without its support, autocrossing in Northern California might be more expensive. Let them know you appreciate their participation in our sport. Δ
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Autocross #2 results

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See RESULTS, page 10
**Fellow GGR members,**

I participated in my first Autocross on March 30 in Pleasanton. The entire experience was excellent. I met a lot of nice people and managed to get through all four run sessions without a hitch.

Then, unfortunately, on my fifth and final run of the day, a CV joint broke, disabling my 914.

There I was, stuck in Pleasanton at five in the afternoon wondering how I was going to get my car back across the bay.

The next thing I knew, there was John Seidell, a fellow member of the GGR, offering to tow my car back to my warehouse in Belmont—quite a generous offer since he first had to tow his car to Walnut Creek.

I had always heard about how faithful Porsche club members are. I now know first-hand that the camaraderie among Porsche club members is for real.

Sincere thanks,
Lee Hemingway

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**RESULTS, from page 9**

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10 May 1996 Golden Gate Region
Motoring at Monterey's reconfigured Laguna Seca

By ANNE DELVILLANO

Everyone loves Laguna Seca Raceway, Loma Prieta Region, with the advice and help of the Porsche Owner's Club in Southern California, sponsored the Porsche Club's first Time Trial at Laguna Seca on Labor Day weekend in 1975. Cost per driver was $25 or $35 per couple.

Driving at that first event—and the April 6-7 weekend—were Rich Bontempi, LaQuita and Glenn Hills, and George and Sharon Neidel.

Laguna Seca in 1975 was known as a "horsepower and killer track" said LaQuita Hills. The first event was set with a chicane between Turns 1 and 2 and another between Turns 7 and 8. In those days, it was not uncommon to see some serious mishaps.

The original track was 1.9 miles. In 1987, it was lengthened to 2.214 miles to accommodate Indy cars. Turn 2 became a sharper turn without a wall and Turns 3, 4 and 5 were added. In addition, the track was widened since it was very narrow to begin with.

The track underwent more changes this year by shortening the distance between Turns 9 and 10 and lengthening the distance between 10 and 11, while maintaining the exact configuration of both turns. It is now 2.38 miles and much safer.

An extremely popular race track for Indy cars and Pro motorcycles, Laguna also redesigned the pit area to create more space and better accommodate them.

Laguna is so popular, GGR had to turn away many drivers for the April event. Regrettably, this event—sponsored by Computerland of Capitola and Hynous & Tatro Insurance—marked the only GGR Time Trial at Laguna Seca this year.

According to Patti De Martini, this is not for lack of GGR trying to get more events here. Still, 132 lucky drivers were registered and enjoyed a spectacular weekend of fun and excellent not-too-hot weather. There was not a single accident, bad spin or encounter with a wall.

John Johnson, first chairman overall for Golden Gate's Time Trials, returned after an absence of 12 years. John has been driving in the Pike's Peak Hill Climb during his hiatus from GGR.

Since our Time Trial weekend coincided with

See LAGUNA, page 12
LAGUNA, from page 11

Easter, Shirley Neidel, with the help of Sandy Provasi, provided a wonderful diversion for the 20 plan "race track" children.

On Saturday, they painted Easter eggs, and on Sunday, Shirley did not need to coax the children to scramble and compete in the Easter egg hunt. What fun to see future, potential time trialers, accompanied by their parents, racing to get as many eggs as possible.

Tom and Sandy Provasi celebrated their 12th wedding anniversary during the weekend, and their 11th year of time trialing. Sandy was seen under the car with Tom. It was not necessarily a romantic undertaking, but more religious in hopes to get the car running for the timed run. They did, and Tom beat the clock with his best time of the weekend.

Sadly enough, the event also marked the grand finale for Kathryn and Lee Klepinger, who headed to Seattle at the end of April.

Kathryn, a 15-year member of GGR, reminisced about the fun, the many trophies and her first instructors, Glenn Hills and Rich Bontemp.

She got her husband, Lee, interested in racing three years ago, and now they have a 3-year-old mini racer, Cody, who already loves the race track.

We will miss Kathryn and Lee, their friendly competition and their support. We wish them success and happiness and hope they plan to invest in rain tires for the Northwest's wet tracks.

On the other hand, Ellen and Dave Ferguson joined GGR this year after moving to the Bay Area from Colorado. They were at Laguna Seca, of course.

What an addition for our club. Both bring more than 10 years of driving experience and have a history of taking top times in both Time Trials and Autocross. Ellen is the SCCA Solo 2 champion, and she and Dave took top times at last year's PCA Parade. Dave notes that Laguna Seca, a world class facility, cannot compare to many of the tracks they have negotiated.

As always, we saw how brightly the caring displayed by fellow GGR competitors shines through when someone's car fails them.

Patti and Lloyd De Martini loaned Art Seeger their brake calipers. The Merrills helped the Klepingers by getting their friend to open his shop for an emergency weld, making it possible for them to drive their timed runs.

Thanks go to Ken Mason and Michele Freeman for hosting yet another wonderful tasting of fine wines and cheeses for bench racing after Saturday's practice sessions.

A group of Porsches (far left) exit Turn 6 heading for the Corkscrew. Easter egg-hunters (center) scour a hillside on the hunt for colorful finds, proving this is the only fun way to go off track. A group in the zoomy class storm through the Corkscrew (above). Hugging the herd, his driver (left), shows what apexing a turn is all about.

Photos: Debbie Grey and Larry Jackson
### Results of Time Trial #3, Laguna Seca, April 6-7

**UNOFFICIAL event results**

**Sponsors:** HYNOUS & TATRO & COMPUTERLAND

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May 1996 The Nugget 15
President’s message  Sharon Neidel

It is hard to believe but it is time to think about the 1997 Board of Directors. I am trying to assemble a nominating committee and will be grateful to hear from anyone who will volunteer. It is going to take a special effort this year as we have a number of officers serving their second terms, making them ineligible for re-election.

The last time I was President 10 years ago, I wrote about the decline in interest to serve on the board. Unfortunately it had no impact. I would have to say the situation is worse than ever. We have 1,100-plus members and we can’t get seven people to run for the Board.

Serving is not as difficult as some may think. I won’t lie, it can be time consuming and certainly some jobs take more effort than others, but anyone can do it. GGR has a procedure guide with detailed descriptions of every position and there are always veteran board members around to help. If you think you might be interested in a position, talk to people who have done the job.

I can’t emphasize the importance of this issue enough. GGR is your region and it takes a lot of effort to continue to provide you with the quantity and quality of events that you have come to expect.

Here are the cold facts—no Board means no region, no Autocross, no Time Trial! You can’t keep expecting someone else to do the work. If you want these events YOU have to put forth the effort to make them happen.

I’ve done my part and am ineligible for re-election. In fact I’ve done my part 12 times and I will probably serve on the Board in the future. Some years were more difficult than others, but they all had their rewards. The last two years have been particularly enjoyable as I have some really terrific people as fellow board members.

Now it is your turn to help. I’ll be there as past president and will be happy to offer guidance. Call me and let me know what you can do.

HEAVEN ON EARTH FOR THE PORSCHE ENTHUSIAST

If a Porsche is very good, when it dies...

It goes to PartsHeaven.

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

16 May 1996  Golden Gate Region
All board members were present. Not present: David Kimes, past president. Guests: Jim Biesemeyer, Debbie Gray, Carolyn Lusk, Greg Braun, Robin Aube, Larry and Casey Sharp.

**Post mortem of events**

The Time Trial at Buttonwillow was a great event. Because participants were unaccustomed to the new track, many miscalculated their times. The event ended later than usual on Sunday. The Adopt-A-Highway event had a good turnout and was followed by a meal at a nearby restaurant. The March 30 Auto-motion-GGR Autocross event had a turnout of 84 cars, which is the largest turnout in two years. The Time Trial at Laguna Seca was great fun. This time the safety crew had a light weekend.

**Director reports**

**President:** Reviewed past month’s mail. Diablo region complimented GGR’s new look for The Nugget. Dr. Ferry Porsche will be inducted into the Motorsports Hall of Fame at Taladega Motor Speedway. Sharon shared highlights of the minutes from the National Board meeting.

**Vice president:** Insurance has been ordered for all events through June. The Zone 7 Autocross School is moved from May 11-12 to July 6-7 because 3 Com Park (Candlestick) is paving the parking lot on the May dates.

**Secretary:** Nothing to report.

**Treasurer:** Bob provided a copy of the financial report summary. He is working on a report that will show year-to-date budgets vs. plan. The Board approved the report.

**Membership:** Dave reported that GGR has 1,251 members. Dave said he received a complimentary letter from a new member who got a positive impression of GGR because of the help he received at a Dublin Autocross when he experienced car problems.

**Competition:** Reported that North American Pylon reported on GGR’s Autocross series. Henry Watts published an article which was complimentary of GGR in the same journal. Curtis asked that Neil Librock be approved as a member of the Rules Committee representing Time Trial members. The Board approved the motion.

**Social:** The Yosemite event is full. There are still no volunteers to run the 1997 tour. Volunteers will be solicited at the Yosemite event.

David reviewed the upcoming events for April and May. He said that Glenn Hills offered to organize a ’50s sock hop this summer. The date will not conflict with other July or August GGR events. A motion was approved to make a deposit for the disc jockey at the Time Trial awards dinner. The Board approved a motion for the Christmas party budget.

**Nugget editor:** Richard said he is looking for suggestions for member profile stories.

**Old business**

Discussion took place regarding handling of bounced checks for club events.

**New business**

Sharon solicited a chairperson for the Nominating Committee. The Board approved a motion for Bill Lusk to take this role.

Greg Braun made a presentation about GGR building its own Web site. Greg offered to work with Glenn Hills to build a prototype. His presentation was professionally done and prompted applause from the Board. The Board approved a motion to accept Greg’s proposal.

Larry Sharp is investigating the cost of replacing the club’s supply of cones.

Sharon Neidel agreed to investigate the possibility of using a nearby Carl’s Jr. location for Board meetings.

The Board adjourned at 9:45 p.m.

*Minutes subject to Board approval.*

---

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May 1996 *The Nugget* 17
Dave McGuigan

Please join me in welcoming our newest members.

New members

Adams, David
917 Laguna Ave.
Burlingame, CA 94010
415-344-3856
911T 69

Grober, Rochelle
1475 De Rose Way Apt. 252-A
San Jose, CA 95126
408-287-1926
914 72

Harris, Jonathan
1345 Chestnut #3
San Francisco, CA 94123
415-923-1664
911T 73

Ken, Christopher & Jennifer
964 South B Street
San Mateo, CA 94401
356C 65

Montgomery, Ivan & Jennifer
7926 Fall Creek Rd. #111
Dublin, CA 94568
510-829-5313
912 65

Musser, Christie
Brian Gaunce
918 Ruth Ave.
Belmont, CA 94002
415-595-5092
911T 84

Myers, Christopher
2083 Old Middlefield #206
Mountain View, CA 94043
415-964-7600
911 87

Ofstein, Josh
2918 Octavia St.
San Francisco, CA 94123
415-693-3435
964 91

I still have copies left of the 1996 Membership Directory. These are available at all major events or by giving me a call at (408) 226-4006.

Congratulations to these GGR members who are celebrating anniversaries with PCA in May.

Anniversaries

5 years
Colleen & David Boyd
Stephen & Beverly Young
Jim Blount
Lawrence Jackson (dual)
Stephen & Jennifer Mathes
Eric Filseth & Tina Peak
La Van & Louise Bock
Michael & Joetta Edwards

10 years
Barry & Judy Smith
Steve Young & Betty Jeong
Mike & Rudi Jolliffe

20 years
Ed Ducey (dual)

31 years
Robert & Kathleen Sturm
Robert Lauffer

32 years
Joe & Darla Reitmeir

33 years
George & Shirley Neidel

36 years
Frank & Norma Nocera
Karl & Susan Keller

18 May 1996 Golden Gate Region
Official count

New members 19
Transferring in 3
Transferring out 3
Total members 1151 (April)

Persich, Ernest & Beate
5870 Southside Rd.
Hollister, CA 95023
408-637-6177
914T 72

Porter, Scott
P.O. Box 1566
Burlingame, CA 94011
415-342-9425
911 85

Simpson, Robert
426 Ridge Rd.
San Carlos, CA 94070
415-321-7850
993 96

Von Clemm, Peter
2140 Dartmouth St.
Palo Alto, CA 94306
415-856-2871
911 Targa 86

Wunderlich, Jerry & Susan
2256 Hyde St.
San Francisco, CA 94109
415-885-6115
911T 82

Thompson, Thomas & Rosalind
459 El Granada Blvd
Half Moon Bay, CA 94019
911SC 82
from Loma Prieta

Transferring out

Norvell, David & Kathleen
208 Quarry Lane
Santa Cruz, CA 95060
to Monterey Bay

Vogel, G. Dennis Jr.
5990 Bayside Dr.
Fort Worth, TX 76132
to Maverick

Young, Randolph
Richard Young
5397 Clubhead Rd.
Virginia Beach, VA 23455
to First Settlers

Transferring in

Safabash, Jason
Ali Safabash
721 Catamaran St, #1
Foster City, CA 94404
911T 87
from Riesentoter

Spiva, Harlan
58 Marshall Way
Vallejo, CA 94589
707-643-4841
944 84
from Mardi Gras

Friday night social

6:30 p.m., May 10

Socials second Friday of each month
Harry's Hofbrau
399 W. El Camino Real
Mountain View

May 1996 The Nugget 19
VEHICLES

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

1959 356A CAB #151867. CA black plate car refinished in Auratium green Deltron, new tan stayfast top, vinyl and squareweave. 1962 engine #700189 big oil pump Super. 741/2C transaxle with 644 nosepiece retaining 356 shifter. Many extras installed or available. Pictures and details upon request. $32,000. Will consider 356 trade, project or parts partial payment. Russell Ulrich, 19744 Echo Blue Drive, Penn Valley (916) 432-2499.

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


1970 914-6 #9140432034. Engine #901 106 101 5R. Orange with black interior. Purchased in 10/88 with 68K orig. miles. Driven 2K mi. in last 7 years. Always garaged and covered, never washed w/water or rained on. Alloys, front and rear spoiler, no rust. Engine compression equal in all cylinders. Needs little work to be restored to full concours condition. Or, just get into the driver's seat and enjoy the great feel of this excellent roadster. $14,375. Steve Maciel (408) 241-1737.

Factory 1970 914-6. 2.5L motor built on 20 case headers, rebuilt Weber carbs, lightened flywheel, sideshift tranny, 7" and 8" alloy wheels, fiberglass GT flares and front deck lid, 911 SC front suspension and brakes. Good start for race car, $9,000. Richard (510) 287-0748 days or (707) 552-2523 evenings.

1973 911 coupe red/black; DP slopenose, flares and tail; stock 3.2 engine with 30K miles; SS exhaust, chip, 915 trans, Brimtech brakes, big t&s bars; 8-10x16 wheels, rollbar, Recaros, CD; stunning street/track performer. $37,000. Gary (415) 854-2423.


PARTS & MISC

6x16 Fuchs, 1 pair. 5/16 bolt wheel spacers, 4 each. $200 takes all. Jason (415) 571-6617.

914 rear springs, 140 lbs., used one season. Don't pay retail. $75. Richard (510) 798-3120.

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

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

Boxster Oval Poster. About 30" x 14", beautifully matted and framed. Promotion item provided to dealers by Porsche. $150 obo. John (707) 876-3513.

Chrome wheels 356C/912/911 five and a halfs with CN36s mounted $125 obo. S90 camber compensator with hardware $225 obo. 1963 356B engine P*611111* complete with all engine tin refinished, installed and on engine running stand $1,100 obo. Russell Ulrich, 19744 Echo Blue Drive, Penn Valley (916) 432-2499.

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

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

Make offer on rare set of 6 and 8x16 factory Fuchs forged wheels for 89-94 C2 and C4 with painted OEM center caps and near new Dunlop SP8000s 205 and 225. Milt (415) 323-4889 evenings.

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

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

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

WANTED

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

1988 944 Turbo S. Must be rose silver metallic color with burgundy plaid seats or 1988 944 Turbo in silver. Call Jon (510) 530-8635 or fax details to (510) 530-6088.

70s Recaro or Scheel bucket seats (non-reclining bare bones seats as advertised in Pano in early 70s). Ruf stuff? Turbo performance bits? RSR or other raised spindle struts? SC or Turbo front Calipers? 7+9x16s? Reasonable please. John (707) 553-1288.

Racing steering wheel for 914, racing seat to fit 914. Reasonable and in good condition, please.
**Events calendar**

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

### May

**Sat 4**
GGR Chips Tech Session, 10:30 a.m., hosted by Dinan Performance Engineering, 150 S. Whisman, Mt. View. RSVP: David Blanchard (408) 745-7870.

**Sat 4**
GGR Cinco de Mayo Dinner, 6:00 p.m., Pedro's Restaurant & Cantina, 3925 Freedom Circle, Santa Clara. RSVP by 5/1. Shirley Neidel (408) 225-8103.

**Sun 5**
Zone Concours #1, hosted by Monterey Bay Region, MY Porsche, Seaside Plaza. David Alliotti (408) 626-9048.

**Wed 8**
GGR Board Meeting. 7:30 p.m., Shakey's Pizza, 1066 E. El Camino Real, Sunnyvale.

**Fri 10**
GGR Friday Night Social, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mt. View.

**Sat 11**

**Sat 18**
Automation-GGR Autocross #3, Alameda County Sheriff's Regional Training Center, Interstate 580, Santa Rita Road exit, Dublin. Registration begins 7:00 a.m.

**Sat 18**

**Sun 19**
Zone Concours #2 & Automation-GGR Swap Meet, hosted by GGR. See page 2.

**Sun 26**
Diablo Wash 'N Shine, hosted by Diablo Region. Danville Livery & Mercantile, 400 Sycamore Valley Rd. West, Danville. Registration begins 9:00 a.m. John Kinsfather (510) 831-8109 days.

### June

**Sat 1**
Automation-GGR Autocross #4, Alameda County Sheriff's Regional Training Center, Dublin. Registration begins 7:00 a.m.

**Sat 8**
GGR HRE Wheels Tech Session, hosted by Automation, Sunnyvale. See page 24.

**Sun 9**
Zone Rally #2 - A Summer Solstice, hosted by Yosemite Region. See page 23.

**Wed 12**
GGR Board Meeting.

**Fri 14**
GGR Friday Night Social.

**Fri/Sun 14-16**
Reno Hilton Vintage Races/Porsche Raffle, hosted by Sierra Nevada Region. See page 23.

**Sat 15**
GGR/Zone Time Trial Ground School. Tom Van Overbeek (510) 485-9711.

**Sat/Sun 22-23**
GGR/Zone Time Trial #4 (Driver's Education), Thunderhill Park, Willows. Pattie De Martini (510) 606-8543.

**Sun 23**
Zone Concours #3, hosted by Sacramento Valley Region at Neillo Porsche, Sacramento. Phil Lawrence (916) 991-1381.

**Sat 29**
Automation-GGR Autocross #5, Alameda County Sheriff's Regional Training Center, Dublin.

**Sun 30**
Zone Concours #4 and Swap Meet, hosted by Loma Prieta Region at Partsheaven, Hayward. Larry Goodwin (408) 268-9695 or Al (510) 782-0354.

### July

**Sat/Sun 6-7**
Zone Autocross School, hosted by Loma Prieta Region, 3Com Park, San Francisco. Henry Watts (408) 245-4040. (New Date)

**Wed 10**
GGR Board Meeting.

**Fri 12**
GGR New Member Friday Night Social.

**Sat 13**

**Sat/Sun 13-14**
Zone Autocross #3 & 4, hosted by Monterey Bay Region, Laguna Seca, Monterey. More information to come.

**Sat 20**
Automation-GGR Autocross #6.

**Sun 21**
Zone Rally #2, hosted by Diablo Region. More information to come.

**Sat 27**
GGR Bike Tour. More information to come.
By entering the 1996 Win-A-Porsche Benefit, you'll have a one-in-10,000 chance of winning a 1996 Porsche 911 Carrera Cabriolet, donated by Porsche Cars North America. The $100 ticket includes admission for two to the Gala Drawing on Friday, June 14, 1996 at the Reno Hilton Ballroom, where vintage Porsches will be on display.

The drawing will be followed by the June 15 & 16 Reno Hilton Vintage Grand Prix. This race is sanctioned by the Classic Sports Racing Group (CSRG).

Your chance to win is just a phone call away. For tickets call (702) 784-4831. For information call Paul Christensen of Porsche Club America, Sierra Nevada Region, (702) 747-1604. Better hurry, tickets are going fast.

Note that all proceeds benefit the University of Nevada, Reno Foundation. A public television station, KUNR Channel 15, and the Reno Philharmonic. Also note that the purchase price of a ticket sold is not deductible as a charitable contribution, as outlined in the Internal Revenue Code. Must be 21 years of age or older to win. Winner is responsible for all taxes and registration. Need not be present to win the Porsche.

1996 Board of Directors

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Bill Lusk
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Gilroy, CA 95020

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Richard Gray
4119 Sacramento St.
Concord, CA 94521

May 1996 The Nugget 23
Rollin' rollin' rollin',
keep dem Porsches rollin'.....

Want to find out more about keeping your Porsche rolling is style?
Want to help it roll faster? This wheel tech is for you.

HRE is quality manufacturer of fancy and functional (read FAST)
wheels for your Porsche. Gene Howald (the "H" in HRE) will fly up
from LA to tell us more about wheels (especially HRE, of course)
and what they can do to improve your image and/or your lap times.

Date: Saturday, June 8
Time: 10:30 for donuts & kibitzing, 11:00 for the words of wisdom
Place: Automotion - 193 Commercial Ave, Sunnyvale CA

* Please RSVP with Zocial Director David Blanchard at (408) 745-7870
to reserve a donut. Automotion has no chairs, so bring your own. Maybe
bring a spare chair for the reading impaired.