Inside
'97 rule changes
Meet Board candidates
Porsche's new Boxster, 911s

ELECTION ISSUE
BALLOT INSIDE
TIME TRIAL AWARDS BANQUET
Come celebrate the end of our "Vintage 96" Time Trial Series
Bring in the New Year with lots of memories and cheer!

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Dinner Cost Time-Trialers $60.00 per person
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Steering column

Richard Gray, editor

At election time, my wife and I stand amid noticeably short bookshelves at a nearby elementary school library and cast our ballots.

Sometimes we cancel out each other’s vote, and an election always prompts a philosophical discussion about the failure of government to take fiscal responsibility or, in presidential elections, the obsolescence of the electoral college.

This mini debate is loud, though not well attended, and even though Debbie and I don’t always agree, the important thing is that voting is a reflection of our sense of public duty.

Although GGR’s election this month to choose its 1997 Board of Directors will not have the surprise of a “Dewey Defeats Truman” or the heart-stopping suspense of a Nixon-Kennedy contest, it does have importance nonetheless, and unlike those big elections, your vote counts big time.

Don’t be fooled into thinking that all these candidates are unopposed so what’s the point of voting. Unopposed or not, the directors we elect need our support. The first indication of that support is your vote.

Your vote will show our candidates that they have your confidence, your encouragement and your appreciation for tackling the job and taking responsibility. These are volunteer jobs that can be time consuming and are always crucial to the survival and growth of GGR.

I had occasion recently to learn about the controversy, division and infighting among the elected officers of another club and believe me the picture wasn’t pretty.

Having observed GGR’s Board for the last year, I can tell you that GGR has people who can work together for the best interests of the club and who, whenever opinions and points of view differ, can set those differences aside and go on.

So, in that spirit, I’ll paraphrase President Jack Kennedy and encourage you to ask not what your region can do for you but what you can do for your region. What you can do now is vote. It only takes a minute and it means a lot.

The election ballot is tucked in this issue to make it easy. Go ahead, spend a stamp and show your enthusiasm for one of the very best regions in PCA.

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Inside line

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Rule changes announced
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Shop talk: Setting up the 944
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Porsche's 1997 cars

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Volume 36, No. 11

Cover photo: GGR drivers take the green flag in an all-Porsche run group with the National Auto Sports Association at Laguna Seca Raceway.

Photo: Louise Sousoures

November 1996 The Nugget 3
Braking news

Event chiefs nominated
Nominees for key positions on GGR's 1997 competition staff have been announced. BI competitor Neil Librock has volunteered to be nominated to fill the Time Trial chairmanship for 1997, with U-class hotshoe Pattie DeMartini raising her hand again for nomination as Registrar. BI competitors Bert and Anne DelVillano have volunteered for nomination to run the Automotion-GGR Autocross Series next year. The 1997 Board of Directors must approve the nominations.

No help
Be part of the action. Porsches at the Point II, the PCA Club Race hosted by GGR, needs a few good race enthusiasts to perform a variety of administrative and track-side duties. Be a part of this significant PCA event on Dec. 6-8 at Sears Point International Raceway. To sign-up, call David Kimes (408) 779-5988. Or just come out and watch.

Smog law altered
California state Legislators have amended the Smog Check II law to remove the state's authority to impound vehicles identified as gross polluters. The law's defenders had previously said that no such provision was in the law. Another amendment expanded the number of stations at which smog tests can be performed.

Smog Check tech
GGR is organizing a tech session aimed at explaining California's controversial Smog Check II legislation. Specifics are being worked out. Details to be announced in The Nugget and on GGR'S Hotline and Web Site.

Grand Prix coming
Anyone interested in participating in the Palm Springs Grand Prix on Nov. 23-24 may get an application for the racing event by calling Sharon Niedel at (415) 508-1308.

Historics honor Porsche
Porsche will be the honored marque at the 24th annual Monterey Historics car show and fair next August at Laguna Seca Raceway. The three-day event will be held Aug. 15-17 and will feature a variety of activities, which will start the Wednesday before the weekend highlights. Porsche is planning to have several race cars on display. Tickets will be in demand, so mark your calendars. For information and tickets call 1-800-327-7322.
My thing about being (oh, no) last

By RICHARD GRAY

I pulled in line for my first trip with the GGR gang that frequents NASA, which has given Porsche drivers their own run group, for the last session of the day, a 10 lap race.

My spot in line, based on the times I was running all day around Laguna Seca, put me in the back of the 27-car field. A 914-4 just won’t pull like those throaty 911s and the DeMartini’s machine, this time with Pattie at the wheel.

There was a wildly painted 911 behind me, but he’d been passing me at the first turn all day long. Still, as I revved the engine and tugged again on my harness, I told myself I was not going to come in last.

The field began to move and we quickly fell into single file formation as drivers began weaving to warm the tires and knock off the paddock grit. I’ve done this before, with four SCCA races under my belt. I gave that up because those SCCA guys all drive like Dale Earnhardt, and, hey, this is supposed to be fun.

Around Laguna Seca the traffic in the back was pretty stop-and-go, just like the freeway—watch those mirrors. With the field still all spread out in single file as I exited the Cork Screw I thought, oh, no, we’re going to have a very messy start.

But as I exited the next turn and looked down the straight to Turn 10, I saw the front of the field was nicely formed and slow. I said, these guys know what they’re doing! It didn’t take long for even those of us in the back to gather up, and by the time the field rounded Turn 11, we were looking very, very pretty.

The flagman waved the green and, as per the rule, I nailed the accelerator. I had debated if I should stay in second and run out of revs, or upshift and maybe not be as far in the power band as I needed to be. I elected to upshift and just get the power down a tad early.

It worked. The engine spun into the power band smartly and I moved to the left to pass a 944 turbo. I was running with what amounts to some of the GGR’s fastest drivers and quickest cars. Yes, many of them are from the red group.

As I pulled left I saw the 911 in my mirror do the same thing to me. So, we went three wide by the starter stand and all that traffic on the right had a much longer track as we snaked our way through Turn 2. I think I passed a couple of those guys.

I stayed tight against the berm with all the speed I could hold in that tight. A couple of more cars fell behind me as I began turning in for Turn 3. While exiting three, with the left side tires hugging the last inch of track, Lori Gallen’s 944 Turbo blew by me like I was looking for a parking space.

I was full on the gas on the way to four when one or two more sped by on the inside. Ditto for my expedition to Turn 5.

By then everybody was around me and I was getting ready to settle for not being lapped too badly when I checked the mirror and saw a blue 911 reeling me in. I’m not going to come in last, I told myself in a loud, clear voice.

I put together a few decent laps and began holding the distance between us. I noticed that at every turn I would gain a little more ground.

See RACE, page 6

November 1996 The Nugget 5
Decisions reached for 1997 rule changes

The Board in October approved changes in five of GGR’s competition rules for Autocross and Time Trial events. The rule changes, as will be published in the 1997 rule book, are these:

3.3A AUTOCROSS

(d) Driver and passengers must wear approved helmets (1985 or later Snell). When purchasing a helmet, a 1995 or later approval is strongly recommended. Prospective Time Trialers should be aware that Time Trial Rules require 1990 Snell helmets.

4.1 STOCK CATEGORY

(a) Purpose: The purpose of the Stock Category is to provide for cars which are driven on a daily basis, on normal street tires, and owned by people who do not wish to modify their car, buy extra sets of wheels, or spend time changing tires. For many competitors this will be a logical starting point.

Note: Stock cars run in the improved classes at Time Trials.

(y) Brake Pads, Lines, Dustcovers: Any brake pad may be used. Any brake line with performance at least equal to original equipment may be used. Dust covers may be removed. Rotors may be slotted. The 17mm and 19mm master cylinders may be used interchangeably. Brake pads should be whatever the owner wants. Upgrading the brake lines are permitted in the interest of safety.

4.2 IMPROVED CATEGORY

(m) Suspension Components: Cars built before 1977 may replace degraded rubber bushings with soft plastic bushing material. These cars also may install adjustable spring plates. This provision for cars built before 1977 recognizes that many such cars may be in need of replacement spring plates. However, the newer cars are not likely to have worn out the spring plate bushings, and to allow them to change to the adjustable spring plates would tend to push all owners into making this somewhat expensive change in order to remain competitive.

(r) Brake Cooling: Brake cooling devices that attach to the spindle are permitted. This permits the CoolBrake approach, without getting into front spoilers and airflow hoses. The increased cooling is appropriate for aggressive street use and a safety improvement for Time Trials.

(W) A-Arms: 944s and 924s may use aftermarket a-arms as long as suspension geometries are not changed.

RACE, from page 5

The lap before the white flag, the leaders passed me one, two, three. What a seat I had to watch the race! On my last time through Turn 2, I glanced up the hill and saw a gaggle of cars in the Turn 1 kink.

I will not be lapped by them, I ordered myself, again in that loud, clear voice. I must have listened because I took the checker alone.

Throughout the race and the day’s three open-passing practice sessions, I never saw a yellow flag, unlike those other races. And nobody tried to punt me off the track, either. In fact, all the drivers who passed me did so safely, even if it meant getting out of the throttle until they had a clean way around.

Many of the people in that all-Porsche run group are time-trialers who want venue to do more than run against the clock, but nobody wants to scratch any door handles. That’s the way they think. That’s the way they act.

I’d like to run in the PCA Club Race series, but the GGR-hosted Sears Point event is the only one I can do. So, the NASA run group seems to be a great way to get racing experience near home, improve racing skills for December and have a great time. I did, even from the back. Δ

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November 1996 Golden Gate Region
How to prepare a stock 944 for the track

By TED SMITH

The 944 can be an excellent, competitive and fun car for PCA Club Racing. The predictability of the chassis makes it a great entry level car that also will delight an experienced driver.

I’ve always been impressed by the 944’s neutral weight distribution, and I’d studied the Club Racing class rules. I felt that a well set up 944 in stock class would be a winner.

The car I bought was 80% developed. I made some additional modifications and have taken first place in every race and Time Trial I’ve entered.

It started life as an 1983 944 without power steering. If you buy a later one, lose the power steering. Mine had a blown motor. You can typically buy a car with a bad engine for less than $1,000. A solid car with a good drive train runs $3-4,000.

From a wreck, I located a 1984 motor with 44K miles on it. The original engine broke a timing belt which bent the valves and broke a piston. Timing belt replacement and adjustment is a critical maintenance item on these cars, but if maintained properly, there’s no problem. The good news is that used motors are cheap ($1,200).

My race maintenance schedule is to replace the belts and idler bearings once a year and adjust them every two events. The other annual maintenance item is to replace the rod bearings. This can be done without removing the engine.

I freshen the valve train every two years and replace main bearings every three years. This projection is based on eight to 10 race weekends a year.

Don’t worry about trying to increase the horsepower. Club Racing only permits changing the air cleaner to free flow K&N, taking off the catalytic converter and upgrading the stock exhaust.

Also, the cheapest illusion of horsepower you can get is a Fast cam throttle plate ($30) from Automotion. It allows much better throttle response. If you have a pre-87 car, get a 1987 or later oil pan baffle. This helps keep the crankshaft from being oil starved during heavy cornering.

A 1987 transmission with a posi-traction differential is an okay way to go if you have to replace the transmission, but it’s not necessary to be competitive. You’ll be surprised how much wheel spin you can dial out with the sway bar. The stock clutch works great.

The suspension is the most important upgrade. Install 250-pound Weltmeister progressive front springs, a Weltmeister front sway bar and adjustable spring perches on front struts (Rick White Specials). Replace early shock tower rubber mounts with 1987 or later. Box the stock A-arms, which means weld a band around the perimeter for strength. I prefer the early steel arms over the aluminum as the ball joints are easy and cheap to replace. Install a Weltmeister 22 mm rear sway bar, a 25.5mm rear torsion bar and put Koni adjustable shocks all around.

Stock brakes are more than adequate. Competition pads like Pagid or Performance Friction and Motul brake fluid will insure that you stop efficiently.

Other odds and ends include an Autopower roll bar, TRW 5-point cam lock harnesses, fire extinguisher, window net, battery shutoff switch and Recaro seats.

Don’t forget to have a shop that understands track

See 944, page 15

Rich Bontempi’s

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November 1996 The Nugget 7
Automotion-GGR hosts Zone 7 Autocross

By HANK WATTS

GGR ran a Zone 7 event at Dublin on Sept. 28 with good attendance in the morning and a very familiar looking course. Lloyd DeMartini took top time of day, with Dwight Mitchell about .4 seconds behind.

Serious class battles included Doug David and Steve Kuhn in Kp. It looks like Steve has the season wrapped, but both were last seen heading for the results listings with their calculators.

My own daughter showed up and took second in LiL, a class of three; Laurie Yonk is still not to be trifled with, but it was good to have Laura out there. Who, after all, will beat the Masuos of the future if we don’t train our children?

Not all the results are in from Parade, but our own Zone Rep, Tom Provasi, took TTOD in Autocross. Nice going, Tom.

Photo: Tom & Mary Green

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GGR's John Beck lifts a wheel in the first turn.

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8 November 1996 Golden Gate Region
I don’t want to sell this car
(and other good reasons why you should buy it.)

This is my silver 1979 Porsche 911. A car I purchased four years ago and intended to own for the rest of my life.

After all, why sell a car that’s largely handmade, handles better than most new cars, and came with that legendary boxer engine?

Sell? Actually, I was interested in doing just the opposite. So I had all the brake lines replaced as well as the master cylinder. I bought a set of z-rated tires and installed a new set of shocks. I even had the suspension reset to factory spec so the car would look like it just rolled off the assembly line. I decided I would someday paint it, but for now, I was satisfied with its appearance.

For the next few years I drove it on weekends and generally babied it. Some days I drove it on Highway One. Some days I drove it to the grocery store. And some days, I enjoyed just looking at it.

Four weeks ago, I took it to the dealership to have the valves adjusted. While there, I asked them to perform the same routine smog check the car had passed without event 2 years ago.

It was then that I was told that even though the engine “sounds great, and has clean emissions, this year it would not pass California’s visual inspection.”

The car has a catalytic converter, functional smog pump, even a charcoal canister. But it seems that because the car was originally a European model, the cost of bringing it up to this year’s California visual Smog II standards makes selling it an option I regretfully have to consider.

However, the car is perfectly legal in Nevada, or any other state for that matter. The car is also perfect for use in time trials right here in nitpicky California.

It seems my bad luck is your opportunity to pick up one of the world’s most admired sports cars without spending too much.

In fact, just $10,500.

If it doesn’t sell, I’ll have the car brought up to the new standard. Because I like the car, not because it makes sense.

If you think you might be interested, my work number is (415) 677-1968 and my home number is (415) 789-9680. Just ask for Gerard. I’ll be happy to talk to you when you call.

But I have to admit, there’s a part of me that hopes you won’t.
President
James Ohl

I would like to be GGR’s President for 1997. Serving on the GGR board of Directors is something with which I’m familiar, having been Treasurer in 1987 and 1988, Vice President in 1990 and President in 1992 and 1993.

I would like to ensure that GGR retains its diversified nature. GGR should offer a wide range of activities with no particular segment over-emphasized or neglected. But, GGR should only offer those activities which our members are willing to support. I encourage the less active members to participate in GGR’s events. While our common love of Porsche brings us together, it is our members that make GGR successful!

Vice President
Carey Spreen

I have been a member of PCA since 1979. I have held various positions in three different regions (Hill Country, Maverick and GGR) over the years, and I think I have a pretty good feel for how the club organization works. I am active in autocrossing, and have been part of the Time Trial series staff for the past two years. I will be an active and conscientious board member in 1997.

Treasurer
Bob Norwood

No statement submitted.

Secretary
Carolyn Lusk

I joined PCA in 1974 in Western Michigan Region. During our 18 years in Longhorn Region, I held each office and committee chair and was newsletter editor, each several times. We came to GGR in late 1993. I am looking forward to being a part of the leadership of a group that provides such great Porsche recreation. My favorite PCA events are Time Trials and Rallys.

Competition director
Kirk Doberenz

I am interested in serving GGR as Competition Director. I believe that what you get out of the club is directly proportional to what you put in. GGR’s competition events are some of the best in the country and I want to see us continue that tradition. I have served on the board twice and would be honored to serve again. Thank you for your consideration.
Membership director
Louise Sousoures
No statement submitted.

Social director
Karen Neidel
I have served on the board in the past and would like to serve again as the 1997 Social Director.

944, from page 7
setup alignment, corner weight and set the ride height. I did an alignment after making some initial changes and discovered a tweaked rear trailing arm that gave me four degrees toe out in the right rear. This translated into a disconcerting wiggle.

All this may seem like a rather daunting and expensive list of modifications but you don’t have to do all of them at once to get out there and have fun.

Get the safety gear first, replace the oil pan baffle, belts and idler bearings, and put on a set of Koni adjustable shocks. There are lots of used parts that will work well for your upgraded suspension.

These parts are usually inexpensive. You should be able to put a competitive car on the track for as little as $5,000. This figure could easily double if you had most of the work done or start with a newer, low mileage car.

Using an older car has some advantages in weight saving and I prefer to use a salvaged car with a broken motor that’s headed for a used parts house rather than take a nice street car and modify it. But, you can drive a street car on the track and be competitive in PCA Club Racing.
In the 911 family there are six designations for 1997—Turbo, Carrera, 4S, Carrera 4 Cabriolet and Carrera Coupe, Targa* and Cabriolet. The Carrera coupe, Targa and Cabriolet are available with the optional Tiptronic S automatic transmission.

The Targa, with its electrically operated sliding glass roof, wind deflector and roller blind, breaks new technological ground by offering the advantages of open-air motoring with the look, feel and quietness of a coupe.

Porsche offers two engines. One is a 400 horsepower twin-turbocharged and intercooled horizontally opposed six cylinder in the Turbo model and the other a 282 horsepower normally aspirated engine with a Varioram™ induction system that increases midrange torque and drivability.

The Porsche 911 offers two transmissions, a six-speed manual that is standard on all models, and the Tiptronic S, which is not available on the Carrera 4 Cabriolet, Carrera 4S or Turbo. Δ
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Event Registrar, Diane Kimes (408) 779-5988
Porche unveils the Boxster and its new 911 line-up

Porche’s 1997 product line includes six 911 models that are sure to push the hot buttons of driving enthusiasts and the introduction of Porsche’s first completely new sportscar in 19 years.

The new car, named Boxster because of its “boxer” engine and roadster chassis, could have strong button-pushing potential, too, but hardly any body’s seen one yet.

That will change when the car is debuted in January at the Greater Los Angeles Auto Show and the North American International Auto Show in Detroit.

The parentage of the mid-engine Boxster is pure Porsche. Its shape is intended to be reminiscent of the 356 and the 550 Spyder roadsters and it has Porsche’s traditional six cylinder, horizontally opposed boxer engine.

It’s set amidship and has four valves per cylinder, four cams and an integrated dry sump lubrication system. The engine produces 204 (DIN) horsepower from its 2.5 liters. And, surprise, it’s water cooled.

Boxster’s chassis employs a MacPherson-style suspension and an “elastokinematic” suspension design that corrects wheel toe position in cornering, allowing the driver to apply the brakes in a bend while maintaining full control of the vehicle.

The car has a smooth aerodynamic undertray, functional front air intakes and a standard manual 6-speed transmission or optional Tiptronic S automatic with controls on the steering wheel.

For convenience, Boxster has a standard electric soft top that opens or closes in 12 seconds. A removable aluminum hardtop is optional.

See PORSCHE, page 12
President's message

I just returned from the 41st annual Porsche Parade co-hosted by the War Bonnet and Cimarron regions. It was held at a resort called Shangri-La on the Grand Lake of the Cherokees in Oklahoma about 90 minutes northeast of Tulsa. I can't say I was overly excited about going to Oklahoma but the resort was just gorgeous—1,300 miles of lake front, groves of trees, beautiful golf courses, etc.

One of the highlights of the week was a riverboat dinner tour around the lake. It rained most of the week but the weather held out that night and it was really beautiful. The people were very hospitable, the Parade staff did an excellent job, and I had a great time.

GGR did very well with trophies in the Concours, Rallye, Tech Quiz and Autocross. I did not keep very good notes on who won what but we will get it all together and do a nice Parade article with photos.

Three special items I know you will all want to hear. George Neidel was named Enthusiast of the Year! Our LPR neighbor and Zone 7 Rep Tom Provasi had Top Time in the Driving Event. Can you believe a GGR member won the trip to Germany again! Gwen Sablan won the trip of everyone's dreams. (She was sitting at the Kimes table (he won the trip last year, which I suspect will be a very popular place at the San Antonio Parade next year.)

Speaking of the Kimes, Diane along with Diana Mazzagatti did our scrapbook for entry as Region of the Year. I had a chance to check it out during the week and can't believe we didn't win. It was fantastic! The cover is a photo of the Golden Gate Bridge taken through the window of a red 911. You open the book with an actual 911 door handle. You must see it.

I represented the Region at the National Board Meeting (even GGR meetings don't go five hours). The two big items were the Monterey Historics and the Boxster.

If you haven't heard by now the 1997 historics is a tribute to Porsche. PCA will play a major role in the weekend with full support from PCNA and the factory. We are promised Porsches will be prominent in the races as well as full factory supported historic race car displays, a lunch parade lap of cars, dinners and boutiques at the track. They promise to top the effort of 1982, which was an awesome display.

Fred Schwab addressed the Board Meeting as well as the final banquet with a presentation about the long awaited Boxster. I really think this car will be worth the wait. I know I want one. We even saw pictures of one with the removable hard top option—it is really nice.

I was only going to mention a few highlights about Parade, but it was such a great event I had trouble stopping. If you haven't attended one give it a try. A week with hundreds of other Porsche fanatics is something you should all experience.

It's election time. VOTE! VOTE! VOTE! I know there's not a contest, but these people have volunteered their time for you and deserve your support.

Sharon Neidel

A special message

GGR has always tried to be socially conscious and donate time and money to charities, but our effort has been inconsistent.

Our donations recently have come primarily from the swap meet proceeds. Automotion designates their recipient but the Board has been left with the task of finding a worthy recipient of the Carlsen proceeds. It's not a lot of money, but we want it to go to a worthy cause that appreciates the effort. Better yet, we'd like to find a charity that would like a long-term relationship.

We have made far more significant contributions in the past and would like to do so again. When I sit at the Parade victory banquet and hear the heart warming stories of things regions did to earn the Pirelli Service award it makes me wonder why we don't do more.

Many years ago we used to do a funkhana with crippled children as our navigators, and afterward they challenged us to a wheelchair race.

It has been 10 years (can you believe it?) since the Affair of the Heart, a Time Trial-Autocross-Concours-auction-dinner that raised $36,000 for a hospital in Sonoma. Remember our make-a-wish kid, Mike Flores? We made a real difference in his life.

If you have a favorite charity, we'd like to know about it. Better yet, if you are one of those special charity minded individuals, we could use a volunteer to coordinate our future efforts. The Region would like to really get involved with a charity and do something to make a difference. Let's hear from you.
October Board of Directors meeting

Meeting called to order at 7:40 p.m. All Board members present except Anne DelVillano and Greg Braun. In Anne’s absence, Carolyn Lusk was appointed to take minutes. Guests present were Rich Bontempi, Debbie Gray, Carolyn Lusk, and Karen Neidel. The minutes of the September meeting were approved as submitted.

Post mortem of events

The Parade in Oklahoma was fun. The turnout for the Zone 7 autocross hosted by GGR on Sept. 28 was the best ever at that site.

Director’s reports

President: Sharon received flyers for several upcoming events. Tom Green from Automotion wrote pledging to continue to run ads in the 1997 rule book and roster. A $400 check was received from the Oregon Parade acknowledging GGR’s many contributions to the Parade; disposition of the funds tabled until the November meeting. Loma Prieta Region will be hosting the National Board meeting on Nov. 2. Sharon represented GGR at the National Board meeting at Parade; both PCR issues were defeated so that (1) all cars with competition tires will not be moved to improved and (2) all cars where engine type does not match body type will not be in a separate class (eg: 928 engine in 911 body) [provision to handle these cars already in PCRs.]

Other tidbits from Parade: Porsche is planning a big presence at the Monterey Historic Races in 1997 when Porsche is the featured marque; 1997 Parade will be in San Antonio; 1998 Parade will be in Steamboat Springs, Colo.; George Neidel is PCA’s Enthusiast of the Year; Tom Provasi was the fastest male driver at the Parade autocross; Gwen Sablan won the factory’s trip to Germany (yes, she was sitting at David Kimes’ table).

Vice President: Insurance ordered from Naughton for most GGR events through the rest of 1996.

Secretary: Absent and no report.

Treasurer: The Treasurer’s report was approved.

Membership: Membership is 1,167 prime members. Dave is working on the 1997 roster. The proposed new members were approved by the board.

Competition: Curtis announced volunteers for 1997: Neil Librock as Time Trial Chairman, Anne and Bert DelVillano as Autocross Chairmen and Pattie DeMartini as Time Trial Registrar. The Rules Committee held its closed session and proposed changes were submitted and approved by the Board. (See story, page 6.)

Social: Reviewed social activities for the rest of 1996.

Nugget Editor: The new board meeting schedule (meetings held during the first week of the month) is helping The Nugget meet schedule. Robin Aube has ordered the new Nugget computer.

Past President: The 1996 Sears Point Club Race was approved by National. Anne DelVillano will do the election counting and validation. Motion approved to send the ballots to members separately if The Nugget can’t make the Nov. 1 election deadline.

Webmeister: Absent and no report.

Old Business

Rich Bontempi spoke about Smog Check II concerns and urged the Board and all GGR members to get more involved. This legislation is likely to have a serious impact on our ability to get pre-1980 cars smog checked and registered, especially since it allows cities and counties to impound unregistered cars and sell the pollution credits. Selections for year end awards were made in a closed session of the board.

New Business

None

Motion to adjourn approved at 9:15 PM.

Next Board meeting is Monday, Nov. 4 at Shakey’s Pizza, 1066 E. El Camino Real, Mountain View.

November 1996 The Nugget 17
Membership

Dave McGuigan

Lots of loyal members; lots of new members. The information below shows how long our members have been with PCA:

<table>
<thead>
<tr>
<th>Members</th>
<th>Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>81</td>
<td>25+</td>
</tr>
<tr>
<td>69</td>
<td>20-25</td>
</tr>
<tr>
<td>93</td>
<td>15-20</td>
</tr>
<tr>
<td>152</td>
<td>10-15</td>
</tr>
<tr>
<td>237</td>
<td>5-10</td>
</tr>
<tr>
<td>205</td>
<td>3-4</td>
</tr>
<tr>
<td>140</td>
<td>2</td>
</tr>
<tr>
<td>176</td>
<td>1</td>
</tr>
<tr>
<td>170</td>
<td>Less than 1</td>
</tr>
</tbody>
</table>

How long have you been with PCA? The first four digits of your membership number on your mailing label indicate the year and month your membership application was processed by the National office. Newcomer or long-time member, you have plenty of company.

Congratulations to these GGR members celebrating anniversaries with PCA in November:

5 years
- Wynn & Karen Shood
- Gordon Finwall
- E.J. Fontaine & Susan Shead
- Roger Hayward
- Norman Keiser, PhD
- Franz Alfred & Marcia Grumme
- James Johnson
- Scott & Lynn Killips (dual)
- Dr. Georg Konradsheim

10 years
- Gregory & Linda Melnyk

15 years
- Tom & Anne Jones
- Wayne & Jennifer Foster
- Allen & Patricia Grossman
- John Fumia, Jr. & Sr.
- Jens Mahler

20 years
- W. & Lynne Bell

25 years
- Dennis & Charlot Singleton

New members
- Apple, Guy
  1643 Willow Lake Lane
  San Jose, CA 95131
  408-453-7988
  944 Turbo 87

- Bivens, Karin & Rodger
  1337 Montclaire Way
  Los Altos, CA 94024
  415-961-8850
  911 87

- Bonifield, Gary & Cindy
  1331 Cotton St
  Menlo Park, CA 94025
  415-328-3134
  911 88

- Bordas, Paul & Patti
  4503 Palomar Drive
  Fallbrook, CA 92028
  944 84

- Brach, Dennis & Patt
  18290 Enderson Court
  Morgan Hill, CA 95037
  408-298-7676
  993 96

- Char, Gerald & Jennifer
  1647 16th Ave
  San Francisco, CA 94122
  415-564-6079
  944 Turbo 86

- Delaye, George
  24100 Summit Woods Drive
  Los Gatos, CA 95030
  408-451-5076
  911 85

- Dunham, William & Wendy
  1526 Georgetta Way
  San Jose, CA 95125
  408-265-7914
  911T 72

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Car Storage for Car People.
Near Bayshore Freeway,
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Alarm System   24 Hr. Access
Safe & Secure   Larry Stock
$90 per mo.     (415) 968-2212
### Official count

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>New members</td>
<td>25</td>
</tr>
<tr>
<td>Transferring in</td>
<td>0</td>
</tr>
<tr>
<td>Transferring out</td>
<td>1</td>
</tr>
<tr>
<td>Total members</td>
<td>1,167</td>
</tr>
</tbody>
</table>

Gambon, Brenn & Rachel  
1685 Kenneth St  
Seaside, CA 93955  
408-899-0335  
911S 77

Gresham, Mike & Loretta  
91 Waterside Circle  
Redwood City, CA 94065  
415-592-0527  
993C4 96

Hubbard, Roger III  
2257 Kenwood Ave  
San Jose, CA 95128  
408-246-2893  
944 85

Israel, Kent  
300 Misty Pines Dr Apt C-102  
Naples, FL 34105  
944 86

Lawrence, Ron & Brenda  
35173 King Court  
Fremont, CA 94536  
510-790-7399  
911SC 83

Low, David  
1865 Greenwich St  
San Francisco, CA 94123  
911 90

Lucas, Barbara & Bill  
1525 Waverley St  
Palo Alto, CA 94301  
415-321-0287  
911S 76

Mascari, Mark II & Lorria  
2008 Olivia Court  
Pleasanton, CA 94588  
510-485-9752  
911SC 78

McGraw, Ben & Shelley  
1171 Barroilhet Ave  
Hillsborough, CA 94010  
415-348-7105  
930 83

Minarik, Steve  
PO Box 360832  
Milpitas, CA 95036  
408-262-2760  
356 64

Myers, Gib & Susan  
160 Isabella Ave  
Atherton, CA 94027  
415-233-5729  
993 C4S 96

Roseman, David  
130 Avila St  
San Francisco, CA 94123  
415-563-9443  
993 95

Sans, Sandy  
639 Paco Drive  
Los Altos, CA 94024  
415-941-8086  
944 90

Smay, David & Claudia  
1300 San Raymundo Road  
Hillsborough, CA 94010  
911SC 82

Swendsen, J Gregory  
703 Market St., Ste 906  
San Francisco, CA 94103  
415-777-2002  
928 S4 87

Villa Nueva, James  
19233 Lake Chabot Road  
Castro Valley, CA 94546  
415-886-2814  
911 Targa 72

Voorhees, Robert  
511 Central Ave  
San Francisco, CA 94117  
356A 59

#### Transferring out

Kilburn, Robert & Joan  
8578 Turtle Creek Court  
Reno, NV 89506  
-to Sierra Nevada
VEHICLES
1967 Porsche 911 Targa, soft rear window, 5 spd, factory mags, leather, rear sway bar, all original, including paint and interior, all numbers match, 120K miles, total engine and trans. rebuilt. Spare parts also included. $7,500. (415) 897-2764.


1973 911 coupe red/black; DP slopenose, flares, and tail; stock 3.2 engine with 30K miles; SS exhaust, chip, 915 trans, Bremtech brakes, big t&s bars; 8-10x16 wheels, rollbar, Recaros, CD; stunning street/track performer. $29,000. Gary (415) 854-2423.


1987 Carrera Cabriolet. 58K mi. Guards red/black, 2nd owner, power top, polished 7's and 8's, Sony AM/FM cassette, amplifier, alarm, 60K mi. service completed...always garaged, mint condition; all records. $31,500. Jim (415) 591-9533.

1989 Silver Anniversay Cabriolet, #WPOEB914KS-171028. Silver metallic with black top and grey (with black piping) special leather interior. 930S console, front and rear spoilers, power windows, seats and door locks, air conditioning, cruise control, dual alarms (Porsche and Alpine) with paging and remote door locks, windows and top control, power top. Chrome 16" alloys with P-700/P-7s, Alpine AM-FM/Cassette (removable face) with ADS and Infinity speakers. Prewired for cellular phone (rear cellular globe antenna). 66K miles. $33,900 obo. Jeff (510) 530-6648, (510) 486-1044, (415) 861-1044.

Two 914 2.0L. 1973 runs great, no rust, needs some work. $1,000 obo. 1974 special edition parts car, complete. Good interior, 5 gas burner wheels, many new parts. Best offer or will part. (415) 967-5151.

PARTS & MISC
911/914 parts: 911 left door shell, A calipers/rotors, steering rack, late 911 gas tank (mini-spare style), w/seal, sender, ec; starter, Carrera flares, fr. adj. Koni's (used); 914: running 1.7 engine, gauges, rr lid, fr/rr suspensions, brakes, aluminum wheels, gas tank, lights, wiring, etc. Call for West Coast sourcing of clean, rust-free used 911/914 parts at reasonable prices. Chip Evaull, 315 Pomona Ave., Long Beach, (310) 434-1242.

194 parts, 1.7 engine (bad valve), sideshift transmission, oil bath filter, front sway bar, fiberglass hood. Cliff (408) 978-6041.

1979 914-6. 4-1/2 x 15 (four bolt) in near new condition. $400 the set. Robert (415) 961-2799.

1988 Carrera Coupe sun roof cables (left & right), hardly used, clean and in package. Why? How much? Guaranteed, you save. For details please call Craig Gower (415) 367-1916 home, (408) 554-4920 work or E-mail, cgower@mailer.scs.edu.

1992 C2 body parts. Brand new Carrera tail $600; new front bumper $350; new rear bumper (fender piece not included) $300; new right fender $275; new left fender $250; new 7 x 17 rims $250 ea.; all parts Guards Red, all parts factory. Shipping not included. Gary Baldocci, 450 Golden Gate Ave., P. O. Box 36035, San Francisco (415) 591-7868.

Car hauler - 16 foot "Big Tex" two sets of ramps, dual spoke wheels, electric brakes, break-away system, silver/grey, used two seasons, set up and ready to go. First $1,500 takes it. Bill Fergus (408) 722-1832.

Early 356 wiper motors, Bowden pull switch type, $250 for one unit complete with cable, arms and shafts; $150 for one motor only w/ internal switch. Both run good. Cabriolet/Karmann HT vent window frame assys. complete with good glass, chrome and 1 NOS. vent seal $850 pair, obo. Two complete 1600 normal engines both running, 1960 $1,800, 1963 $1,100. Russell Ulrich 19744 Echo Blue Drive, Penn Valley (916) 432-2499.


Porsche Design: Titanium Chronograph, 42 mm, designed by Ferdinand A. Porsche. Manufactured by IWC Schaffhausen. World's first titanium chronograph, sapphire crystal, integrated function actuators, water-resistant to 60 meters, one year old, absolutely mint, boxed with all papers. Retail circa $5,000, asking $2,750 firm. Andrew Rowland (415) 296-0507 home, (415) 432-1830 work.
Set of four BBS wheels and Dunlop D40 MZ tires. (2) 8" P225/50 ZR 16, (2) 7" P205/55 ZR 16. Very good condition $800 for the set. Doug Badham (408) 435-2676.

Set of four Gotti wheels for 914. Two-piece 4-bolt, 6 x 15. All true, very good condition. All have 195 x 50s, two of which are very good, two not so good. $450. Richard (510) 798-3120.

Set of Ronal Racing wheels, (2x) 16 x 10 and (2x) 16 x 12 used on 911. $1,500. Also, one set (4x) of after market Cookie Cutters 15 x 7 wheels. $300. Plus other misc. parts for 911. For prices and parts list, call Matt Orovitz (408) 623-2231 evenings. (408) 256-4361 days.

WANTED
Up to four 7" x 15" windmill style 911 wheels. Scratches and blemishes OK, but wheels must be straight. Chuck Forge, 201 Fremont Ave., Los Altos (415) 941-3084.

Classifieds - Use Marketplace to sell or find personal Porsche products and paraphernalia. Your typed or printed ad must be received by The Nugget, 4119 Sacramento St., Concord, CA 94521, by the 5th of the month to be published the following month. Include your PCA membership number and we'll run your ad at no cost for two months. Non-PCA members must include a check for $10 per ad, payable to PCA-GGR. Ads may be edited or rejected at the editor's discretion. Call (510) 798-3120 to cancel sold items.

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---

**New member**

**Friday night social**

6:30 p.m.
Nov. 8

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

---

November 1996 The Nugget 21
Events calendar

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

November

Sat 2  GGR Tech Session, PCA Club Race Preparation, 10:30 a.m., hosted by Bauer Porsche, 411 26th Street, Oakland.
Sat 2  PCA Executive Council Dinner, hosted by Loma Prieta Region at the Gasthaus zum Goldenen Adler, Milpitas. Socialize with the executive council and enjoy a traditional German feast. Fee is $16 per person. RSVP to Sandy Provasi (408) 947-0980.
Mon 4  GGR Board Meeting, 7:30 p.m., Shakey's Pizza, 1066 E. El Camino Real, Sunnyvale. GGR members welcome.
Fri 8  GGR New Member Friday Night Social, 6:30 p.m., Harry's Hofbrau. See page 21.
Sat 9  Automation-GGR Autocross #9, Alameda County Sheriff's Training Facility, Dublin.
Sun 10  Zone Rally, Turkey Run, hosted by Sacramento Valley Region, starting in Davis. For fee and information call Rik Larson (916) 481-6084.
Sat 16  Zone 7 Awards Banquet, Sheraton Four Points, Pleasanton. Evening of great food, fun, door prizes and annual awards for Zone Autocross, Concours and Rally. For more information call Tom Provasi (408) 947-0980.
Sat 23  GGR Adopt-A-Highway. See below.
Sat 23  GGR Thanksgiving Pot Luck, Aube and Neidel residence, Redwood City. See page 23.

December

Wed 4  GGR '96-'97 Joint Board of Directors Social.
Fri/Sun 6-8  PCA Club Race, Porsche at the Point II, hosted by GGR. Sears Point International Raceway, Sonoma. See page 10.
Fri 13  GGR Friday Night Social. See page 21.
Sat 14  GGR Christmas Party & Autocross Awards Banquet, Holiday Inn, San Jose. See back cover.
Tue 31  GGR New Year's Eve Party & Time Trial Awards Banquet, Wyndham Garden Hotel, Sunnyvale. See page 2.

January

Wed 8  GGR Board Meeting.
Fri 10  GGR Friday Night Social.

GGR ADOPT-A-HIGHWAY

Join us for the next GGR freeway clean-up & post clean-up event

9:00 a.m.
Saturday, Nov. 23
Interstate 280, Park & Ride
Woodside Road exit, Woodside

Information
Jean Ohl (415) 341-9020

22 November 1996 Golden Gate Region
Thanksgiving potluck

Join us for an old-fashioned Thanksgiving dinner

at the home of Rob Aube & Sharon Neidel
583 Seahorse Lane
Redwood City, 94065

3 p.m., Saturday, Nov. 23

Bring your favorite Thanksgiving dish and holiday spirits

Call Sharon at (415) 508-1308 by Nov. 16
to sign up for your potluck dish and to reserve your seat at the table.

1996 Board of Directors

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

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

Secretary (415) 592-0673
Anne DelVillano
183 Bayview Drive
San Carlos, CA 94070

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

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

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

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

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


November 1996  The Nugget  23
GGR Christmas Party & Autocross Awards Banquet

Cocktails 6 p.m.
Dinner 7 p.m.

Saturday, Dec. 14

Holiday Inn
399 Silicon Valley Blvd.
San Jose

$27.50 per person

Holiday turkey with all the trimmings
(Special dietary consideration upon request)

For reservations, send your check made payable to GGR/PCA no later than December 7 to:
Shirley Neidel, 5880 Lean Way, San Jose, CA 95123