The Nugget
Golden Gate Region•Porsche Club of America

September 1996

Inside
Autocross results
Hot rodder's spark plug trick
Living up to the Corvette challenge
The Honorable Pete Wilson
Governor of California
Capital Building
Sacramento, CA 95814

Dear Gov. Wilson,

I urge you to use your influence to stop Smog Check II.

Although it targets high-polluting cars, it also takes aim at cars that were judged clean just a few months ago. We had a preview of Smog Check II's real impact in mid-August—an overwhelming number of cars failing a smog test they were not designed to meet.

Several other provisions of Smog Check II also are unfair and unreasonable. Its provision to remove spending limits for correcting vehicles that do not pass will strand and pinch economically strapped motorists who can least afford a new car. It also will financially harm everyone who enjoys and owns older automobiles, whose vehicles are lumped into the dirty category by Smog Check II. There are thousands of well-maintained—even impeccably restored—older cars and trucks.

Smog Check II is unnecessary. It was devised to replace a tough, equitable law that had the alleged fault of allowing the mechanic who checked your car to also fix it. Somebody thought that would lead to a mechanic cheating. Penalizing all of us because of an unlikely scenario is ridiculous. Smog Check II is not an improvement. It is an imposition.

Sincerely,
Steering column

Richard Gray, editor

It's starting. A 1973 911S with mechanical fuel injection, a car in good condition, failed its smog check. It failed because the government changed the test.

The new test, Smog Check II, will fail a lot of cars older than 10 years. Newspaper stories in August reported 60% of cars tested were in violation of the new law.

Cleaning the air is certainly a worthy undertaking but Smog Check II is the wrong way to go about it. It's too radical. For those who wish to oppose it, GGR's Board has provided a sample letter to Governor Pete Wilson, which is published on page 2.

Everyone should investigate this new law to learn the impact it will have on your car, your wallet and your freedom.

Meanwhile, here are some highlights of Smog Check II:

- There is no limit on how much owners will be required to spend to get their cars in compliance.
- Cars will be tested at idle and at high RPM when an engine is burning less cleanly.
- All smog checks will be performed at a state-operated “central testing station,” which will not do repairs.
- Any car that has evidence of tamper (such as an engine number that doesn’t match the vehicle identification number) must go to a central testing station and have yearly tests thereafter.
- Cars that fit Gross Polluter Standards must be repaired at any expense, or the car may be taken from the owner and crushed. Owners of crushed cars will be paid between $400 and $800.
- Cars that are crushed become “pollution credits,” which the state can sell to corporations so companies can, on paper, reduce the pollution they produce.
- Smog Check II came along after the Environmental Protection Agency decided that cars could not be repaired and tested in the same shop, which the EPA in more recent legislation was forbidden to demand.

There was nothing wrong with California's pre-existing smog laws, which were among the toughest.

See SMOG, page 16

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Inside line

News
Breaking news 4
Smog law protest 9
Autocrossing results 14

Features
The Corvette Challenge 5
Shop talk: Indexing spark plugs 7
Autocrossing summer games 12

Columns
President's message 17
Membership 18
Board minutes 20

Volume 36, No. 9

Cover photo: A group of autocrossers line up to go on course at the July 20 Automotion-GGR Autocross in Dublin.

Photo: Richard Gray

September 1996 The Nugget 3
Braking news

Porsches at the Point II
Kelly Moss Racing of Madison, Wis., has agreed to sponsor Porsches at the Point II, the PCA Club Race hosted by GGR at Sears Point International Raceway on Dec. 6-8. GGR volunteers are needed to fill a variety of jobs to help make the event run smoothly. To volunteer, contact David Kimes at (408) 779-5988. Kimes said GGR made an excellent impression with its inaugural Club Race last year and that GGR can do even better this year with the proper help.

Smog alert
Among the thousands of motorists who descended on the capital steps to protest the controversial Smog Check II law on Aug. 21 was GGR's Rich Bontempi, who closed his Redwood City repair shop for the day to join the protest. This seemed to amaze Rich, too, because he kept saying he hadn't protested anything since school.

GGR Rally start-up
After years of inactivity, GGR will host a rally next year. Veteran raillist Bob Gardner has volunteered to organize a rally competition and a rally school. GGR has several competent raillists among its members.

From the net
As GGR's webmeister, Greg Braun is in charge of putting items on the club's internet site, which has been a chore for him recently. One reason is that his thumb (a must for the space bar) has been in a big cast for weeks. Also, he notes that other pains, namely "growing pains," have been slowing the updating process. Greg says stayed tuned. Updated information is "on the way."

A son is born
BX competitor Frank Alvarez and wife Robyn are the proud parents of Patrick Cristian Alvarez, born Aug. 18. His start up specs: 8 lbs, 7 ounces and 21 1/4 inches. Marguerite, 9, is thrilled to have a baby brother and is performing like "a second mom," said Frank. Frank will continue autocrossing but will take the rest of the year off from time trialing. Robyn on her due date insisted Frank go autocrossing, and that didn't take much persuading. Patrick Cristian Alvarez was born the next day. "He looks kind of like me," boasted Frank, "and check out his initials." (Yes, it was intentional.)
On June 1 a small band of Porsche drivers and their faithful pit crews joined another NASA event at Buttonwillow. When we arrived on Saturday afternoon, Jason and Lisa James already had the Porsche Paddock set in the pit area. Most of the other Porsche entrants were competing in the Saturday session as well as the Sunday session.

Since it was going to top 105 degrees, Lloyd and I opted to plant ourselves in the motorhome area, where we could hook up to electricity and have the luxury of air-conditioning. Our recent investment in a pit bicycle came in handy as we racked up several “pit” laps traveling back and forth between the Porsche Paddock and our motorhome. This was important for two reasons: first of all, we like to spend time with our friends and secondly, the motorhome area was full of CORVETTES!

Usually NASA gives the Porsche entrants a run group of their own, but since the Porsche contingent was on the small side at this event, NASA grouped them with their CHERIOT division. CHERIOT stands for Classic, Historic, Exotic, Rare, Invitational, and Other Tourers of all makes. This grouping gave our Porsche drivers a mixed

See CORVETTE, page 10

The contingent of GGR drivers show their commemorative flags marking their weekend with NASA.
GGR picnic brings old-fashioned fun

By LINDA LaMARRE

The day we picked for GGR's 1996 Family Picnic dawndawned with a bit of overcast, but by mid-morning the damp air had dried and the sky turned blue.

My daughter Sarah and I arrived at Earl Warren Park in Castro Valley at 6:30 a.m., to see everything up very carefully. We had a lot of events planned.

We made sure everything was set for the treasure hunt, the scavenger hunt, the sack race, the dart ring toss and put out materials for the crafts we'd planned.

I left to put up our directional signs—paper plates to point the way—while Sarah stayed behind to wait for the park ranger to open the bathrooms. When I returned, Sarah headed to the gate about 9:20 a.m. to let everyone in and direct them to the parking lot we rented just for our group.

My husband Jim brought our little nine-inch TV for people to watch NASCAR's Brickyard 400.

Officer Stark gave his presentation with his police dog and fingerprinted the kids. They were then ushered to the games area while the adults fired up the grill. A few fans huddled around the big screen for the stock car race and others toasted marshmallows, took it easy and chatted under large Eucalyptus trees.

The kids' treasure hunt was patterned after and followed along with the adults' scavenger hunt.

People began leaving about 3 p.m. and most everyone remarked how peaceful and beautiful Earl Warren Park is. We had a great time and would like to chair the family picnic again next year at the same site. We were happy about the turn out but would like next year's picnic to be bigger and better.

GGR's
Octoberfest

Saturday
Oct. 19

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6 September 1996 Golden Gate Region
Shop talk

Pointing plugs aims for better burn

When even the trickiest of engines only had two valves and the best affordable method of increased induction was removing the air filter, hot rodders found a neat way to coax more power out of their engines. They aimed the spark plug electrode.

The technique is called "indexing" and even today it can help an engine produce a bit more power, run smoother and get better fuel economy. The key word here is "help." Don't expect the old rodder's trick to unharness neck-snapping power. Still, every little bit helps.

First, let's review how things are. Threading a spark plug into the head is relatively imprecise. Which way the electrode faces depends on the number of threads in the head, which thread the spark plug started on, where the electrode is placed on the spark plug and how tight the spark plug is installed. All of these factors determine which way the electrode faces.

If it faces in the wrong direction, the electrode itself can actually block the spark from reaching the most fuel-rich areas of the combustion chamber.

Indexing aims the electrode in the best possible direction to enable a better burn of the fuel, which will produce a tad more oomph. Generally, the best direction is to have the open side of the electrode facing the intake valve or valves. But in some engines, the shape of the combustion chamber or the design of the piston become factors. The piston dome can block the spark, for example.

In a combustion chamber, the fuel and air is squeezed on the piston's compression stroke and when the spark plug fires, it creates a "flame front" of burning gas and air. The flame front travels from the center of the combustion chamber to the walls. Because the walls are cooler, they can actually put out the fire, but by that time the piston is already on the way down.

A better aimed fire can improve the flame front, said Rich Bontempi, owner of High Performance House in Redwood City.

The first step is to find out which way the electrode is facing normally. Use a grease pen to mark on the spark plug housing the position of the open side of the electrode so that the spark is uninhibited.

Thread in the spark plug. Check the relationship between the best position in the combustion chamber and the electrode opening. How far off are they?

Now comes the hard part—how to adjust this relationship. Hint: it's not done by talking about your feelings toward this project.

Because the threads of all spark plugs begin in a slightly different place, you can buy a dozen plugs and see which ones point in the best direction. More scientifically, copper washers of various thicknesses can literally aim the electrode. High Performance House sells them for $17.95 and they are reusable.

These washers are placed over the spark plug threads. Their thickness determines how much sooner the plug will reach its proper tightness, which determines which way the electrode points. If you're 20 degrees off, the proper washer can let the plug reach its proper tightness 20 degrees sooner by taking up space and preventing the spark plug from turning further.

Careful—when removing the spark plug these washers can fall off, and because they're copper, the magnet retriever won't work. They must be plucked out.

Indexing is a relatively simple procedure and "it can only help," Bontempi said.

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Autocrossing around the zone

By HANK WATTS

Sites: Both locations on the endangered sites list got some good news this month. The Redwood site, which was supposed to be out of commission for about nine months, appears to be unaffected by the water district construction. There remains a process of getting everyone to agree that there isn’t a conflict before the series can resume.

Candlestick is the other site that was looking dicey. We tested the site by running the full-bore Zone 7 Autocross School. While we still created a little gravel, the surface appeared to hold up quite well, leading to the conclusion that it’s finally starting to set up. The administration at the Stick still hasn’t dealt with the 49er’s request to stop driving events. By the time they do, the request will be old and the surface will be normal. No guarantees, but it looks like we might get through this. As currently scheduled, LPR will run events there Oct. 6 (shared with the Fiat Club) and Nov. 23. The Nov. 2 date has been preempted by some sort of 49er doing which is not a game.

School: The school was a grand time, as usual. We were a little snug on instructors, due to the holiday weekend and all, but everything worked out well. Special mention to George Neidel who, during the course of Saturday morning was confronted with three 914s with problems (a large number, given that there were only eight or so 914s at the school) and managed to fix two of them.

Events: The Zone events at Laguna Seca, complete with on-site BBQ were hailed as a good success, Sunday’s open course being especially enjoyed. SVR also had a very nice event at Mather; attendance seems to be growing. GGR ran Dublin July 20 with great fun. The course looked tight when walked, but had a nice rhythm when driven.

Shootout: People have finally gotten busy in the Zone 7 Instructor Shootout. At the SVR event Masuo Robinson and Mike Mitchell elected to share each others’ cars. Masuo won this and now faces Carey Spreen, last year’s third place Shootout finisher. Evan Williams and Ken Shahoian borrowed the Elf as a reasonably neutral car. Evan won this battle about by a second, though it looked for awhile that no one was going to turn in a clean run. It is very hard to step into a different car and drive your very best. Evan is now in the quarter finals and will run next against the winner of the Robinson/Spreen match. The final battle reported here featured yrftflsvnt v. Rob Neidel. To do this we borrowed Mike Mitchell’s 944 Turbo, which we both figured was reasonably neutral ground for a 911 driver (me) and a 914 driver (Rob). I can tell you from this experience—a 944 Turbo is a real handful on a tight course. As it turned out Rob didn’t win, meaning that I have now actually won a shootout victory (Carey was my evictor in the first round last year) and I await the Scott Winders v. Tom Provasi battle, coming to an autocross course near you soon.

Upcoming events: Redwood might run on Sept. 7. Call Dirk at (415) 903-9660. GGR will be at Dublin Sept. 28 and LPR will be at Candlestick on Oct. 6.

Zone Autocross #9 hosted by GGR
Saturday, Sept. 28
Alameda County
Sheriff’s Facility, Dublin

Driver’s meeting at 8 a.m. First car out at 8:30 a.m.
Run sequence is white, green, blue, red.
Smog law protest draws 2,000 people

More than 2,000 car enthusiasts and mechanics held an early morning rally on California’s capital steps Aug. 21 in Sacramento to protest the state’s new smog law, Smog Check II.

“If we as a people do not stand up now we’re going to lose our cars,” said Jim Andersen, president of the 900-member non-profit Automotive Technicians Association of Paramount, Calif.

Andersen, the rally’s organizer, argues that the new law is not necessary because new federal pollution standards bring the state’s pre-existing smog laws into federal compliance. When the previous law, Smog Check, was adopted in 1984, the federal government revered it as a model program, he said.

‘...the new law will not make the air any cleaner but will place burdens on the owners of classic and collector cars...’

The association also argues that the new law will not make the air any cleaner but will place burdens on the owners of classic and collector cars and penalize low-income people because they cannot afford to fix their cars.

Andersen said Smog Check II tightened pollution standards, allows the state to impound cars that fail smog tests, removes the maximum amount an owner is required to spend to make repairs and establishes a system of state-backed smog testing stations.

The rally is intended to stop the state from entering into contracts to implement the testing stations until the impact of the law can be analyzed, Andersen said.

Andersen said the theme of the rally is “can you hear us now.”

“Hopefully,” Andersen said, “this will be enough to stop it.”
CORVETTE, from page 5

bag of competitors to drive against, which included several Corvettes, a couple of Mustangs, a BMW M3, a GT1 Camaro (which broke frequently), and a very macho looking Viper.

Back at the “Corvette Corner,” Lloyd quietly endured some “friendly” bashing about the “Volkswagen” we brought to the track. We were told the only thing Lloyd would see of their ZR1s on the track the next morning were their brake lights.

As Saturday evening wore on, the Corvette contingent became increasingly more boastful. We quietly egged them on about their pumped up engines having twice the horse power of ours, until they went to bed thinking our poor little 914 was soulfully intimidated. (As Lloyd covered up our 914 for the night, I only made one tiny crack about their “upperware” cars having to spend the night outside.)

After the first run session the next morning, I must say the Corvette drivers were very subdued, and after the second session they became very humble and gracious. After all, having a Porsche blow by them splinters their little fiberglass souls. Lloyd did indeed see their brake lights that day—every time he passed them. He made a believer out of them, and we ended up making new friends with respect for each other’s passion.

Jason James was the Porsche Meister for the weekend and ran a very informative drivers meeting Sunday morning for those drivers who had not participated in the Saturday portion of the event. Apparently the track surface is not holding up well and is breaking up in spots, especially at the buttonhook on the east side of the track (our Turn 2), and a new bump has surfaced on the front straight. With these little tidbits of information, Jason sent his merry band of racers off to have a fun day of challenging the apexes at Buttonwillow.

This merry band of racers included Chris Lanzatella and Lars Giersing of Bauer Porsche, who was a co-sponsor of the Porsche group. Ross and Lauren Merrill arrived Saturday afternoon with their two sons, Thomas and Jonathan and their two race cars in tow.

Ross is campaigning their gorgeous red 911, with that irresistible duck tail, and Lauren has switched alliances to her very own stock 914. Ken Masuda brought his too-beautiful-to-race RS America, and Jeffrey Cohen brought his purple Porsche 911 racer for this event. (He has been known to bring his 993 to track events—this is when I check his blood pressure on an hourly basis.) Bill and Carolyn Lusk were also there with their outstanding RS America. Joel Dantzig and his black 914 met up with our motley group and seemed to enjoy Jason’s hospitality and our overall camaraderie. The PCA must be world renowned for this by now—they gravitate to us!
We even adopted the lone BMW driver who figured out that our pit was the place to be between sessions.

Missing from our crew of drivers was Tom Van Overbeek, who was the overall winner of the Porsche Group at the NASA event in March at Sears Point. Tom took complete control of the track at the Sears event, and Lloyd was looking forward to another challenging day with Tom at Buttonwillow. I believe business got in the way of the re-match, but we still have fond memories of that event on tape—it was televised on the Sports Channel.

On Sunday afternoon, the Porsche Group had its own trophy presentation in addition to the trophies given out by NASA. At the time of the trophy gathering, our trophy girl, Megan James, 2, was happily napping in her parents air-conditioned rig, so Jason filled in, handing out trophies and bottles of champagne to the winners of the three classes we had devised from our small group: race cars, street 911 and stock 914.

The champagne was provided by yet another sponsor, Roger Kraus Racing. Commemorative flags, donated by Jason and Lisa, were given to all drivers in the Porsche Group as a momento of another fun, road-racing-Porsche-friend-weekend.

Due to track conditions, not all of the Porsche Group chose to run the race, but our own Lars Giersing took the NASA trophy home. He drove faster longer and outlasted his competition in the blistering heat of Bakersfield. That, my friends, is a true accomplishment! 😊

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**PCA Porsche Parade Review & Calendar Planning . . .**

**Friday night social**

6:30 p.m.
Oct. 11

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By CAREY SPREEN

A total of 67 drivers turned out July 20 for the sixth event in the Automation-GGR Autocross series. However, I was not one of them. I was in Atlanta at the Olympic International Broadcast Center. Since I don’t know what went on at the autocross, I’ll tell you a little about what went on at the Olympics. I know, it’s not Porsche-related; so sue me.

Anyone who has been to Georgia (or anywhere in the Deep South) in the summer knows it can get oppressively hot and humid, and July was no exception.

I was there because NBC required on-site technical support for 23 new digital special effects generators during installation and during the Games. Panasonic, the official TV equipment supplier for the Olympics, rented 16 more of these units from Scitex, my employer, for use by other broadcasters, including Japan, Denmark and Switzerland.

The TV equipment, control rooms and studios typically are not inside the actual competition venues. Broadcasters are housed in trailers and other temporary buildings outside. This meant that although I was able to get to all the events, I was not actually inside, but watching the proceedings on high quality TV monitors.

By the time the Opening Ceremonies rolled around, downtown Atlanta was a three-ring circus. That poor city had about 500,000 more people than it could handle and they all wanted to be at Olympic Stadium. The local people mover, MARTA, was running 24 hours-a-day, and was overtaxed for about 16 of those hours. It reminded me of photos I have seen of the Tokyo subway system at rush hour.

Another occurrence that did not play up on TV was the fact that three hours before the Opening Ceremonies, the International Broadcast Center received a bomb threat and was completely evacuated for about an hour and a half. The authorities eventually found a “device,” but it was never made clear whether it was a real explosive or just intended to look like one.

Overall, I think it is safe to say that you were probably better off watching the Games on TV than trying to see them in person, which of course, is not true of motorsports on TV.

Motorsports always seem to lose something on the small screen. And, as autocrossing is a motorsport, we encourage you to attend as an entrant as often as possible. Because, as anyone who has done it can tell you, autocrossing is not a spectator sport.

How was that for segue? Anyway, we hope to see you at the next Automation-GGR Autocross Series event. You’ll be glad you came.

Autocross #5 gets Mimi back on course

Since Carey was at the Olympics in Atlanta providing technical support for NBC, I’ll share with you event five of the 1996 Automation-GGR Autocross Series which was held June 29.

We had 64 drivers turn out for the day which proved to be quite hot with full sun. I and many others were really glad for the air-conditioned room which is now available to us at the sheriff’s facility.

Larry Sharp did a great job designing the course. This was my first autocross since Parade in Portland, so I haven’t been subjected to driving over the skid pad. It was much to the delight of many autocrossers, including me, that the course was designed around it.

On a personal note, it was great to finally be back at an autocross and see the people I haven’t seen for much of the year. With a little luck and fewer weekends spent on the job, I hope to see a lot more of all of you in coming events.

—Mimi Spreen

Dublin in July—The friends of Scott Winders, sitting, who owns the highly-stylized 911, left, find a way to celebrate his birthday. They are, from left, Manuo Robinson, Hank Watts, Louise Sousoures, Patty Stark, Donna Sylvanovich and Silvia Sykes.

George Morris, below, takes the checkerflag after a blistering run. Neil Librock, far left, must be thinking this is the only way to get a speeding ticket—his official time slip.

Photos: Richard Gray & Mike Mitchell
### 1996 Automotion-GGR Autocross Series Results

#### Events 5 & 6

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(YTD Pts. not available for Event #5)

* Ladies Top Time of Day

** Mens Top Time of Day
The graduate—Somewhere under that four-cornered graduation cap perched on a flashy driving helmet is autocrosser-time trialer Rob Neidel. He's dressed to celebrate his graduation from the Academy of Arts in San Francisco where he earned a Bachelor's Degree in Graphic Arts. Man, what style.

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any x-large pizza  any large pizza  any med. pizza

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September 1996 The Nugget 15
Zone 7 and Redwood Region host the

**Wine Country Concours D'Elegance**

*(Zone Concours & Region Wash 'n Shine)*

*At the Beautiful*

**Piper Sonoma Champagne Cellars**
and

**Rodney Strong Winery**

12:00 p.m. to 4:00 p.m.

**Sunday, October 13**

Hwy. 101 & Healdsburg Avenue
Healdsburg (Sonoma Valley)

**Sponsors:** Sonnen Porsche Sales & Service, San Rafael
Piper Sonoma Champagne & Rodney Strong Vineyards, Healdsburg

Send reservations by Oct. 5 to: Redwood Region PCA, P. O. Box 4234, San Rafael, CA 94913
For more information call: Al Schafer, Redwood Region President (415) 499-1209

Please reserve space for _____ guests.
Name: ________________________________
Address: ________________________________
Phone: ________

____ I'd like to enter my car in the Zone 7 Concours. My car is a ____________________________
____ I'd like to display my car in the Wash'N Shine.

**SMOG, from page 3**

in the nation. Let’s stop Smog Check II before it gets a foothold. Call or write your state legislator and contact one or all of the following people to express your opinion:

- Governor Pete Wilson, (916) 445-1455 or 445-2841, fax (916) 445-4633;
- Bureau of Automotive Repair chief Martin Keller and Patrick Dorais of the Bureau of Consumer Affairs, (916) 445-7964, fax (916)324-4298;
- EPA mobile specialist Roxanne Johnson, (415) 744-1225.

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Wire Wheel Repair & Restoration
Mag & Steel Wheel Straightening
Wheel Wheel Resealing
Wheel Polishing
On-The-Car-Balance

Jose Cruz
(510) 933-4046
1119 Alpine Rd.
Walnut Creek, CA 94596

16 September 1996 Golden Gate Region
President’s message

We have had some terrific events in August. Those of you who didn’t attend the family picnic really missed a great time. The LaMarre family found a beautiful park in Castro Valley with a nice BBQ area and lots of nice grass for the kids to play on. I think they could be convinced to do it again next year and I really encourage you to come out. Lots of food, beverages and good GGR friendship in a beautiful atmosphere.

Also a lot of thanks to Jim Stark for coming out with his K-9 friend to teach safety to the GGR kids. He also took time to finger print all the kids so they can be as safe and protected as our Porsches.

The Carlsen Swap Meet and Concours had a great turnout as usual. We don’t have the final tally yet but it should bring in a nice profit. This profit will, as always, be given to a local charity.

I’m also happy to report that we have a full slate of officers for 1997. Much thanks to those of you who have volunteered your time. There’s still room for more. It would be nice to have more than one person run per office. Where does that GGR competitive spirit go when it comes to election time? I have great faith in the seven who have come forward. I know I can relax as Past President knowing the club is in very capable hands.

I usually don’t editorialize in my column. I try to focus on GGR events and concerns, such as nagging for volunteers. But I just have to make an exception for this.

I’ve recently been overwhelmed with information about something called Smog Check II. I’ve been handed material at events, sent material from concerned members and even got a letter from the National Motorists Association. If you don’t know about this, you better read up on it soon because it could affect you!

I have to admit I didn’t take it seriously when I first heard about it. I couldn’t believe the state could come and take my Porsche and crush it, after all this is America—right? Wrong! Unfortunately I fall into the worst class. My Porsche is over ten years old with an engine change (a 2.0 engine in a 1.7 914.) There’s a mandatory state run inspection which they say 80% of the cars will not pass. They then can come to my house, tow away Killer and crush him. There are no words printable in The Nugget to express my feelings about this.

I have received quite a bit of literature from concerned members. I won’t try to rephrase it here as it is lengthy and you can easily obtain more information. However, I will outline the vehicles affected which involve approximately 85% of the population per the National Motorists Association:

1) All vehicles over 10 years old (that covers a lot of Porsche owners!)
2) 15% of all other registered vehicles selected at random (15% more of us!)
3) All vehicles that fail remote sensing units
4) All “gross polluters”
5) All “tampered” vehicles (lots of Porsches with engine changes)
6) All 4-wheel drive vehicles (C-4s)
7) All vehicles with ABS (all newer Porsches).

I urge you to get a copy of this material and read it carefully. There’s more information about it in a news story on page 9 and in the Steering Column. If it doesn’t affect you today, it probably will hurt one of your friends or relatives and eventually will get you down the road. If you feel as strongly as I do, contact your local representative, Governor Wilson and anyone else who can make a difference.

Smog Check II could give GGR a whole new objective—“SAVE THE PORSCHE.”
Congratulations to these GGR members who are celebrating anniversaries with PCA in September:

5 years
Peter Lee & Linda Jade
Larry & Irene Castillo
Nick Krest & Teresa Green
Brooks & Stacey Esser
James & Meda Semien
Dennis Bravo & Alexander Bravo

Chan, Clemson
1936 North Star Cir.
San Jose, CA 95131
408-956-8965
930 78

Choin, Eugene
963 Smith Ave.
Campbell, CA 95008
408-379-4052
356C Cpe 65

Creech, Olen & RoseAnn
Kronmark
1833 Castenada Dr.
Burlingame, CA 94010
415-544-6768
911SC 83

Dang, John & Joanna Chan
318 King Ave.
Fremont, CA 94536
510-797-5240
911SC 80

Gamlen, Richard & Barbara
554 Craig Rd.
Hillsborough, CA 94010
415-342-0565
944 84

10 years
Frank & Deborah Casanova

Lim, Kent
1814 Canyon Oak Ct.
San Mateo, CA 94402
415-822-1232
911SC 82

Moffat, Mark & Kira
1700 D Escalona Dr.
Santa Cruz, CA 95060
408-426-6328
912 62

31 years
Brian & D’Anne Carleton

Pohl, Norbert John & Diane
4851 Roundtree Dr.
Campbell, CA 95008
408-866-8633
951 88

36 years
Robert & Suzanne Boyd
Alan & June Hunt

Dennis Bravo & Alexander Bravo

New members
Please join me in welcoming our newest members:

Afshar, Fred
5710 Cahalan Ave.#2
San Jose, CA 95123
408-224-4630
Carrera 85

Air Conditioning Service, Inc.
718 Emerson Street
Palo Alto CA 94301
415-323-0243 -- FAX 415-323-4632

Air Cooled Porsche Mechanic
356 - 912 - 911

Custom Engine Rebuilding
Mechanical / Electrical Repair
Assist on Projects

510-632-8232
SAM SIPKINS

REPAIR AND RESTORATION OF ALL PORSCHE INSTRUMENTS
SPEEDOMETER CONVERSION TO 150/180 MPH
COLORED FACE CONVERSIONS
PALO ALTO SPEEDOMETER AND AIR CONDITION SERVICE, INC

18 September 1996 Golden Gate Region
Official count

New members  16
Transferring in  7
Transferring out  2
Total members  1,152

Robinson, Dr. Douglas
131 E. Hamilton Ave.
Campbell, CA  95008
408-369-0443
Carrera 88

Sanchez, Don
2595 Clay St., #5
San Francisco, CA  94115
415-954-7273
993 96

Sarachene, Craig & Elizabeth Pfau
222 Sequoia Dr.
San Anselmo, CA  94960
415-485-6027
914 73

Solon, Lawrence
250 Edgewood Ave.
Mill Valley, CA  94941
415-389-8704
911 72

Transferring in
Hayward, Roger
HEPL Gravity Probe B
Stanford University
Palo Alto, CA  94305
911T 72
-from Orange Coast

Maas, Walter & Barbara
P.O. Box 1292
Groveland, CA  95321
911 66
-from Alpine Mountain

Murphy, Richard & Keith Onchuck
1700 De Anza Blvd #304
San Mateo, CA  94403
911E 69
-from Central Indiana

O’Keefe, Leonard & Laurie
2683 Oak Rd., #128
Walnut Creek, CA  94596
911SC 79
-from Gold Coast

Raskin, Philip & Lisa
5337 College Ave. Ste 303
Oakland, CA  94618
911 Targa 92
-from Diablo

Shorte, Kirk
2550 Garcia Ave.
Mountain View, CA  94043
911 84
-from Alpine Mountain

Wardner, Paul & Karen
16965 Helene Ln.
Morgan Hill, CA  95037
356A 57
-from Intermountain

Transferring out
Lyman, Gilbert & Pamela
2916 Commercial Ave #344
Anacortes, WA  98221
930 81
-to Pacific Northwest

Inge, Ronald & Patti
P.O. Box 992
Pioneer, CA  95666
911C4 94
-to Sacramento Valley

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Jose, CA  95123

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assets to a big,
new location

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  Hayward, CA 94545
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  the inventory of top-quality new and
  used parts for Porsches
- All years, all models: 356, 911, 912,
  914, 924, 928, 930, 944 & 968
- All our used parts come from clean,
  rust-free California cars and are
  tested and guaranteed for 90 days
- We ship UPS daily
- Monday to Friday: 8 am – 5 pm,
  Saturday: 9 am – 3 pm Pacific Time

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September 1996 The Nugget 19
For the record  

August Board of Directors meeting

All board members were present. Guests were Rob Aube, Jim Biesemeyer, Debbie Gray, Carolyn Lusk, Helen McGuigan, Karen Neidel and Larry Sharp. The meeting was called to order at 7:58 p.m. The July 10 minutes were approved with one change.

Post mortem of events

The July Friday Night Social had a good turn out. The July 20 Autocross was a fun event. The family picnic, held on a beautiful site, got high compliments because of Linda and Jim LaMarre's excellent job of planning kids' activities. The Carlson Swap Meet attracted lots of cars for the Concours and several new members. Candidates night had a very low turn out. The Aug. 17 Autocross was excellent. Drivers got six runs each.

Directors reports

President: There will be an Executive Council meeting during Parade. Sharon will represent GGR. The Board approved nominations for Marianne Gardner as Goody Bag chair and Bob Gardner as Rally chair. He has plans for a GGR Rally in 1997.

Vice president: Insurance has been secured for all events through October. Calendar changes: the Pool Party was canceled due to very low response, and the High Speed Driver's School following the Thunderhill Time Trial also was canceled.

Secretary: Nothing to report.

Treasurer: Submitted the financial report. The Board approved the report.

Membership: Total prime members are 1,150 with 15 applications in process. Mike Mitchell will be the dealer rep for PartsHeaven. The Board approved the report.

Competition: There appears to be a ground swell of interest in rule changes, judging from the number of phone calls and letters Curtis has received. Henry Watts, Larry Sharp and Curtis will represent the Rules Committee at its meeting. Dave Kimes presented a budget for the Club Race, and the Board approved it.

Social: The Pool Party was canceled. Dave proposed that two-thirds of proceeds from the Carlson Swap Meet be distributed to a charity and one-third toward opposing the new Smog Check II law. Discussion took place about charities that GGR donated to in previous years and whether we should change recipients of the club's donations. The Board approved the proportion of distribution proposed and will designate the charity at the next board meeting. A Club Race Preparation Tech Session will take place on Nov. 2. Dave suggested he organize an Octoberfest event for Oct. 19. David Kimes could show slides from their trip to Germany. Shirley Neidel will chair the Autocross Awards Christmas Party.

Nugget editor: Greg Braun will submit a formal proposal for GGR to establish its own web site instead of going through the Glenn Hills site.

Past president: The High Speed Driver's School was canceled because of a low rate of response. Applicants were given an option to apply their fee to the next High Speed Driver's School in December.

Old business

Statement of Policy—board members should submit any suggested changes at the next board meeting.

PC for Nugget editor—Rob Aube distributed pricing for upgrading the current PC hardware to make publishing The Nugget faster. Rob recommend purchase vs. lease and said an order could be placed now for the system that becomes available in mid-September. The Board approved the purchase and agreed to discuss options for off-setting the cost at its next meeting.

New business

Year End Awards—Sharon asked Dave McGuigan to provide a list of new members for the Board to vote on a New Member award and for Bill Lusk to provide a list of all events for the Board to vote on Event of the Year Award.

Zone Autocross Tech Event—Larry Sharp suggested that we hold a hands-on Autocross tech session and agreed to coordinate with Dave Blanchard for a date of Nov. 3 following the Club Race Tech Session on Nov. 2.

Smog Check II—Extensive discussion took place on the role the club should take on this issue. The Board agreed to provide a sample letter in the The Nugget that members may use if they choose to oppose this law. The publication also will provide government contacts. It was agreed that this law has far-reaching potential to impact members' cars from passing the new smog standards.

The meeting was adjourned at 10:30 p.m.

Respectfully submitted

20 September 1996 Golden Gate Region
VEHICLES

1970 914-6 #9140430635. Silver with black interior. Rebuilt motor, rebushed carbs, oil cooler, Bilstein shocks, 23mm torsion bars, 22mm sway bar, 2 sets of Fuchs (1 set w/ new Comp R1's), 5 pt. harnesses, autopower roll bar, new brakes, starter, Fyre braid wires, sport exhaust, many extras. Perfect for auto-x or TT in FP class. Very clean and always maintained. Have receipts, must sell! $13,300/obo. Dave (408) 241-2606.

1970 914-6. Excellent condition, restored, many upgrades, i.e., new adj. Koni's, springs, flares, side-shifter trans, rubber, oil lines, brakes (calipers-rotors SC), Weltmeister sway bar, steel braided brake lines, exhaust, engine runs strong. Black, no rust (California car), garaged and covered. Foot rest, all Euro lenses, 7" wheels, new tires (225-50-15), manuals, needs nothing - stop looking. $11,500. (415) 570-6462.

1987 Carrera Cabriolet. 58K mi. Guards red/black leather interior, 2nd owner. Power top (just adjusted); polished 7's and 8's (Porsche emblem painted in the center); Michelin XGV-GT's VR (approx. 6K mi.); Sony AM/FM cassette (expandable to disc), removable face plate, amplifier, Infinity door and rear speakers; alarm; bra & Tonneau cover. 60K mi. (big) service completed. Always garaged, excellent condition, all service records. Will sell to good home. $33,750. Jim (415) 591-9533.


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944 Turbo and Carrera 2/4 parts. Upgrade your 944/944 Turbo sway bars for better handling! One set Turbo "sport" bars (25.5 & 18mm) $175, two sets Turbo S bars (26.8 & 16mm), $250 ea. Easy, bolt-on installation in factory locations. Performance Friction brake pads. One car set of street/race compound, fits all 944 Turbo S, 928 S4, 91-92 930 and 993. Two Carrera 2/4 8 x 16 wheels, $700 obo. Michael Mitchell, 39247 Walnut Terrace, Fremont (510) 713-9248.

Four 7" x 15" 'Cookie Cutter' wheels with 225/50-15 BFG R1s. Polished wheels with metal stems. Tires have about two time trials left on them. $600. Two new 225/50-15 BFG R1s, still in shipping wrap. $250. Bob Norwood (408) 848-8144 hm, (408) 256-0758 wk.


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

Pano collection from 1973 to 1996, Nuggets from same, plus Excellence from Issue #1 to present and assorted POC newsletters from 1975 to present. $50. Buyer pays shipping. Rebecca Newlin (415) 726-1662.

WANTED

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

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

Advertising sales

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Business card ads $15 per month
* per month value

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

For information call: Bill Lusk, The Nugget advertising manager
Events calendar

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

September

Thu/Sun 5-8  Indy Cars, Laguna Seca, Monterey.
Wed 11     GGR Board Meeting, 7:30 p.m., Shakey's Pizza, 1066 E. El Camino Real, Sunnyvale.
Fri 13      GGR Friday Night Social, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
Sun/Sat 15-21  PCA Porsche Parade, Lake O' The Cherokees, Oklahoma.
Sat 28      Zone Autocross #9, hosted by GGR at Dublin. Run sequence is White, Green, Blue, Red. Larry Sharp (510) 371-6238.
Sun 29      Zone Concours #7 & Wash 'N Shine, Wine Country Concours D'Elegance, hosted by Redwood Region. Healdsburg. See page 16.

October

Sat/Sun 5-6  GGR Mother Lode Tour. See August issue of The Nugget, page 2. Dick or Mary Wallace (415) 948-9203.
Wed 9       GGR Board Meeting.
Fri 11      GGR Porsche Parade & Calendar Planning Friday Night Social, 6:30 p.m., Harry's Hofbrau. See page 11.
Sat 12      GGR Adopt-A-Highway. See this page.
Sat/Sun 12-13 Zone Rally #4, Carrera D' Sierra, hosted by Sacramento Valley Region.
Sun 13      Yosemite Region Porsche/Corvette Challenge, Stockton. See back cover.
Sat 19      Diablo Region Boxster Tech Session at Negerbons.
Sat 19      GGR Octoberfest, Gast Haus, Milpitas. More information to come or call the Hotline.
Sat/Sun 26-27 GGR/Zone Time Trial #6 (Driver's Education), Buttonwillow.
Sun 27      Zone Autocross #10, hosted by Yosemite Region, Stockton.

November

Fri/Sun 1-3  Sacramento Valley Region Mendocino Tour.
Sat 2       GGR Tech Session, Club Race Preparation, hosted by Bauer Porsche.
Sat 2       Zone Rally #5, Prieta Prix, hosted by Loma Prieta Region.
Fri 8       GGR New Member Friday Night Social.
Sat 9       Automotion-GGR Autocross #9, Dublin.
Sun 10      Zone Rally #6, Turkey Run, hosted by Sacramento Valley Region.
Wed 13      GGR Board Meeting.
Sat 23      GGR Adopt-A-Highway.

GGR
ADOPT-A-HIGHWAY

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

9:00 a.m.
Saturday, Oct.12
Interstate 280, Park & Ride
Woodside Road exit, Woodside

Information
Jean Ohl (415) 341-9020
Mission City Classique

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10 a.m. to 4 p.m. Saturday, Sept. 28
Central Park, Santa Clara

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Richard Gray
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September 1996 The Nugget 23
Yosemite Region
Porsche Club of America Presents

Sunday, October 13

San Joaquin County Fairgrounds
Stockton, California
Open to Experienced Affiliates of:
Porsche Club of America
American Autocross Association
Western States Corvette Council
Corvette Owners of Sacramento
Sports Car Club of America
Note: "Corvette" for this event also includes any
F-bodied GM Vehicle (Camaro, Firebird, etc.)

Fee: $20.00 per Driver • Classes to Be Determined*
Run/Work Groups Will Be Assigned as Drivers Register
Schedule: Registration • 7:30 AM to 8:30 AM
Tech Inspection • 7:30 AM to 8:30 AM • First Car Out • 9:00 AM
*The organizers reserve the right to alter classes to keep the event fun and competitive.

For Information: Call Pat Ikeda • (209) 473-4628 or (209) 468-2720 or call Bud Behrens • (209) 477-8486. Directions:
from Interstate 5, take Charter Way East to the intersection with Airport Way; from Highway 99, take Charter Way West to the intersection with Airport Way.
The Nugget
Golden Gate Region • Porsche Club of America

Great↵Finalism 1996 Indy car champion

Inside
Blistering Thunderhill
GGR shines at Concours
Autocrossers turn in, turn on
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.

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Steering column

It didn’t take long. We can forget about the unnamed, faceless potential victims of Smog Check II, California’s new, far reaching effort to eliminate what it labels “gross polluters.” They have been replaced by real people—Porsche people, included.

GGR member Gerard Vaglio is one. His 1979 911 passed smog two years ago but, with the new law, the state told him he will have to spend between $4,000 and $5,000 to bring his car into compliance—and the state will choose who’ll do the work.

Gerard may be an easier target than most of us because his Porsche has a European VIN number and the engine is not the original—both are big no-no’s under Smog Check II.

He’d heard things about Smog Check II but thought the warnings were just “hype.” Now he knows differently. But what can he do? He’s thinking of selling his car out of state or offering it for sale as a track car, though that might not help, but he is not willing to spend that kind of money for compliance. He loves the car, but how far can that take him. Smog Check II is hitting him hard.

He wasn’t the first and he won’t be the last to feel the sting of Smog Check II. When he called me looking for some more information about it, I could offer little comfort, so I suggested he call GGR member Rich Bontempi, owner of High Performance House, who knows more than most about this new law.

Rich has agreed to write an article for The Nugget explaining what is happening technically so GGR members have a heads-up, of sorts, about potential trouble on their way. We’ll have that soon.

Although the public is beginning to stir, and some legislators are beginning to favor delaying the program until its problems can be studied, we cannot relax.

We must oppose this unfair and unnecessary law. You must do yourself a favor—call your state representative and ask him or her to join President Pro Tem Bill Lockyer (D-Hayward), who supports a temporary moratorium. You can also join thousands of people expected to attend a protest rally to be held from 6 a.m. to noon, Wednesday, Oct. 16, on the Capitol steps in Sacramento.

But don’t think that’s it. Your effort, my effort, our effort, can’t stop there. We have to erase Smog Check II from the books and find a more rational way to clean the air.

Act before you’re in Gerard’s place.

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Inside line

News
Breaking news 4
Swap meet helps kids 6
Club racing tech session set 24

Features
That other driver’s school 5
Shop talk: Safety equipment 7
Thunderhill Time Trial 8
GGR wins big at Concours 11
Autocross at Dublin 14

Columns
President's message 16
Board minutes 17
Membership memo 18

Volume 36, No. 10

Cover photo: 1996 PPG IndyCar champion Jimmy Vassar, a Morgan Hill native, poses for The Nugget camera at Laguna Seca, his home track, a day before his victory. Photo: Richard Gray

October 1996 The Nugget 3
Braking news

Faith, hope and...
Bolstered by the success of the Automotion-GGR swap meet that raised $1,200 to help disabled infants and toddlers (see story, page 6), GGR wants to put more effort into charitable work. The first step is to find a GGR member to lead the effort. As this is a new program, part of the work will be to identify worthy charities in addition to organizing fund-raisers. For details, contact GGR President Sharon Neidel. (415) 508-1308.

Second smog protest
A second rally protesting Smog Check II law is planned for 6 a.m. to noon, Wednesday, Oct. 16, on the Capitol steps in Sacramento.

Vett vamoose
The Corvette-Porsche Challenge scheduled for Oct. 13 at the Stockton County Fairground has been canceled by the Corvette contingent because of a conflict with another event.

George did it
George Neidel was chosen Enthusiast of the Year at Porsche Parade in Oklahoma City.

Lifetime member
Recognizing her untiring contributions, GGR’s Board voted to make Shirley Neidel a lifetime member. She won’t pay annual dues anymore, but knowing her that’s all she won’t do.

Net gain
GGR’s page on the Internet is in business. GGR Webmeister Greg Braun said the bugs are out and the site is updated regularly. Give it a look at http://www.GlennHills.com.

Shoot-out update
Only four drivers remain in Zone 7’s autocross instructor shoot-out. In recent action at Mather, Masuo Robinson defeated Carey Spreen by a healthy margin and Scott Winders pounded Tom Provasi’s two runs with a single run that included knocking over a cone. Semi-finalists are Masuo Robinson versus Evan Williams (last year’s fourth finisher) and Scott Winders versus Hank Watts.

Old hat
BP competitor Brian Perry arrived at the Labor Day weekend Time Trial sporting a new hat. It looks just like his old one except it’s clean. Brian, who had worn out the hat over the past 13 years, said the top just “came right off.”
A lesson in that other driver’s school

By LINDA SCHAAP

It was one of those days that started at 5:30 a.m. and ended some time around 11 p.m. and included somewhere around 325 miles of driving on top of a full day’s work. Needless to say, I was not too thrilled to see red and blue lights in my rear view mirror.

I tried to keep my sense of humor up, so when asked if I was going to some type of emergency, I said I was eating those white powdered doughnuts and ran out of milk. You know, the “got milk?” thing.

I knew I was in trouble when that didn’t get even a smile and the pen was in his hand. Then I tried the logical explanation, the true one actually. The car ahead of me was weaving and I had to get around it as fast as I could…and then there was the downhill…and, well, I didn’t think it was safe to apply the brakes after passing… and then I saw the CHP car in the oncoming traffic. Anyway, how can you tell how fast—did I say fast—I was going when you never followed me.

Four weeks later I found myself explaining the same thing to a judge. But your honor, I haven’t had a ticket in 10 years and I am eligible for driving school. I don’t want to fight it, just send me to school.

I did get school, but on top of that, I got an increased fine and my license restricted to driving to and from work for 30 days.

So let’s talk about this restriction, your honor. Does it mean I can’t drive to the grocery store. I guess that stare over the eyeglasses means yes. Great, I can work but I can’t eat. How about the dry cleaners, yes. So I can have clean clothes but I can’t eat.

I don’t understand our traffic citation system. Some of my friends told me I may not get driving school because I was too many mph over the posted limit. Wouldn’t it make sense that if I went really fast I’d need driving school more than someone who just went a little fast. Maybe it’s a good question to ask at the school.

The restricted license is even more senseless. What is the purpose of that! It is turning me into a conniving closet driver. I know it’s 1:30 a.m., sir, and that I’m nowhere near where I work, but I am coming home from work. You see I had to meet a client and look at this easement problem on the property and I work long hours.

Everywhere I go I ask my friends to ask me some legal questions to justify my being there. Then, new neighbors moved in on my block and he is a sheriff, with the sheriff’s car parked in the driveway and all. I’m doomed to get caught.

But, maybe I can outsmart the system. You see, I have experience with this. When I was 16 my dad bought a new V8 Mustang with four-on-the-floor and white leather bucket seats, and of course I had the keys.

I only had my license for a month before I was restricted to driving to and from school because of three speeding tickets. I know there’s beach sand in the car, dad, but there was this science project over the weekend, something about the effect of the full moon on the tide at the coast. If I could beat my dad, I can beat anyone I know.

When I told all of this to my brother, he laughed. So, don’t worry about it, Lynn, you can still drive. Just don’t get caught. Great advice, brother, thanks.

Next time, I am using the story about how the throttle just stuck and, wow, I could have gotten killed…good thing I shut the motor down…where’s my Porsche mechanic…quick, call him, Δ.

Courtesy of Redwood Region’s der Riesenbaum, which Linda Schaap edits.

October 1996 The Nugget 5
Automotion, GGR swap meet raises money to help disabled children

Gabe Szalay of Automotion and GGR President Sharon Neidel have presented a $1,040 check—proceeds from the 1996 Automotion Swap Meet—to the First Step Infant and Toddler program, a service of Via Rehabilitation Services, Inc.

More than $3,300 has been raised from the annual swap meet over the last four years to help young, high-risk children.

The program serves children between birth and three years of age who are diagnosed at birth with a disability or who are considered to be at high-risk for developmental problems because of adverse conditions during pregnancy or delivery.

Services are provided by speech and language pathologists, physical and occupational therapists, early intervention specialists, counselors and bi-lingual translators. Services are rendered at Marocco Children’s Center and in the home.

The family-centered intervention approach provides assessment and therapy to give a child an early start toward maximizing full potential. It also helps parents recognize their child’s abilities and learning techniques so they can help stimulate development. Early intervention lessens the effects of a disability and a child learns to function more productively and independently.

The support of Automotion and GGR is making a significant difference in the lives of 80 infants, toddlers and their families currently in the program.
Taking care of your safety equipment

Personal safety equipment designed to save your life has a life of its own, and you have to protect it. The protection afforded by crash helmets, fire suits and driving shoes diminishes over time, said James Geirman, a representative with Simpson Race Products in Torrance.

Crash helmets certainly seem durable enough, but looks can be deceiving, Geirman said.

That in itself is a good reason that the Snell Foundation, which sets industry standards for the effectiveness of helmets, issues new standards every five years.

“You wouldn’t want to use a 1960s helmet for modern race cars,” Geirman said. “Cars today are much faster and drivers need better protection.”

Age and heat take their toll on the materials used in constructing helmets, and advancements in materials have improved the level of protection.

Age and heat will make the fiberglass used in the helmet shell become dried out and brittle, so much so that it will shatter in a minor impact, Geirman said.

Also, helmet liner materials have improved in recent years. Simpson uses a Beadall® liner, which affords more cushion than other materials.

To ensure that helmets live their full life span, Geirman advises to use good judgment with them at the track, and at home store them inside a helmet bag in a cool dry place.

Fire suits need care to do their job.

A suit made of Nomex—a fire retardant material—will maintain its fire retardant nature over time, although a suit treated with fire retardant chemicals will lose its effectiveness with repeated washings as the chemical is washed away.

The way to get the most life out of a fire suit is to have it dry cleaned when cleaning is necessary, Geirman said.

When a fire suit rips or tears it must be repaired or replaced. Often, fixing a suit torn at a seam may not be possible, depending on the condition of the material. It’s best to make repairs using Nomex thread.

“It’s tough enough to sew a new suit together and even tougher to fix an old one,” Geirman said. “It might be wise to just get a new one.”

Also, remember that fire retardant material doesn’t stretch. Put on those middle-age pounds and you’ll need a new suit.

From the aesthetic point of view, new suit mate-
**tzzz—Hot time at Thunder‘hell’**

By ANNE DELVILLANO

The heat failed to melt enthusiasm for the Labor Day weekend Time Trial at Thunderhill Park sponsored by Anderson-Behel.

The triple digit temperature took its toll on Friday arrivals. Jean Ohl, who stood out with her red and white umbrella, wilted. Jim Sjoberg and Terry Jacobson, who arrived Thursday night to test a new race motor in their 924, said the car overheated on Terry’s last run on Friday.

The overheated oil damaged a bearing and rendered the car into parking-only status for the weekend. Not to give up, Jim and Terry left Thunderhill at 6:30 p.m. Friday to haul the car back to Reno and exchange it for Terry’s stock 914. They fought Labor Day Lake Tahoe traffic and returned to Willows at 3 a.m. to catch three hours sleep before driving practice sessions Saturday.

Kathryn Klepinger drove 14 hours from Seattle for the thrill of “real” driving here. Husband Lee and son Cody flew in Friday night.

Time Trial Chairman Lloyd DeMartini asked for a volunteer to take his place next year. He and Pattie have contributed a lot to one of the club’s most popular sports, and now we need someone else to step up and play this role next year.

Many drivers used the new Yokohama 032R tire and expressed enthusiasm for its performance. James Ohl said it is very progressive and predictable, looks nice and handles well. The tires have a “weird” tire tread pattern and make noise when you push them—like the sound of snow tires, if you’ve ever had the misfortune of knowing that sound.

As the temperature climbed on Saturday, it did seem to slow down the normal level of carousing, but

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**Event results**

**Sponsor: Anderson-Behel**

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*In Thunderhill’s 10th turn, the bar at the Blue Gum, are Tom Provisi (left), Ken Mason, Michele Freeman, Craig Crease and an unidentified competitor.*
drivers maintained their stamina. Sunday’s weather gave us a bit of relief but it was still hot, in more than one sense.

Several drivers, including Richard Gray, spent more time under their cars than in them. Richard still managed to pull a first in BX class after only two practice runs on Sunday.

Pattie DeMartini broke her own record and said it was the first time in 10 years that she beat Tom Provasi. Tom said he didn’t know she was counting. Pattie shared the fastest time of day title with top male driver Van Zannis. They celebrated in Formula 1 fashion by spraying champagne at each other.

Saturday night lived up to tradition with an excellent barbecue at the Blue Gum Restaurant hosted by Ken Mason and Michele Freeman. We restrained ourselves this time and kept the rolls on the table. Another group enjoyed an impromptu barbecue at the Golden Pheasant.

Shirley Neidil received a commendation for her continuous contribution to the club and was awarded a lifetime membership to GGR.

And, wedding bells still rang in the ears of Donna Sylvanovich and Mike Mitchell, who were quietly married in Monterey the previous weekend. Congratulations to two great people.

---

**Tables turned—Jim Biesemeyer, right, won the competitive BI class over John Beck, left, who had run away with the June 22-23 event, besting second-place Biesemeyer.**

<table>
<thead>
<tr>
<th>Class: G</th>
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<tbody>
<tr>
<td>Cars:</td>
<td>911 (74) Normal, 911 (65-69)</td>
</tr>
<tr>
<td></td>
<td>Except S), 70-73 T</td>
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<tr>
<td>611</td>
<td>STEVEN TATY 1:40.538</td>
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<td>911S (69-73), 745/Carr w/big tires</td>
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<td>361</td>
<td>GEORGE MORRIS 1:41.448</td>
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<td>381</td>
<td>WARREN WALKER 1:42.856</td>
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<td>CHRIS MURRAY DNR</td>
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<td>Cars:</td>
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<td>263</td>
<td>ROB JOHNSON 1:30.764</td>
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<td>MARK HAVENS 1:38.916</td>
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<td>190L</td>
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<td>201</td>
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<td>134</td>
<td>CRAIG CREASE 1:32.699</td>
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<td>91</td>
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<td>476</td>
<td>ANDREW KALMAN 1:41.772</td>
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<td>234</td>
<td>BERT DEL VILLANO 1:42.817</td>
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<td>NEIL LIBROCK DNR</td>
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<tr>
<td>212</td>
<td>TONY WAITZ 1:29.089</td>
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<td>271</td>
<td>DAVID BLANCHARD 1:34.366</td>
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<td>75L</td>
<td>SUSAN MOORE 1:39.494</td>
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<td>Cars:</td>
<td>944 Turbo S, '89 944 Turbo, 968, 928 (85 On)</td>
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<td>SCOTT MC KAY 1:26.955</td>
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<td>NEIL YONK 1:32.035</td>
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<td>TERRY JACOBSON 1:32.035</td>
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<td>NEIL YONK 1:32.035</td>
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See RESULTS, page 10
Class: BP Category: Production
Cars: 914 (2.0)
914 CRAIG CLINE 1:28.599
76 CURTIS ROBERTSON 1:29.216
56 TODD HARTER 1:30.020
242 TED VOIGT 1:30.570
356 BRIAN PERRY 1:30.611
59 LARRY SHARP 1:32.073
541 JEFF WILLIAMS 1:32.131
159 JESS RAINTER 1:34.940
32 LEE KLEPINGER 1:36.207
342 KEVIN VOIGT 9:99.999
58 DENNIS NEELY DNR

Class: BPL Category: Production
Cars: Ladies BP
266L DAWN HAYES 1:32.373
32L KATHRYN KLEPINGER 1:37.584

Class: CP Category: Production
Cars: 944, 924S & Turbo
307 DAN LOFGREN 1:32.626
49 DAVID CROOM 1:34.784
484 JOHN MINKER DNR
984 ANDY MINKER DNR

Class: EP Category: Production
Cars: 944 Turbo (86-89), 944 Turbo S, 968, 928 (85 On)
444 BOB NORWOOD 1:35.088
951 MICHAEL MITCHELL DNR

Class: EPL Category: Production
Cars: Ladies EP
276L NIKKI DUNCAN 1:30.686
951L DONNA SYLVANOVICH DNR

Class: FP Category: Production
Cars: 914-6
48 SERGIO MEZA 1:35.885

Class: GP Category: Production
Cars: 911 (74) Normal, 911 (65-69)
Except S), 70-73 T
209 MARLIN NEUFELD 1:34.084

Class: JP Category: Production
Cars: 911S (69-73), 74S/Carr w/big tires
27 HENRY WATTS 1:25.825

Class: KP Category: Production
Cars: 911 (75-77), 911SC
246 MARK JOHNSON 1:29.738
37 TONY MAZZAGATTI 1:31.008
240 STEVE KUHN 1:32.963
249 BILL FERGUS DNR

Class: KPL Category: Production
Cars: Ladies KP
240L CHERIE KUHN 1:36.421

Class: LP Category: Production
Cars: 911 Carrera (84-89), 913
20 RON ROGERS 1:29.967

Class: MP Category: Production
Cars: 914 Turbo, 930, 911 C2 & C4
262 BILL LUSK 1:27.772
930 TIM GALLOW 1:28.165

Class: BX Category: Spr-Production
Cars: 4-Cyl, Air-Cooled, 2055 CC Max
93 RICHARD GRAY 1:31.170
286 DICK ANTOINE 1:31.751
305 LEE HEMMINGWAY 1:40.129
10 DON HENKEL DNR

Class: FX Category: Spr-Production
Cars: 914-6 6-Cyl, Air-Cooled, Non-Turbo, Max 3.2L
14L LAUREN MERRILL 1:33.743
84 JIM HOUSMAN 9:99.999

Class: BR Category: Prodified
Cars: 914 (2.0)
98 GARY DORIGHI 1:28.335
33 GEORGE NEIDEL 1:35.201
3 ROBIN AUBE 1:35.457
0 ROB NEIDEL 1:37.163

Class: BRL Category: Prodified
Cars: Ladies BR
3L SHARON NEIDEL 1:30.909
98L NANCY DORIGHI 1:31.130

See RESULTS, page 21

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October 1996 Golden Gate Region
Carlsen’s clean machines

GGR competitors shine at 22nd Annual Carlsen Concours

The beauty was more than skin deep at the 22nd annual Carlsen Concours hosted by GGR on Aug. 4. Engine bays and other hard-to-reach places were showroom fresh, too. The eye-blinding results from work put in by GGR competitors earned first place ranking in six of 10 classes (see results, page 13). Of the 34 entries, 24 Porschemphiles won handsome trophies. GGR’s Wolfgang Rief and Dean Vanni each earned 249 points out of a possible 250—both better than good enough for class wins.

More photos, pages 12 & 13

Das trophy

The 25-ounce crystal mug, set on a four inch green and black base, was designed by GGR’s Dick Cottrell. Carlsen owner Charlie Burton donated $1,200 for the trophies.
Carlsen’s clean machines

GGR’s Dean Vanni picks up a first-place trophy for his 914-6.

John Clever and D'Anne Carleton have trouble walking away from Brian Carleton’s 1956 Speedster. Carleton’s magnificent entry took another first place for GGR.

These three of a (Porsche) kind are Chris Huergas’ 911S, Ferdie Huergas’ 911 E and Steve Moore’s 1961 356.

Photos by DICK COTTRELL

Dick Cottrell’s 1965 356SC just turned 229,000 miles, but doesn’t show it.
Women power-up at autocross #7

By CAREY SPREEN

There were 61 autocross die-hard enthusiasts at the seventh event in the Automation-GGR Autocross series on Saturday, Aug. 17, at the sheriff's facility in Dublin.

Unfortunately, I was again unable to attend, so I cannot report first-hand on any of the goings-on. However, I can tell just by looking at the lap times recorded on various registration cards that there was a lot of whooping and hollering going on.

For example, take a long look at the best times for Lloyd and Pattie DeMartini. They are separated by one one-thousandth of a second (that's 1 millisecond for you computer-based readers), with Pattie taking Ladies Top Time of Day. (What do you want to bet that time differential was the hot topic of discussion at the DeMartini household that night.)

And check out Susan Sheads best time. She turned in the seventh fastest time of the day beating such worthies as Hank Watts. I know, Hank was on street-legal competition tires, while Susan was on full racing slicks, but still, you've got to have a lot on the ball to be able to turn in times like that.

And I won't slight E. J. Fontaine, driving the same car as Susan. He beat all but three other drivers that day. Even more impressive is the fact that you can count on one hand the number of years that Susan and E. J. have been autocrossing.

Of course, a look at the Top Time of Day driver for this event proves once again that you don't need an all-out race car to win big. Dwight Mitchell's 1971 911 is definitely not stock, but it is street legal and he runs on street legal tires. Of course, roughly 20 years of national autocrossing experience with PCA and SCCA doesn't hurt him.

A closer look at the results also shows that there are several women who show up regularly to compete, and not because their husbands or boyfriends are there, either. They are there because they want to be. At least one, Louise Sousoures, is running (and winning) in the men's class—and this after autocrossing for only about a year. Furthermore, Donna Sylvanovich beat Mike Mitchell (both driving the same car) by almost a second. To be fair, there was a one-second penalty added to Mike's time for hitting a cone, but it counts just the same.

I hope I haven't embarrassed anyone by mentioning names. My intent is to provide examples that anybody can start autocrossing at anytime in their lives and still be competitive, or at least have a load of fun learning how their car behaves at its limits. If I have enticed even one new autocrosser to show up at our next event (see the Calendar on page 22), then the above anecdotes have done their job.

Of course, the reality of putting on an event series like this is that it takes money. We again thank Automation for its ongoing sponsorship and support of autocrossing in Northern California in general and of Golden Gate Region in particular.

The next time you visit or call Automation, thank them for their support.

Automotion-GGR Autocross Series results for event #7

<table>
<thead>
<tr>
<th>CLASS</th>
<th>DRIVER</th>
<th>BEST</th>
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<td>Mark Powell</td>
<td>63.352</td>
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<tr>
<td>Ai</td>
<td>Jim Stark</td>
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<td>Brooks Esse</td>
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<td>George Neidel</td>
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<td>Mary Ann Behrens</td>
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<td>J</td>
<td>Henry Watts</td>
<td>52.462</td>
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| KL   | Nancy Lee | 60.424 | 100 |
| K    | Chris Murray | 58.510 | 47  |
| K    | Jim Edmonds| 58.733 | 16  |
| K    | Roger Franklin| 59.544 | 72  |
| K    | Robert Sasaki| 54.458 | 80  |
| Kp   | Dirk Bergstrom| 56.373| 99  |
| L    | Steve Kuhn  | 52.805   | 112 |      |     |
| L    | Eric Didier | 53.448   | 61  |      |     |
| L    | Doug David  | 53.730   | 69  |      |     |
| L    | Jim Bauman  | 56.699   | 40  |      |     |
| L    | Len Ott     | 60.904   | 76  |      |     |
| L    | Lynn Pennington| 61.486 | 13  |
| L    | John Costello| 61.734 | 40  |
| L    | Laurie Yonk | 57.147   | 120 |      |     |
| L    | Helen McGuigan| 61.104 | 65  |      |     |

14 October 1996 Golden Gate Region
TOP TEN TIMES

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<tr>
<th>Name</th>
<th>Time</th>
<th>Rank</th>
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<td>Li Masno Robinson</td>
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<td>Ken Shahoian</td>
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<tr>
<td>Scott Winders</td>
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<tr>
<td>Cindy Simons</td>
<td>63.702</td>
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<td>M Brent Simons</td>
<td>DNF</td>
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<td>M Louise Sousoures</td>
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<tr>
<td>MpL Sylvia Sykes</td>
<td>60.497</td>
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Jeff Sykes 53.875 120
Victor George 56.871 32
Dan Morgan 57.597 13
Al Armellini 57.520 56
Waymond Ho 57.555 16
Pattie DeMartini 51.058 100
Lloyd DeMartini 51.057 93
Bill Newton 54.276 —
Jack Kuhn 57.888 —
Dwight Mitchell 50.447 (DOT tires)
Lloyd DeMartini 51.057 (race tires)
Pattie DeMartini 51.058 (race tires)
E.J. Fontaine 51.387 (race tires)
Ken Shahoian 51.667 (DOT tires)
Scott Winders 51.822 (DOT tires)
Susan Shead 52.008 (race tires)
Henry Watts 52.462 (DOT tires)
Steve Kuhn 52.805 (DOT tires)
Eric Didier 53.448 (DOT tires)

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October 1996  The Nugget  15
President’s message

I understand this is my first President’s message that will be on the GGR Web site. If this is your first introduction to us, I would like to personally welcome you to the Porsche Club on behalf of the Golden Gate Region. Our web site is new but expanding all the time. It will be full of interesting information and we hope it will be fun and informative for our membership and other interested parties. The Golden Gate Region has a little something for everyone from family picnics to club racing. I hope you will come out and meet us in person.

I have to admit that I do not have regular access to the Web, so I really get excited when I get a chance to check it out. Last weekend, I was able to get to the GGR site on a friend’s computer. Thanks Greg, it really looks great! The information was current right up to the Thunderhill results. I called up my class which showed I had a new track record. They were very impressed. (Of course I didn’t show them how much faster everyone else was!)

The Nugget is also looking better all the time. You would really appreciate it if you had any idea how much effort it takes to do just one issue. Without getting into the details, we have a very old computer trying to run very new programs. There is relief in site. The Board has voted to purchase a new computer for The Nugget. Thanks to Rob Aube for his help in working with Richard and Debbie Gray to determine our needs and purchase a new computer.

The Gray’s have really put out a great effort under difficult conditions.

While we are on the subject of equipment, we are still in the market for a new time trial timing system. We had a demonstration of one system at Thunderhill. It looks good but needs some modification to work for us. If anyone has any information about a good system, we are willing to listen.

On the subject of competition, I have to say I was impressed with the turnout at the recent rules meeting. Curtis did an excellent job of keeping things calm and organized. It was good to see the membership expressing its opinion before the vote rather than complaining later.

In a recent article, I mentioned that GGR had a number of members participating in the rally series. I actually got a volunteer to be our rally chairman! Congratulations to Bob Gardner who was approved by the Board last month, and thanks for filling a long term void in the region. I know Bob plans on having at least one rally in 1997 so GGR can be a part of the

Zones Rally Series.

The Gardner’s have really become active in GGR (and are becoming pretty good drivers, too.) Marianne has also volunteered to help the region by taking over the Goodie Bag. Gerry Brown has done a great job for many years but a job change has made it difficult for him to continue. Thanks, Gerry (and Gwen) for all the hard work and Good Luck Marianne.

Speaking of people who do a lot for the Region, The Board has voted to officially include Shirley Neidel as a Life Member of GGR. We all thank her for the countless things she has done, and continues to do for us.

Last month I carried on a bit about Smog Check II. The initial frenzy seems to have died down, but it is still out there.

Somewhere between the hysteria of hauling away good cars to the crusher, and the newspaper “don’t worry” attitude, lies the real story. The Board has it as a continuing agenda item and is following the issues closely. We still feel it has potential to be very harmful to many of our members and will do everything possible to help. We still urge you to take action as an individual. The more constituents the legislators hear from, the better chance we have of relief.

Happy Halloween.

Sharon Neidel

WANTED

1997 GGR
TIME TRIAL CHAIR

Get free Time Trial entries for coordinating and running the 1997 series. Ability and desire to put on a terrific series are the main requirements. For more information, call Competition Director Curtis Robertson, (415) 369-7884.

16 October 1996 Golden Gate Region
September Board of Directors meeting

The meeting was called to order at 8:05 p.m. Absent members were David Kimes, Bill Lusk and Bob Norwood. Guests were Rob Aube, Jim Biesenmeyer, Debbie Gray, Karen Neidel and Shirley Neidel.

Post mortem of events

The Zone Autocross at Mathers had a decent turnout Saturday and a low turnout Sunday. Time Trial event at Thunderhill was a hot, clean weekend of fun.

Director reports

President: Sharon will attend the Executive Council meeting at Parade. The council will vote on competition rules. She received a letter from Panorama's new contributing editor for the region column who wants to change the format of Region Focus.

Vice-President: Changes on the calendar were made to reflect a Diablo Region change. The Thanksgiving Pot Luck will take place on Nov. 23. The Zone 7 banquet awards will take place on Dec. 16.

Secretary: Nothing to report.

Treasurer: Absent.

Membership: Reported 25 new members and 1,167 prime members. The board approved the membership report. Work has begun on the 1997 Roster. Chet Martin is modifying the program to print Nugget mailing labels that confrom to new postal standards.

Competition: The meeting on rule change proposals attracted about 40 members. Good open discussion took place. The Rules Committee will meet shortly to finalize the rule changes. Curtis will bring a draft to the next board meeting for approval. Two people have expressed an interest in the Time Trial chairperson position, and Curtis hopes to finalize the post soon. He is still pursuing a volunteer for the Autocross chairperson position and welcomes anyone interested in the job to contact him.

Social: The Thanksgiving Pot Luck will take place at the home of Sharon Neidel and Robin Aube. The Mother Lode tour sold out. Parade Review and Calendar Planning will take place at the Oct. 11 Friday Night Social. The Oktoberfest will take place at Gast Haus in Milpitas on Oct. 19. The '96-'97 joint Board Social will take place on Dec. 11. Dave is in the process of finalizing the location. Shirley Neidel presented location options for the Christmas Awards banquet and gained agreement to switch the location from Brandon's to the Holiday Inn. The Board approved a motion for the budget.

Nugget Editor: Richard suggested that the Board change the date of the board meetings to the first Wed of the month. This will allow him to publish The Nugget earlier and be able to cover information from the current month's board meeting. For the Oct. meeting, Sharon will confirm the earlier date with absent board members.

Past President: Absent

Webmaster: Greg Braun distributed a handout on recent accomplishments: improved the remote update process to make it much easier and faster to input information; and updated the Web on Sept. 3 to include Calendar of Events through October, Time Trial results and portions of the rule book. Short-term objectives include coordinate with other PCA web sites to exchange access information and to expand the GGR information available. Suggestions were given for other possibilities. New Web support volunteers are Les Young and Clemson Chan.

Old business

Nominating Committee: Richard Gray still needs the completed nominee forms from three candidates although all candidates for the 1997 Board have agreed to fill their proposed positions.

Statement of Policy: Anne asked for clarification on a few items. Richard suggested the change in date for the board meeting (see Nugget Editor).

Year-end awards: Lists of new members and 1996 social events were distributed by Dave McGuigan. Anne volunteered to list planned events from Oct. through Dec. for the next board meeting. Board members will vote on year-end awards then.

Smog Check II: Discussed what members have read in the press. A sample letter for mailing to government officials was published in the Sept. Nugget.

Nugget Computer: The Board discussed creative options for increasing ad revenue to cover the cost of the computer, including soliciting ad space from hotels located near Time Trial events. Sharon will discuss with Bill Lusk and determine how much additional revenue has been generated from this year's new advertisers.

Carlson Charity: David suggested that a Charity Director be installed who would research options for giving and coordinate future charitable activities.

Meeting adjourned at 9:55 p.m.
Membership

Dave McGuigan

I thought some of you might be interested in seeing where GGR members live, so I pulled the following from our club database:

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<td>Campbell</td>
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<tr>
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<td>Countries other than US</td>
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Congratulations to these GGR members who are celebrating anniversaries with PCA in October:

5 years
John Little & Charles Little
Paul Lambert & Sara Ruggles
Chester & Marilyn Lee
Bruce & Marji Crawford
Lois Wright

10 years
Jack Healey
Ted & Judy Miles
Michael & Judi Grimm
Dean & Robin Vanni
Byron Dooley & Dana Packard
Douglas & Karen Cromack

15 years
Rocque Ern & Kelly Neece

New members
Backer, David & Karen
451 Loma Verde Ave
Palo Alto, CA 94306
415-967-7590
993 95

Bradford, James & Shirley
4194 Mystic Ct.
San Jose, CA 95124
408-371-6333
912 67

Davidson, Brad & Cora
375 E. “O” St.
Benicia, CA 94510
707-746-8131
912 76

Lawton, Cheryl & Robert
20580 Crawford Dr.
Sunnyvale, CA 94087
408-720-9300
928 88

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Mechanical / Electrical Repair
Assist on Projects

510-632-8232
SAM SIPKINS

18 October 1996 Golden Gate Region
**Official count**

New members 10  
Transferring in 3  
Transferring out 2  
Total members 1,150

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
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<th>Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marshall, Claudia &amp; Harry</td>
<td>290 Whiskey Hill Rd. Woodside, CA 94062</td>
<td>415-851-2795</td>
<td>911 74</td>
</tr>
<tr>
<td>Richards, Leslie</td>
<td>1373 Berwick Dr. Cambria, CA 93428</td>
<td>805-927-9041</td>
<td>911SC 78</td>
</tr>
<tr>
<td>Salvador, Lori</td>
<td>1220-259 Tasman Dr. Sunnyvale, CA 94089</td>
<td>408-734-8620</td>
<td>944 89</td>
</tr>
<tr>
<td>Yabu, Steven</td>
<td>John Kono 514 20th Ave San Francisco, CA 94121</td>
<td>928 81</td>
<td></td>
</tr>
<tr>
<td>Yamakido, Katherine &amp; Tony Fung</td>
<td>2315 Coronet Blvd. Belmont, CA 94002</td>
<td>415-592-1782</td>
<td>911 Carr 85</td>
</tr>
<tr>
<td>Zaffaroni, Alejandro</td>
<td>address unlisted</td>
<td>993 96</td>
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</tr>
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**Transferring in**

Bagshaw, Rick & Julie  
1470 Sand Hill Rd Ste 310  
Palo Alto, CA 94304  
944 83  
-from Puerto Rico

Vito, Mark  
1017 Catamaran Apt 1  
Foster City, CA 94404  
944 86  
-from Western Michigan

PO Box 190746  
San Francisco, CA 94119  
968 94  
-from Musik Stadt

**Transferring out**

Mott, Ron & Joani  
13515 Abinger Drive  
Little Rock, AR 72212  
914-6 74  
-to Ozark

Pederson, Christopher  
PO Box 3644  
Rancho Santa Fe, CA 92067  
911SC 83  
-to San Diego

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**Friday night social**

Oct. 11 Porsche Parade & 1st Qtr. Planning

Nov. 8 New Members

Harry's Hofbrau  
399 W. El Camino Real Mountain View  
6:30 p.m.  
Every second Friday of the month

---

**PartsHeaven has hauled assets to a big, new location**

- New address: 23694 Bernhardt St., Hayward, CA 94545
- Now with twice the space and twice the inventory of top-quality new and used parts for Porsches
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- All our used parts come from clean, rust-free California cars and are tested and guaranteed for 90 days
- We ship UPS daily
- Monday to Friday: 8 am–5 pm. Saturday: 9 am–3 pm Pacific Time

800-767-7250
Tel 510.782.0354 Fax 510.782.0358

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October 1996 The Nugget 19
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. rebuild. Spare parts also included. $7,500. (415) 897-2764.

1970 914-6 #9140430635. Silver with black interior. Rebuilt motor, rebushed carbs, oil cooler, Bilstein shocks, 23mm torsion bars, 22mm sway bar, 2 sets of Fuchs (1 set w/new Comp R1’s), 5 pt. harnesses, autopower roll bar, new brakes, starter, Fyre braid wires, sport exhaust, many extras. Perfect for auto-x or TT in FP class. Very clean and always maintained. Have receipts, must sell! $13,300/ofo. Dave (408) 241-2606.


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

1987 Carrera Cabriolet. 58K mi. Guards red/black leather interior, 2nd owner. Power top (just adjusted); polished 7’s and 8’s (Porsche emblem painted in the center); Michelin XGV-GT’s VR (approx. 6K mi.); Sony AM/FM cassette (expandable to disc), removable face plate, amplifier, Infinity speaker, door and rear speakers; alarm; bra & Tonneau cover. 60K mi. (big) service completed. Always garaged, excellent condition, all service records. Will sell to good home. $33,750. Jim (415) 591-9533.

1989 Silver Anniversay Cabriolet, #WPOEB0914KS-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/ofo. Jeff (510) 530-6648, (510) 486-1044, (415) 861-1044.


PARTS & MISCl

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


944 Turbo and Carrera 2/4 parts. Upgrade your 944/944 Turbo sway bars for better handling! One set Turbo "sport" bars (25.5 & 18mm) $175, two sets Turbo S bars (26.8 & 16mm), $250 ea. Easy, bolt-on installation in factory locations. Performance Friction brake pads. One car set of street/race compound, fits all 944 Turbo S, 928 S4, 91-92 930 and 993. Two Carrera 2/4 x 16 wheels, $700 obo. Michael Mitchell, 39247 Walnut Terrace, Fremont (510) 713-9248.

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.scu.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 Guard Red, all parts factory. Shipping not included. Gary Baldocchi, 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 with 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.

Four 7" x 15" "Cookie Cutter" wheels with 225/50-15 BFG R1s. Polished wheels with metal stems. Tires have about
two time trials left on them. $600. Two new 225/50-15 BFG R1s, still in shipping wrap. $250. Bob Norwood (408) 848-8144 home, (408) 256-0758 work.


Pano collection from 1973 to 1996, Nuggets from same, plus Excellence from Issue #1 to present and assorted POC newsletters from 1975 to present. $50. Buyer pays shipping. Rebecca Newlin (415) 726-1662.


RESULTS, from page 10

Class: DM Category: Street Modified
Cars: All Water-Cooled, Except 928
211 JASON JAMES DNR

Class: DML Category: Street Modified
Cars: Ladies DM
944L LORI GALLEN 1:31.085

Class: FM Category: Street Modified
Cars: All Air-Cooled, Non Turbo To 2055CC
90 GENE KINDRED 1:28.852
488 E.J. FONTAINE 1:29.808
171 ROBERT STIFFLER 1:43.994

Class: FML Category: Street Modified
Cars: Ladies FM
90L PATRICIA KINDRED 1:33.475

Class: GM Category: Street Modified
Cars: All Air-Cooled, Non-Turbo 4 & 6
Cyl 2056CC-2520CC
86 CRAIG WATKINS 1:21.735
78 TOM PROVASI 1:24.839
4 ROSS MERRILL 1:25.347
901 NEIL JACKSON 1:37.754

Class: KM Category: Street Modified
Cars: All Air-Cooled, Non-Turbo 4 & 6
Cyl 2521CC-2980CC
287 RAY DICIUS 1:24.127
328 GREG SIRAKIDES 1:26.602

Cyl 2521CC-2980CC
46 FRED NELSON 1:22.860
931 GARY JONES 1:27.952
184 GARY HYNOUS DNR

Cyl 2055CC-2520CC
424 JIM BROOKS 1:24.253
87 MIKE JOLLIFFE 1:27.710
5 KEN MASON 9:99.999
315 KEN SHAHOIAN DNR

Class: QR Category: Street Modified
Cars: All Turbo, 8 Cyl Non-Turbo, & Over 2980CC
171 ROBERT SHIFF ER 1:43.994

Class: UL Category: Modified
Cars: Ladies U
55L PATTIE DEMARTINI 1:21.864**
279L ELLEN FERGUSON DNR

Class: W Category: Modified
Cars: All Water-Cooled, 928
63 MARK PROCTOR 1:21.418
64 RAOUl PROCTOR 1:26.325

Class: Y Category: Modified
Cars: All Air-Cooled, Non-Turbo 4 & 6
Cyl 2055CC-2520CC
69 DENNIS THOLEN 1:22.799
50 DAVID KIMES 1:23.830
51 BOBBY CROOKS HANK 1:29.001
15 DAN COWELL DNR
18 STEVE YOUNG DNR

Class: Z Category: Modified
Cars: All Turbo, 8 Cyl, & Over 2520CC
45 VAN ZANNIS 1:17.818*
83 ART SEEGER 1:19.158
313 BOB CROSS 1:19.983
67 DON MIRAGLIA DNR
591 JOHN SWEEENEY DNR

Class: EX Category: Exhibition
Cars: Exhibition (Lots of Class but None Specified)
1 KEN MACK 1:34.095
44 TERRY SULLIVAN DNR

* TTOD **LTOD

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* Transmission
* 4 Wheel Alignment

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(formerly CARRERA TECH)

October 1996 The Nugget 21
Latest on GGR events: GGR Hotline 1-800-799-4767

October

Wed 3
GGR Board Meeting, 7:30 p.m., Shakey's Pizza, 1066 E. El Camino Real, Sunnyvale.

Sat/Sun 5-6
GGR Mother Lode Tour. Dick or Mary Wallace (415) 948-9203.

Fri 11
GGR Porsche Parade & Calendar Planning Friday Night Social, 6:30 p.m., Harry's Hofbrau. See page 19.

Sat 12

Sat/Sun 12-13
Zone Rally, Carrera D'Sierra, hosted by Sacramento Valley Region. For fee and information call Rik Larson (916) 481-6084.

Sun 13
Yosemite Region Porsche/Corvette Challenge. (CANCELED)

Sun 13
Zone and Redwood Region Wine Country Concours D'Elegance and Wash 'n Shine, hosted by Redwood Region at Rodney Strong and Piper Sonoma Wineries, Healdsburg. For fee and information call Al Scharer (415) 499-1209.

Sat 19
GGR Oktoberfest and German adventures with the Kimes, Gast Haus, Milpitas. See page 6.

Sat/Sun 26-27
GGR/Zone Time Trial #6 (Driver's Education), Buttonwillow.

Sun 27
Zone Rally, Prieta Prix, hosted by Loma Prieta Region starting in Hayward. Also can be run as a tour. See page 23.

November

Sat 2
GGR Tech Session, Club Race Preparation, hosted by Bauer Porsche, Oakland. See back cover.

Sat 2
PCA Executive Council Dinner, hosted by Loma Prieta Region. Socialize with the executive council, enjoy good food, and view Porsche movies/videos from the PCA library. For fee and information call Sandy Provasti (408) 947-0980.

Wed 6
GGR Board Meeting.

Fri 8
GGR New Member Friday Night Social.

Sat 9
Automation-GGR Autocross #9, 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 Provasti (408) 947-0980.

Sat 23

Sat 23
GGR Thanksgiving Pot Luck, 3:00 p.m., Redwood City. See page 2.

December

Fri 2
GGR High Speed Driver's Education & Club Race Practice @ Sears Point.

Sat/Sun 6-7
GGR Club Race @ Sears Point.

Wed 11
GGR '96-'97 Joint Board of Directors Social.

Fri 13
GGR Friday Night Social.

Sat 14
GGR Christmas Party & Autocross Awards Banquet.

Tue 31
GGR New Year's Eve Party & Time Trial Awards Banquet.
Loma Prieta Region · PCA

Prieta Prix

"Return of Grape Balboa's Fire"

Navigational · Gimmick Rallye

Sunday, October 27th

This event will be a navigational-gimmick rallye devised by the twisted minds of the Friek and Frack Rallye Team. Participants will depart from the parking lot of the Denny’s Restaurant in Milpitas, just a short block east of Highway 880 at the Calaveras Blvd./Highway 237 exit.

This rallye will draw you unerringly through scenic Northern California countrysides, ending in the Danville area, at approximately 3:30 PM, at a local pizza parlor.

Those not wishing to rallye may follow the event route "as a tour!"

TIME: Registration opens at 11 AM. First car out at Noon.

RALLYE FEE: $10.00 per car, or $4.00 per car to tour.

Lots of awards courtesy of our friends at CT Automotive!

Including: Best Halloween Costume, Best Poker Hand, Most Original Use for a Pair of Boxer Shorts and our world famous Dead Last but Finished Award!

Bring any car! Bring all your friends! The more the merrier!

Questions... more info? John Reed at 408-371-1965
Fred Wright at 510-736-4291

Sponsored by CT Automotive, Campbell, CA

---

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

Visit GGR on the net at http://www.GlenHills.com

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October 1996 *The Nugget* 23
Tech Time

Racers: Start Your Engines...

For those who want hear and act on those instructions, we have Tech for you. Lars and the good people at Bauer Porsche in Oakland are going to buy you a donut and tell you what you need to know and do to get your Porsche ready for a PCA Club Race. (Curiously enough, GGR is hosting a PCA Club Race on December 6, 7, & 8)

Date: Saturday, November 2 (Plenty of time to get ready to race!)

Time: 10:30 for coffee & donuts and close inspection of the Bauer facilities. The tech begins in earnest at 11:00

Place: Bauer Porsche, Oakland, CA. Take the Downtown Oakland (Broadway) exit from 880. After 2 miles, turn Left onto 26th St. Bauer Porsche is between Telegraph and Broadway at 411 26th. Emergency phone: 510-834-2772

* Please RSVP to reserve a donut at this event with Golden Gate Region Zocial Director David Blanchard at (408) 745-7870