

July 1997

The Nugget

Golden Gate Region • Porsche Club of America

Inside

Year-to-date points

Monte Carlo experience

Buttonwillow Time Trial

Steering column

Richard Gray, editor

PCA's 1997 newsletter contest for Class 5, regions with 650 or more members, was a great horserace, though GGR's *The Nugget* did not win, place or show. In fact, it finished ninth among nine runners.

When the results arrived in the mail, I was surprised and disappointed that we didn't do better. I didn't expect to win, nor did I expect to trail the field. I did expect a solid middle-of-the-pack finish.

Last place, however, is not quite as bad as it sounds. The points spread between the best regional newsletter in all of PCA — Northeast Region's nicely done 44-page *The Nor'easter* — and *The Nugget* was only 166 points, and the spread between the Class 5 topper and last place was only 42 points.

Considering there were a possible 2,550 points, I think the spread was indeed close. We may have finished last in class, but I don't think that means we were out-classed. What the results do show is that we need to improve in certain areas.

At this juncture, the comments of the judges are revealing, and I'll share them with you. If you see anything that you would like to see implemented, I hope you will share your thoughts with me.

One suggestion was to use more white space and side-bars (a main story and a companion article). Most of the judges wanted to see more members writing more articles to help build enthusiasm and participation in the club. It also was suggested that we concentrate more on club events and less on non-club feature stories from members.

Two of the five suggested moving the President's column to the front to give it more prominence and another suggested we publish directions to all events.

One "really liked" the Braking news column, another thought we had "great covers" and one began their comments with "good job."

See it isn't all bad.

I must say that there is something more important to Debbie and me than high scores and podium finishes, and that is your opinion of *The Nugget*. The comments that we have received from many of you over the months and your many shows of appreciation make us feel like winners.

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Volume 37, No. 8

Cover photo: A Boxster in the hands of Ellen Ferguson nimbly enters a turn at the Autocross School. Boxsters are beginning to show up at competition events.

Photo: Richard Gray

This is another one of those out-of-sync columns. Jean and I just got back from the great but wet San Antonio Porsche Parade and took delivery of our Tiptronic S Boxster, "The Tipstr."

The Tipstr actually arrived at Carlsen on the day we arrived at Parade and had to await our return. To be blunt, The Tipstr is beautiful and great to drive. By the time you read this column, The Tipstr will be a month or two old and fully broken-in.

Among the tidbits obtained at Parade is the news that 1997 may be the second biggest 911 sales year. The Boxster is creating tremendous showroom traffic and people are buying 911s due to the Boxster waiting list. The 1998 Porsche model line will include air cooled 911s (the 993), but, the last 993s will be produced in December 1997. Care to guess when the new water cooled 911s (the 996) will start arriving?

Next year is the 50th anniversary of the first Porsche produced. The Monterey Historics will be the largest of the many celebrations planned by Porsche Cars North America. Market forces and demand will determine if the bigger motored Boxster RS will arrive.

The current Boxster has the best power-to-weight ratio of the German roadsters, including the new bigger motored BMW. The Boxster RS will probably be displayed at the Frankfurt Auto Show this fall, but production and delivery dates are not yet set. Porsche

currently has an eight-month Boxster waiting list and does not need or want to add another model to the already crowded production line.

The 1998 Parade will be July 19 - 25 in Steamboat Springs, Colo., the application should be in the November *Panorama*. The 1999 Parade will be in late July or early August in Mont Tremblant, Quebec, Canada, which is about 70 miles northwest of Montreal.

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James and Jean Ohl take delivery. The license plate will read Tipstr.

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Braking news

Hurley Haywood here!

Crowning the Time Trial series "Famous Drivers" theme, champion Porsche racer Hurley Haywood will be the guest chief driving instructor at Time Trial #6 on Sept. 13-14 at Thunderhill. Plans are to ask PCNA to provide him with a car to take people for rides. Event planners also are arranging for a track-side dinner and possibly a band. Everyone is invited to come out, meet Hurley and stay for dinner. For details, still fluid at press time, check the GGR Hot Line or call Time Trial Chairman Neil Librock.

Parade winners

GGR dual member John Clever won the coveted trip to Germany at the Porsche Parade. He was sitting at the lucky Neidel's table. Tom Provasi, also a dual member, took top time of day in autocrossing. Carolyn Lusk won first place in the womens tech quiz for her 356 knowledge with Sandy Provasi second and Clever topping the mens 356 round. Rob Aube captured third place for his saavy in late 911s and Sharon Neidel took third place in the 914 category. GGR won for best decorated table with a Texas road kill motif.

Rules committee members

The Rules Committee is comprised of Competition Director Kirk Doberenz, who is committee chairman, Time Trial Chairman Neil Librock, Autocross Chairman Bert Del Villano, Ken Mack, representing time trialers, Larry Sharp, representing autocrossers, and Zone 7 rep Tom Provasi. They meet Aug. 19. See page 10.

Car badges available

GGR's Goodie Store now has Zone 7 car badges, which are designed to be grill-mounted on traditional Porsches or affixed on the windscreen of a Boxster. Cost is \$18, including mounting hardware. Call the Goodie Store at (408) 943-0946.

Nominating chair named

Sharon Neidel has agreed to chair GGR's Nominating Committee and lead the search for 1998 Board of Directors candidates. She'll be looking for committee members, too. To volunteer to help or run for election call (408) 508-1308.

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**Sipkins 1/8
pg**

Ken's Sportech 1/4 pg

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Photo: Richard Gray

Some of GGR's many women drivers gather for a group shot at Laguna Seca in a show of camaraderie.

GGR women prove talent has no gender

By ANNE DEL VILLANO

Thanks to David Kimes and Neil Librock for getting GGR a surprise: a second Time Trial this year at everyone's favorite track, Laguna Seca. Warm temperatures and clear skies promised a perfect driving weekend.

Because this last-minute event conflicted with PCA Parade in San Antonio, many of our usual drivers were away. We missed them, and especially noticed a reduction of the Neidel presence, which was mightily carried on by Karen, who took charge of the timing responsibilities.

This 5th Time Trial, as voted by the drivers present, did count for points.

We were happy to see old friends, such as Gary and Nancy Dorigi, Herm Bonasch and Steve Young, return after a break from time trailing.

As the Time Trial theme this year is famous race drivers, one of our female drivers suggested focusing on our women drivers.

Interestingly, this club, considered one of the most aggressive PCA clubs for Time Trial participation, does attract many women. Famous race drivers is not

limited to men, and names like Janet Guthrie, Lyn St. James and Shirley Muldowney, remind us that racing fever and skill is not limited to gender.

Women made up about 20% of the 120-plus drivers on hand for the weekend. Almost all of our women drivers participate in every Time Trial, and some have been running for as long as 12 years.

Ellen Ferguson has been time trialing for 12 years. She said she "never stops learning" and she loves Laguna for its elevation changes.

Other veterans include Pattie DeMartini, Nancy Dorigi, Jan Grove and Susan Moore. They were time trialing before many of us joined GGR. Pattie keeps coming back because she "likes speed, challenge and the people," and she especially likes beating herself.

Another seasoned driver, Judy Bradshaw, has been time trialing for eight years and autocrossing since 1985. She said that "control is more important than speed. It's me against the car and myself."

Many of the women compete against themselves or, guess who, their spouses or male companions.

See WOMEN, page 6

Hangin' with Wolfgang

By GREG BRAUN

If you saw a couple of new faces at Laguna, and noticed an accent, you ran across our vacationing German visitors, Wolfgang and Andrea. Wolfgang is an engineer with Porsche in Weissach.

They were on their way to Monterey, and decided to stop in and see the track. They were surprised to see nothing but Porsches. They watched several run sessions and stayed for some wine during our Saturday night dinner.

They returned Sunday morning and were able to take a few laps during the instructor drive around with Larry Sharp and John Beck. They enjoyed seeing the track from inside setup 914s.

While Wolfgang was talking about his involvement with the new induction systems, I couldn't resist asking if there were any plans at Weissach for high performance 914 induction systems. He just laughed.

As a momento of their visit to GGR, I gave them the GGR badge off of my car. I'm sure it will be a conversation piece displayed on his Porsche in Weissach.

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Time Trial #5 Laguna Seca Unofficial results

Class	Name	Time
Ai	Ralph Elder	2:09.058
AiL	Katie Elder	2:08.477
Bi	John Beck	1:56.722
	Jon Kies	1:57.900
	Greg Braun	2:01.596
BiL	Tricia Braun	1:59.071
Ci	Cam Carrington	1:58.859
CiL	Lori Hageman	2:02.478
Di	Dan McDuff	1:53.581
	Raoul Proctor	1:56.369
	Jim Putnam	1:58.727
	Brent Harnish	DNF
DiL	Susan Moore	2:00.521
Fi	David Colman	1:54.823
FIL	Judy Bradshaw	2:01.764
Gi	Steve Taty	1:58.448
Hi	Bob Williams	1:55.625
	Marlin Neufeld	1:57.217
	Evan Williams	1:57.776
	Doug Fisher	2:00.109
	Bill White	2:01.142
Ki	Stuart Ward	1:53.668

See **RESULTS**, page 15

WOMEN, from page 5

Women also serve as role models for each other, as noted by Nikki Duncan, who attributes much of her improvement to Susan Moore.

Donna Sylvanovich said she got into time trailing because she married "an addictive Porsche enthusiast" and she, too, caught the fever.

Cherie Kuhn first started time trialing in the '70s while living in Colorado. After many interruptions, she returned to time trialing two years ago. She still gets that nervous stomach before each run. However, she does tend to improve with each event and "clean the clock of her competitors."

Some women catch onto driving skills very quickly, such as Louise Sousoures, who started autocrossing two years ago and time trialing just last year. She pulls some very fast times and is recognized as a skilled and fearless driver.

Leslie Richards, a POC driver, ran her first GGR event at this Laguna weekend.

Tricia Braun got her interest in racing from the Hills family and raced a Formula V. She has been involved in our sport since 1988 and has since drawn in other enthusiasts, including husband Greg and her brother, John Beck.

Of course, many of our men drivers are responsible for getting women interested in driving.

Many other women drove this surprise Laguna weekend, including Caroline Robertson, who wears a permanent smile, Carolyn Doberenz, Lauren Merrill, Laura Watts, a first-time driver who humbled us with her 1:59 time, and Katie Elder, whose husband Ralph is repeatedly astonished with her increasingly faster times.

Many of GGR's women support the Time Trial series by working, and we would be remiss not to include them as part of the event.

Another weekend notable: David Colman took a few laps in a Boxster, which had street radials and no factory sports package, and turned a 1:55.43. He accomplished this without dropping a wheel off the pavement.

Our special thanks to Debbie Gray for arranging the Saturday evening hilltop dinner with a gorgeous view of the track and to our many workers, who make our events happen.

The weekend could not have been more fun, and we extend our appreciation to Time Trial Chairman Neil Librock for his humor and smooth-running Time Trial series. Δ

Is bigger brakes a bunch of bull?

By **TODD MEISNER**
Acadia Region

Since I have been attending more driving events, one comment I have heard repeated many times is that this car or that car has huge brakes on it and boy, does it stop quick. It seems that next to horsepower, large calipers are next in line for must-have modifications. The popular thinking is that the bigger the brakes, the faster it'll stop.

I've always had my doubts about this but now thanks to an article by physicist Brian Beckman, titled 'The Physics of Racing,' I have some authoritative back-up. Excerpts from Brian's article state:

"Do brakes dissipate energy at a constant rate? My guess as a physicist

is 'probably not.' The efficiency of the braking process, dissipation, will depend on details of the friction interaction between the brake pads and disks. That interaction is likely to vary with temperature. Most brake pads are formulated to grip harder when hot, but only up to a point. Brake fade occurs when the pads and rotors are overheated. If you continue braking, heating the system even more, the brake fluid will eventually boil and there will be no braking at all. Brake fluid has the function of transmitting the pressure of your foot on the pedal to the brake pads by hydrostatics. If the fluid boils, then the pressure of your foot on the pedal goes into crushing little bubbles of gaseous

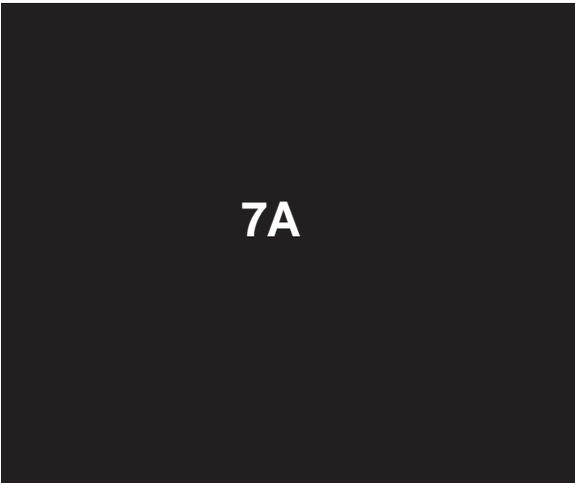
brake fluid in the brake lines rather than into crushing the pads against the disks. Hence, no brakes.

"We now arrive at the second way of looking at this problem. Let us assume that we have good brakes, so that the braking process is limited not by the interaction between the pads and disks but by

calipers, at least in any Porsche. For one minute forget about threshold braking and think about braking with all four wheels locked (and with no directional control). Most any car can do this (that is, lock-up all four wheels). Once this happens you have shown that your brakes have a higher grabbing power than your tires. Your wheels have stopped moving and that is all your brakes can do. Now your stopping distance is a function of the friction between your tire and the road surface. A higher adhesion track or a stickier tire compound will shorten your stopping distance and nothing else. Well, lightening your car or changing the weight balance will also affect it, but that's a different direction.

Then why do the newest Porsches stop faster? Check out the tire and wheel combinations and you'll see why. ABS also plays a key roll in a non lock-up situation. Take a new 911 Turbo and disable the ABS and then put the same tires and rims on a 1969 911S, run them both up to the same speed and lock-up the brakes and the 1969 911S will stop quicker due to its lighter weight, big brakes be damned.

If what I say is true, you ask, then why the big brakes on the new cars and on all race cars? Good question. The answer lies in the first paragraph of Brian's article. What I haven't taken into account



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the interaction between the tires and the ground.

"The numbers (from a calculated table) are in the ballpark of the braking figures one reads in published tests of high performance cars, so I am inclined to believe that the second way of looking at the problem is the right way. In other words, the assumption that the brakes are better than the tires, so long as they are not overheated, is probably right, and the assumption that brakes dissipate energy at a constant rate is probably wrong because it leads to the conclusion that braking takes more time than it actually does."

You see, how fast you stop is determined by your tires, not your

See BRAKES, page 8

Time Trial 'vision' survey results

Competition Director Kirk Doberenz handed out a questionnaire at Laguna Seca Time Trial #5 soliciting opinions about GGR's Time Trial series.

Only a few of the competitors attending the event responded, but the majority of them think GGR runs safe, fun, reasonably-priced events that promote camaraderie and friendship.

In general, making changes in

the series was limited to a few suggestions, but there was overall concern among the respondents about not raising costs of track events.

About a third wanted to build excess revenues for door prizes while the remaining two-thirds said entry fees should be kept as low as possible. Others suggested limiting club-purchased door prizes and, instead, rely mostly on donated prizes. Worker door prizes were, by some, thought to be important.



Comments included keeping down the cost of the year-end awards dinner and party.

There also was concern about track time. One respondent commented that it was a good idea to keep the track open under a white flag when a dead car is being towed.

Others voiced concern about violations sometimes slipping through tech under the present annual tech system. Only safety features are checked at the track. Car preparation is the responsibility of drivers. Mentioned specifically were improper seat and sub belts and the height of roll cages not clearing a driver's helmet.

BRAKES, from page 7

is the heat generated by the brakes in the process of stopping the car. If we go back to my 911 Turbo vs. 911S example and keep repeating the test, the brakes on the 911S with their lower surface area and poorer heat dissipation qualities would start to fade and soon you could not lock-up the brakes and therefore couldn't stop as quick (soon you couldn't stop at all!).

One thing that fools a lot of people too is the feel of bigger brakes. Because bigger brakes can give a much bigger bite with less effort, they appear to brake better. Did you ever stall a car with power brakes? It seems like you'll never stop but the brakes are just as good. You just have to really *press*. Many people just don't press hard enough on the pedal to approach threshold braking.

Another factor that can play a big part is the brake balance. In most 911s the balance is biased toward the front to prevent rear lockup. If, however, you take full advantage of the 911s rear weight bias and increase the rear braking forces to better match the car's

weight transfer, your braking will improve. If one caliper setup is naturally sized to better take advantage of this, the braking performance will appear to be better. By simply adding a brake balance adjuster, things will again be equalized.

So, we have discovered the reason you may need bigger brakes. If your car is driven really hard, such as in track events, and you encounter brake fade, you need to get better heat dissipation so your fluid doesn't overheat or your pads don't fade. To correct this, use a better brake fluid, get effective brake coolers, get better pads, or (finally) get *bigger brakes*.

The next time someone with the same BFG R1s as you with the big red calipers brags about how fast he can stop, you can just smile to yourself and brake with him into any corner, but maybe just not as often.

One last comment. If you take the proper route to

stopping quicker and go with better/wider rubber, just remember this will put an additional strain on your existing braking system. Δ

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Rules committee to hear 13 proposals

A meeting to discuss 13 proposed changes to GGR's competition rules will be held at 7 p.m., Tuesday, Aug. 19, at Ken's Sportech, 1436 White Oaks Road, Suite 4, in Campbell, (408) 377-8055. Bring your own chair.

Proposals submitted are:

• 4.1 STOCK CATEGORY

Wing & Airdams: For the purpose of autocross, but not time trials, any stock category car may use any wing or airdam that would be allowed in the production category. Change to:

4.1 STOCK CATEGORY

Wings & Airdams: For the purpose of autocross, any stock category car may use any wing or airdam that would be allowed in the production category.

- Reclassify the 1976 911S out of Class K. The vehicle is currently matched in the K category with the 1975 Carrera and all SC cars. This creates a significant competitive advantage for the larger engine and wheel cars.

- Move the following paragraph from PRODUCTION to IMPROVED.

4.3 (d) **Tails/Wings:** Rear spoiler leading edge must be attached to the car. 911/912 Porsches may run rear spoilers with dimensions equivalent to 911 stock Carrera or Turbo spoilers or smaller. Rear vision must not be impaired. Spoilers may not extend past the width of a factory stock-bodied car. A 914 may run a rear spoiler, not to exceed five (5) inches in height and not to exceed the width of the body. Any 924 may run rear spoilers with dimensions equivalent to the 924 Turbo or 924 Carrera rear spoilers. Any 928 may run a rear spoiler equivalent to a 928S rear spoiler.

Reasoning: Many enthusiasts upgrade their cars by adding a factory or factory 'look alike' rear spoiler just for street driving. Some members in improved are already running rear spoilers. This is a very reversible change and relatively inexpensive if pre-owned components are found at swap meets, *Nugget* classifieds, etc. For example a 914GT replica rear spoiler is only \$65 new.

- An item (c) be added to section 2.7, Timing and Posting, as follows:

(c) The posting of entrants and times may be annotated with TTOD (Top Time of Day) and TTODL (Top Time of Day, Ladies). TTOD should be indicated

for the registered entrant with the lowest elapsed time. TTODL should be indicated based solely on gender and lowest elapsed time, regardless of whether the entrant is register in a ladies class. I believe that this will avoid confusion in cases where women prefer not to run in a ladies class.

- Look at power/weight ratios to more equitably define classes for late model cars. In the class I run in, MI, we have both turbo and non-turbo cars competing in the same class. The advantage that the turbo cars have makes for a very unlevel playing field. For example:

Model	Power
90' 911 C2	254HP
92' 911 C2 Turbo	315HP → 24% more horsepower

I can live with competing against 930s (about the same power/weight but bigger brakes/wheels) or RS Americas (slightly less weight), but the advantage I've described here is overwhelming.

One idea: Put the early 91-94 turbo cars in N class. They have more power than a stock 993, but this is balanced by the suspension advantages of 993 over 964.

- Allow removal of airbags in all cars.

4.3 (j) [delete section; renumber following sections accordingly]

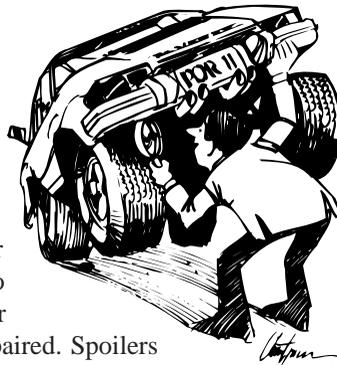
4.1 (p) Delete wording: "as long as a factory airbag is not removed when the wheel is changed."

Reason: There is sufficient contradictory information about airbags that it is reasonable that a person be allowed to choose whether things in their car blow up in their face. Airbags probably decrease total safety once a driver is using properly installed 5-point belts, as they will add little restraint but pose real issues of burning and facial impact.

- Change in recommendation of helmet purchase.

3.3T (i) [delete strong recommendation of SA helmet]

Reason: The only two differences between SA and M that are likely to matter are the interior nomex lining of the SA and the extreme increase in price from M to SA. People can buy either, and choose open-



RULES, from page 9

face or full-face, but we're just recommending that they spend a lot more money when we have very limited justification for doing so.

- Clarify taping of glass at time trials

3.2T (f) [new section] Exposed glass light lenses must be taped or covered with adhesive plastic to limit the spread of glass in an impact. Tape coverage must be at least 75% of the glass surface. Lenses covered with clear plastic shall be marked by a 3" (minimum) length of colored tape to signify to the grid, tech and safety crews the presence of the clear plastic. Plastic lenses need not be taped.

Reason: There has been no rule on this topic, though the taping requirement has existed for a long time. The taping requirements also frequently get re-interpreted, contradicting earlier interpretations. This proposed rule clarifies what is required.

- Allow spring cars to set ride height

4.2 (x) [new section] Cars with spring suspensions may change the springs for the purposes of setting ride-height as long as the spring rate of the installed spring is allowed in the class. Note that springs may not simply be cut; cutting a spring dramatically changes its spring rate.

Reason: We have traditionally allowed the torsion-bar cars to adjust ride height to any desired level, even in the stock category. The spring cars, especially the US 993s (which sit 1.5" higher than the European versions) have extremely limited adjustment of ride height. Consistent with letting ride height be an owner's choice, changing the springs without changing the spring rate will be a cost-effective solution.

- Establish tire/wheel limits for 993s

Appendix A [add the following numbers to the matrix for class N]: Estimated weight/hp: 11-11.5; Maximum wheel width, front/rear: 8/10; Minimum tire aspect ratios: 16":50, 17":40, 18":30; Maximum tire sizes, front/rear: 245/285; [add for the twin turbo, estimated weight/hp: 8.3]

Reason: There are currently no values for these factors for the 993.

- Add class for Boxster, turbo, anything else missing.

- Set dates for 1999 Rules change meeting.

- Allow drilled rotors for production class on 924, 944, 951. Now, only slotted rotors are allowed. Drilled rotors put you in street modified.

- Allow any spring rate for the 924, 944, 951 in improved class. Now, they are free in production class only.

Porsche Parade 1997

Trouble getting there doesn't dampen fun

By JAMES OHL

The road to Parade

The eager GGR caravan left for the 1997 Porsche Parade in San Antonio on June 11 with Jean and I leading (914), followed by Gerry Brown (914), George and Shirley Neidel (914), with Robin Aube and Sharon Neidel (911) as the back door. We kept that order with Jean navigating all 4,300 miles to and from San Antonio.

George's 914 soon developed a hot start problem and we ended up pushing his car to Texas and back. It later started running rough and backfiring and eventually the muffler seams blew.

My alternator light came on at the first rest stop in New Mexico. About 60 miles from Albuquerque, we stopped at a rest area to recharge the battery. There was a telephone across the freeway at an Indian casino and the local PCA region (Roadrunner) was listed. It's manned by a member who has been providing this service for his region for years.

We scooted into Albuquerque directly to Wittler's Automotive. Next morning, Jean and I convinced the rest of the crew to head for Texas and we would join them that evening.

We got to Ft. Stockton about 40 minutes after the others, who had left three hours before us. The

See ROAD, page 13

James' secret diary of the '97 Porsche Parade

Any Porsche Parade is good, but some are more memorable. The 1997 San Antonio Parade was one of the better ones — wet but good.

Finally arrived, we registered, teched and hobnobbed with friends — the people we see year after year at Parade. The Parade staffs are very friendly and Porsche people are more than helpful.

Unfortunately, the Van Heuits were hit by an inattentive Texas driver at a four-way stop in front of our Hyatt headquarters — ruined the right rear taillight, fender, bumper, trunk lid, etc., but the car was driveable. Seems like half of Zone 7 tried to rewire the taillight.

The Parade binder had the name of a local shop, Jones' Autowerks, operated by PCA members willing to stay open extra hours to assist Parade participants. The Van Heuits left in search of a taillight assembly.

The Swedish Porsche club gave their enthusiast of the year a trip to our Parade. We met him and his buddy in the parking lot when they came over to admire the 914s.

At 3:30 a.m., Sunday, a massive Texas thunderstorm woke us and we realized we left the windows cracked on the 914.

That day, Jean and I worked the Goodie Store and

met up with Paul and Carole Seidel, who have a license to sell PCA-related merchandise.

The Welcome Party was fun, and the Canadians did their expected crazy entrance. Teresa Lommatzsch won the Armadillo Races and got the first trophy awarded at Parade.

On the way to the Monday Concours Breakfast, my 914 started running very rough and died on the freeway.

I called Jones' Autowerks which arranged for a flat tow. Every Porsche driver that passed wanted to stop and help. I waved them on. The tow truck driver only took cash or checks but told me not to worry. He charged Jones' for the 40-minute tow. We missed the Concours.

Jones' thought I had water in the gas or a moisture-caused electrical problem. We went back to the hotel to get ready for the Concours Banquet. I called home to Carlsen Porsche and learned our Boxster had arrived and was sitting locked on the showroom floor awaiting our return.

The shop found nothing in the fuel system and were checking the electrics. I told them to stop working on my car and to go to the Concours Banquet.

See *PARADE*, page 12

PARADE, from page 11

Tuesday, no 914, no rallye. Jean was happy. She thinks Parade rallyes are too long. Jones' found dirty and greasy trigger points and cleaned them. Wonder if the quart of oil I dropped when topping off in Kingman, Ariz., had anything to do with that?

We got the 914 back Tuesday afternoon. The bill was just over \$200, including the \$38.50 tow, oil change and new wiper blades. Jones' also worked on George's car. It turned out to be a faulty pointless ignition part.

Wednesday was my turn to autocross at the old, unused runway at Brooks AFB. Big signs warned people of rattlesnakes near the runways. Rob Neidel did his usual excellent motor mouth, which was needed as the Parade autocross staff were having all kinds of timing and scoring problems.

John Clever was credited with a time almost 10 seconds faster than the best 914, but this error was quickly realized. I learned my third and final run time when they posted the hand written times in impound.

This list was incomplete and had to be retracted and corrected. By that time — over an hour after we had finished running — we were all very hot and tired. Everybody just signed the sheet so we could leave. I was the fastest 914 on street tires and beat two other 914s. Don't ask how many 914s were on R spec tires and ahead of me.

That evening, we rode air-conditioned buses to Old Town San Antonio for dinner at La Villeta near the Riverwalk. Dinner was followed by entertainment and then the Rallye awards. Jean got so hot that we left early and sat in the cool bus.

PCNA had a great Boxster tech session and tire

12A

This interesting 'Stealth' 911 did not win the costume contest.

reps for all the brands at Parade offered advice.

The local Porsche dealer loaned the two Swedes his personal car to drive during Parade. They didn't want to autocross a borrowed car, so one of the participants let them drive his improved 914. They finished second and third in class.

A slower driver protested because three people had driven the same car. The protest was upheld and all three were eliminated. Everyone was upset by this, to

REMEMBER THE ALAMO?

*A contingent of
Parade goers
found time to
take in a little
sightseeing,
though some
reportedly
thought they
were being
taken to a car
rental company.*

12B

ROAD, from page 10

Neidels greeted us with cold beers. Bob and Marilyn Van Heuit were at our hotel and joined us for the final leg.

George's car was still running rough, but he decided to wait until San Antonio for repairs. About 175 miles from San Antonio, we entered the Texas hill country, small rolling hills, lots of trees, shrubs, steams, and millions of beautiful wildflowers.

We arrived at Parade by mid-afternoon, Friday.

For the trip home, we had planned to leave very early Sunday to get out of the rain and across the Texas desert before it got too hot. But neither George's nor Gerr's 914 would start.

We got them running but everyone was soaked. San Antonio had 18.5 inches of rain Sunday. Two hundred miles later, we broke free of it. Do you know what to call my 914 in a Texas rainstorm? A bucket! We put our luggage in plastic bags.

That evening in Las Cruces, N.M., both the front and rear trunks still had about an inch of water in them and water was still leaking as we went through Phoenix the next day. That's when George's starter died entirely, and now we had to push start him hot or cold.

On Monday, our longest day, we drove 760 miles from Las Cruces to San Bernardino. It was hot and slow as George's car was not running right.

The last day was easy. We were home about 3 p.m. and later found water coming out of a pipe in the wall of our house. The water heater gave up — thankfully we were home. Δ

A wolf in sheep's clothing dressed up as little Bo Peep did.

say the least. The Parade staff nicely solved the problem. They moved the Swedes into a special exhibition class and awarded them first and second finishes.

We (Jean and I, George and Shirley Neidel, Robin Aube, Sharon Neidel, Bob and Marilyn Van Heuit and Don Tevini and Jacque Booth) won the table decorating contest. Our theme was a Californian's view of a Texas Autocross. We had Wiley Coyote and the Roadrunner roasting an armadillo with an autocross full of snakes and road kill decorating the table. Each person wore a T-shirt with a Rob Neidel road kill drawing on the front and a road kill menu on the back.

At dinner, we saw lightning and heard thunder. It started raining later and it did not stop for several days.

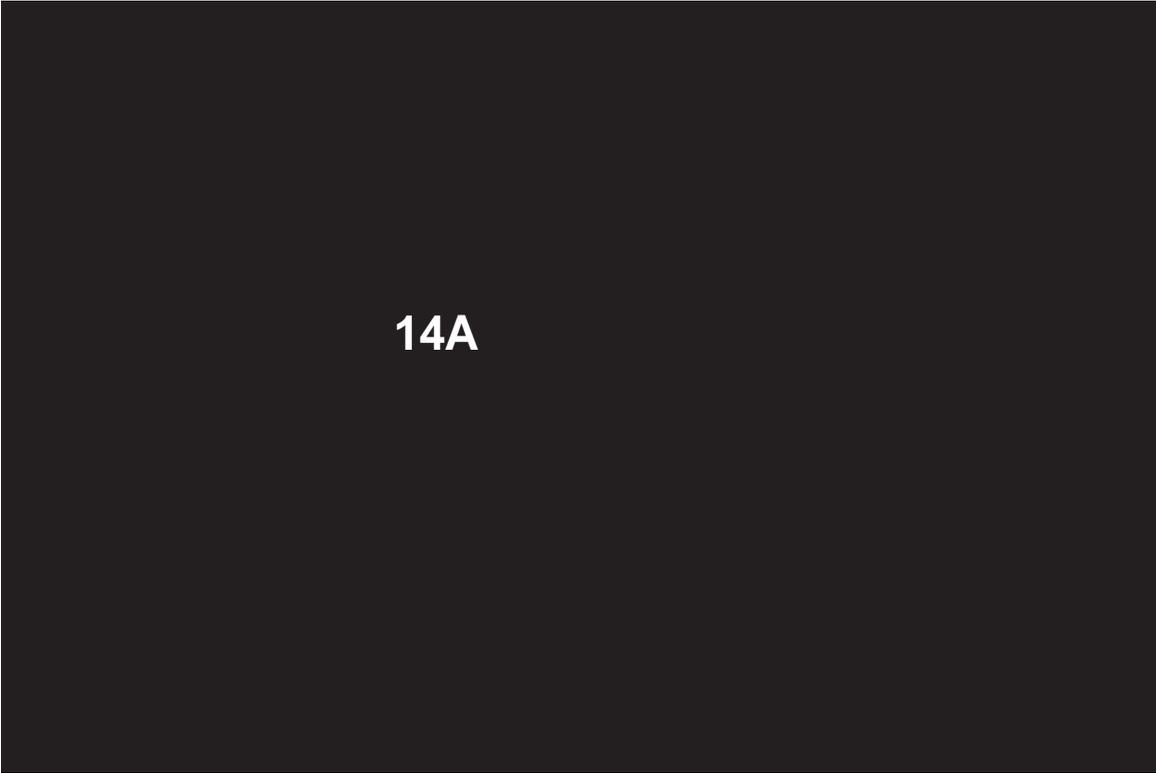
Saturday, the worker party was supposed to be an outdoor picnic at Sea World but became an indoor Mexican banquet at the Hyatt. The hotel chef was asked what was possible at about 11 a.m. and he had food for 550 people at 1:30 p.m. We made the chef come to the room to receive our applause and thanks.

The final Banquet was great. The food was terrific and none of the speeches were too long. They announced that San Antonio had 8.5 inches of rain on Saturday. *Panorama* will have complete Parade results, but at least six names, including some local people who left early, were drawn before our own John Clever won the coveted trip to Germany. Δ

13A

SHE'S ARMED

Teresa Lommatzsch has her hands full of Texas armadillo. She proved to be a crafty racer to win this unusual competition. She carried the day by legally carrying the beast to the finish line.



14A

***THE PRIZE** — Handsome trophies await the finest cars entered in the Automotion Concours held in conjunction with the Automotion Swap Meet in June. Veteran GGR member Brian Carleton, always a tough competitor in the clean car crowd, and his beautiful red Speedster, shown in the background, took the coveted first place.*

Beauty abounds at Automotion Concours

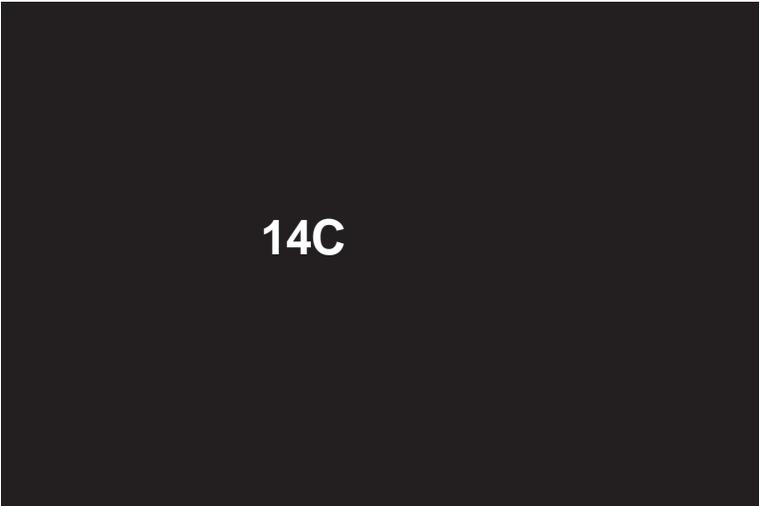
Photos: Dick Cottrell



14B

The Automotion Concours attracted 17 eager entrants who displayed some of the finest prepared cars in PCA's Zone 7.

Automotion Swap Meet shoppers, who turned out in force to hunt bargains, were treated to the show of gleaming finery as they entered the grounds.



14C

***CLEAN LINE** — Beautiful cars encourage restorers to finish projects.*

RESULTS, from page 6

Ki	Ken Park	1:56.728
	Chris Murray	1:56.904
	Tom Thompson	2:01.631
KiL	Leslie Richards	2:01.109
Li	Masuo Robinson	1:48.308
Mi	Ron Herrerias	1:50.908
	Jeff Stevenson	1:54.793
	Mark Havens	1:55.769
	Louise Sousoures	1:56.739
	Tim Ferris	2:02.146
Ni	Alan Kushner	1:52.398
Ap	Jim Ralston	2:05.260
Bp	Kevin Voigt	1:52.200
	Ted Voigt	1:52.894
	Dennis Neely	1:53.353
	Larry Sharp	1:54.961
	Todd Harter	1:56.228
	Jeff Williams	1:58.450
	Bert Del Villano	2:01.985
Cp	Anthony Waitz	1:54.028
	Steve Casaletto	2:00.367
Ep	Mike Mitchell	1:50.176
	Bob Norwood	1:56.698
EpL	D. Sylvanovich	1:54.246
	Nikki Duncan	1:55.108
Fp	Scott Yeaman	1:53.609



Hp	Kirk Doberenz	1:51.103
HpL	C. Doberenz	1:56.043
Jp	Henry Watts	1:48.076
JpL	Laura Watts	1:59.271
Kp	Rob Johnson Jr	1:49.106
	Tony Mazzagatti	1:50.049
	Steve Kuhn	1:51.668
	Mark Johnson	1:52.820
	Bill Fergus	2:05.764
KpL	Cherie Kuhn	1:55.159
Mp	Jeff Sykes	1:49.647
Bx	Dick Antoine	1:56.876
	Richard Gray	1:57.593
Fx	Jim Housman	1:58.276

FxL	Lauren Merrill	1:53.881
Gx	Ken Mack	1:50.557
	Essy Fariab	1:55.140
Br	Gary Dorigi	1:49.531
BrL	Nancy Dorigi	1:52.453
Fr	Erik Ostly	1:52.272
	Mark Shattuck	1:56.319
DmL	Lori Gallen	1:49.802
Gm	Ross Merrill	1:47.622
	Dan Thompson	1:51.881
Gt	Greg Sirakedes	1:43.070
	Ken Shahoian	1:45.973
	Tim Gallen	DNF
Lm	Ken Mason	1:51.011
	Bill Benz	1:55.375
Qm	Gary Jones	1:44.547
	Jon Cox	1:59.004
Y	Dan Cowell	1:47.823
U	Rich McGlumphly	1:39.380
	David Kimes	1:45.393
	David Ferguson	DNR
UL	Ellen Ferguson	DNF
Z	Lloyd DeMartini	1:37.989*
	Art Seeger	1:40.882
ZL	Pattie DeMartini	1:42.729**

* Top time of day

** Top time of day ladies

Automotion

It's coming together!

The Stead Porsche new facility is rising from the rubble to exceed all expectations. The sales staff is excited, the parts and service staffs are excited and Porsche enthusiasts watching it take shape are excited.

This new Porsche venue will enhance delightful Walnut Creek and specifically serve those seeking to own and those owning Porsches, and do it in Porsche style.

A few surprises have shifted the inaugural of this special Porsche store to August. Plan to celebrate with us.

Watch *The Nugget* for an invitation to the grand opening.

July Board of Directors meeting

Meeting called to order at 7:30 p.m., July 2. Present: James Ohl, Larry Sharp, Marianne Gardner, Carolyn Lusk, Louise Sousoures, Kirk Doberenz, Karen Neidel, Richard Gray, and Sharon Neidel. Absent: Greg Braun. Minutes of June meeting approved.

Postmortem of events

The June 7 Autocross had 51 cars. Stalls at the Automotion Swap Meet were sold out by 7:30 a.m., the Goodie Store had over \$900 in sales. The June Friday Night Social had 13 attendees. The Laguna Seca Time Trial had good weather and a phenomenal dinner. The June 28-29 Autocross had better attendance on Saturday than Sunday. Sunday only had 35 cars, but LPR covered our cost of Candlestick due to a mixup on dates. Board discussed the communication problems that occurred, and agreed to have all Board members talk to GGR autocrossers to get opinions on how to deal with the points situation, to be discussed at the August Board meeting. There was adequate time for the Vice President to get insurance for the event. Calendar changes must be approved in advance by the Board.

Director reports

President: A 15% postal increase will affect our 1998 budgets. Insurance companies are getting more strict, and not accepting damage incurred at PCA events as allowable losses. The Zone Chief Autocross Instructor, Masuo Robinson, has updated the list of approved Zone 7 autocross instructors.

Vice President: Insurance for all July events has been received.

Secretary: Motion approved to

accept updated Goodie Store budget.

Treasurer: Board reviewed year-to-date budgets and actuals. Board approved Treasurer's report. Past due financial report: Zone 7 Autocross School. Received check from Automotion Concours earmarked for charity.

Membership: Number of prime members is 1,240, with 35 applications in process and 22 new members. Board approved motion to accept all applications. People applying for membership via the website is increasing; PCNA is regularly forwarding applications received over the Internet. Three requests to have *The Nugget* mailed first class have been received.

Competition: The Autocross budget was updated for actuals through June 29 and for future events to reflect the current average number of entrants. Board approved motion to accept updated Autocross Series budget. The Rules Committee meeting has been set for 7 p.m., Aug. 19 at Ken's Sportech to discuss the submitted 1998 GGR Rules Change proposals.

Social: Budget for the Aug. 8 New Member Social was approved as submitted. Budget for Aug. 3 Carlsen Swap Meet concessions was approved as submitted, with the excess revenue going to charity. Dave Blanchard is planning future tech sessions and working on dates through March 1998.

Nugget Editor: GGR finished ninth out of nine in our region size in the Parade newsletter contest. Board consensus is the membership is happy with *The Nugget* as published. We will maintain *The*

Nugget's current size, format and budget.

Past President: No report. Sharon accepted the Nominating Committee chair to form the 1998 slate of Director candidates.

Webmeister: Our website has had over 4,300 visitors. In addition to adding the latest Autocross and Time Trial results and *Nugget* stories, a Members Photo Gallery and movie have been added.

New Business

David Kimes presented an update on preparations for the Club Races. The Thunderhill Club Race budget was unanimously approved as amended (\$1.50 per day administrative fee waived). The 97 Sears Point Club Race will have only three race groups; Time Trial education will be a fourth group, to run last, which can be canceled if it gets dark. The Autocross trailer DMV registration has been brought up to date. Currently yearly correspondence is sent to various members of the club. As people move and Board officers change, a permanent mailing address would prevent delays in pertinent mail. President took an action to find out cost and availability of Post Office box in Woodside. The Annual Members Meeting will be Jan. 10, 1998, time and location to be announced.

Meeting adjourned at 10:14 p.m.

August meeting is set for 7 p.m., Wednesday, Aug. 6, at Larry and K.C. Sharp's residence, 1119 Megan Road, Livermore, (510) 371-6238. Call James Ohl, (415) 341-9020, to add agenda items.

Members

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

5 years

George & Huavette Dias

10 years

Milo & Diane Dorr
Tim & Lori Gallen

20 years

Guy & Barbara Jinkerson
Steve & Linda Tonelli

30 years

Carole Butcher

32 years

David & Helen King

37 years

O.R. & Ruth Garretson
Edwin & Marian Livingston

New members

Please join us in welcoming our newest members.

Bechtold, William
337 Tennyson Ave.
Palo Alto, CA 94301
911SC 78

Bianchi, Jr., G. John
16611 Madrone Road
Los Gatos, CA 95030
408-453-3037
911 Turbo 92

Brown, Andrew
714 Pelleas Lane
San Jose, CA 95127
911S4 97

Buelteman, Robt. & Julie
237 Clara
San Francisco, CA 94107
415-947-5470
914 72

Carboy, Michael
1800 Broadway #301
San Francisco, CA 94109
415-928-1298
911 97

Louise Sousoures, membership

Cini, Kathleen
6434 Mojave Drive
San Jose, CA 95120
408-997-3409
928 S4 89

Evans, Keith
Laura Macey
38737 Almaden Place
Fremont, CA 94536
510-797-5845
Boxster 97

Frankel, Diane
1732 Vista Del Sol
San Mateo, CA 94404
415-349-817
911 84

Froehler, Brian
2310 Monserat Ave.
Belmont, CA 94002
415-593-2041
911 95

Fung, Francis & Julia
514 Arballo Drive
San Francisco, CA 94132
415-584-2333
911S 76

Genovia, Elliott
Paula Jane Gallant
1379 Pine Lake Court
San Jose, CA 95131
408-954-5598
944 88

Gunville, Ken
Cassada, Judy
PO Box 1363
Capitola, CA 95010-1363
408-662-3764
911 67

Hacke, Chris & Suzanne
3651 Scott St.
San Francisco, CA 94123
911C 73

Hutchinson, Mark & Kathy
10069 Broadway Terrace
Oakland, CA 94611
510-235-8162
911 74

Kaplan, Leo & Julia
1380 Greenwich St. #403
San Francisco, CA 94109
Boxster 97

Katler, Ernie & Ann
11 Highgate Road
Kensington, CA 94707
510-527-7461
911 Cab 84

Leung, George
Lily Chan
2060 Harrington Ave.
Oakland, CA 94601
510-532-2316
911 81

Luciw, Bill & Sharon
555 Sullivan Drive
Mountain View, CA 94041
415-964-6930
911 91

Masangcay, Chet
199 Woodcreek Common
Fremont, CA 94539
510-661-0558
911 Turbo 89

Morana, Marco
41539 Chadbourne Drive
Fremont, CA 94539
911 69

Picazo, Jose & Jean
115 Harwood Court
Los Gatos, CA 95032-5144
408-356-7300
911 Turbo 94

Robbins, Douglas
PO Box 26753
San Francisco, CA 94126
415-563-3602
911 93

Bauer Porsche

Official Count

New members **22**
Transferring in **4**
Transferring out **4**
Total members **1240**

Partsheaven 1/8 pg

Transferring in

Brown, Jack
Jane Bisbee
3182 Campus Drive #384
San Mateo, CA 94403
911RS 93

Dettloff, Erik & Michelle
1233 Shrader St.
San Francisco, CA 94117
912 67

Putnam, James
64 Calistoga Court
Danville, CA 94526

Smith, Jim
Sue Pemberton
PO Box 370608
Montara, CA 94037
415-728-8543
914 73

Transferring out

Brocklehurst, Jerry
Terri Cook
7603 Dumas Drive
Cupertino, CA 95014
408-366-1060
911Targa 84

Kuonen, Rocky
990 Edgewater Dr NW
Atlanta, GA 30328-3510
914-6 70

Schneider, Howard
Margit Beck
1775 Old County Rd Apt 10
Belmont, CA 94002
415-593-7337
944 86

Van Egmond, Victor
PO Box 1146
Parowan, UT 84761-1146
415-861-1622
356B 61

Can we talk?

Friday Night Social

6:30 p.m., Friday, Sept. 12

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

Moving?
Let GGR know.

Write to
Membership Director
102 Greenfield Place
Los Gatos, CA 95030

\$3 off
Any x-large pizza

\$2 off
Any large pizza

\$1 off
Any medium pizza

*With coupon
Expires 9-15-97*

PIZZA RESTAURANT
364 S. LIVERMORE AVE. • 449-5508

Marketplace

VEHICLES

1970-914-6 Ex GTU race car, roller. This race car has everything, too much to list. The only thing between you and a race track is your engine/transaxle. Interested parties call (408) 245-4410.

1974 911S Coupe (VIN 9114600425). Mid-80s turbo bodystyle. RS engine (9011061015R). European model with H4 headlights, sunroof, and DOT certification. Briefly time trialed in 1988 (rollbar, Simpson belts, Recaro seats). Pearl with racing and turbo graphics. Well maintained with new Goodyear GCSs. Current owner since 1988. Great value at \$12,495. Andrew (415) 472-5610.

1974 914 2.0L. Great condition. Setup for street, autocross or time trial. Red/black; many extras - call for information. \$8,500 obo. Dale (408) 354-1965.

1978 Targa metallic copper w/tan leather. 170K miles, polished 7 & 8 w/Comp T/A's. AC, stock mounted Blaupunkt FM and CD player. H4. Very good shape, local Stockton/Sacramento car. Need quick sale. \$11,500 obo. Bruce (415) 599-4217.

1980 911SC Coupe. Silver/black, 6,500 miles, leather seats, A/C, P/W, sunroof, chin spoiler, choice of Fuchs alloys, new 008Rs, choice of headlights and rear deck lids, original owner! California car, showroom condition, always garaged, never smoked in or driven in rain! \$35,000. Rich Bontempi (415) 364-6234 days or (415) 369-1364 eves.

1983 911 Turbo. Original owner, 60k miles. Amethyst with black interior. 17 inch C-2 wheels with Michelins. CD player with ADS amp, ADS speakers and custom Z-box side rear enclosures. Original motor and trans. Motor completely rebuilt by S-CAR-GO. \$27,000. Van K. Zannis, III (415) 573-8900 or e-mail: race935@aol.com

1989 911 Carrera Targa. 37,400 miles - one owner. Champagne exterior, silver leather interior. Power seats, power windows, power door locks. Air-conditioning, BBS wheels. Always garaged, impeccable condition. Stunningly beautiful sexy car! Current Kelley Blue Book, including positive mileage adjustment, high \$37,890, low \$27,325 plus wheels. Asking \$36,500. (916) 444-6276.

1992 911 Turbo #80115. Showroom condition. Black/black, 13,500 miles, original owner. \$60,000. Call G. John Bianchi, Jr., (408) 453-3037 days.

1994 Porsche 911 Special Edition Speedster. Color white with white wheel rims; black hood; black/grey leather seats and trim. Condition excellent. Only 14,500 miles. Offers circa Blue Book Guide OK. Owner returning to England in the Fall. (510) 704-8211.

PARTS & MISC

911 Fuch Carrera wheels, 7 & 8 x 16" polished w/caps,

never mounted, \$1,200. Keith Pester (916) 482-1801.

911 parts, '73 trailing arms w/tie down loops, 915 gear - 18/33; left Boge S strut; 29mm torsion bars; 19mm rear sway bar; Lockheed 4 piston calipers - fits S strut; M rear calipers, '73 S MFI pump, no. 013 (stored correctly). Buyer pays shipping. Gary McNair, 3189 Tiffanie Lane, Napa. (707) 252-2363.

914 race car chassis, roll cage, rear trunk area cut out and cross braced. Clean title car, not a salvage slip junker. No engine, trans. \$1,100. Ken Mack (408) 377-8055.

930/911 parts. 3.6 Turbo intercooler, \$1,200. 3.6 Turbo Cis injection and distributor, \$750. 3.6 turbo exhaust \$700. Andial Racing intercooler, \$1,100. Sway away adj. spring plates, \$175. 20-gallon fuel safe cell, \$300. Large European fuel lines for Cis, \$100. Electromotive crank fire ignition for twin plug \$1,000. 930 rear brake calipers \$250. 911/930 autopower roll bar \$200. Van K. Zannis III (415) 573-8900 or e-mail: race935@aol.com

1971 2.2L 911T engine, long block with Zenith carbs, runs strong, 7-10% leak down in all cylinders, make offer. "T" instruments from 1969 911T, \$35 ea. Original clock from 1969 911T, excellent, \$75. Three-point seat belts from early 911, \$75 for set of four. Original door arm rests from 1969 911T, \$75 for pair. Original rear seat backs from 1969 911T, reupholstered, perfect, \$125. Partial carpet set (5 floor pieces) for early 911/912, \$100. Original chrome rear bumper guard from 1969 911T, perfect, \$100. Call Neil (415) 917-3840 work, (510) 685-8391 home.

Great motor oil, great price. Swepco 15x40 weight. Four gallons, \$40. (510) 798-3120.

Free Panorama from Jan. 1982 to present and *Excellence* from #1 to present. Wayne (415) 345-7249.

Literature/magazines. *Panorama* from 1965 complete to current (plus 9 issues from '61, '63 and '64. *Christophorus* from #25 complete to current. *Christo* starter set #85, #95, #97-100 and #107-120. *356 Registry* complete set from Vol 1, No. 1 to current. All excellent condition. Sell in sets only. Call for prices and details. Bob Sturm (408) 773-0884.

Mechanical fuel injection for 2.4 S. Less than 6,000 miles on complete overhaul by Eurometric and Pacific Fuel Injection. \$1,800. Ken Mack (408) 377-8055.

Recaro "C" seats. Black leather, heated, pwr. lumbar, pwr. recline, adjustable bolsters, Porsche adapters. Comfortable, supportive, looks killer! Like new. Cost \$5,000 new. Sell for \$2,500/pair. Also have Recaro KRX's in brown cloth for \$900/pair. (408) 746-5809 days or (415) 948-6676 eves.

Tons of 911, 914, 944 parts, some old, some gold. Call me before you buy it new. I have too much stuff to haul to the swap meets. Ken Mack (408) 377-8055.

Wheels, set of 4, 911, 7x15 Centerlines with caps, polished, super lightweight, ideal for winning time trials,

many first places on prior YPAF, just \$100. Call Glenn (408) 554-1987.

WANTED

911 Race headers, w/o heat, 6x15 Fuchs, 2.2 MFI (any) or 2.4 S MFI any condition, 911 rollbar, early or retro style race seats. Keith Pester (916) 482-1801.

Deck lid for 1981 911 SC preferably color #D2 (Bambusbeige). Call Paul (415) 579-0836 before 10 p.m.

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.

Big O 1/4

Advertising sales

Size	one issue	half year*	yearly*
1/8 page	\$20	\$16	\$14
1/4 page	\$40	\$32	\$28
1/2 page	\$65	\$52	\$46
Full page	\$100	\$80	\$70
Inside cover	\$125	\$100	\$88
Back cover	(Call for information)		

Business card ads \$15 per month
* per month value

For information call:
Bill Lusk, *The Nugget* advertising manager
phone (510) 934-4598

GGR's Goodie Store

Car badges now in stock

- o PCA, GGR decals
- o mugs
- o polo shirts
- o name tags
- o PCA, GGR patches
- o *Upfixin der Porsche*

Goodie Store travels to
Friday Night Socials and Autocrosses
or
call Marianne Gardner (408) 943-0946

**High
Performance
House 1/4 page**



Events calendar



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

August

- Sun 3 **GGR/Zone Concours #4 & Swap Meet**, at Carlsen Porsche, Palo Alto.
- Wed 6 **GGR Board Meeting**, 7 p.m., Larry and K.C. Sharp's home, 1119 Megan Road, Livermore.
- Fri 8 **GGR New Member Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- Sat/Sun 9-10 **Zone Autocross #7 & 8**, hosted by Sierra Nevada Region and Zone 7 at Douglas Airport, Minden, NV. Saturday run sequence: Blue, Red, White, Green. Sunday: Green, Blue, Red, White. Includes a Sat. night social at a local Basque restaurant. For information call Jim Hayes (702) 828-3950.
- Fri 15 **Concours Italiano**, special Porsche Corral, 1st Fairway at Quail Lodge. Fee of \$55 includes two admissions and Porsche Corral parking. Dick Cottrell (415) 692-2100.
- Fri/Sun 15-17 **Monterey Historics** at Laguna Seca Raceway, Monterey. Monterey Bay Region hosts a "Pre-Historic" party Friday evening at Route 66 Collector Car Showroom. Porsche Corral parking at Turn 5 and brunch on Saturday. Advance purchase only. David or Laura Kuhlman (408) 626-3306.
- Sat 16 *****CANCELED***GGR/Automotion-GGR Autocross #6**, at the Sheriff's Training Facility, Dublin.
- Tue 19 **GGR Competition Rules Committee Meeting**. See page 9.
- Sat 23 **GGR Family Picnic**, 10 a.m., Earl Warren Park, Castro Valley. See page 23.

September

- Wed 3 **GGR Board Meeting**, 7 p.m., James & Jean Ohl's home, 637 Greenwich Lane, Foster City.
- Sat/Sun 6-7 **PCA Club Race & Time Trial/Driver's Education**, hosted by Intermountain Region, Las Vegas Motor Speedway, Las Vegas. Ed Mineau (801) 278-9681 or www.xmission.com/~adamant/PCA
- Sun 7 **Zone Concours #5**, hosted by Diablo Region at Valley Collision. Al Armellini (510) 254-3140.
- Fri 12 **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, Mountain View. See page 19.
- Sat/Sun 13-14 **GGR Time Trial & Driver's Education**, Thunderhill Park, Willows. For registration call Pattie DeMartini (510) 606-8543.
- Sat 20 **GGR/Automotion-GGR Autocross #6**, at the Sheriff's Training Facility, Dublin.
- Sun 21 **GGR Adopt-A-Highway**. Jean Ohl (415) 341-9020. See this page.
- Sun 21 **Zone Concours #6**, Concours d' Elegance & Champagne Brunch, hosted by Yosemite Region at Wine & Roses Country Hotel, Lodi. Norm Swanberg (209) 368-3596.
- Sat 27 **GGR/Automotion-GGR Autocross #7**, at the Sheriff's Training Facility, Dublin.
- Sat/Sun 27-28 **Zone Rallye #8**, Carrera de Sierra, hosted by Sacramento Valley Region. Rik Larson (916) 481-6084.

October

- Wed 1 **GGR Board Meeting**, 7 p.m., Richard & Debbie Gray's home, 4119 Sacramento St., Concord.
- Fri 10 **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, Mountain View.
- Sat/Sun 25-26 **GGR Time Trial & Driver's Education**, Buttonwillow. For registration call Pattie DeMartini (510) 606-8543.

Cottrell ad

Come join the

Adopt-A-Highway

crew

9 a.m. Sunday, Sept. 21
Interstate 280, Park & Ride
Woodside Road Exit, Woodside

Jean Ohl (415) 341-9020

GGR's Old-fashioned *family picnic*

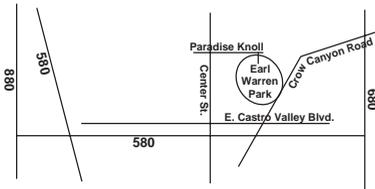
10 a.m., Saturday, Aug. 23

Earl Warren Park
4660 Crow Canyon Road
Castro Valley

Come and join us at Earl Warren Park in Castro Valley. We have lots of games planned for kids and adults alike.

All you need to bring is yourself, your kids, a dish to share with 8 to 10 people and a readiness to have fun and relax or just eat and soak in the atmosphere. The club will supply the rest.

Park in the lot at the end of Paradise Knoll or the Crow Canyon lot. These lots have LARGE speed bumps, so you may want to bring your other car or park on the street.



\$5 per couple. Kids free.

Reservations (510) 582-3291

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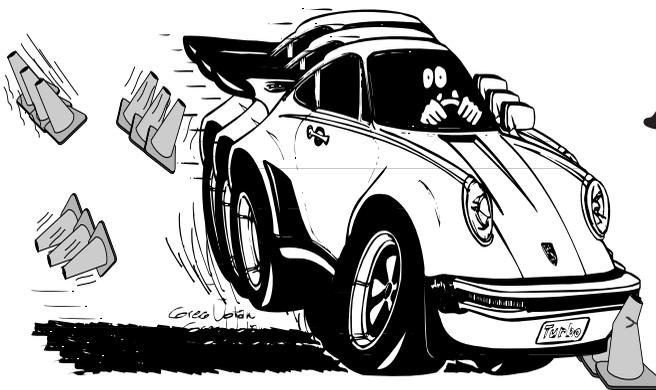
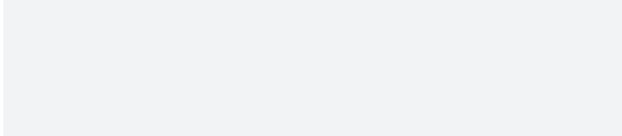


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