Inside
GGR powers at Parade
Tour group visits Ruf
Buttonwillow results
TIME TRIAL AWARDS BANQUET
Come celebrate the end of our "Vintage 96" Time Trial Series
Bring in the New Year with lots of memories and cheer!

We will celebrate together at the Wyndham Garden Hotel
1300 Chesapeake Terrace
Sunnyvale, California

Hors d'oeuvres and Cocktails - 6:00 PM  *  Dinner served at 7:00 PM

Time Trial Trophies will be awarded following dinner and then it's gambling and dancing time!

Your choice of entrees are:

- New York Strip with Cabernet Butter
- or
- Chef Vanae's Special White Fish with Parsley Vin Blanc

At the strike of midnight, champagne, hugs and kisses, followed by Casino Prizes Galore!!

Dinner Cost  
Time-Trialers  $60.00 per person
Non-Time Trialers  $80.00 per person

Reservation Deadline is December 15, 1996

Make your hotel room reservations at the Wyndham Hotel for New Year's Eve by calling 408-747-0999. Be sure to mention Porsche Club of America in order to receive your room discount.

Rooms - $62.00  
Suites - $79.00

Cost of Room INCLUDES a sumptuous breakfast on New Year's Day!

Send your check and dinner choices for New Year's Reservations to:
Caroline Robertson
505 Sapphire Street
Redwood City CA 94062

Name: __________________________  Amount Enclosed $ ________

Entree Choice: New York Steak # _______  Chef Vanae's Fish # _______
The end of the year is a time for reflection, and as I look back, I think of the praise Debbie and I have received for the job we're doing with *The Nugget*.

But my thoughts dwell on the people who have contributed to GGR's magazine, and in the process made its editors look good. Our contributors receive our warmest appreciation when looking at the cold white of a blank page.

We began 1996 at full speed with David Kimes' story on GGR's inaugural Club Race and Pattie DeMartini's vivid feature about the New Year's Eve party.

Our pace was blistering during the year with Ron and Carol Rogers' you-are-there trip to LeMans, Pattie's story about how husband Lloyd taught boisterous Corvette drivers something about modesty, with Jim Bauman's first-hand look at the Ruf facility in Germany and Ted Smith's efforts keeping us up to speed about PCA's Club Racing in the West.

Throughout the year *The Nugget*'s conscripted technical advisor, Rich Bontempi, gave generously of his time and expertise to Shop Talk.

The regulars, Time Trial reporter Anne DelVillano, Autocross reporter Carey Spreen, Zone 7 correspondents Tom Provosti and Hank Watts and Concours guru Dick Cottrell, kept us alert to the competition all year.

We stayed informed about the club's non-competitive activities, too, thanks to the efforts of columnists Dave McGuigan, reporting on membership, Anne DelVillano, handling the Board of Director's minutes, Sharon Neidel, penning the President's column, and many others.

We've had some terrific photography, as well. Marianne Gardner's picture of #3 lifting a wheel on an autocross course and Ron Rogers' Le Mans pit pictures are prime examples. All the photographers—Dick Cottrell, Larry Jackson, Jim Bauman, Pattie DeMartini, the Lusks and Louise Sousoures, among them—shared a tiny credit line and an editor's enormous gratitude.

They deserve more than a photo credit in italic or a byline in bold face. They deserve your personal thanks. Let them know you appreciate their efforts, too.

The dedication that GGR contributors exhibited during the year and the encouragement that Debbie and I took from their efforts and all your kind words have persuaded us to be your editors again next year.

Happy holidays!

---

**Staff**

**Editor**

Richard Gray

**Associate editor**

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Bob & Gisela Norwood

Dennis & Lisa Yearton

"Bill" & "George" Yearton

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Volume 36, No. 12

Cover photo: A Porsche enthusiast takes an inside look at one of the new Boxsters outside the Porsche Museum in Germany.

Photo: Jim Bauman

December 1996 *The Nugget* 3
Braking news

Smogging older Porsches
The California Bureau of Consumer Affairs has recognized that there is a carburation problem on 1968 to 1972 Porsches that prevent them from passing Smog Check II standards at 2,500 RPM. Consumer Affairs spokeswomen Paula David said Bureau of Automotive Repair referees have been instructed to pass these cars providing they meet the idle test, have all their original smog equipment and have no evidence of tamper. This is short-term relief. The agency is trying to develop a special test method for these cars. To make an appointment with the referee call 1-800-622-7733.

Smog stories wanted
Arnold Ward, Sacramento Region, wants to document cases of Porsches that fail the new smog standards. He can't solve problems, but he intends to collect imperical evidence. He wants your story to "help propose a solution." Explain your problem, include your name and phone number and send your example to Arnold Ward, 6749 Leatherwood Way, Sacramento, 95842.

Membership up
A year-long membership drive increased PCA's numbers by .5% from June 1995 through May 1996, it was announced at the Executive Council Meeting at Parade. The region attracting the most new members during the drive, according to a "factored growth index" rating, was Wild Rose Region in Canada with an index number of 162.47. Each of that region's 78 members received a $100 gift certificate. GGR membership increased during the period by 70 to 1,150 for a respectable .06% increase and a factored growth index of 66.48.

Boxster's hope
Porsche's new Boxster presents a chance for the independent automaker to double its sales in North America to 15,000 cars, depending upon availability, said Porsche Cars North America President Fred Schwab. Porsche had record losses four years ago and last year made a small profit with fewer than 6,000 cars sold in the U.S. This year Porsche expects a much better profit and expects to sell 7,500 cars in North America. Porsche's independence, is believed to be assured, he said.
Where the cars are neat

Ohh’klahoma
& the Porsche Parade

By DAVID KIMES

A must for any Spider pilot is a very cool helmet and goggles, but Alyssa Lusk proves that work comes with Porsche play.

A
fter several false starts we were finally ready to begin our trip to Oklahoma for the 41st Annual Porsche Parade. The plan was to take Herbie directly to Parade. Good sense (also known as Diane) pointed out that towing a car 2,000 miles for three minutes of driving was questionable. Little did we know how correct she would be. Finally, we started out in our ’86 Turbo, nicknamed Goldie, for a comfortable three-day trip to Shangra La (the name of the resort hosting Parade). We breezed through California into Flagstaff, Ariz., for our first night. A major storm with thunder, lightning and hail woke us around midnight. A quick check of Goldie showed her covered with hail and surrounded by a small river of water with hailstones floating on top. I considered asking Diane to go cover Goldie with her body to prevent any hail damage, but quickly remembered how much life insurance Diane has on me, and discarded that as a really stupid idea.

Saturday dawned clear and bright and we were up, fed, and ready for the road by 7 a.m. On the on-ramp joining I-40, Goldie opted to no longer participate. Just died and would not restart. A quick call to AAA and a tow to a local repair shop pronounced the problem to be more severe than the local shop could handle. U-Haul to the rescue. We started out again in a 14-foot truck with Goldie riding on an attached trailer. Driving a U-Haul truck capable of hauling 4,000 pounds with nothing in it over Arizona, Texas, and Oklahoma roads was about the least fun we have ever had. We finally got to Tulsa where we dropped off Goldie at the local Porsche dealer, turned in the U-Haul and continued the remaining 90 miles to Shangra La in a Neon. A Porsche it’s not, but after two days of U-hauling, it was a darn near pleasant ride.

See PARADE, page 6

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It was now Monday afternoon and we finally arrived to be greeted by a drive through two championship 18-hole golf courses and check-in at what is probably the most beautiful lobby on the planet. We had called the resort from Arizona so they were aware of our problems and took pity on us by assigning us a very spacious room overlooking the beautiful Grand Lake of the Cherokees. As I lay on the bed with a view of the last of the Concours, the lake and the trees blowing softly in a light wind, I asked Diane how long we could stay before the money ran out. She actually hesitated, but sanity prevailed as we quickly opted to get cleaned-up and not miss any more of Parade. The Concours Banquet was simply great. A delicious meal (BEEF...Good Job Oklahoma!) and would you believe a well-paced program (Good Job National!). The highlight of the evening came when we learned that our very own Golden Gate Region member GEORGE NEIDEL was PCA’s Enthusiast of the Year! Much yelling and back-slapping and hugging followed, and just that quickly all the problems of getting there were forgotten.

Tuesday was Rally Day, but no amount of wheeling and dealing would convince the Rallymaster that the Neon was a Porsche, so we contented ourselves with wandering around the immaculate grounds. Meanwhile, as Diane worried (that’s her job), I calmly put my faith in Uncle Ken (of KEN’S SPORTECH) and Federal Express. Once again my faith was well placed. Fred Jones Porsche installed the shipped “brain” and delivered a new mobile Goldie to Shangri-La, just in time for us to drive the 25 miles to Miami (pronounced M-eye-am-ma), to walk the Autocross site. The city of Miami closed its public airport so we would have a site and the organizers took maximum advantage with a very fast and challenging course (Thank You Miami, Oklahoma!).

On Wednesday the 356s, 914s and 944s got the first chance to drive the airport. A somewhat unique instruction in the drivers’ meeting was if the course workers display both yellow and red flags, a plane needs to make an emergency landing and to exit the course as quickly as possible. Goldie was well enough to squeak out a third place finish even with a stock brain and hard rubber tires. We got back to Shangri-La with just enough time to clean up and make it to the Rally Awards Banquet. It continues to amaze me how well GGR does in Parade Rallys even though we do not have an on-going rally program.

Thursday and driving rain welcomed the 911s for their try at the driving event. Terry Zaccone still eked out a class win and Bill and Carolyn Lusk joined me with third place trophies as the sky finally cleared in the afternoon and ended the fun of watching 911’s spin their way down the runway.

Friday dawned clear and bright for the super zoomies as Carey Spreen joined the third place club and Zone Rep Tom Provasi took overall Parade Top Time of Day. Friday evening and the Driving Event Awards Banquet capped a very busy three days with everyone talking about how the course was very fair for all the various types of cars.

Saturday and time for the Tech Quiz. As usual, a chance to prove to everyone that you don’t really know a lot about our favorite cars. The worker party followed the Tech Quiz and I am almost sure everyone who worked got some kind of door prize. Saturday evening and time for the Victory Party. A great presentation on the Boxster by PCNA and awards for the Tech Quiz, Art Show, and various other venues were presented. Again it seemed every third or fourth name called was from Golden Gate. The best finishes in the Tech Quiz were the first places garnered by Alfred Ahken and Rob Aube, whose significant other, GGR President Sharon Neidel, nabbed a second.

Finally the moment we had all waited for—the trip to Germany was to be awarded. Diane’s comment last year in Portland was “I just hope it’someone I know.” Well, it was me, so this year I checked to make sure I was still eligible and I was. Diane’s comment this year was “Get real David, twice in a row! I don’t think so. But I’ll be happy if it’s someone I know.”

Would you believe the trip went to GGR member Gwen Sablan who was sitting next to us at the same table! I’m now selling seats next to us for the San Antonio Victory Banquet if you are interested. Due to space limitations, for a reduced fee, I’ll be more than happy to introduce you to my wife!

Sunday and it’s all over. Given everything, it was a great Parade. One of the best parts is seeing our once-a-year friends and catching up on each other’s lives in the 12 months or so since we last visited. The only casualties were Diane’s back, Goldie’s brain, and my ability to tell Okie jokes. Oh well, Texas is a whole new field. Have you heard the one about the lady in the armadillo suit...If not, see ya all in San Antonio. A
## Shop talk

### Emissions and gross polluter standards

**Dilution thresholds and maximum idle RPM limits**

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<th>MODEL YEAR</th>
<th>VEHICLE TYPE BY GVWR</th>
<th>AVERAGE EMISSIONS FOR PASSING VEHICLES</th>
<th>PASS/FAIL STANDARDS</th>
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**CO**—Carbon Monoxide  
**ESC**—Emissions Standards Category  
**GROSS POLLUTER STANDARDS**—Emissions standards used to designate a vehicle as a gross polluter. A vehicle is designated as a gross polluter if the emissions levels at the time of the initial inspection, are greater than the gross polluter standards for hydrocarbon or carbon monoxide for the idle or 2500 RPM inspection.  
**GVWR**—Manufacturer's Gross Vehicle Weight Rating  
**HC**—Hydrocarbon  
**MAX. IDLE RPM**—Maximum Idle RPM Limits  
**MIN. CO + CO2**—Minimum CO + CO2 dilution threshold  
**PASS/FAIL STANDARDS**—Emissions standards used to determine if a vehicle passes the emissions portion of the inspection. A vehicle passes if the emissions levels are equal to or less than the hydrocarbon or carbon monoxide standard for the idle or 2500 RPM inspection.

Source: California Department of Consumer Affairs/Bureau of Automotive Repair

December 1996 The Nugget 7
GGR ‘buttons’ down ’96 Time Trial series

By ANNE DELVILLANO

We all reached Buttonwillow and faced a serious threat to our final event of the year—rain. Isn’t that how our season opened at Sears Point? Some of us did not even bother to tech in the driving, cold rain on Friday, which caused a long line early Saturday morning. Thankfully, the weekend was clear, brisk and almost perfect for running.

At the drivers’ meeting on Saturday, Lloyd instructed all drivers to go out on the course with the first-time drivers and “don’t follow the line.” I never thought I would hear those words from Lloyd, but he had a good reason. Many parts of the track remained perilously wet, and the drivers accelerated the drying by following Lloyd’s advice. The track still contained some wet spots that caused several drivers to hose the mud off their cars.

What a shame to see Ellen Ferguson wearing a cast on her foot, which she claimed was the result of adding “lead implants.” Perish the thought of her needing a catalyst to make her go faster. The weekend was not without humor. Dennis Gong, an “enthusiastic student” rushing to get first-hand instruction, jumped into Rich McGlumphy’s car thinking he was accompanying David Kimes. He said let’s go, and Rich, of course, said “OK.” Not until they got going did Dennis realize his mistake. With either driver, he’d get white knuckles holding on.

For the first time this season, the Dunmkopf award enjoyed a competitive field of candidates—the Blue run group for ignoring red and black flags; Richard and Debbie Gray for driving 40 minutes in the rain Friday night to go to a restaurant, and ending up where they started without reaching one; and to Ken Mack for jumping up on three occasions in a restaurant, concluding it was raining when he eyewitnessed the weather while standing and seeing no rain when he sat down. After the third attempt, he realized that a roof blocked the view of the rain from a sitting position. Ken won (make that lost!)

Lynn Pennington, Monterey Bay Region, a first-time student driver, made a big investment just to come

---

**Time Trial #6 results**

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<td>410</td>
<td>CHRIS MURRAY</td>
<td>Stock</td>
<td>2:28.790</td>
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<td>263</td>
<td>ROB JOHNSON</td>
<td>Stock</td>
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</table>

See RESULTS, page 14
to this event. He rented an RV and borrowed a trailer, however, he does own his 1986 911 Carrera Cabriolet. He said his biggest challenges were getting the time-trial paperwork submitted and getting to the track without incident. His Porsche sat in a garage for six years until 1996, when he took it to Autocross school and to Buttonwillow. His companion, Diane Garga, “always wanted to drive fast as a child” and when asked if she will drive, she said “probably.” We all know what that means. Move over Lynn.

Rob Neidel was not happy with his time compared to other drivers in his run group until after he rode with Curtis Robertson. He improved his time by seven seconds, and you should have seen his big grin of sheer excitement and accomplishment.

Victor George said he just could not get comfortable with the track on Saturday. Sure. He took first place in his class and was he ever surprised and thrilled. Rich McGlumphy drove a 2.00 and David Ferguson a 1:58, both of which rated among the top times of the weekend. You will not see those times posted because their times did not count in their timed runs. Rules to reinforce safety impose a DNF if you spin more than 90 degrees in the timed runs. I would

See BUTTON UP, page 15

Rich Bontempi’s

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December 1996 The Nugget 9
They saw the Boxster and said wow

By PAUL & CAROLE SEIDEL

After months of working weekends, Carole and I decided to take a break to visit our good friends, Dick and Sue Petticura in Chandler, Ariz. As an added bonus, we decided to spend a couple of days at the Princess Golf and Tennis Resort in Scottsdale.

When we arrived at the Princess, much to our delight, the Boxsters were still on display from the Inaugural Test Drive, Sept. 29-Oct. 2.

We quickly registered and rushed back to admire the 25 or so Boxsters sporting various colors, which ranged from the traditional silver metallic, black and guards red to a beautiful midnight blue metallic. Color selection is important to enhance its subtle lines.

The Boxster looks like what we think the 914 would have been if it had been continued.

Porsche did a beautiful job of incorporating the headlights into the sloping hood. One thing that may not be noticeable is a rear spoiler that extends at about 35 mph. It runs between the tail lights just below the Boxster emblem. The only place the cars on display were identified as Porsche was the crest on the front hood.

The Boxster will come with an optional removeable hard top. I hate to say it, but with the hard top, the roof line looks a lot like an RX7.

After spending a half hour admiring the cars and taking pictures, we met Carl Young and his lovely wife from Las Vegas. They shared several tidbits about the extent the factory went to making the Test Drive a gala event.

For the U.S. dealers, entertainers such as Lisa Minelli and Jerry Seinfeld performed at one of the banquets. Jerry was given a Boxster as a bonus.

Carl mentioned that all the cars collected here were flown over on one 747. We're sure glad the plane didn't experience any problems.

Carl answered one of my questions—the factory is already giving thought to a larger displacement engine. The engine is located similarly to the 914. The main difference being that all major engine work will need to be performed from underneath. There is no access from above.

If, in future, you see a for sale ad for a 914-6, don't be too surprised.

We feel the Boxster is Porsche's car of the future and it's everything Porsche intended it to be. We just can't wait to see them on the highway. A
Ruf’s first CTR-2, soon to be released, sports a wild tail section and cranks out 540 screaming horses.

A ‘Ruf’ day in Pfaffenhauzen

By JIM BAUMAN

D iablo region member Alfred Mou didn’t have to ask me twice: “I’m going out to Ruf on Monday. Interested in coming along?”

We were part of a group of 34 PCA members in Germany for the 1996 Treffen, a tour of Bavaria and Swabia punctuated with side trips to places like Zuffenhausen, Ludwigsburg and Weissach. More about that another time. But today, a very determined Alfred was arranging a side trip to see Alois Ruf in Pfaffenhauzen, near Ulm.

So, on a very chilly Bavarian October morning, five Californians representing three PCA regions huddled in the rain at the Pfaffenhauzen train station. It’s one of those places where the station master manually cranks the gates of the local rail crossing. I was seriously considering a quick visit to the local Bierstube when I heard Alfred holler “He’s here!” Alois Ruf himself had arrived to personally welcome us.

After a short drive in his VW bus, we arrived at the Ruf garage. Ruf’s lovely girlfriend, Estonia Duncan, met us all at the door. She and Alois Ruf had met in Oklahoma City during a War Bonnet event a few years ago while registering participants. “She checked me in, I checked her out!” recalls Ruf fondly.

Ruf’s showroom currently features a mostly restored 1972 911T, and a famous “Yellow Bird” CTR. Everyone had their chance to sit in the right-hand drive road rocket when Ruf told us we were in for a special surprise—after lunch.

Estonia then appeared with wonderful German sandwiches, potato salad, an excellent local beer and liters of mineral water. As we sat down, Bob and Wilma White (long time PCA folks, loyal Ruf customers and Ruf family friends) from Illinois happened to be in the area, and dropped by to enjoy the first class hospitality.

The tour began in the garage area. Our eyes immediately focused to the far end, where a silver vehicle with immense wheels demanded further investigation. We were staring at the soon-to-be-announced Ruf CTR-2, a 540HP, twin plug, twin

See RUF, page 12
injector street rocket featuring a crank-fire ignition system, 19-inch forged magnesium wheels (at $12,500 per set, if you must know), a Ruf green full leather interior, and a very mean looking tail. Needless to say, everyone had to get a picture of themselves at the wheel.

Next, Ruf showed us his engine and transmission assembly area, the dyno rooms (three, including a chassis dyno room), the body shop with another CTR-2 in the making, and a real honest-to-gosh 959. The wheels on the 959 looked almost silly compared to those on the CTR-2. What a difference a decade makes.

Across the street in another building, Ruf showed us his restoration shop. Nothing much

there—just a Ford GT40 that he's restoring for one of his regular customers and a 1957 Speedster. By this time, we were in total automotive sensory overload.

Back in the showroom, Alfred Mou negotiated the purchase of a new Ruf exhaust system for his 1996 993. The rest of us (me, Wayson Wong, Eduardo Venegas, and Kenny Lee) raided the gift shop. I came away with several goodies, including a video of the CTR-1 at the Nurburgring. (That video shows how a 911 should be driven.)

Another hot seller was the beautiful limited edition Ruf wrist watch. Before Ruf returned us to the station, we were each presented with a Ruf lapel pin as a souvenir of our visit. It was yet another example of his entire organization's genuine warmth and hospitality.

It sure was a Ruf day. Δ

RUF HOUSE—Alois Ruf (far left) shows off the power plant of the soon-to-be-released CTR-2. Jim Bauman (left) takes his turn for a photo opportunity in the CTR-2 cockpit. A visitor (center) is lapsing in his mind while touring the gift shop at the Ruf facility. Some of the Treffen tour group (below) pose with a new Boxster at the Porsche Museum.

Photos: Jim Bauman
RESULTS, from page 8

Class: BPI Category: Production
35L KAREN NEIDEI DNR

Class: CI Category: Improved
271 DAVID BLANCHARD 2:22.431
212 TONY WAITZ DNR

Class: DI Category: Improved
43 RAY SCRUGGS 2:11.866
511 JIM HYNDMAN 2:18.389
64 RAOUl PROCTOR 2:18.906

Class: DIL Category: Improved
75L SUSAN MOORE 2:18.446
511L GEORGIA HYNDMAN 2:38.983

Class: EI Category: Improved
225 SCOTT MC KAY 2:07.471

Class: FIL Category: Improved
30L JUDY BRADSHAW 2:30.263

Class: GI Category: Improved
281 MICHAEL CULLINAN DNR

Class: KI Category: Improved
333 STUART WARD 2:14.811
219 TOM THOMPSON DNR

Class: LI Category: Improved
24 MASUO ROBINSON 2:12.341
325 NEIL YONK 2:17.186

Class: LIL Category: Improved
325L LAURIE YONK 2:41.403

Class: MI Category: Improved
265 VICTOR GEORGE 2:18.217
151 LOUISE SOUSOURES 2:26.467

Class: NI Category: Improved
375 ALAN KUSHNER 2:17.643
765 ROBERT ZACHOWSKI DNR

Class: BP Category: Production
342 KEVIN VOIGT 2:13.047
58 DENNIS NEELY 2:17.560
56 TODD HARTER 2:18.508
356 BRIAN PERRY 2:18.704
541 JEFF WILLIAMS 2:22.767
76 CURTIS ROBERTSON 9:99.999
914 CRAIG CLINE 9:99.999
284 RICK JEFFERY DNR

Class: BPL Category: Production
76L CAROLINE ROBERTSON DNR

Class: CP Category: Production
307 DAN LOGGREN 2:19.304
146 TED SMITH 9:99.999

Class: EP Category: Production
951 MICHAEL MITCHELL 2:17.260
444 BOB NORWOOD 2:33.606

Class: EPL Category: Production
88L NIKKI DUNCAN (Ladies T10D) 2:18.076
951L DONNA SYLVANOVICH

Class: FP Category: Production
42 SCOTT YEAMAN DNR
48 SERGIO MEZA DNR

Class: GP Category: Production
209 MARLIN NEUFELD 9:99.999

Class: HP Category: Production
411 KIRK DOBERENZ DNR

Class: HPL Category: Production
411L CAROLYN DOBERENZ DNR

Class: JP Category: Production
27 HENRY WATTS 2:08.396
1 KEN MACK 2:15.347

Class: KP Category: Production
37 TONY MAZZAGATTI 2:15.021
240 STEVE KUHN 2:16.163
246 MARK JOHNSON 2:18.456
249 BILL FERGUS DNR

Class: KPL Category: Production
240L CHERIE KUHN 2:26.966

Class: LP Category: Production
20 RON ROGERS 2:22.922

Class: MP Category: Production
964 KEN MASUDA 2:07.927
262 BILL LUSK 2:11.901

Class: MPL Category: Production
262L CAROLYN LUSK 2:21.313

Class: BX Category: Spr-Prod
305 LEE HEMMINGWAY 2:35.021

Class: FJ Category: Spr-Prod
84 JIM HOUSMAN 2:28.367
14L LAUREN MERRILL 9:99.999

Class: BR Category: Prodified
0 ROB NEIDEI 2:24.168
33 GEORGE NEIDEI 2:25.544
3 ROBIN AUBE 2:31.317
98 GARY DORIGHI DNR

Class: BRL Category: Prodified
3L SHARON NEIDEI 2:21.775
98L NANCY DORIGHI DNR

Class: DML Category: Street Mod
944L LORI GALLLEN 2:18.704
211L LISA JAMES DNR

Class: FM Category: Street Mod
90 GENE KINDRED 2:11.308
48 E.J. FONTAINE 2:20.333

Class: FML Category: Street Mod
90L PATRICIA KINDRED 2:30.659
78L SANDY PROVASI 2:19.559

Class: GM Category: Street Mod
287 RAY DIClUS 2:06.687
328 GREG SIRAKIDES 2:08.973
81 DAN THOMPSON 9:99.999
94 TOM VAN OVERBECK DNR

Class: KPL Category: Street Mod
315 KEN SHAHOIAN 2:07.492
202 JIM HAYES 2:12.400
7 JIM BROOKS DNR

Class: QM Category: Street Mod
931 GARY JONES 2:12.071

Class: U Category: Modified
86 CRAIG WATKINS 2:04.503
217 DAVID EVANS 2:06.687
2 RICH MC GLUMPHY 9:99.999
279 DAVID FERGUSON 9:99.999
55 LLOYD DEMARTINI DNR

Class: UL Category: Modified
355 PATIN DEMARTINI DNR
not be surprised if the DelVillano's contributed to the establishment of that rule, but this year we did enjoy a comparatively safer record of incidents. Even Lloyd DeMartini lost an official timed run because of this rule.

Thanks goes to Sandy Provasi for hosting the wine and cheese aperitif Saturday. She was astonished at our ravenous appetites.

We ate and drank down to the last drop—not from a lack of quantity, but more from knowing this was our last event of the season.

No one wanted to leave, even though it got dark and very cold. We finished driving around 4:30 on Sunday, much earlier than our first event at Buttonwillow. A few of us met at Harris Ranch to savor the camaraderie of a fun weekend before the long trip home.

The end of this season also marks the end of Lloyd DeMartini chairing the Time Trial events for the past two seasons. Coordinating these events takes a great deal of time, patience, persistence, diplomacy and commitment, if we want safe and enjoyable events. We thank you, Lloyd.

It would be remiss not to express appreciation for Pattie DeMartini's contribution as a most efficient registrar and we are even more appreciative now because she has agreed to continue in this role for 1997.

Neil Librock kindly accepted the 1997 Time Trial chairmanship and was pleasantly surprised at the number of people who have already volunteered to help him.

Rest up and get your cars ready for the 1997 Time Trial season debut in February. Δ
President’s message

It’s hard to believe the year is over already. It was a fantastic year for GGR.
We had a new time trial site, a new autocross site, the revival of the tech sessions and the introduction of our own web site.
I can report that GGR is in excellent condition. Our membership is growing. We continue to have a very full calendar of events, both social and competitive, with excellent turnouts and our treasury is sound. We have a reputation for generating the highest quality of events, thanks to the hard work of many, many people.
We owe a lot of thanks to everyone on the Board for their efforts. Bill Lusk (Vice President), Anne DelVillano (Secretary), Bob Norwood (Treasurer), Dave McGuigan (Membership), Curtis Robertson (Competition), and Dave Blanchard (Social). They all did their jobs well, which made my job easy.
I’d also like to thank their spouses for their contributions and support. David Kimes was a very active and supportive Past President which is always appreciated.
We were very lucky to have outstanding committee chairmen who made everything work smoothly. Probably the toughest job in GGR (certainly the most time consuming) is the Time Trial Chairman. Lloyd DeMartini did another outstanding job along with Pattie as registrar. Larry Sharp put on a very successful Autocross series. Many thanks to them and the other committee chairmen for a year full of fun events.
GGR also has many appointed positions. The high profile position always has been The Nugget Editor. Richard Gray, with much support from his wife, Debbie, has done a fabulous job of creating a new Nugget under some very adverse conditions. This year saw the creation of a new position, a Webmeister. Greg Braun created the position and he did a wonderful job.
There are many people who get very little credit for their contributions but work very hard for GGR. Thanks to Gerry Brown for his work doing all our taxes and maintaining all our corporate filings, Bill Lusk for getting The Nugget advertisers and Craig Watkins for doing the billings.
If I thanked everyone who contributed, my article would take the whole Nugget. Much thanks to everyone who participated in the events or who volunteered their time to work in any capacity, whether it was for a single event or a year-long position. You all contributed to the success of the region.
I must thank Rob Aube for his support all year. I don’t think he realized how much work he would “volunteer” for because I was President. He also edited my articles and listened to me vent my hostility so I could remain diplomatic in public.
I am looking forward to 1997. I feel the new Board will be excellent with an equal mix of new blood and wise experience. There are already volunteers for several major chairmanships so things should be off and running with a smooth transition.
It has been an honor and a pleasure to serve as your President. I look forward to serving as an active Past President for the ’97 Board.

Auto Detailing
by Porsche car nut and owner

Successful business in the North Bay now expanding service to your area. I feature car care systems from Zymol, Griot’s Garage and Lexol for leather. I have special waxes from Zymol for both black and red cars.

$90 complete detail; interior and exterior
$100 complete detail with oxidation removal
$115 complete detail with swirl mark removal
Please add $15 for engine cleaning.

All services are performed by hand except for swirl mark removal and all are done at your home. I don’t need to drive your car! Please allow 6-7 hours per car.

Louis Knight (707) 323-9127 24 hours
November Board of Directors meeting

Meeting was called to order at 7:40 p.m., Nov. 4. All board members were present except Bob Norwood, Richard Gray, Dave Blanchard and David Kimes. Guests present were Karen Neidel, Carolyn Lusk, Marianne and Bob Gardner, Lloyd DeMartini, Larry Sharp, James and Jean Ohl, Rob Aube, Louise Sousoures and Carey Spreen. The minutes of the October meeting were approved as submitted.

Post mortem of events
The Mother Lode tour was outstanding. The attendees at the Friday night social enjoyed viewing the 1996 Scrapbook which was chaired by Diane Kimes and were very impressed. Eight people participated in Adopt-a-Highway and especially enjoyed the boat ride and dinner that followed. The Oktoberfest dinner had a good turnout. The Time Trial was “excellent as usual.” The Tech Session was very, very informative and well attended.

Director reports
President: Sharon received checks from National for a newsletter rebate and membership. She had official minutes from the National Board meeting. Another Executive Council meeting took place Nov. 2 in San Jose and was followed by a dinner hosted by LPR. National is sponsoring a membership contest based on largest percentage increase of new members. The winning region will receive $100 per member for redemption at a Porsche dealer. All board members were polled at the Time Trial event and unanimously voted to support Tom Provasi for the 1997 Zone 7 representative.

Secretary: Nomination ballots were printed and distributed with The Nugget mailing.

Treasurer: Absent and no report.

Membership: Membership is 1,162 prime members. The database review and corrections are complete for conformance to new postal regulations. An ad will be placed in The Nugget to get a used VGA/SVGA monitor, which is budgeted for 1996. Created an E-mail address and already received 10 messages since Nov. 1. The Board approved the new members.

Competition: Lloyd DeMartini submitted a YTD Time Trial expense report and requested a revision to the original budget for the Awards Banquet. The Board approved the budget revision.

Nugget Editor: Absent. Sharon Neidel reported that Richard will put The Nugget on disk for Greg Braun to put on the Web.

Webmeister: Greg Braun distributed a written summary of accomplishments to date and near-term objectives. GGR has had 627 visitors to the web site. Our site is listed with the PCA master list of web sites. Greg submitted a budget request for a phone line and an Internet account, and the Board approved the budget.

Old Business
Nominating Committee: A change took place on the original slate of candidates. Bob Norwood withdrew as a candidate for Treasurer because of work commitments. Carolyn Lusk offered to fill his position and Marianne Gardner volunteered to fill the opening from Carolyn as Secretary. Bill Lusk received approval for the change in nominations from all Board members, except Sharon Neidel who was on vacation and could not be reached.

Statement of Policy: Sharon will make the standard changes to update 1995 awardees and 1996 Board members. She will add a Webmeister as an appointed position and will reflect this on the organization chart. Anne will add an example of a sample ballot. James Ohl agreed to incorporate the changes and create new binders for distribution at the joint Board dinner. The Board approved the policy as amended for the year.

Smog Check II: Rich Bontempi and Dave Blanchard are working on finding a location to test cars to see if they will pass the smog standards.

Charity events: Sharon submitted an article in The Nugget soliciting members to come forward with a suggested idea for a charitable contribution by GGR. She discussed past events in which GGR participated that involved hands-on involvement of members.

Joint Board social: The event will take place on Dec. 4. Dave Blanchard will advise the Board members of the location.

Motion to adjourn approved at 9:00 p.m.
As my two-year stint as Membership Director draws to a close, I can’t help but reflect on my time in this job. I’ve met so many enthusiastic people and got a chance to introduce them to PCA. I’m glad to see our ranks have grown a bit during this period. The response since we added requests for membership via E-mail in October has been strong and I’m very excited about our new web page as an increasingly popular way of attracting new members.

As I turn over the reins of the membership data base to our new director, I’d like to thank all of you who helped me with your support, and especially my wife, Helen, and son, Robert, for all their help in entering data in the club computer.

**Anniversaries**

Congratulations to these GGR members who are celebrating anniversaries with PCA in December:

**5 years**
- Alexander & Barbara Buller
- Leonard & Pat Herman
- Mark & Rhonda Early
- Gerald & Susan Tomanek
- Steve & Pam Stallings
- Gordon Reid & Diane Curry
- Noah & Mary Anglin
- Andre Chenoweth

**10 years**
- Patrick & Linda Schmidt (dual)
- Robert Scott & Michelle Scott
- Raoul Proctor & Mark Proctor

**15 years**
- Rich & Karen McClelland
- Clay Reding, M.D.
- Philip Zimmers

**20 years**
- Michael & Frances Costa

**New members**

Please join me in welcoming our newest members:

- Allenby, David & Julia
  - 6714 Colton Blvd
  - Oakland, CA 94611
  - 510-339-0302
  - 911 Carr 77

- Artal, John
  - 2136 22nd St
  - San Francisco, CA 94107
  - 415-641-9111
  - 911 Carr 86

- Barley, David & Gretchen Groot
  - 1895 Mar West
  - Tiburon, CA 94920
  - 415-435-9040
  - 911 C2 90

- Barnby, David
  - 918 Echo Dr
  - Los Altos, CA 94024
  - 911

- Bergener, David
  - 742 Holbrook Pl
  - Sunnyvale, CA 94087
  - 408-732-7741
  - 993 97

**25 years**
- Robert & Deanne Beard

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December 1996 Golden Gate Region
Official count

New members  20
Transferring in  3
Transferring out  2
Total members  1,162

Houlihan, Tim &
Phyllis Axt
602 Manzanita Ave
Corte Madera, CA  94925
415-924-2614
911 C2  91

Ishii, Fumihiko & Miyuki
644 Arboleda Dr
Los Altos, CA  94024
415-941-7137
911 Targa  70

Jennings, Todd
81 Lansing St Apt 301
San Francisco, CA  94105
415-546-9410
944  85

Kasper, Van & Merrill
3233 Jackson St
San Francisco, CA  94118
415-954-0640
993  95

Perry, Mark
Mattie Kay Wolter
896 Lincoln Ct
San Jose, CA  95125
408-267-5215
911  89

Riccardi, Roger
1787 Vineyard Ave
St Helena, CA  94574
911  71

Smit, Awie &
Amanda Duckworth
524 Roosevelt Way
San Francisco, CA  94114
415-753-3021
911  91

Verma, Gaurav
3348 Vernon Terr
Palo Alto, CA  94303
415-493-4795
930  79

Wild, Donald
1205 Shoreline Dr
San Mateo, CA  94404
415-573-7905
C2  90

Wong, Wilbert
2432 Balboa St
San Francisco, CA  94121
415-668-5654
911SC  81

Transferring in

Champion, Richard &
Mark Champion
431 Grand Blvd
Half Moon Bay, CA  94019
356  64
-from Potomac

Smith, Hartley & Michelle
PO Box 5461
Novato, CA  94948
928 84  88
-from Riesentoter

Weiner, Martin & Debra
2765 Toro Vista Ct
Morgan Hill, CA  95037
944T  86
-from Rocky Mountain

Conway, Bill & Helen
10601 Showboat Cove
Austin, TX  78730
911 Targa  69
-to Hill Country

Neukom, Dave & Chrissie
28845 Crystal Springs Ct
Coarsegold, CA  93614-9695
911T  73
-to Sequoia

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tested and guaranteed for 90 days
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Saturday: 9 am–3 pm Pacific Time

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December 1996  The Nugget  19
VEHICLES

1961 356B 1600S Coupe, Chassis 117666, engine 700074. White with black interior; T-6 body on B chassis. All stock, no tricks or rust. Looks and runs very well. $13,000. Jim Caizia, 906 Anaconda Way, Sunnyvale (408) 732-5533 evenings.

1970 914-6 2.0 Roadster. B.../black, straight, no rust, all stock. Complete professional engine overhaul and suspension set up. Perfect for autocross or club racing. Too many extras to list. $21,500, includes open trailer modified to fit Porsches. Bob Belz (209) 956-5600.

1971 911T Coupe #9111100812, 5K miles on rebuilt engine, trans, carbs, repainted original metallic blue w/black interior, Weber 40-IDS-3C's, OMP sport seats, 5 pt. harness, Alpine AM/FM/CD, Momo steering wheel, H4s, lowered, Konis F&R, 2/19 s-bars, 22/26 t-bars, 2 sets Fuchs w/tires, $8,500 obo. jim@vlibs.com or (408) 487-5313.

1972 911S Coupe #9112300520. Blue/black, engine rebuild w/2.7 pistons, RS Specks, mech. fuel inj. rebuilt w/ RS cam, polished wheels w/new tires, new muffler w/new ss heater boxes. Sport seats. Very fast. Always garaged and covered, all original equipment. $35K invested. 46K orig. miles. $21,000. George Skates, 803 Oregon Avenue, San Mateo. (415) 347-1794 days or (415) 375-0248 evenings.

1975 911S Silver anniversary edition. Always garaged, has original plaid interior with new paint job and current registration. $8,000 obo. Bob (510) 728-0908.

1977 911S Targa. Caribou blue w/chrome trim, perfect black leather interior, rebuilt targa top, polished Fuchs, European headlamps. Rebuilt 2.7 w/ all the upgrades; rebuilt 5spd transmission; new alternator, battery, fuel pump, fuel accumulator and fuel injector rubber and hoses. Lowered to European specs, air conditioning, dual mirrors, Yokohama’s, good brakes, good clutch. Professionally maintained, under 1K miles on annual tune-up. $14,000 obo. Jerry (408) 377-8700, (408) 929-8939 work.

1978 930 Turbo. Dark Brown/tan. 45K original miles, excellent condition. Complete suspension upgrade, Konis’ springs, sway and camber bars. 8 & 10” BBS racing rims, Alpine, sunroof, all power. Just completed tune-up and smog. $28,000. Mike (510) 786-3929 work or (415) 369-0964 home.

1979 911SC Coupe, #9119201861. Ivory/tan leather, 41K miles. Totally stock, absolutely immaculate condition. Euro-Sport Edition, Bilsteins, tall/model delete, factory A/C, electric sunroof/mirrors/windows, H4s. Recent $1,500 major service, 2.5% leakdown, new $400 Clifford, new $3,000 Alpine, 930S steering wheel, no smoke, no dings, no disappointments. $22,000 obo. Andrew Rowland, 1650 Grant Ave, #1, San Francisco. (415) 296-0507.


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

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

PARTS & MISC

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

194-4 wheels. Four original MiniLite rims. 6-1/2 x 15 (four bolt) in near new condition. $400 the set. Robert (415) 961-2799.

1967 911 ‘S’ engine #961094, needs rebuild, w/shroud, alt, cooler, misc. $1,200 obo. jim@vlibs.com or (408) 487-5313.

1992 C2 body parts. Brand new Carrera tail $600, new front bumper $350, new rear bumper $300 (center piece not included), new righ t fender $275, new left fender $225, new 7 x 17 rims $250 ea., all parts Guards red, all parts factory red. Shipping not included. Gary Baldocchi, 450 Golden Gate Ave., P.O. Box 36035, San Francisco (415) 591-7868.

One set connecting rods for 2.7L 911 engine; completely reconditioned, magnified and balanced by German Precision, ready to bolt in; $300 firm and your set of rebuildable core rods. Ron (800) 595-0235.
Racing headers for 911 up to 3.0 liters, new, $300 obo; early 911 bra, good condition, $10; early 911 Technalon car cover, fair condition, $10. Peter Gaudette, 658 Wingate Drive, Sunnyvale, CA 94087.

Porsche Design: Titanium Chronograph, 42 mm, designed by Ferdinand A. Porsche. Manufactured by IWC Schaffhausen. World’s first titanium chronograph, sapphire crystal, integrated function actuators, water-resistant to 60 meters, one year old, absolutely mint, boxed with all papers. Retails circa $5,000, asking $2,750 firm. Andrew Rowland (415) 296-0507 home, (415) 432-1830 work.

Set of four BBS wheels and Dunlop D40 MZ tires. (2) 8" P225/50 ZR 16, (2) 7" P205/55 ZR 16. Very good condition $800 for the set. Doug Badham (408) 435-2676.

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

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

WANTED
Auto trailer. 16' to 18' open trailer with tire rack and tool box and/or 20' to 22' enclosed trailer. (408) 475-2343.

300 sq. ft. + storage/work space w/24 hour access for personal belongings and my 914/6 w/tools and parts. Within 15-25 min. drive from Sunnyvale; security a must - toilet, water and electric power a plus; share w/other Porsche people O.K. or form a search group to locate suitable building, garage or barn. Ron (800) 595-0235.

356 parts: Engine case P*82388* or other close number, 58 1600 Super, case or third piece. Must be excellent. SC/912 pistons and cyl., new. Fiberglass reproduction Speedster seat. 4-Cam parts: 1 547/692 cylinder head. 1600RS/RSK pistons and cyl., new preferred. 692/3a external flywheels and related parts. Carrera front brake drums. H. Halsey, Woodside (415) 851-3886 evenings.

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.
December

Wed 4  GGR '96-'97 Joint Board of Directors Social. Location to be announced.
Fri/Sun 6-8  PCA Club Race, Porsches at the Point II, hosted by GGR. Sears Point International Raceway, Sonoma. Diane Kimes (408) 779-5988.
Fri 13  GGR Friday Night Social, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
Sat 14  GGR Christmas Party & Autocross Awards Banquet, Holiday Inn, San Jose. See page 23.
Tue 31  GGR New Year's Eve Party & Time Trial Awards Banquet, Wyndham Garden Hotel, Sunnyvale. See page 2.

January

TBA  GGR Board Meeting. Date and location to be announced.
Fri 10  GGR Friday Night Social. Location to be announced.
Sat 18  GGR Smog Tech Session, 10:30 a.m., hosted by Performance Imports, Millbrae. See back cover.

February

Sat 8  14th Annual Porsche & Vintage VW Literature, Model and Memorabilia Swap Meet, 9:00 a.m. - 2:00 p.m., Los Angeles Airport Hilton Hotel, 5711 West Century Blvd., Los Angeles. For vendor information, Wayne Callaway (909) 930-1999 days.
Fri 14  GGR Friday Night Social.
Sat/Mon 15-17  GGR Death Valley Tour. Includes 2 nights at Stove Pipe Wells with banquet, $210 per couple. Ltd. to 20 rooms. For reservations and information contact Dave & Jane Croom at (415) 948-5275 between 9:00 a.m. and 9:00 p.m. beginning 12/15/96.

1997 dates

March 15-16  GGR Yosemite Tour.
April 25-27  SVR 25th Anniversary of CRAB.
June 15-21  PCA Porsche Parade, San Antonio, Texas.
August 15-17  Monterey Historics, featuring Porsche.
$3 off any x-large pizza
$2 off any large pizza
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GGR Christmas Party & Autocross Awards Banquet

Holiday Turkey
Cocktails 6 p.m.
Dinner 7 p.m.
Saturday, Dec. 14

Holiday Inn
399 Silicon Valley Blvd.
San Jose

For reservations, send your check made payable to GGR/PCA by December 7 to: Shirley Neidel, 5880 Lean Way, San Jose, CA 95123

1996 Board of Directors

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December 1996 The Nugget 23
Will your Porsche pass smog?

GGR member Jay Wong opens his smog shop for our first tech session of 1997

- Pretest your Porsche
- Learn about the new standards

10:30 a.m.
Saturday
Jan. 18

RSVP to David Blanchard at (408) 745-7870.

Hosted by Performance Imports, 630 El Camino Real, Millbrae
(415) 589-6247