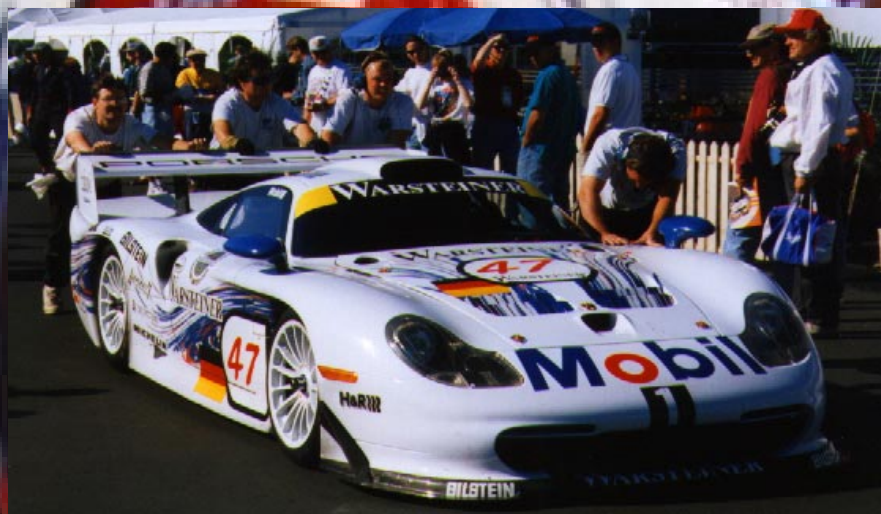
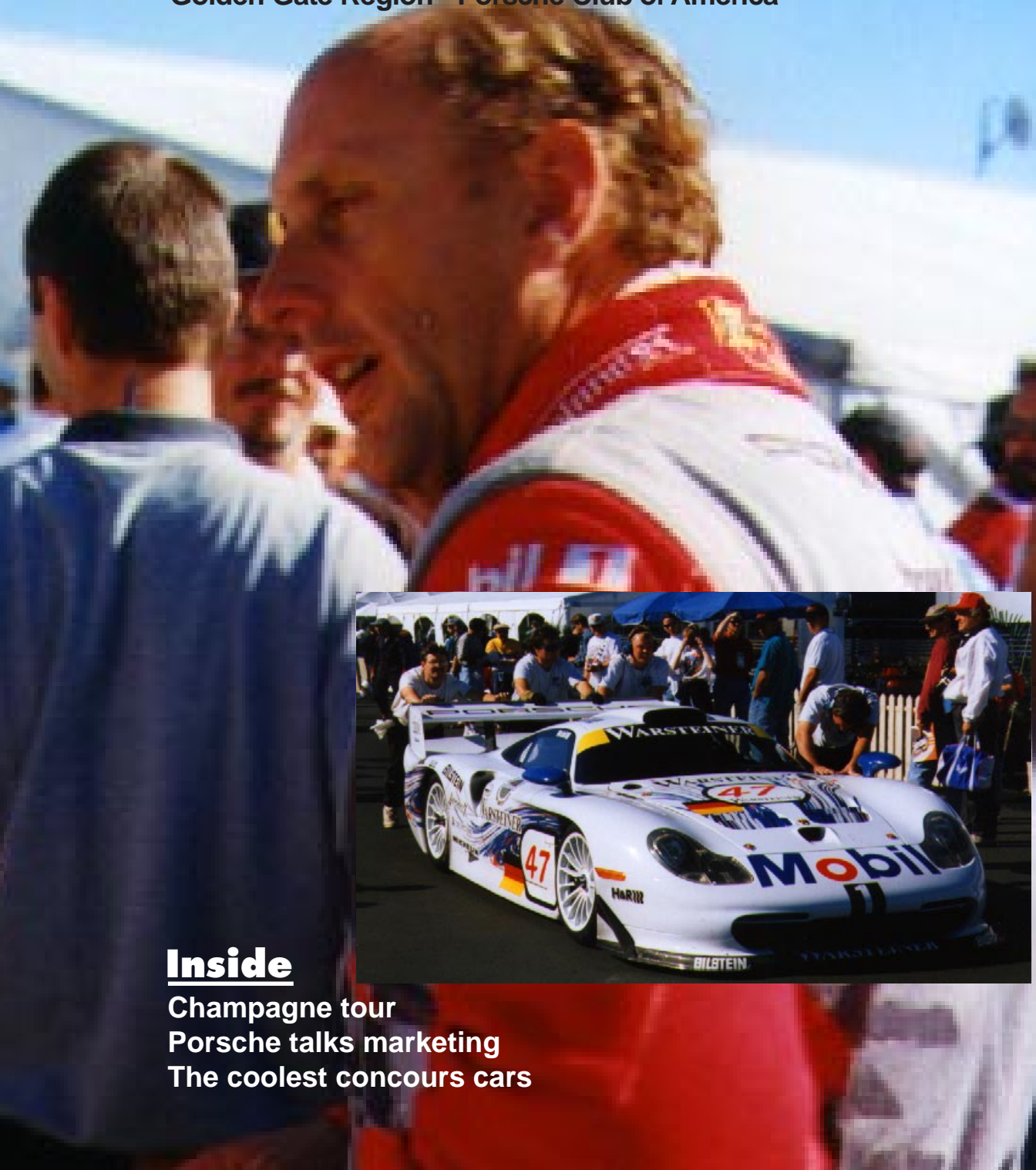


December 1997

The Nugget

Golden Gate Region • Porsche Club of America



Inside

Champagne tour
Porsche talks marketing
The coolest concours cars

I used a four letter word in print when I began editing *The Nugget* two years ago and trouble came knocking. The word was *race*.

I've heard the word *race* spoken at time trials for years so I thought nothing of using it in print, but PCA came knocking wanting to know what GGR was doing *racing* at *driver education* events.

Oops. Sorry. My mistake. But — neener neener neener — things are changed. Let's *race*. I signed up for PCA Club Racing at the California Back-to-Back events at Thunderhill and Sears Point.

I *raced*, and although I can't get into all the *racy* details — they haven't happened yet — I can guarantee I had fun *racing*.

I had success before the *race*, too. All those nagging little things not quite right with *Axle Annie* (my 914) got fixed because the *racing* rules said fix 'em.

The oil lines from the cooler have been the push-on-and-clamp variety ever since the cooler went in. I never liked it. Neither does the *racing* rules. It's fixed. Larry at High Performance House worked magic and I didn't have to replace the very expensive oil lines.

The kill-switch has never stopped the engine cold.

Very bad news in *racing*. I hear the inspectors run the engine up to over three grand and hit the switch. If it doesn't work, you go home. No *racing*. I made an arrangement with Lars at Bauer Porsche and with a highly technical and essential ground wire added, the engine going kaputnik is abrupt.

The *racing* rules don't like my battery in the front trunk either. Ok to the oil lines, ok to the kill switch, but geez, I think the battery is safer out of the engine bay. What's the deal? I moved it back, temporarily mind you. That's *racing*.

The full roll cage and the window net were all ready there, so let's go *racing*. No! Not yet!

There's that little thing about the *racing* license. I needed my experience certified in an official document to the *racing* licensing folks. Hank Watts was the one to ask. He sent them a very nice note saying how pleased he was to recommend me for *racing*. Thanks Hank.

Back to preping the *race* car. I'm going *racing*.

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Volume 37, No. 12

Cover: Porsche's best come to Laguna Seca. Champion Porsche pilot Hans Stuck discusses the race and the new GT1 is pushed to grid.

Photos: Dick Cottrell

As the out-going President, this is my last column. It has been a good year. Porsche successfully introduced the Boxster. The air cooled 911 had one of its best sales years ever. GGR became the third largest PCA region and now has over 1,300 members. On a personal note, Jean and I acquired our Boxster - *The Tipstr* - and went to a great, but wet, Parade in San Antonio.

A hearty **Thank You** to all the people who helped make GGR successful and allowed us to enjoy a great year. This especially includes the Board members and all the series and event chairpersons. But my greatest thanks go to the many volunteers who help GGR operate. I know this sound like one of the idiotic thank you speeches where the Oscar winner tries to thank the world, but I mean it. Without the people to help mail *The Nugget*, pick-up litter, shag autocross cones, man a time trial corner, update the dealer boards, etc. GGR could not function. **Thank You, Thank You!**

GGR survived the year without any great contro-

versies which, as President, is what you work toward. The Board came together and worked harmoniously — all members were willing to repeat in 1998. However, this means GGR will have an entirely NEW Board in 1999. If you are interested in being on the 1999 GGR Board, please come forward, attend some 1998 Board meetings, and get familiar with running GGR.

By the time you receive this issue, the Club Race at Sears Point will be history. But, on Sunday, Dec. 14, GGR will hold the Christmas Party and Autocross Awards Brunch (remember to bring a developmental toy to help Via Rehabilitation Services). And, to close out the year, GGR will hold the New Year's Eve Party and Time Trial Awards Banquet. Jean and I will be at both parties, hope to see you there! Remember, Jan. 10 is Activities Day to plan the 1998 GGR calendar.

What ya gonna do

Plan your future. GGR decides what events it will do in 1998 and when to do them at

Activities Day

2 p.m., Saturday, Jan. 10

At the home of KC and Larry Sharp,
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Braking news

Reno to Atlanta

Porsche Cars North America, Inc., will relocate its administrative headquarters to Atlanta from Reno and begin operations there next March. PCNA's National Parts Distribution Center and one of its three Service Training Centers will remain in Reno. Porsche said Atlanta places the company in the new center of the U.S. auto industry, provides better access to the parent company in Germany and offers potential for expansion. Porsche also said the location offers the possibility of providing North American manufacturing capability for Porsche in the future.

De plan, boss

Anyone in GGR who has ever complained about an event date can get even in 1998 by attending Activities Day on Jan. 10. The day is really a meeting to set the dates for all of GGR's events and anyone who has an interest is invited to attend. The meeting begins at 2 p.m., at the home of Larry and KC Sharp in Livermore.

Pumping up

Comedian and TV star Jerry Seinfeld, a longtime Porsche owner, drove the first Ferrari 550 along Wilshire Boulevard in Los Angeles with a police and media escort in, technically, the first U.S. test drive of the car. "It was amazing," Seinfeld said, but would he buy one? He paused and said, "To me a car has to be air-cooled. This whole trend toward radiators and water pumps is a passing fad."

New race chairman

PCA Club Racing Chairman Alan Friedman is stepping down effective Jan. 1, 1998. He will be succeeded by Monte Smith of Intermountain Region.

In memoriam

Long-time GGR and Diablo member Bill Strohd died Aug. 28 at his home in Albany, Calif., after a long illness. He was 54. He is survived by his wife, Suzanne and a step-son, Michael. He had many interests, including history, animals, aircraft ballet, guns and cars. At his passing he owned a 1996 968 coupe, a 1988 944, a 1968 912 Targa and a 1964 356C coupe belonging to his wife.

**Sipkins 1/8
pg**

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**High
Performance
House 1/4 page**

How to have the cleanest wheels in town

By **LARRY REYNOLDS**
Northern New Jersey Region
(from *PorscheForus*)

One of the questions I am most often asked is, "What do I use to clean my wheels?" The correct answer is use the least aggressive cleaning method possible. If you keep up with the accumulation of brake dust, a simple car wash solution may be enough. If you allow the brake dust to build up, then you will have to resort to stronger cleaning agents. To discuss cleaning methods/chemicals, we should first discuss the agents that attack your wheels.

The main culprit is brake dust. Brake pads are made from several components, including mono-filament carbon fibers, metal filings, Kevlar fibers and polymer-based adhesives. The brake pad adhesive is the root of most of our problems. When the adhesive residue (a component of brake dust) becomes wet, it turns acidic and may etch your wheels. The metal filings, during braking, will become red hot and tend to "burn" tiny holes in the finish of your wheels. If you have small droplets that look like road tar on your wheels, this may not be road tar, but may in fact be repolymerized brake pad adhesive. These polymer adhesives flocculate and form droplets that wind up on the wheels where they adhere with a vengeance. The only sure way to stop all this etching/burning/flocculating (sounds kind of kinky) is to refrain from using your brakes. Such a course of action is not usually desirable, even though some drivers are proponents.

One of the keys to maintaining

your wheels is a coat of wax. The wax acts as a sacrificial protectant. The damaging effects of red hot brake dust, brake dust acids, pollution and ozone are unleashed upon the wax and not your wheel. There are several ways to clean your wheels — choose the least aggressive method that will get the job done. A quality car wash/water solution is the least aggressive and will probably remove most of the dirt/brake dust from the wheel. My favorite is Sonax Gloss Shampoo at a dilution of two capfuls per gallon of water to clean wheels. If car wash does not do the trick, then try a quality wheel cleaner. My two favorite wheel cleaners are both made in Germany, P21S and Sonax.

Be careful when choosing a wheel cleaner, as most of the popular brands are highly acidic and may damage the finish on your wheels. The active ingredient in many wheel cleaners is hydrofluoric acid (the same stuff they use to etch glass). A current class-action law suit in California alleges that a popular advertised brand is damaging to almost all wheel finishes. I get 2-3 calls a week from people who have stripped the finish off their wheels with this or other highly acidic products. P21S and Sonax are pH balanced for the Ger-

man wheel finishes. They may not be as aggressive as other brands, but neither will they strip the finish off your wheel.

Most wheel cleaners work best on a dry wheel. Spray the cleaner on the wheel and work evenly into all areas of the wheel with a soft cloth, soft sponge or wash mitt. Try to smooth out any drips or runs so there is an even coating over the entire wheel. Allow the wheel cleaner some time to work (3-5 minutes) and gently scrub the wheel with your cloth/sponge/mitt. Some areas of a dirty wheel may require gentle brushing with a soft brush to dislodge the dirt. If areas need additional cleaning, respray with wheel cleaner and gently brush. I repeat the warning, the keywords here are "soft" and "gently."

The finish on many German wheels is an acrylic enamel or a high temperature lacquer that is relatively soft and may scratch. Once the dirt/brake dust is loosened, rinse thoroughly with water and dry with lots of 100% cotton towels. Try not to use your wife's towels that are hanging in the bathroom, as this can lead to sudden marital discontent (voice of experience!). If some areas of the wheel are still dirty, you may have to resort to a stronger solvent, such as Oil Flo Safety Solvent to spot clean these areas. Test all solvents on a section of the wheel that does not show, to ensure that the finish will not be damaged. Spray the solvent on a cloth and spot clean the dirty



See WHEELS, page 6

For 1998

GGR Time Trial series schedule (tentative)

Jan. 31-Feb. 1
Sears Point Int'l. Raceway

March 14-15
Thunderhill Park

April 11-12
Buttonwillow Raceway Park

May 30-31
Laguna Seca Raceway

Aug. 29-30
Sears Point Int'l. Raceway

Oct. 3-4
Thunderhill Park

A word from GGR's cyberspace

It's hard to believe it, but we have been on-line for over a year! We've grown. I want to acknowledge those who have helped make this project a resounding success:

Time Trial Results and YTD points - Robe Aube; Autocross Results - Dave McGuigan; Autocross YTD points - Dave McGuigan; *The Nugget* - Richard & Debbie Gray; GGR Board Minutes and Goodie Store - Marianne Gardner; GGR Photo Galleries - Jeff Stevenson; GGR Members On-line - Jeff Stevenson; 97 GGR Rule Book - Len Ott.

Jeff Stevenson was the first to volunteer to help out on the GGR site and has done all of the work to create the GGR Members On-line & Photo Gallery. Hot Stuff! Jeff is also hosting this site. Len Ott has taken the time to put the entire 1997 GGR Rule Book On-line in both

text and PDF format. Len is also hosting this site.

There have been others that have contributed to the GGR Web, such as Tony Mazzagatti's photo of the Targa with a rocket strapped to it, and most recently, Brad Maker's Laguna Seca corkscrew movie.

Check the link on the home page, it is the easiest way to see the latest additions, and credits are always included.

Thanks to Glenn Hills for hosting our site.

A quick look into the future for our site—I'm going to post 'Web Site Projects' and ask for volunteers. Things like: the Time Trial Dumbkopf awards; an organization chart of the GGR Board and all volunteers; GGR volunteer job description manual.

—**Greg Braun, webmeister**

WHEELS, from page 5

area. Again, gentle brushing may help. Rinse thoroughly, wash with a car wash/water solution and dry completely.

Give your wheels a coat of a quality carnauba wax to help protect them. If they are slightly faded or dull looking, 3M Imperial Hand Glaze may help clean the faded clear-coat paint. Apply the glaze to a soft cloth and gently rub out the clouding and buff out. If this does not do the trick, put a generous amount of 3M on your cloth and add a small amount of P21S Metal Finish Restorer Metal Polish (about the size of your pinkie nail). Polish out the clouding with this combination. The P21S/3M combination will usually get the job done. When it has, follow up with a coat of quality carnauba wax. If you don't want to use a paste wax on your wheels, or want a quick way

to apply wax, use Sonax Spray Motorcycle Wax on the wheels. It is a pump spray hard wax that goes on easily and doesn't chalk and requires only light buffing.

If your wheels are anodized, the manufacturer may recommend a protective coating of petroleum jelly. I have tried this and have chosen to use a carnauba wax instead. I found that the petroleum jelly attracted every dust particle within a half-mile. Anodized wheels that have stain marks are difficult to restore. Most manufacturers do NOT recommend the use of any metal polish on anodized wheels. It will remove some of the anodization and change the appearance slightly. If you can live with the removal of some of the anodization and the appearance change, a mild metal polish such as P21S Metal Finish Restorer Polish may help remove some of the stains. Test any metal polish on the back of the

wheel before using. Once the wheel is done, apply a coat of carnauba wax.

How do you determine if your wheels are painted, clear-coated or anodized? The painted/clear-coated finish is smooth to the touch and the anodized finish feels slightly rough.

If you have any doubts, one method of testing the finish is to touch the tip of your tongue to the wheel. If you taste metal, it is usually anodized. If you taste almost nothing, it is usually clear coat. (I have a \$1.00 bet I can get you to lick your wheel!) Δ

(Editor's Note — Larry Reynolds also operates Car Care Specialties Inc., Distributors of Quality Porsche Care Products, Post Office Box 535, Saddle Brook, NJ 07663-0535. Phone 201-796-8300, Fax 201-791-9743, E-mail carcaresp@aol.com).

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Tiny bubbles

(or a thousand-million bubbles per glass of fun)

Story & Photos
By JEAN OHL

Did you know that it takes about 1,600 grapes to produce enough juice to make one glass of champagne? If you had been on the October Champagne Tour, you would have learned that and other fascinating trivia. Okay, okay, excuse me — methode champenoise as only the sparkling bubbly made in the Champagne region of France can “technically” be called champagne.

The Tour began at the vista point at the north end of the Golden Gate Bridge. It was great to see new members and to welcome back the Hummers and Biddles. We also had a wide range of Porsches — 911, 912, 911 Speedster, 944 Turbo, 928 and Boxster — with no repeats in model type. Due to the great weather, the view of the bridge and city was fabulous. It turned out that two

tour members — who have lived in the San Francisco Bay area for over 20 years — had never stopped at that vista point. We almost had to force them to get into their Porsches when it came time to begin the tour.

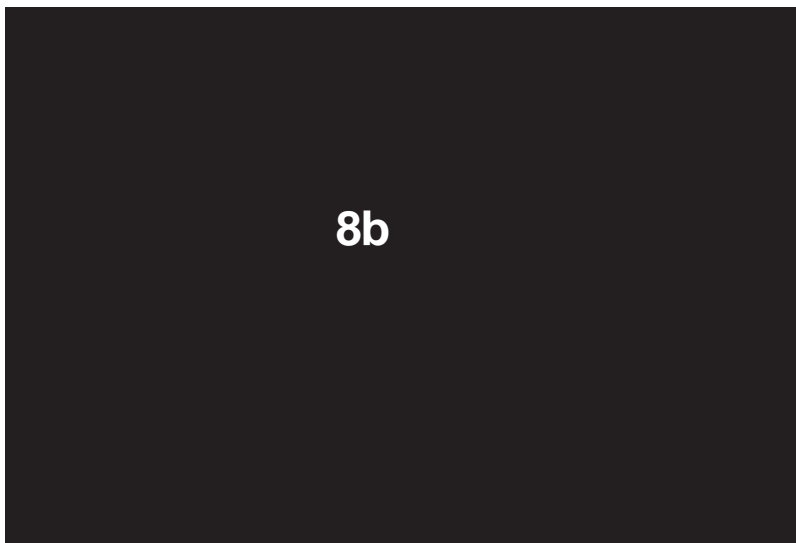
With the CBs on channel 7 and the La Marre’s as back door, it was on to the first stop, Gloria Ferrer Sonoma Caves, owned by the Spanish maker of Freixenet - the bubbly in the black bottle, located a few miles north of Sears Point Raceway on Hwy. 121.

Here we obtained our first taste of both champagne and trivia, such as a good bottle of champagne contains almost 40 thousand (or was that million) bubbles? It was great to sit on their veranda overlooking the Carneros Region, sipping their fabulous Blanc de Noirs, and munching on seasoned almonds.

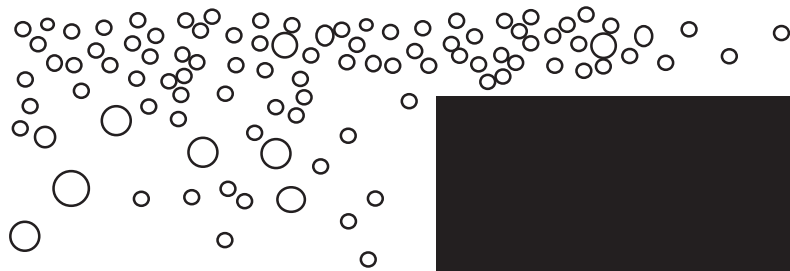
Then, on to driving through the wine country. The day was warm, the fall leaves



Larry Sharp finds a comfy place in the product line. All that and no glasses.



A Korbel tour guide explains how the bubbly ages in their wooden kegs.



*Learning about how
champagne is made is
not complete without
a look at these kettles.
Any bubbles yet.*

9a

*Finally, lunch is served.
But what's that they're
drinking? Bottled
water. Let's hope it at
least has bubbles.*

9b

were starting to turn, and naturally, the top was down on *Tipstr*. The second stop was F. Korbel & Bros. which had added an up-scale deli and a micro brewery since our last visit. (Note: Korbel's Russian River Brewery won a Silver medal at the Great American Beer Festival for its Porter. It's the first winery/champagne cellar to win a medal at the Great American Beer Festival.)

The deli furnished us with gourmet bag lunches. Thanks to Kerry Biddle, we learned there are both boy and girl brownies. A quick, informal poll disclosed that most guys preferred girl brownies while the ladies preferred boy brownies.

After a hilarious tour of both the micro brewery

and the champagne cellars, with more trivia, and an excellent private champagne tasting session, it was on to more back roads.

We explored the Russian River, Dry Creek, Alexander Valley and Chalk Hill wine growing appellations, eventually ending up at Paradise Ridge overlooking Santa Rosa. In addition to the souvenir champagne glass, we tasted both the Chardonnay and the champagne made from the same grapes. This champagne was recently awarded top points in the Wine Enthusiast. Excellent! The tour "officially" ended at this location. However, almost all the tour participants joined us for dinner at the Santa Rosa Brewing Company.

Interview with Porsche's marketing chief

(Editor's note: Hans Riedel, Executive Vice President, Sales and Marketing, Dr. Ing. h.c.F. Porsche AG, helped unveil the new Porsche 911 at the Frankfurt Auto Show, Sept. 9, 1997. Here is the transcript of an interview with Mr. Riedel, courtesy Porsche web site: <<http://www.porsche.com>>.)

Q: What differences will 993 model owners notice the most driving the New 911?

Riedel: From the very beginning of the development work on the New 911, the aim was to take into consideration the wishes and requirements of the future buyers in addition to realizing those characteristics typical for Porsche. The owner of a New 911 is therefore driving the evolution of a classic combined with improvements in all customer-relevant areas.

As an example, I'd like to mention some of the advantages gained:

- 2 + 2 seater sports car with increased interior comfort;
- 6-cylinder water-cooled flat engine, with the typical Porsche sound; further reduced fuel consumption and exhaust emissions and — at the same time — improved driving performance;
- Active comfort together with unique driving dynamics;
- Standard-fitted airbags, improved side impact protection and further developed car body construction;
- Compliance with regulations worldwide.

Anyway, for those who still have the “last of the air-cooled 911s” on their wish list — don't worry, we're continuing to build this model.

Q: The US has approximately 40% of Porsche's worldwide market. What are the unique needs of the North American market versus the European markets,

and how is Porsche addressing these needs?

Riedel: Our analyses have shown that Porsche customers all over the world are a relatively homogenous group of people. Their expectations of an extraordinarily high level of service and product quality should certainly be mentioned here.

As regards underlying market conditions, in the USA we're dealing with the world's most intensely competitive market. Anyone making mistakes in price or product quality here is asking to be punished! Our increased turnover in the USA of almost 75% in the last business year shows that our marketing mix is the right one and that Porsche is in the winning lane of our most important market.

Q: What role does racing play in marketing the New 911?

Riedel: Our flagship in the racing sector is and remains the 911 GT1, which evolved from the new 911. In addition to our involvement in the FIA-GT series we continue to be active, of course, in the GT2, GT3 sectors and support our customer teams with state-of-the-art motor racing technology.

Q: What role do you see the Internet playing in the sales and marketing?

Riedel: For us, the Internet is an “interactive information channel” through which we can get to know our customers better, and vice versa.

Q: How would you describe the soul of the Porsche brand?

Riedel: Porsche is the epitome of sporting mobility and sets standards for the latter. It's not only living tradition but also the expression of a dynamic, individual and attractive world of experience — it's quite simply the original.

Autocrossing around the zone with Hank

By HANK WATTS

GGR Autocross: The next to last GGR Autocross was held at Dublin Oct. 11. Larry Sharp designed a relatively open course, featuring a straight section that ran diagonally from one corner nearly all the way to the far corner.

One indication of the nature of the course was that Jon Cox's 930 (Cujo) was within .9 seconds of TTOD, despite some twisty bits in the course. The course was also run counter-clockwise, which required some special exit procedures. Six runs was the order of the day.

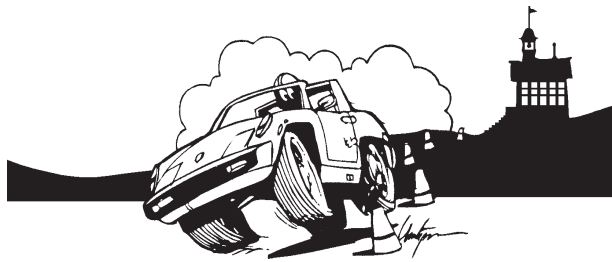
Rob Neidel took TTOD (Sharon had a bit of an off day and had to settle for TTODL) narrowly over Neil Jackson. Glen Brooksby was fastest of the street classes, and Louise Sousoures was the fastest of the women in street cars (though she runs in the open class).

It used to be, at autocrossing and time trialing, that most of the heat could be found in the 914 2-liter classes (Bi and Bp). And there are still spirited battles waged there. The improved/production Carreras ('84-'89) could be counted on to bring a number of entries, but usually there was a dominating force. At one point or another, Bobby Crookshank and I both played the role of the dominating force.

The signs of impending change were there all along, I suppose, as drivers such as Ray Dicius and Masuo Robinson entered the scene, both of whom earned hard-fought victories at various times and who always remained serious threats.

The level of competition in

these classes has gotten extremely high. The previous GGR event, Dave McGuigan scored an impressive win, and I defeated Glen Brooksby by a mere .03 to take second. This event McGuigan was a bit less quick, but Brooksby came roaring back to take first place over me by a much larger margin, .04! Our three Li cars accounted for half of the top 6 times of the day. If you sum the best times for the three



drivers over the two events, the total range is .005!

Dan Jones had the misfortune to have a severely leaking tire on his 993, coupled with the absence of the wheel-lock key, apparently left on the bench at a commercial shop which shall remain nameless. However, Dan got to feel the full force of the Porsche community, attempted wheel removal by the Neidels and trailered home by the Del Villanos. His comment: "I didn't realize what I was getting myself into when I bought a Porsche; what neat people."

LPR Autocross: The LPR Autocross series ended on an anticlimactic note when, after earlier canceling the early November date, Candlestick management decided that, whatever the outcome of the Giants playoff series, LPR would not be allowed to run on the weekend after the baseball playoffs.

As it turned out, the Giants were swept (meaning that baseball

was over for the season on Friday evening), the lot was not and the LPR series is over. On the bright side, an 8-event series with good attendance, lots of long, goodly-speed runs for everyone and a timing procedure that is finally settling down.

The final results for the year are that Tom Provasi (never defeated, I think) won Men's Racecars, Sandy Provasi Women's Race, Donna Sylvanovich won Women's Street over Laurie Yonk by 9 points and I defeated the talented Jeff Sykes in Men's Street by a whopping 2 points.

In the class battles, Larry Jackson defeated John Beck by 4 points in Bi, overcoming a mid-season slump. Scott Robertson missed one-too-many events, letting John Teasley win Gi. Neil Jackson dominated Gm, running against a number of cars during the year, but never losing. John Cole took the hotly-contested Ki class, with Ken Park and Chris Murray close behind. Jim Bauman took class L, despite switching to Li mid-season. Neil Yonk was a close second to some old guy with bad tires in Li. Laurie Yonk took LiL handily, as Laura Watts, who was making quite a battle of it early in the year, missed the last two events. Scott Winders dominated Lm, losing only once. Louise Sousoures ran in the open Mi class, winning the series and losing only one event.

Louise Sousoures and Neil Jackson have volunteered to chair the LPR 1998 Autocross series, subject to board approval. They will be assisted by Brooks Esser.

Warm up with scenes from

Concours Italiano...

The Porsche Corral at the Concours Italiano last August was filled with the best examples of Porsche's long line of sports car heritage. Here, GGR's Dr. Barney Gardner (in sunglasses shaking hands) gets a well-done for his strikingly beautiful and well-prepared 904.

12a

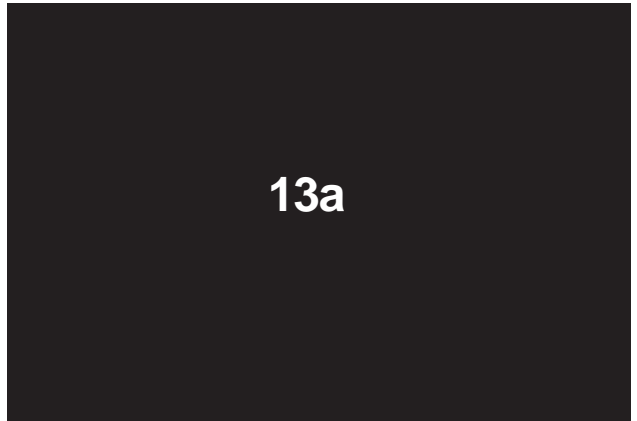
Photos: Dick Cottrell

...a

12b

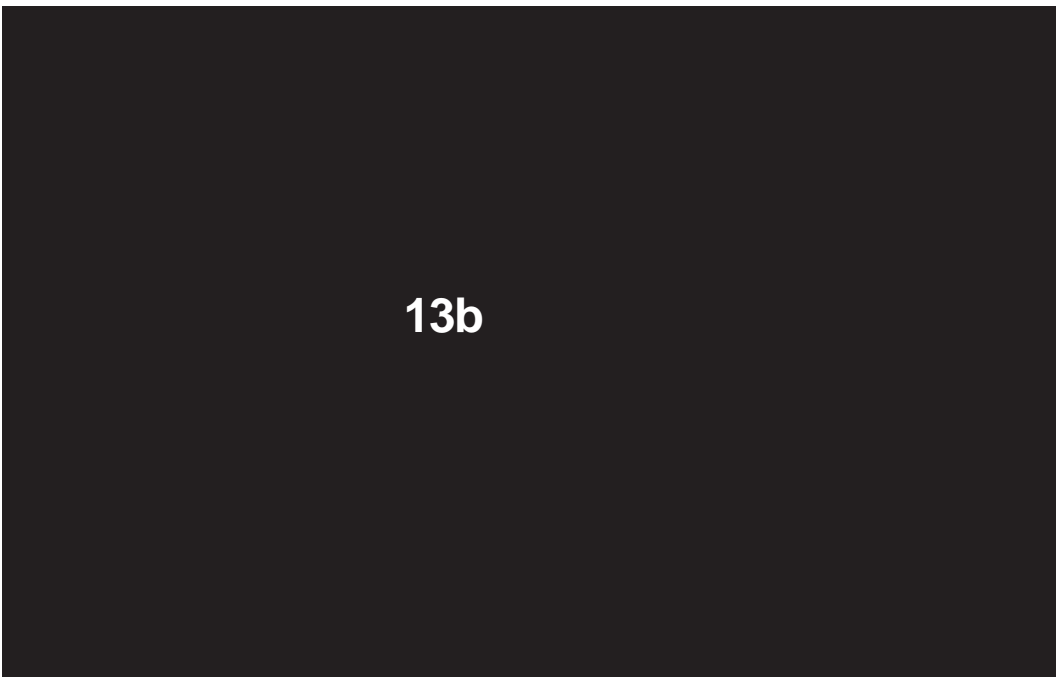
A crowd of admirers hover around the 904 of Dr. Barney Gardner as he conducts a short tour of the engine bay.

two hot August concours:



The Porsche garage everyone can afford is stocked with Porsche classics. It can bring out the kid in anyone.

and the Laguna Seca Historics



This well-kept Spyder was a favorite. Everybody wanted to see the Boxster's grand dad.

Automotion-GGR Autocross results, standings

Events #9 & 10, Dublin

Class	Driver	Best Time #9	Best Time #10	YTD Pts.	Fm	Yearton, Dennis	30.215	28.277	140
					FmL	Yearton, Lisa		28.850	120
Ai	Potap, Phil	32.420		20	Fx	Meza, Sergio		29.393	60
	Stebbins, Jeremy	32.520		67		Ralston, Jim		33.192	36
	Dugan, Jay	33.115	30.588	107	G	Martenot, Tom	33.126		40
	Vogley, Kim	33.122	31.425	82		Eskildsen, Philip		35.034	20
	Schmidt, Patrick		32.111	20	Gi	Molineaux, Kevin	31.214	29.334	72
	Smaker, John	34.036		9		Teasley, John	31.335	29.034	85
AiL	Thomas, Eugenie	33.067		120		Molineaux, Debily	32.765		13
Ap	Benz, Bill	33.425	30.681	60		McDonell, Eric		32.216	13
B	Esser, Brooks	32.142	30.339	140	Gm	Jackson, Neil	29.500	27.401	140
	Darling, Dave		31.526	68		Dortch, Ken	33.785		49
	Spinelli, Joe	35.067		29		Bogardus, Garry		29.555	16
Bi	Nieslony, Steve	31.191		114		Thorp, Bill		30.434	29
	Beck, John	31.660	28.196	140	GmL	Kuhn, Cherie	31.062	30.443	36
	Seidell, John	31.847		97		Stark, Patty	32.382	29.289	132
	Jackson, Larry		28.667	25	Gp	Chloupek, Graham	32.155		140
	Biesemeyer, Jim		29.178	32	Gx	Fariab, Essy		29.068	120
Bp	Sharp, Larry	30.174		140	H	Roberts, Jeff		31.916	20
	Brown, Gerry	31.307	29.137	104	Hi	Williams, Evan		28.490	40
	DelVillano, Bert	32.560	30.236	110		Williams, Harold		29.335	132
	Sarachene, Greg	34.343		11	HiL	Angebrannt, S.		31.587	120
BpL	DelVillano, Anne	33.484	30.701	116	K	Hickman, Dave	33.262	31.246	88
Br	Neidel, Rob	29.357		60		Smith, Mark Paul	33.680	31.213	47
	Neidel, George	30.699		108		Cloud, Phil	34.166		22
BrL	Neidel, Sharon	30.026		120		Selverian, Scott	34.790		24
Bx	Newton, Bill	31.276	29.032	140	Ki	Murray, Chris		28.609	136
	Wilbert, Ernie		30.533	16	Km	Sykes, Jeff		27.785	20
Bxst	Campbell, Gary	32.653	30.166	96		Temple, Vaughn		31.718	56
	Evans, Keith	32.686	30.570	100	KmL	Sykes, Sylvia		29.386	20
	Willard, Gary	34.084	31.170	39	Kp	Kuhn, Steve	30.903	28.591	80
C	Einoff, James	36.517		20		Finch, Bryan	32.692		16
	Mason, Jim	39.776	32.931	36		Kost, Jeff		30.438	16
	Marum, John		34.235	72	L	Leppke, Ron	33.066	30.323	56
Ci	Carrington, Cam		30.520	20		Van Praag, Nico		30.420	32
	Smith, Miles	32.650	31.242	56		Pickett, Tom	33.299	30.794	89
	Rose, Revis	33.218	31.291	129		Schultz, Jan		30.913	37
D	Sharp, Larry		30.219	20		Barnby, David	33.699	30.953	42
	Ng, Alan		33.289	16		Costello, John		31.336	62
E	Blomquist, Gary	33.506		88		Pineda, Juan		32.525	5
	McMillan, James	33.607	30.062	76	Li	Brooksby, Glen	29.817		67
	Murphy, Jim	33.859		13		Watts, Henry	29.854	27.902	132
	Tong, Phil		32.075	16		McGuigan, Dave	30.053	27.812	121
	McMillan, Gail		32.445	37		Yonk, Neil		28.519	49
	Bandirola, Stephen	35.612	32.772	46		Librock, Neil		28.771	55
EL	McMillan, Gail	34.512		20		Kishbaugh, Scott		29.526	42
Ep	Mitchell, Mike	31.512	28.760	140		Bauman, Jim	31.247		34
EpL	Sylvanovich, Donna	31.729	29.170	140	LiL	Yonk, Laurie	32.256	29.046	100

Lm	Shahoian, Ken	27.333	36		Rahal, Dame'	31.033	16
	Winders, Scott	27.501	76	N	Jones, Dan	32.448	29.662 112
	Lyter, Karen	31.476	13		Dean, Derek	32.602	49
Lp	Robinson, Masuo	27.832	20	Ni	Stefanowicz, Robt.	31.554	28.526 40
M	Chan, Clemson	35.708	49		Cartwright, Ben	31.356	16
Mi	Sousoures, Louise	31.177	29.242 140	NiL	Embrey, Olivia	33.316	20
Mm	Maioriello, Mike	31.736	40	Qm	Cox, John	30.280	29.182 60
Mp	George, Victor	31.533	28.669 92		Jarvis, Jay	30.776	32

Top Ten Event #9

Neidel, Rob	29.357	TTOD
Jackson, Neil	29.500	
Brooksby, Glen	29.817	
Watts, Henry	29.854	
Neidel, Sharon	30.026	TTODL
McGuigan, Dave	30.053	
Sharp, Larry	30.174	
Yearton, Dennis	30.215	
Cox, Jon	30.280	
Neidel, George	30.699	

Top Ten Event #10

Shahoian, Ken	27.333	TTOD
Jackson, Neil	27.401	
Winders, Scott	27.501	
Sykes, Jeff	27.785	
McGuigan, Dave	27.812	
Robinson, Masuo	27.832	
Watts, Henry	27.902	
Beck, John	28.196	
Yearton, Dennis	28.277	
Williams, Evan	28.490	

TTODL taken by Lisa Yearton 28.850

Automation 1/2 page

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November Board of Directors meeting

Meeting called to order at 5:50 p.m., on Nov. 2. Board members present: James Ohl, Larry Sharp, Marianne Gardner, Carolyn Lusk, Louise Sousoures, Karen Neidel and Richard Gray. Absent: Kirk Doberenz, Greg Braun and Sharon Neidel. Also present were Jean Ohl, K.C. Sharp, Bob Gardner, Bill Lusk and Deborah Gray. Minutes of the previous meeting were approved as amended.

1998 calendar changes

Jan 7 Board meeting at Applebee's, 84 Ranch Dr., Milpitas. Dinner at 6 p.m., Meeting 6:30 p.m.

Jan 10 Activities Day & Annual Meeting, Larry Sharp's home, 2 p.m.

Feb 4 Board meeting

Mar 4 Board meeting

Mar 15 Urban Assault II Rallye

Apr 1 Board meeting

May 6 Board meeting

June 3 Board meeting

July 1 Board meeting

Aug 5 Board meeting

Sept 2 Board meeting

Oct 7 Board meeting

Nov 4 Board meeting

Dec 9 Joint Board meeting

Postmortem of events

The Champagne Tour had 11 cars, with all types of Porsches represented except the 914, and no duplicates. The Octoberfest Friday Night Social had oompah music and lots of pictures of Germany. Autocross of Oct 11th was well attended, and as a result of the recent Autocrosses, the Series' budget is looking much healthier. Buttonwillow Time Trial was canceled. The final Autocross of the season, on Nov 1st, was also very popular.

Director reports

President: The smog bill was signed by Governor Wilson, ex-

empting cars built prior to 1974 from Smog Check II.

Vice President: Club Race insurance has been ordered.

Secretary: Nothing to report.

Treasurer: Board approved motion to accept Treasurer's report as submitted. Board briefly reviewed year-to-date budgets and actuals. Budget for Jan 10 Activities Day was submitted and unanimously approved. Confirmed the total debt owed to Thunderhill Park is \$5000, due Dec 31, 1997. Board discussed the two large expenses left on the 1997 budget, the Club Race and Time Trial Banquet. The Time Trial banquet entry fee covers the hotel, dinner, drinks and music, the time trial banquet line item covers trophies and entertainment. There will be door prizes, just not as lavish as in previous years. Competition Director will purchase trophies within budgetary constraints.

Membership: Number of prime members is 1310, with 25 applications in process and 42 new members. Board approved motion to accept all submitted new member applications.

Competition: No report.

Social: Shirley Neidel received a letter on Oct 31 advising GGR that our name had been drawn for decorating a tree in the San Jose Christmas in the Park display. The Yeartons graciously agreed to chair this function on Dec 6th. Shirley retrieved the tree decorations from the warehouse, Bill and George Yearton will be in charge, and will also invite the La Marre and McGuigan children to participate. Lloyd McKee, a Laguna Seca personality, is proudly having his 80th

birthday on Nov 4, and Time Trialers are encouraged to shower him with birthday cards. Send them to Laguna Seca's mailing address.

Nugget Editor: The last three issues of the Nugget are on the web site. So far no volunteers have stepped forward to take over as the Nugget editor. Board members are encouraged to look for candidates.

Past President: No report.

Webmeister: No report.

Old Business

1998 Charity-Membership has been invited by Erica Yew to present the GGR Charitable Contribution to the Fetterman Fund of Child Advocates of Santa Clara & San Mateo Counties at their annual dinner meeting on Nov 19. Vice President, reporting on driver's education survey, said an average cost of \$300 will pay for driver's training to prepare someone "until they are comfortable" for the California written and driving test. This cost is variable, and depends on the initial skill of the trainee. Discussion continued about future plans for funding driver education training. Motion was approved to adopt Child Advocates of Santa Clara & San Mateo Counties as the GGR Charity of Choice for future fundraising activities.

Meeting adjourned at 8:45 p.m. The December Board meeting will be held at the change of Board dinner. The January meeting is scheduled for 6:30 p.m., Wednesday, Jan. 7, 1998, at Applebee's, 84 Ranch Drive Milpitas. Call (408) 263-3939 for directions.

Members

GGR members celebrating anniversaries with PCA in December:

5-years

Jon Cox & Samyra Vighone
George Lazarus
George & Jo Morones
Charles Royals
Evan Williams
Scott & Monica Winders
Albert Wong & Pansy Mar

10-years

Dennis & Sandra Allen
Dale & Sally Breckenridge
Craig & Kristina Kilita-Cline
Michael Mitchell & Donna Sylvanovich
Philip & Shirley Moroney
Ron Wicker
Gordon & Victoria Wolf

15-years

Jack & Cathy Kuhn

20-years

Tom Everhart
Richard & Margaret Goerges

25-years

Steve & Tammy Conston

New members

Please join us in welcoming our newest members.

Beito, Richard & Drew
PO Box 1331
Oakland, CA 94661
510-635-1949
911SC 81

Blazer, David & Leslie Clary
22911 Alaire Lane
Pioneer, CA 95666
510-855-3731
911SC 80

Bokman, Chris
1700 Broadway #504
San Francisco, CA 94109
415-921-1654
911SC 81

Louise Sousoures, membership

Cashin, Mike & Jana
PO Box 1295
Menlo Park, CA 94026
415-324-2427
C4 95

Chan, Randall
25 Camino Alto
Millbrae, CA 94030
650-692-2270
944 84

Coakley, Mike & Rose Heinz
1499 Union St., #11
San Francisco, CA 94109
415-567-6922
C4Cab 91

Devert, Bruce & Brian
1962 Newcastle Drive
Los Altos, CA 94024
415-968-5687
911T 69

Dong, Alex & Grace
1504 Vine St.
Belmont, CA 94002
415-593-4058
993 97

Dowd, Gregory & Chris Schonberger
2867 Kilo Ave.
San Jose, CA 95124
951 88

Durmin, Dermot & Charlotte
4371 26th St.
San Francisco, CA 94131
415-285-8481
911S 74

Erler, Klaus & Dixie
26800 Old San Jose Rd.
Los Gatos, CA 95033
408-353-2768
911 86

Fabrega, Pamela
248 18th Ave.
San Francisco, CA 94121
911E 74

Fick, Stephen & Abbie Halden-Fick
79 Chester Circle
Los Altos, CA 94022
650-378-3743
911SC 92

Fletcher, Alan & Liz
346 First St., Unit 108
San Francisco, CA 94105
993 96

George, Jude
7100 Rainbow Dr., No. 22
San Jose, CA 95129
Boxster 98

Gottuso, Nicholas & Paulette
220 Oakhurst Place
Menlo Park, CA 94025
650-322-5101
911 84

Graff, Julie & Richard
450 Sevilla Ave.
PO Box 913
El Granada, CA 94018
650-712-0937
911S 76

Johnson, Leslie & Lisa Berry
12397 Brookglen Drive
Saratoga, CA 95070
408-725-0947
911Targa 97

Keegan, Art & Sheila
433 Ives Terrace
Sunnyvale, CA 94087
912 69

Knight, Robert
1630 Shasta Street
Richmond, CA 94804
510-524-5948
944S2 89

Liao, Allen
15580 Via Veneto
Morgan Hill, CA 95037
408-778-2388
928S4 90

Magill, Michael
1265 N. Capitol Ave., #19
San Jose, CA 95132
408-259-1937
944Turbo 88

Marshall, Paul
One St. Francis Pl., #1508
San Francisco, CA 94107
415-399-0140
911C2CAB 93

Miri, Sina
1037 Windermere Ave.
Menlo Park, CA 94025
911 78

Pineda, Juan
717 Shrader St.
San Francisco, CA 94117
911 85

Randolph, Keiko
300 Third St., #719
San Francisco, CA 94107
415-495-8698
Boxster 97

Reilly, John
10 Muirfield Rd.
Half Moon Bay, CA 94019
415-726-7327
911CAB 97

Roberts, Stephen
268 Silverado Court
Oakland, CA 94605
510-670-2700
928 79

Roebuck, Kevin
16345 Los Gatos Blvd., #25
Los Gatos, CA 95032
408-356-4419
911 88

Ruben, Thom & Arno
2840 Churchill Drive
Hillsborough, CA 94010
650-579-2926
C2 91

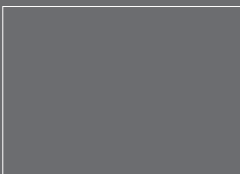
Schultz, Jan-Ake
1380 Oak Creek Dr., #218
Palo Alto, CA 94304
650-328-6262
911 87

Seay, James & Yolanda
316 Sunset Drive
Danville, CA 94506
510-736-9034
993 95

Spinelli, Richard
Joe Spinelli
2316 Stonebridge Rd.
Livermore, CA 94550
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911SC 78

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Official Count

New members **42**
Transferring in **4**
Transferring out **6**
Total members **1310**

Stefanowicz, Robert
Ed Stefanowicz
1250 Walker Ave., #32
Walnut Creek, CA 94596
510-210-1093
993 96

Strachar, Ed
10244 Danube
Cupertino, CA 95014
408-996-9800
911C4S 97

Upton, Kevin & Lara
PO Box 9025
Vienna, VA 22183-9025
944 83

Vezeau, Ken & Susan
2418 Hale Dr.
Burlingame, CA 94010
415-343-7351
Boxster 97

Wagner, Bob & Lee
8991 El Matador Dr.
Gilroy, CA 95020
408-848-5520
911T 69

West, Andrew & Kresten
970 Chestnut Street #13
San Francisco, CA 94109
415-217-8203
911Targa 88

White, Jim
Patricia O'Brien
880 Lincoln Avenue
Palo Alto, CA 94301
415-553-2737
Boxster 97

Williams, Bryce
521 West Santa Inez
Hillsborough, CA 94010
415-829-2033
968Cab 94

Partsheaven 1/8 pg

Wilson, Russell
69 San Jose Avenue #5
San Francisco, CA 94110-
911 80

Crease, Craig & Nancy
7113 W Weaver Place
Littleton, CO 80123
914 88

Transferring in

Colman, David & Judith Bradshaw
2318 Westcliffe Lane
Walnut Creek, CA 94596-
914-6 70

Hwong, Henry
2250 Jones Street
San Francisco, CA 94133-
911SC 80

Lambert, Rodney & Cody
3715 Broadview Court
Kelseyville, CA 95451-8606
928 79

Mueller, Mike & Megan
865 Hawthorne Drive
Walnut Creek, CA 94596-6136
914 73

Genovia, Elliott & Paula Jane Gallant
8342 Hillgrove St
Granite Bay, CA 95746-6030
916-797-0321
944 88

Masles, Thomas & Melissa
35 Oak Trail Court
Alamo, CA 94507
912 67

Ramachandran, Sreelal
14345 SW Domino St
Beaverton, OR 97005-
944 84

Shomaker, Wayne & Beverly
489 Hillsdale Drive
Santa Rosa, CA 95409-
911 71

Willenbacher, Robert
537 Easterby Street
Sausalito, CA 94965-1710
911 88

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1967 911 Coupe, 2 owner car, original engine rebuilt to 2.2L, "S" suspension and instruments, dual braking, '72 seats, OEM style shoulder belts, new dash, headliner. New paint in original white in 1986, a great and reliable daily driver. \$10,500. Bob (415) 592-8870 home, (415) 786-4165 office or Bob.Malina@Eng.Sun.Com

1970 914-6. Metallic red, beige interior. Rare orig. color combo. Paint by BodyStyle in '96. 8K miles on complete engine, trans, suspension overhaul. Second owner and have done all work on it since '72. SERIOUS INQUIRIES ONLY. \$22,914.60. Ken Mack (408) 377-8055.

1973 914 2.0L. Needs work. Asking \$2,000. Runs. Some spare parts. Call for more information. (209) 832-3426 after 5:30 pm.

1973 914/2.0 "Convertible". Sane, very attractive custom conversion by pro restorer Bill Guinn, Willco Automotive, Carson, CA. Appeared in November 1994 *Porsche Panorama*, pg. 28. Silver/black, center console, gauges, 185K miles. Compression good, original running gear. All maint. records. Originally delivered in Phoenix. Great attention getter. \$6,450. Don Beavers (707) 255-7522 (Napa).

1973 914 Race Car. Current SCCA "E" Production and PCA Club Racing GT-5R. Professionally built and maintained. Dyno tuned engine with best parts throughout entire car. Complete package with gears and spares. Invested \$40K. \$11,500 obo. Marc (707) 938-8727 days or (707) 552-4569 evenings.

914-4 2 liter. Malaga red, track car. Three years old, built with new German heads, guides, valves; CCed, Euro P&Cs, balanced, match ported. 911 housing w/911 alternator and 11 blade fan. Earl's front cooler w/plumbing; Electromotive crank fire; new headers; new stainless DynoMax muffler; 911 front end w/M calipers; Cool Carbon pads; six 6" 911 cookies, "S" clutch, 11 lb. flywheel; Delorto 44s; new Hoo-siers (0 miles); full welded cage w/camera mount; 22mm torsion bar; 22mm sway bar; new adjustable spring perch rear suspension with Koni Sport shocks and 200 lb. Eibach springs; Simpson 5 points; early doors (light); fiberglass front bumper, new Optima battery; Momo wheel; Hot Lap, removable front air dam with hidden receivers for tow bar, tow bar. \$7,500. Richard Antoine (916) 558-6106 days or (916) 392-3726 evenings.

1974 911S Coupe. VIN 9114600425. Mid-80's turbo body style. RS engine (6641398). European model with H4 headlights, sunroof, and aftermarket Fuchs (16s). Briefly time trialed in '88 (rollbar, Simpson belts, and leather Recaros). Pearl with racing and turbo graphics. Well maintained with new Goodyear GSCs and recent smog (5/97). Current owner since '88. \$11,900. Andrew (415) 472-5610.

1974 Carrera Coupe. #440 of 528 produced. Chocolate brown w/gold lettering, dark brown leather interior with sport

seats, Alpine stereo. Competition suspension, swaybars, torsion bars, Bilsteins, 7 & 8s, ducktail, fogs, spoiler. Restored '93, body and interior flawless, performance awesome. \$20,000. Rick Giacomazzi, San Juan Hollister Road, Hollister 95023. (408) 637-7367.

1977 911 S Targa #9117211257. 78K miles, silver/black, California car, excellent, meticulously maintained, always garaged, recent complete engine overhaul plus new clutch, new studs, inserts, Carrera tensioner, pop-off valve, no thermal reactors, no A/C, more responsive than 911 SC. Why buy new? All records. \$13,500. Francis Fung, 514 Arballo Dr., San Francisco (415) 584-2333.

1978 924. One with sunroof and one without. Both complete cars with straight bodies. Great start for time trials or SCCA/ITA. \$500 for both FIRM. Marc (707) 938-8727 days or (707) 552-4569 evenings.

1979 911 SC Coupe, #9119201861. Reluctantly for sale. Chiffon/brown leather, 53K miles, totally stock and immaculate, always garaged/no smoking. Regular Mobil 1, Euro-Sport edition, Bilsteins, tail/model delete, factory A/C, electric sunroof/mirrors/windows, H4's, superb leakdown test, new Clifford alarm, new \$3,000 Alpine stereo, new Dunlop D40M2's on Fuchs 7s and 8s, 930S steering wheel, Mag bra, Wings heel and toe, original parts. \$21,000. Andrew Roland (415) 296-0507 home, (650) 432-1830 work.

1980 911SC Coupe. Silver/black, 6,500 miles, leather, A/C, P/W, sunroof, chin spoiler, choice of Fuchs alloys, new 008Rs, choice of headlights and rear deck lids, original owner. Calif. car, showroom cond., always garaged, never smoked in or driven in rain. \$32,000. Rich Bontempi (650) 364-6234 days, (650) 369-1364 evenings.

1986 911 Carrera Targa. #WPOEB0919GS160856. Iris blue metallic, blue leather, 67K miles, new rear tires, AC, power seats-locks-windows, Blaupunkt, Hofco alarm, bra and cover. \$19,900. Bill Curley, 17910 Overlook Road, Los Gatos. (408) 238-9179.

1988 Porsche 928. Silver, automatic, 115K miles. One owner, non-smoker, dealer maintained, 5,000 mile oil changes. Nearly always covered or garaged. Almost new tires. All records. Will accept reasonable offer. (408) 778-9924 days or (408) 779-2354 evenings.

1990 C-4 Coupe, original owner, near perfect, 18K miles, black w/pearl gray supple leather option, sunroof. George Visgilio (209) 473-3507 days or (209) 466-0129 evenings, gvisgilio@worldner.att.net

1990 Carrera 2. Black/black leather/black headliner/dark tinted glass. 34K miles, Michelin XGTs. No accidents, no smokers, never raced. Always garaged. All records. Excellent condition. Southern California car. Deliver in south or north California. \$34,500. (415) 776-4888 or (805) 499-5933.

1995 993. Polar Silver with Classic Gray interior, CD player, approx. 30K miles. Meticulously setup and maintained by S-Car-Go with RS springs, shocks, swaybars, spacers and

shock tower brace. Always garaged. \$55,000 obo with Club sport accessories (belts/harness bar, etc.) Alan Kushner (510) 831-8795.

1995 993 Coupe. Guards red w/black. 22K miles. Leather 8-way power seats, factory CD, 10-speaker system, 17" wheels w/painted crests, new Pilots, more. Exl. orig. cond., always received best service. All records, purchase documents. Always covered/garaged. Never raced. No smoke. Long-time enthusiast-owner. Low book \$52,900. Lance Keigwin (408) 369-0448 home or (408) 523-5270 work.

1996 993 Carrera Coupe (C2), Midnight blue metallic, cashmere/black. Partial leather, 6-spd, power seats, premium sound system, AM/FM/Cassette w/remote 6-disc changer, cruise, 17" rims w/crest (painted), LSD w/ABD traction control, 7-year/100K miles extended warranty, Euro springs (lowered 1.5"), front cross strut, 95 style immobilizer, floor mats, nose mask, foot rest (AJ), cover. \$64,500. jim@artisan or (408) 487-5313.

Trailer. 18-foot 1989 Owens Classic tandem wheel car trailer. New tires and new wheel bearings. Excellent condition. Pulls good. \$2,500. Bob Belz (209) 956-5600 office or (209) 957-9199 home or (209) 956-5664 fax.

PARTS & MISC

17 inch factory Cup wheels - PERFECT condition, with Michelin Pilot tires (50% tread left) from 1996 993, \$1,200 obo. Nearly new factory Blaupunkt CR-210 AM/FM stereo/cassette from '96 993 with 6 factory speakers, \$250 obo. Passport radar detector, \$200 obo. Dennis Mahoney (650) 548-9150.

'78-'89 OEM rocker deco, excl., \$75/pr.; lower quarter panel extensions, excl., \$40/pr.; same front, excl., \$20/pr.; '74-'89 decklid grille, excl., \$25; '65-'68 front bumper, vg, \$80; same rear, excl., \$60/side. '56 pass. coupe door shell, vg, \$150; '56 door latch \$40. '57 jack \$100. 914 steering wheel \$25. '65-'68 turn signal assy. L-side excl., \$100, R-side fair, \$25. '67(?) window crank, orig., excl., \$25. Amco walnut/cloisonne 5-speed shift knob NOS boxed \$40. '68-'73 4-speed shift knob, excl., \$35. L-side window regulator, '73(?) coupe, rebuilt, \$50. Davies County Garretson 935 decanter, boxed, mint, \$100. "C" rear window \$50. All FOB. Jerry Haussler (650) 594-2919 evenings or (650) 377-1213 days or bonehead@zephyrblau.com

356 parts - Bosch 009 distributor \$25. Call Steve (408) 730-1241.

911 parts - Vented front brake rotors, \$15/ea., 19mm sway bar \$50, oil filters PC260 \$5 ea., spark plugs NGK BP7ES \$1/ea., points \$5/ea., stock 1972 leather covered steering wheel \$50, car cover \$15, alloy wheel locks \$15/set, front and rear hood shocks \$8/ea., factory shop manuals updated thru 1977 \$175, Simpson 5-point harness 1 set \$75, ski rack, new Weber carburetor part #901-125-01 \$250. Will consider offers. Call Steve (408) 730-1241.

914 front shocks. Koni gas sport, adjustable. Used half season. Excellent. \$375. Richard (510) 798-3120.

914 parts - Brake rotors \$10/ea., stock 1973 '74 2.0 muffler \$75, Simpson 5-point harness 1 set \$75, spark plugs \$1 ea., condensers \$5/ea., points \$2/ea., 19mm sway bar \$50, factory shop manuals \$175, alloy wheel locks \$15/set, stock steering wheel \$10. Will consider offers. Call Steve (408) 730-1241.

930 front wheels, 7x16 Fuch alloys with standard finish and new Pirelli P700Z 205/55ZR/16 tires. Mounted and balanced, ready to go, \$850/pr. Very large 4' x 6' metal advertising sign of 1981 "Camel GT IMSA 935 Porsche" next to a race track. Perfect for garage wall. \$275 plus shipping. Scott or Betty (408) 663-5547 evenings.

Fuchs 7&8 x 15 wheels, polished lips, centers painted Garnet Red, \$800; Cambermeister for 84-on Carrera, \$100; Stock torsion bars for '85 Carrera (18? and 24mm), best offer; 914 2.0 (4 cylinder) fan housing with alternator, \$50; 914 flywheel, \$50; Richard Antoine (916) 558-6106 days or (916) 392-3726 evenings.

Goodyear Eagle GS-C (only one) 225/50 R16 92V for left side (directional) with 1,500 miles. \$50 or make offer. Robert Jahnke (650) 961-2799 (msg.).

Mechanical fuel injection for 2.4S. Less than 6,000 miles on complete overhaul by Eurometrix and Pacific Fuel Injection. \$1,500. Ken Mack (408) 377-8055.

Shoulder belt cross bar, \$50. Ray Scruggs (415) 459-3527.

Boxster car cover (factory), \$120. Two P-Zero 205-50-R17 w/500 miles, \$200 pair. jim@artisan or (408) 487-5313.

Engine, 914 2.0 Ltr., complete, 1 year on rebuild. Euro pistons, header, oil cooler, \$1,700 or best offer. Larry (510) 371-6238.

WANTED

Early 911/912 bumper guards w/o rubber strip, early OEM trunk liner (3 pcs.), Lemmerz wheels dated 9/57, Bosch ign. sw. 644.613.101.00 w/matching orig. key (or just the key), key fob/key case (any style or vintage, "jorg" screwdrivers, 260 MM "pickle fork" wiper blades and arms, "A" owners manual dated 3/59, glycerine bottle and instruction book. T-2 floor and tunnel mats, Lachstich (touch up paint), Sport Erfolge books, Christophorus #s 7, 9, 10, 12, 14, 15, and 16. Christo calendars '56, '57 and '66. Factory special tools ("P" tools) and catalog, factory photographs, boutique items, cigarette box, ash tray, etc. Jerry Haussler (650) 377-1213 days or (650) 594-2919 evenings or bonehead@zephyrblau.com

Early muffler (2 inlet, 1 outlet) or sport muffler. jim@artisan or (408)487-5313.

Classifieds - 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.



Events calendar



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

December

- Sat 6 **GGR Tree Decorating Party**, San Jose Christmas in the Park display. For information call Lisa or Dennis Yearton (408) 779-8093.
- Sat/Sun 6-7 **PCA Club Race**, hosted by Golden Gate Region at Sears Point Raceway. For fee and information call David Kimes (408) 779-5988.
- Wed 10 **GGR Joint '97-'98 Board Meeting/Social.**
- Fri 12 ****CANCELLED** Friday Night Social.**
- Sun 14 **GGR Christmas Party and Autocross Awards Banquet.** For information see back cover.
- Wed 31 **GGR New Year's Eve Party and Time Trial Awards Banquet.** For information see page 7.

January

- Wed 7 **GGR Board Meeting**, 6:30 p.m., Applebee's Restaurant, 84 Ranch Dr., Milpitas.
- Fri 9 **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- Sat 10 **GGR 1998 Activities Day/Annual Planning Meeting**, 2 p.m., K. C. and Larry Sharp's residence, 1119 Megan Road, Livermore (510) 371-6238.
- Sat/Sun 31-1 **GGR Time Trial and Driver's Education #1**, Sears Point Int'l. Raceway, Sonoma. More information to come.

February

- Wed 4 **GGR Board Meeting**, 6:30 p.m., location to be announced.
- Fri 13 **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- Sun 15 **Zone Rallye**, February Frolic, hosted by Diablo Region. More information to come.

Notices of zone-wide interest must be received by the zone representative at least 45 days prior to the date of publication. Send information to Tom Provasi, 1339 Glen Dell Drive, San Jose, CA 95125, or send by fax machine to (408) 280-1853 or email to tprovasi@netgate.net

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

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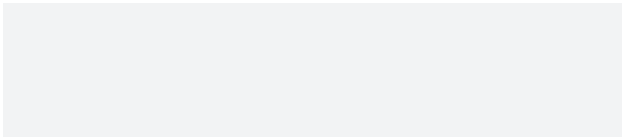


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1997 GGR Holiday Party and Auto-X Awards Brunch

Sunday December 14th

11:00am - 2:00pm

Stanford Park Hotel

100 El Camino Real

Menlo Park, CA 94025

\$27.50 per person

(includes a complimentary glass of champagne)

Please make checks payable to

PCA-GGR and mail to

Karen Neidel

275 Tradewinds Dr. #13

San Jose, CA 95123

(408)225-5356

Reservations Deadline is December 5th

