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.


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 prepping the *race* car. I’m going *racing*.
James’ jabber

James Ohl, president

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 controversies 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, 1119 Megan Road, Livermore (510) 371-6238

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**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 Stroh 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.
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 German 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
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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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 — methodé 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...
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.

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

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

Photos: Dick Cottrell

A crowd of admirers hover around the 904 of Dr. Barney Gardner as he conducts a short tour of the engine bay.
In two hot August concours:

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

This well-kept Spyder was a favorite. Everybody wanted to see the Boxster’s grand dad.
### Automation-GGR Autocross results, standings

**Events #9 & 10, Dublin**

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|    | Ralston, Jim    | 33.192 | 36    |
| G  | Martenot, Tom   | 33.126 | 40    |
|    | Eksildsen, Philip| 35.034 | 20   |
| Gi | Molineaux, Kevin| 31.214 | 29.334 | 72 |
|    | Teasley, John   | 31.335 | 29.034 | 85 |
|    | Molineaux, Debily| 32.765 | 13   |
|    | McDonell, Eric  | 32.216 | 13   |
| Gm | Jackson, Neil   | 29.500 | 27.401 | 140 |
|    | Dortch, Ken     | 33.785 | 49    |
|    | Bogardus, Garry | 29.555 | 16    |
|    | Thorp, Bill     | 30.434 | 29    |
| GmL| Kuhn, Cherie    | 31.062 | 30.443 | 36 |
|    | Stark, Patty    | 32.382 | 29.289 | 132 |
| Gp | Chloupek, Graham| 32.155 | 140   |
| Gx | Fariab, Essy    | 29.068 | 120   |
| H  | Roberts, Jeff   | 31.916 | 20    |
| Hi | Williams, Evan  | 28.490 | 40    |
|    | Williams, Harold| 29.335 | 132   |
| HiL| Angebrandt, S.  | 31.587 | 120   |
| K  | Hickman, Dave   | 33.262 | 31.246 | 88 |
|    | Smith, Mark Paul| 33.680 | 31.213 | 47 |
|    | Cloud, Phil     | 34.166 | 22    |
|    | Selverian, Scott| 34.790 | 24    |
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|    | Temple, Vaughn  | 31.718 | 56    |
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|    | Finch, Bryan    | 32.692 | 16    |
|    | Kost, Jeff      | 30.438 | 16    |
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|    | Van Praag, Nico | 30.420 | 32    |
|    | Pickett, Tom    | 33.299 | 30.794 | 89 |
|    | Schultz, Jan    | 30.913 | 37    |
|    | Barnby, David   | 33.699 | 30.953 | 42 |
|    | Costello, John  | 31.336 | 62    |
|    | Pineda, Juan    | 32.525 | 5      |
| Li | Brooksby, Glen  | 29.817 | 67    |
|    | Watts, Henry    | 29.854 | 27.902 | 132 |
|    | McGuigan, Dave  | 30.053 | 27.812 | 121 |
|    | Yonk, Neil      | 28.519 | 49    |
|    | Librock, Neil   | 28.771 | 55    |
|    | Kishbaugh, Scott| 29.526 | 42    |
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| LiL | Yonk, Laurie   | 32.256 | 29.046 | 100 |

**Class Driver Best Time YTD**

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TTODL taken by Lisa Yearton 28.850

Automotion 1/2 page
We’re open

Stead Porsche is delighted to announce that its new, exclusive Porsche dealership is now open for business. Visit us at 2244 N. Main St., Walnut Creek. (510) 280-4900

Grand opening celebration soon.
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, exempting 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 McKe, a Laguna Seca personality, is proudly having his 80th birthday on Nov 4, and Time Trailers 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 & Sammya Vigeheone
George Lazarus
George & Jo Morones
Evan Williams
Scott & Monica Winders
Albert Wong & Pansy Mar

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

15-years
Jack & Cathy Kuhn

20-years
Tom Everhart
Richard & Margaret Geoges

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

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

Cashin, Mike & Jana
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

Deverit, 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

Dunnin, Dermot & Charlotte
4371 26th St.
San Francisco, CA 94113
415-285-8481
911S 74

Erl, 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
650-712-0947
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., #158
San Francisco, CA 94107
415-399-0140
9112CAB 93

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

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

Randolph, Keiko
300 Third St., #17
San Francisco, CA 94107
415-495-8698
944Turbo 88

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

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

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

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

Sea, James & Yolandia
316 Sunset Drive
Danville, CA 94506
510-736-9034
993 95

Spinelli, Richard
2316 Stonebridge Rd.
Livermore, CA 94550
510-447-8975
911SC 78

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18 December 1997 Golden Gate Region
Official Count

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

Strachar, Ed
10244 Dambe
Cupertino, CA  95014
408-996-9800
911CS  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
415-237-8203
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
968 Cab  94

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

Transferring in

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

Hwong, Henry
2250 Jones Street
San Francisco, CA  94133-9113C  80

Lambert, Rodney & Cody
3715 Broadview Court
Kelseyville, CA  95451-8006
928  79

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

Transferring out

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

Willenbucher, Robert
537 Easterly Street
Sausalito, CA  94965-1710
911  88

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


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 Housiers (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 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 D40MZ’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.


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 Vissiglio (209) 473-3507 days or (209) 466-0129 evenings, gvisgilio@worldner.att.net


1995 993. Polar Silver with Classic Gray interior, CD player, approx. 30K miles. Meticulously set up 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.


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.

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 548-9150.

Passport radar detector, $200 obo. Dennis Mahoney (650)
cassette from '96 993 with 6 factory speakers, $250 obo.

obo. Nearly new factory Blaupunkt CR-210 AM/FM stereo/
Michelin Pilot tires (50% tread left) from 1996 993, $1,200
911 parts

914 parts - Brake rotors $10/ea., stock 1973 '74 2.0 muf-
fler $75, Simpson 5-point harness 1 set $75, spark plugs $1 ea., condensors $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 P7002 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 788 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" screw-drivers, 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 (650) 377-1213 days or bonehead@zephyrblau.com

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


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.

December 1997 The Nugget 21
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
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Louis Knight (707) 323-9127 24 hours
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Richard Gray  
4119 Sacramento St.  
Concord, CA 94521

Visit GGR’s web site at http://www.glennhills.com
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
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(408) 225-5356

Reservation Deadline is December 5th